

Members Mailing Address

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Southern Maryland Sailing Association
PO Box 262, Solomons, MD 20688

the clew

Southern Maryland Sailing Association, Inc.

September 2010

Vol. 40 No. 9

September/October			
4-12		Southern Bay Cruise	
8	Wed	Last Wed Night Race	6:30
9	Thurs	Last Thurs Night Race	6:30
10	Fri	Last Fri Night Green Fleet	5:30
11	Sat	Smith Point Race	
13	Mon	BOD & Program Chair meeting	7:00
15	Wed	Clew Inputs Due	
17	Fri	Social at SMSA	5:00
19	Sun	Fall Race Series	
24	Fri	Social at SMSA	5:00
24-26	Sat/Sun	Small Boat Invitational	
1	Fri	Social at SMSA	5:00
3	Sun	Womens Fall Race Series	
7-11	Thur-Mon	Annapolis Boat Show Weekend	

11	Mon	BOD/Program chair meeting	7:00
15	Fri	Clew Inputs Due	
15	Fri	Social at SMSA	5:00
16	Sat	Hooper Point No Point Race	
22	Fri	Social at SMSA	5:00
23	Sat	Fall Invite Race	
23	Sat	Chili Cook Off	4:00



SCOTT KIRBY SELLS OUT AGAIN AT SMSA

By Tim Flaherty

For the third year in a row, the Scott Kirby concert at the SMSA Clubhouse attracted a standing-room crowd.

The singer/songwriter, known for songs about boats and harbors, appeared at SMSA on August 15th. Preliminary figures show that SMSA realized a profit of \$1,100 to \$1,200 on the event. Just as importantly, more SMSA members than ever before took advantage of discount admission tickets and free beverage givebacks to enjoy and support their clubhouse. Thirty members-only tickets were sold. A total of 65 guest tickets were sold.

Kirby, along with guitarist Dave Edmisten, played mostly songs from his six original albums. However, a short tribute set to James Taylor and Carole King was warmly received by the audience.

Raffle prizes were awarded to the audience at intermission, including coolers, a give basket, and gift certificates to local restaurants.

A number of volunteers helped make the afternoon and evening a success. Merry Ruth Raley, Mary Szczyglowski, Tracy Kubinec, Joe Kubinec and Ronni Spicuzza worked the bar. Frank and Rita Gerred, Rod and Pat Schroeder, Betsey Dodge, Rob Herbig, and Barbara Miller worked the door and sold raffle and drink tickets. Megan Hildenberger helped with catering and cleanup. Lisa Flaherty, assisted by LG Raley, sold the majority of the show tickets. LG and Merry Ruth also helped obtain extra ice for the bar.

Special thanks go to John Simpson at the Holiday Inn for corporate sponsorship. Also providing promotional support were Bob Hall Distributing (Bud Light Lime) and Bozick Distributors (Corona). Mr. & Mrs Joe Bozick also made a contribution to the event in support of the clubhouse and our organization.

The following local business also donated Raffle prizes in support of SMSA: Catamarans Restaurant (who donated \$100 worth of Gift Certificates!!); The Ruddy Duck Brewery and Grill (also \$100); Port of Call Liquors; Isaac's Restaurant at the Holiday Inn; DiGiovanni's Restaurant; Woodburn's Gourmet Market; West Marine; Buck Distributing (Miller Lite); The Naughty Gull; The Captain's Table; Four Winds Café at Calvert Marina; Zahniser's Pool Bar; Solomons Pier; CD Café; Sail Solomons (sailing school and charter outfit at Solomons Yachting Center); and The Grill Sergeant BBQ. Our major beer distributors also provided additional prizes tossed to the crowd. Next time you visit or see any of our sponsors, thank them for supporting SMSA!

Are You Compliant?

My purpose of these articles is to raise awareness of the rules that we first diligently adhere to, but over time may become slack, not due to purposeful ignorance, but because we are all busy and other issues start to take precedence. Occasionally, we all need a friendly reminder.

