

The Commodores Dinner

This month's Commodores Dinner will be *"In a Crockpot"* Bring your best Crockpot recipe, be it a appetizer, main dish, or desert. Make a hot drink in a Crockpot if you have a killer cider recipe or other recipe. Whatever you think you can share and enjoy with your fellow sailors.

Thursday, December 17
Doors Open at 6:00

Annual Awards Banquet January 31, 2010 1800 to 2300

Mark your calendars now for this special event. This year it will be held at the newly renovated and expanded Lenny's in California, MD. More information will be mailed in December. Questions: Social@smsa.com.

SMSA Holiday Party December 5, 1800 to 2000.

For members and guests only. Come on and begin celebrating the holiday season with your sailing buddies. Bar will be open and Hot Spiced Apple Cider (plus) will keep you warm. Ben Connelly is looking forward to performing that evening along with his special guest. SMSA will provide a large ham and rolls and members are asked to bring a side dish to share. This event coincides with the Solomons Island Christmas Walk and Boat Parade. There is a separate SMSA Open House on Friday night, the 4th, as part of the Solomons Island event.

2009 US OFFSHORE Championships

A crew, largely from SMSA, had the honor of racing in the US Offshore Championship Regatta representing Area C

The regatta was held on September 25-27 at the US Naval Academy. Eight crews from around the country sailed identical Navy 44 Mark I sloops. The boats were tuned and prepared especially for the series. Navy has a special set of sails that are only used for these competitions.

To eliminate as many remaining boat differences as possible, we changed boats each day. Each boat had a main, #3 and storm sails that stayed with the boat. Each crew took its #1, primary and backup spinnakers from boat to boat. Each crew also had an experienced Midshipman that stayed with the team throughout. Our Midshipman, Paul, was an excellent sailor and fine shipmate.

Thursday, the day before the regatta was registration and optional practice sail. Of course we were there raring to go for the practice sail, and, of course, there was no wind. Has anyone ever had a scheduled practice where there wasn't too much or too little wind?



Rear: Bob Stratton (SMSA), genoa and guy trimmer; Ron Wilson (SMSA), foredeck; Norm Dawley (SMSA), skipper; Jim Whited (SMSA), navigator and main trim.

Front: Midshipman 1st Class Paul Mallory (USNA), genoa and guy trimmer; Jean Myer (CCA), spinnaker trim, Gregg Baldwin, foredeck captain, Dan Trammell (SMSA), tactician; Peter Quinn (SMSA), foredeck.

The first day of the regatta was mandatory practice in the morning and racing in the afternoon. We had 3 races that afternoon in 5-10 knot SE breeze. All were 4-leg windward leewards. In the first race we got a second row start and got a 7th place. We did not have good boat speed and could pass anyone. Good Start in the second race

The second race we got a good start, at the committee boat in clear air and pulled out a 2nd place. The last race we had a good start, but missed a shift and still had poor speed, finishing with another 7th. Clearly we needed to solve the boat speed problem. We sent Paul off to find out what he could from the other Midshipmen about setting up the genoas. The genoas were all very draft aft. We were trying heavy halyard and sheet aft to try to get it to go. The best solution turned out to be heavy halyard, sheet forward and light trim

The next day, Saturday, was one windward-leeward and as long a distance race as they could get in and still get us back to the dock by 1630. The breeze was 15-18 knots again from the SE. We set up with the #3 and were positioned well for the start.

Gregg, on the bow, was convinced that we were behind the line at the starting signal. Then, on the radio came, "All boats but F are OCS. The first transmission was a bit garbled but F immediately returned to the line (They were the only boat that was OK!). Then the Race Committee repeated the call. The whole fleet headed back to restart. Quite a mess! We restarted in decent shape and managed a 4th for this race.



The distance race was a 24 miler around government marks in slightly less breeze. A few boats started with #1s but the boats really were the same speed with either jib. The jibs are hanked on; so changing is bareheaded and very costly. We elected to wait to change up on the next leg, a shy spinnaker reach. About half the boats were jib

reaching and half used spinnakers. Again there was little or no speed difference. It was becoming very clear that this was a tough fleet. One mistake and you were out of it for that race. We had perfect foredeck work, but so did everyone else.



We got another 4th on this race. This moved us up from 7th to 6th in the standings. Our safety officer observed that a boat getting consistent 4th places could win this regatta. The whole fleet was within 8 points after 5 races. Anyone that had a 1st also had a 7th or 8th to go with it. It was still anyone's game. Here we are running down a boat with too much sail. But we never did get past them.

The last day had light easterlies going to the south. On the first start we had a really good spot but Navy barged in so aggressively that our safety officer and the safety officer on Hingham's boat order each of their boats to give way to avoid colliding (We were already giving way. But it was very helpful that the safety officer gave the order also because their testimony is then allowed in the protest hearing.). We hailed protest, and flew the protest flag and turned to racing. We held on to enough of our good start for a 2nd behind Navy. They lost the protest and we got a 1st for that race. Though we did not focus on it at the time, we had moved up from 6th to 2nd in the standings!