In our race circular, Section 2, it is stated, "SMSA events are governed by the current Racing Rules of Sailing (RRS), except as modified by CBYRA and the SMSA Sailing Instructions."

What does that mean? We require a valid PHRF certificate from the "appropriate CBYRA organization." And we allow the "The PHRF or class association maximum crew limit for SMSA informal events is waived." But what CBYRA modifications to the rules are there to which we have to comply? The CBYRA Yearbook Book contains the answers under the *Rules for CBYRA Sanctioned Events* section. This section states that the Host Club's responsibilities include applying the Racing Rules of Sailing to govern CBYRA sanctioned Regattas. Under the RRS Rules definition, these include (in part): US Sailing Prescriptions, Individual Class Rules, Notice of Race, and Sailing Instructions. These Individual Class Rules are for the classes that are covered under the Handicap Division have gone through a provisional status at one time whereby each has shown evidence of methods used to require compliance with Class rules by all owners in regard to hulls, sails, rigging and equipment so as to permit fair competition within the Class, and there is certification that the sailboats in the Class meet minimum standard sail and safety equipment. The sanctioned class in which we all participate is the Performance Handicap Racing Fleet, PHRF.

Therefore, all boats racing in SMSA events must comply with the Equipment and Accommodations Standards as outlined in the CBYRA Yearbook. This says that there are three modified ORC regulations that shall be mandatory for PHRF class boats in CBYRA sanctioned events and in club events on the Chesapeake Bay and tributaries. Each Host Club is responsible for specifying the category of its races. The final burden and responsibility for safety rests on the skipper of each boat.

SMSA has not specified the category of its races in the race circular. By default Category 4P covers all CBYRA sanctioned races and all club races unless modified by the sailing instructions. There is a Category 5P that is designed for Wednesday night racing scenarios, so perhaps in 2011 that can be used if it makes sense. Okay, so let's hunt up this modified Category 4P information. By the way, the PHRF of the Chesapeake Fleet Policy states, "All sailboats receiving a PHRF certificate shall meet the Special Regulations for Safety Requirements of PHRF of the Chesapeake category 4P, 5P, or 6P and have an owner signed compliance certificate on board while racing." So, do you have a copy of your signed compliance certificate onboard?

The compliance certificate is available on the web together with all of the information about Category 4P: <http://www.phrfchesbay.com/specregs.pdf>. This document references another requirement set, the US Coast Guard Regulations for type and size of vessel http://www.uscgboating.org/regulations/federal_requirements.aspx. All of this information may seem overwhelming and an owner may say, "Forget it. I'm not doing this. What can happen if I don't?"

In this Special Regulations document is Section 2.02 Inspection. A yacht may be inspected at any time. If she does not comply with these Special Regulations her entry may be rejected, or she will be liable to disqualification or such other penalty as may be prescribed by the national authority or the race organizers.

Race Organizers does not mean Race Committees. Race Organizers does not mean Race Chairman. The Race Organizers are SMSA, represented by its officers and board members. So, what is our penalty? The circular states: "Yachts must have a valid PHRF certificate to be scored for overall series awards." Because part of your PHRF certificate requirements is compliance with the Special Regulations, if your boat does not pass an inspection, your certificate may not be considered valid, so you boat would not be scored for overall series awards. I have never recalled a time when inspections were done and I would not want to see a time when it is felt that inspections are necessary.

Next month, I will examine some of the wording of the Category 4 requirements, such as "shall" versus "may" versus "recommended", and what is required in the cockpit versus "easy reach of the helmsman" and "readily accessible to cockpit." The goal should be to keep the boat and its crew safe, not to unduly burden the owners.

Social Inputs for September 2010

Wow, it's hard to believe it's already August and the sailing season is winding down! Many events have come and gone including; Opening day, the Luau, July 4th fireworks and the crab feast. I want to thank everyone who has helped/volunteered and offered support, the club cannot maintain itself without people like you, again thank-you! I have to say being new to this game; the biggest challenge has been in the preparation! This of course includes getting details out to members, which I for one need some improvement. I'll strive to be more aggressive in this regard and look forward to the rest of the season. The next big social event is the chili cook-off and oyster scald. This event is scheduled for October 23, 2010 at 4:00 pm and runs in conjunction with the fall invitational race. Oysters will be provided for a minimal fee, depending on participation and the amount of members. Get your chili groove on and whow the membership with your culinary talents, prizes will be awarded!

Finally, never too early to start planning for the January dinner and awards banquet, any ideas of venues and subsequent food and entertainment choices are welcomed and encouraged! Thanks everyone for a great summer and regards, John!

Green Fleet Fridays

Throughout the summer we've been hosting the Green Fleet Friday program. Originally intended to be an intro to racing program for beginner sailors, and sailors who are interested in trying out different boats, the program molded itself into an informal, but fun get everyone on the water program. Throughout the course of the summer we've had dozens of new sailors out on a variety of different boats. We've sent entire families out squeezed onto a sunfish, had heavy air cruising on small keelboats, and all around good times. We've made new friends and brought out new sailors. This program is wrapping up for the season as of Sept 10, but will resume in the spring. I would like to thank all of the volunteers who've made the program possible, especially Mark Witte, Jim Whited, and Kristi Yurko who were there to help new sailors shove off, often for their first time.

Summer Camps

This summer's junior sailing camps have come to a conclusion, and now it is time to put away the equipment, and begin planning and preparations for a new season. This season's classes were a huge success. The classes brought in new members to our club, both junior, and adults. The classes have introduced or furthered the sailing education of seventy six (76) students ages five through adult.

Sailing is fun, and these classes are too. These students are learning that first hand.

Rebeckah Stanley and Kaitlyn French were lead instructors on the youth camps, and did a great job.

Laura Comeau-Stanley took care of all of the administrative business..even what I messed up...thank you.

Thanks everyone for a great junior season

Jimmy Yurko 2010 Junior Chair



Adult Training

We've continued with adult sailing classes on Monday nights throughout this season. We intend to run classes throughout the season next year and are looking for folks who want to sail with new sailors. This is a great opportunity for racers to recruit new crews, and all of us to meet new friends. Questions to Jimmy at junior@smsa.com or call 240-434-1312.

SMSA Cookbook Update:

Delicious recipes are coming in. Thanks to all who have contributed but we're not done yet. Send more!! The cookbook still needs all kinds of recipes both for on and off the boat. Remember that the boat or person who contributes the most recipes wins a free cookbook. Remind all your crew and sailing friends that their recipes are welcome and valued too. Note the extended date now of December 1, 2010 for recipes to be submitted."

Donna Maneely

NOTES FROM THE TREASURER

Monthly Financial Reports

An abbreviated financial report is posted to the SMSA forum each month, usually by the 15th. It contains details about the club's cash position and our performance against budget. A printed copy of the full report is typically available at the monthly BoD meetings. SMSA is having a good year from a financial standpoint, and this is attributable to new members and the high levels of participation in both the big boat and small boat race programs. The reports can be found in the "general" section on the forum.

Automated Phone Messaging System

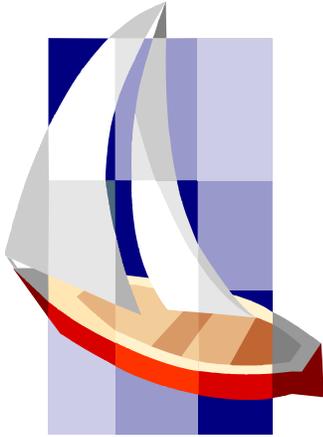
SMSA is in the process of testing an automated phone messaging system that will be used to keep members informed about special activities at the club. The system is ready for use and just waiting for a special activity to promote! Let me know what you think about it.

On-Line Dues Renewal

We're working on enhancing the SMSA website for on-line dues renewal and hope to launch this feature in time for the 2011 dues-renewal cycle. It will use the PayPal payment processing service, which allows convenient and secure use of your credit card or PayPal account.

Joe Kubinec

SMSA Treasurer



We Need Your Recipes for the SMSA Cookbook!