Pos	Skipper	Yacht Club	Race 1 Friday 3.2 nm	Race 2 Friday 3.2 nm	Race 3 Friday 4.8 nm	Race 4 Saturday 4 nm	Race 5 Saturday 24 nm	Race 6 Sunday 4 nm	Race 7 Sunday 6 nm	Total
1	Bruce Kuryla	New York / Milford	4	7	4	2	6	2	2	27
2	Mike Gable	Davis Island Yacht Club	6	1	1	6	2	6	6	28T
3	Ralph J Di Mattia	Hingham Yacht Club	3	4	6	3	8	3	1	28T
4	Norman Dawley	SMSA	7	2	7	4	4	1	5	30T
5	Kenneth King	CORA,ChYC,CYC	2	3	2	8	7	5	3	30T
6	MIDN 1/C Jason Mazzoni	US Naval Academy	5	8	3	1	3	9/DSQ	7	36T
7	Thomas (Todd) Wheatley	Alamitos Bay Yacht Club	1	6	5	7	5	4	8	36T
8	Steve Rhyne	Lakewood Yacht Club	8	5	8	5	1	7	4	38

The last race was very light. We went right on the first two runs and lost some boats. The next run we went left and thought we had picked them up again

for a 3rd. There were 3 of us line abreast at the finish. But the committee called us the last of the group putting us in 5th for the race and 4th for the regatta.

Bruce Kuryla, sailing with his father and his son in the crew, representing the New York Yacht Club won with 27 points, just 1 point better than an average 4th for the 7 races. It was an incredibly close regatta with the friendliest of competitors, wonderful hosting by the Navy and excellent committee work. We would do it again in a minute.



Finish of the last race, we are closest to the committee boat.

WANTED: Optimist, hopefully in sailing condition but would also consider one needing minor work. Please call Norm or Rosemary Dawley at 410-326-5147 or email rosemarydawley@comcast.net.

Buccaneer 18 For Sale

2000 Buccaneer 18 for sale, \$5000, good condition, with sails & trailer, this boat is extremely competitive, won 2nd place in Buccaneer NA's in 2000, and has been very successful in local and regional regattas ever since.

The Buccaneer North American Championship is coming to SMSA this June, get your boat and be ready!

Contact Jimmy: 240-434-1312

SMSA Trip to Washington Capitals Game!

Attention hockey fans! Kate and Chris Miller are organizing an SMSA group trip to Washington DC on Saturday January 23, 2010 to watch the Washington Capitals take on the Phoenix Coyotes. The game starts at 7pm, and we'll be setting up carpools from Southern Maryland as the date gets closer. There are 14 tickets available, first come first served, at a cost of \$90 per ticket. The seats are on the club level in Section 214, rows J, K and L. These are great seats and for those of you that haven't been to a CAPS game, they are awesome in person! If you're interested in going, call Kate or Chris at 410-586-8246, or e-mail us at cmmiller0411@comcast.net.

For those of you wondering what hockey has to do with sailing, it's one more chance to experience a great sport on the water – so what if it's frozen!! Rock the Red – Let's Go CAPS!

**SMSA Ski Weekend at Seven Springs
Ski Resort in Champion, PA
Friday, 19 Feb - Sunday, 21 Feb.**

Seven Springs was not able to accommodate us for the weekend of 6-8 Feb. But, we were able to book rooms for 19-21 February. So, here are the details:

Arrive Friday evening. Check into the Seven Springs Ski Lodge (at the foot of the mountain). Depart Sunday afternoon/evening. Ski from arrival time Friday afternoon until departure Sunday afternoon/evening.

Package includes lodging Friday and Saturday nights, Ski Lift tickets for the weekend, and breakfast Saturday and Sunday. Cost (per person): \$340.72 (double occupancy); \$269.51 (triple occupancy); \$233.90 (quad occupancy). Child occupancy is \$142.92. Rental Skis are \$36 for the weekend, and ski boards rent for \$52. For those who do not wish to ski, there is \$50 non-skier kick-back that can be used anywhere at the resort.

Jody Andrews has booked 10 rooms. We need to put down a \$500 non-refundable deposit by **Friday, 4 December.**

Based on the interest voiced so far, we are going ahead with the deposit.

Please let Jim Keen or Jody Andrews know as soon as possible if you can commit to this fun ski weekend.

Jim's number is (240) 925-1173. Jody's is (301) 904-3178. Jim's home phone is (410) 326-9452.

This will be a fun weekend. The snow is always good in late February. Please let us know if you are in. Thanks!

...Jim & Jody

Suggested Reading: Saving Sailing

This summary of a new book, Saving Sailing, was just sent to me, and looks like a must read book for people who love to sail, and want to share the sport, I'm putting it on my Christmas list, maybe you will too!

Author Nick Hayes is spilling the beans on one of sailing's big secrets: Sailing is not easy.

To a certain extent, we all know it, and the sailing industry goes to great lengths to convince would-be sailors of exactly the opposite, but Hayes isn't afraid to put it out there. Sailing's not easy, but that's why it is so important.

In his new book, Saving Sailing, Hayes discusses the importance of the sport, which has a lot less to do with physical fitness or winning races than it does with family, and why now more than ever it's worth saving. He writes about "life past times," those activities that we engage in for most of our lives that rise beyond the level of a mere hobby, and help us identify who we are and what we're about. It is what Hayes calls a "complex, learned activity" and is something we do within a group that defines us throughout our lives. "Very clearly, sailing falls into this category," he said.

The book cites some hard facts and figures that are dire enough to make anyone interested in the growth of sailing shudder. At its peak in the late 1970s and early 1980s (a period of long recession, high inflation, high unemployment and volatile energy costs, Hayes points out) more than 5 percent of Americans sailed, 78 percent of the time with family. Today, fewer than 2 percent of Americans sail and less than 10 percent of them are doing it with their family. It hardly makes sense when you look at another statistic: There are more kids ages 12 to 17 in sailing programs than ever before. But those teenagers leave the sport in almost a mass exodus as young adults, apparently having no devotion to the activity.

Read the rest of the summary, and find the book:
<http://www.sailingmagazine.net/news/features/800-the-family-that-sails-together>