PRIZES FOR THE MOST RECIPES CONTRIBUTED BY A CREW OR BOAT!

Prize: The winning boat/ person
will receive free cookbooks for
each crew member.

DEADLINE:

December 1, 2010

**(This is an extension
from the original date.)**

**Southern Maryland
Sailing Association**

P.O. Box 262
Solomons, MD
20688
www.smsa.com

What: SMSA is creating a cookbook to raise funds for the club and we need your help.
Please contribute recipes in any of these categories:

Beverages, Appetizers and Snacks
Bread and Rolls
Soups and Salads
Vegetables and Side Dishes
Easy On-Board Meals
3 squares – Breakfast, Lunch and Dinner
Cookies and Cakes
Other Desserts

Remember to include favorite recipes from Chili Cook-offs, Commodore's Dinners, Crock-Pot meals, Cruising Pot-Lucks, Happy Hours and Rendezvous

Who: Anyone can contribute -- members, crew, your favorite Aunt

How:

Fill out the recipe form on the back of this flier and mail to:

Donna Maneely
22545 Garrison Dr.
California, MD 20619

OR

Email it to: dsmanceely@verizon.net

OR

Put in the SMSA Recipe Box at the Clubhouse

Summer Challenge 2010-Racing for Charity

Over a hundred sailors and yachtsmen participated in events supporting the Summer Challenge 2010 this past weekend.

Saturday saw two events for racing sailboats and one for cruising boats on the Patuxent River near Solomons. In the small boat racing held just inside the river mouth, Jeff Neurauter and his crew, Happy Olmstead topped the Buccaneers, a class of sailboats designed for two persons. These boats are popular in the Solomons area. Craig Hodan won the Laser class, a sailboat set up for one person to sail. Lasers are popular world-wide and are part of the Olympic Games. The larger boat fleet attempted a course in the Bay off the Patuxent River, but ran out of wind before any could complete the course. 'Whiskers,' captained by Barbara Whited, was well ahead when all abandoned the race returned to the harbor under engine.

A separate event for cruising boats of all kinds started on Saturday afternoon off the Solomons Boardwalk, went up the river passed Cuckhold Creek, and returned to end at the entrance to the Solomons harbor. "I never thought an event of this kind would be so much fun," said Len Zuza of Lusby, whose 38-foot 'Dulcinea' took part.

Most contestants came to a post-event party at Zahniser's Yachting Center that evening when prizes were given out.

Jolie Homsher, a Laser sailor, won the grand prize for raising the most in contributions to the event. She gathered \$365 from friends and co-workers.

On Sunday at St. Inigoes Creek in St. Mary's, six teams of three boats each sailed a round robin of 15 team races. The team representing St. Mary's Hospice won the day with a record of five wins and no losses. This team had recruited sailors from the national champion St. Mary's College sailing team to skipper and crew its three boats. Second place was a team sponsored by Wyle Laboratories, a contractor to the Patuxent Naval Air Station. Wyle drew from local high school competitive sailors to fill out its team.

The Summer Challenge is a fund-raising whose proceeds benefit Hospice of St. Mary's, Calvert Hospice, the scholarship fund of the Rotary Club of Prince Frederick, and the Southern Maryland Sailing Foundation, which supports youth sailing in our area. Contact Stovy Brown at stovy@chesapeake.net or (410) 610-4136 for further information.

Three way tie among Raley's, Patuxent, and Foundation teams decided on the points scored in the individual races that these teams sailed against each other.



Jolie Homsher won the prize for raising the most in contributions. Here she is on the left with Janel Muir of Calvert Hospice.



Kathryn Franzen, Head of St. Mary's Hospice, left, and Stovy Brown, event chair, give the winning prize for the Buccaneer racing to skipper Jeff Neurauter and crew Happy Olmstead.



Kathryn Franzen with Craig Hoden, winner in the Laser class, with his prize.

Sailing in Ohio Interlake Nationals 2010

When you think of Ohio, most people don't immediately think of sailing. You might think of Buckeyes, college football, corn fields, or other Midwestern thoughts, but not sailing. But, surprisingly, Ohio has quite a few lakes, some manmade, some natural with manmade improvements. These lakes are filled with pontoon boats, personal water craft, small ski boats, and many small sailing boats. For many of these lakes, a five to six foot depth is pretty average, so the concept of a "big" boat is one greater than 18 feet, but still less than 25. This is one of the reasons why Ohio is the birthplace of the Interlake, an 18 foot, spinnaker enabled, 4 foot 7 inch draft sailboat.

Indian Lake is located in Russells Point, Ohio and was the chosen location of the Interlake Nationals for 2010. It is a natural lake that has been improved by making it larger, 5800 acres, but there is a side effect to this improvement – tree stumps! While sailing along, even near the center of the lake, your centerboard will shudder and, if you are very unlucky, you may come to a complete standstill due to running a-tree! One of the National's competitors had the misfortune of doing so right at the start line; you can't be over early when you are stuck on a stump.

Robert Herbig and I have been sailing together on the Interlake, "No Patience", for many years. We have made the venture south to Davis Island near Tampa, Florida twice to get ourselves soundly beaten by the Ohio contingent during the Mid-Winters. Now, it was time to do it officially at our first Nationals. This year the schedule also helped to make it possible. Instead of registration being the Wednesday immediately after Screwpile, it was a week later. So, there were no more excuses. The decision to race in the Challenger class versus the Champion class was easy. We had a shot to beat *somebody*, *anybody* if we were a Challenger. The Champion class was filled with Interlake families, icons, legends, and boats that had been there before. No way did we even closely qualify. Our goal was set – beat anybody who showed up on the water at least one race.

Road trips are always interesting. When stopping for gas in the middle of West Virginia, there was this interchange between Robert and a local:

Local: Is that a sail boat?

Robert: Yes it is.

Local: How does it work?

Robert: You have sails on the big long pole here.

Local: How does the wind get the sails to pull that pole up?

Robert: You put the pole up first and then put sails on it.

Local: What do you do when there is no wind?

Robert: You have a paddle.

Local: Well, that is the darndest thing I have seen in months!

The folks at Indian Lake Yacht Club were welcoming, efficient, helpful, enthusiastic, and fun! Everyone we talked with, including competitors, were warm and friendly. We registered and for the first time the boat got fully weighed and inspected. Robert took delivery on a new rudder and tiller assembly, going from steel to fiberglass, causing the boat to be, probably, ten pounds lighter than it might have been. No Patience, Sail 472, was the oldest boat racing and also the heaviest. The minimum weight is 650 pounds; with no anchor, sails, or crew, the boat is 709.5 pounds. Sailing with two people instead of three was a necessity, not an option, and we could only hope for enough wind to make the weight an advantage. We were given bow number 23, which I put on in my characteristic canted style. In our Challenger class, there were 13 boats, with 27 in the Champion class. Being 12th was our goal.

Having grown up in the middle of Illinois, the landscape was too familiar, and the drive to the hotel only emphasized it. The grid layout of the roads, every one to two acres, the silos on the horizon that seems so far away, the lines of soybean rows that flash green and brown as you go by, the seed producer labels by the corn fields so you can compare one crop with another all combined together to give me a flashback feeling that was a little too real. The ultimate moment was when the church, seeming to be in the middle of a cornfield due to our position on the road running parallel to its road, came into view. I could not resist yelling out, "Children of the Corn!!" and bursting into giggles. It was a type of homecoming, but not really to my home.

Of the three days of racing, one was cancelled; the middle one, thank goodness. We were taken to school on the first day, but proved ourselves to be proficient students. The lake is surrounded by trees and the diameter is about the distance from Solomons to the Patuxent Naval Station. This causes a lot of thermals, short wind shifts, and cloud affects. Detecting them quickly and reacting to them instead of waiting, thinking it might be a velocity header, was vital to success. Those who did well in the standings had a compass on board. Robert learned to react to the slightest change to the tell tails. Any wait meant you missed it and when you did, meant you might be sitting, stalled, for the next five minutes. There is also no current in a lake; yes, I know, obvious, but here we play the current to our advantage. The lake's wind effect was sufficient enough to blow you toward or way from marks and we learned to play that to take advantage in the same way. The results showed who had sailed the lake often and they deserve their awards for their consistency, experience, and tactical skills. Those of us new at sailing on the lake took our hits and misses in stride. When we got it right, we were geniuses; when we were wrong, we were idiots. We missed it the first race and got an 11, but I was happy about it. We had met our goal with the first race. The rest was going to be gravy. Then Robert got the shifts better. We had a fifth lined up in the next race, but gave it away in final two boat lengths. The lighter boats would take longer to slow down in the lull at the finish. But the boats we were beating and in the mix with had sail numbers that were 800-955 greater than ours, boats that were even made in this century. A top three finish was still out of the question, but a finish in the middle of the fleet became a reality.

Then we went in for lunch. Yes, lunch. This was the first regatta we had been to that at noon, all boats come in and take a lunch break. I had heard of it happening before, but had never experienced it. It was strange and felt a little wrong. Here I had been jazzed up to keep my adrenaline running all day, and now I was relaxing and munching on my sandwich without having to deal with tacks or sail trim. It was strange, but kind of nice. There was a good side effect to this break – the wind started to build. I got jazzed up again as we headed out for the afternoon races.

The wind kicked up to 10-12 knots instead of the 6-8 with which we had been struggling. Middle of the line starts worked until everybody realized that was a good thing to do, but for race 3, it was still ours. Rounding the first mark as the third boat was nice, rounding the bottom end gates as 2nd boat was sweeter, but rounding the final top end as the first boat was sooooo cool! The pressure was on and the wind was starting to lessen. Had the finish line been at the gates, there would have been no problem with a first, but there was that final 100 yards to go and the fleet, especially the leader and eventually class winner, were coming on strong. In a final slow motion drag race, we gave up the first by a bow ring. Sigh. But, it was a moment of victory and showed we belonged to be there. The wind continued to lessen for the next race and we finished 10th. At the end of the day, we were 7th of 13, nicely in the middle of the fleet. I wondered if we could just go home now, so that this sense of success could not be undone during the next two days.

Dinners provided as one of the regatta fees and at the Indian Lake Yacht Club were wonderful. Lasagna and other Italian goodies were the first night. The freshest fried catfish I had tasted since I was a kid in Illinois was the main dish the second night. And a banquet fare complete with prime rib was the third night's dinner. Lunch every day was scrumptious sandwiches with side salads and cookies. There was no reason to go hungry.

Day 2 had winds that were shifting, light, and unpredictable. The Principle Race Officer hoped the forecasts and predictions were wrong, but finally made a decision to call it off any attempts to get a race off at mid afternoon. Having wished I could have spent the day checking out the local attractions, Neil Armstrong museum and Ohio pottery, I understood his delay. The first day of racing had left me bruised, stiff, and slow, so a rest day was okay, especially a day with light winds that would have not bode well for the old, fat boat.

Day 3's forecast was for unsettled weather, meaning it could have wind, no wind, rain, no rain, clouds, sun, or any combination at any moment of time. Sailing in perfect weather is always a dream and rarely a reality. We got clouds, light winds, and bits of rain, but lots of humidity. We ended with a 9th on the first race of the day due to the weight of the boat not able to keep moving when the shifts and light winds combined together. Race 6 was more of the same, but a weird thing happened – the entire class, except for us failed to know the rules.

At Southern Maryland Sailing Association we pride ourselves with our knowledge of the sailing rules, the race management classes that are held, and the requirement that all those who register to race are to do race committee. This is a case in which that knowledge, training, and experience paid off. A change-of-course sequence occurred at the gate of the first downwind leg of race 6. It was executed correctly, plenty of horns, the "Charlie" flag held high, and a prominent green triangle displayed. This meant the new mark, a yellow cylinder, was located to the starboard of the previous upwind mark. During our very slow downwind run, we had seen the yellow mark deployed, and we heard the horns for those who were far ahead of us at the head of the class. Robert then whispered, like there was anyone around to hear, "I think the lead boats are going to the wrong mark." The new mark was not easily visible as the

boats rounded the gate; its view was blocked by a spectator pontoon boat, so the lead boat was heading more toward the original mark instead of true upwind. When they finally spotted the mark, they were actually well to the port side of it and slightly above it. They tacked and came down on the mark on port and rounded the mark on *starboard*, launched their spinnaker and continued. This course, like all courses of all of the prior races, was a windward-leeward twice around, and the sailing instructions specified All marks were to be rounded on port. All following boats rounded the mark on starboard. We were the 10th boat of the 13 at this time and were aghast as we watched boat after boat round on starboard as we slowly approached for our turn. I mentally went over the sailing instructions in my head trying to remember any changes, Robert and I discussed over and over what a proper change-of-course sequence entailed, but the answer continued to be, "They were all wrong." We rounded on port and actually crossed a boat coming from the other direction. We noted the windward race committee boat making notes. I only hoped the photographer had gotten a good picture, too. Even the boats behind us rounded on starboard. Our path was clear, we had to protest the entire class, and we knew we would win.

Winning in the protest room is not the way any racer wants to really do it. But, sometimes it is the right thing to do. When we finished, we finished next to race committee and Robert called out to the PRO on the signal boat that we would be filing a protest. He nodded acknowledgement, signaling understanding of the messages he had already received on the radio from the windward boat. All of the competitors were very understanding about it all and chagrined that they would play follow the leader when they knew better. When I asked for the location of the protest forms, I was asked who I was protesting. I replied, "Everyone." When asked why and my reason heard, the reply was, "We are such lemmings." Others shook Robert's hand, congratulated us for doing it correctly, told us, "You had to do it," and then blamed the lead boat who ended up as the winner of our class. Even the windward race committee boat told us that as we rounded and he wrote "472" alone into the "Rounded on Port" column, he thought, "Now, there is a skipper with confidence." Sometimes you have to know the rules and know that you know the rules. There are now 25 people, all crew and skippers of our class, who will never forget how to do it correctly. All boats received a DNF/RAF based upon their willingness to admit their oversight. That race was the last of our day and allowed a throw-out. Everyone else threw out their DNF/RAF and we threw out our first day's 11th. Our finish position went up two places, getting us a 5th place award.

Sailing at other venues is very worthwhile. The knowledge, experience, and confidence gained will always be different than you expect.

Photo links:

Correct:

<http://jessewing.zenfolio.com/interlakenationals/h1aa75444#h1aa75444>

Incorrect:

<http://jessewing.zenfolio.com/interlakenationals/h6ae0208#h6ae0208>

This was the newest boat there, with us following too far behind:

<http://jessewing.zenfolio.com/interlakenationals/h73268e4#h73268e4>

After missing shifts upwind, we had to hunt down boats not flying chutes:

<http://jessewing.zenfolio.com/interlakenationals/h14d2d45c#h14d2d45c>

Another difference – while others were putting up their pole during the space between the upwind mark and its offset mark, we were prepped, pre-fed, and trying to get to there to finish the launch.

<http://jessewing.zenfolio.com/interlakenationals/h19810aab#h19810aab>

The Geezer Squeezer or How this geezer was squeezed into an Opti

I was only going to come and watch everyone else. I couldn't see my 6'3" body being squeeze into one of these little boats. But Jim Whited had other ideas about it, "Come on, I'm older than you." The peer pressure was too much. I had turned 60 on Friday and I had never been in a small sail boat before, so I accepted the challenge for the guy with a ponytail. So I picked a boat, appropriately name "TUB", and got the gear for it. Strange name for an opti, my bath tub is bigger than this boat, and I can fit into that. So down to the water I go. With the help of Jimmy Yurko, I get in and shove off. Shove being the appropriate word here.



I am athwart the stern of the boat with my back up against the port gunwale and my legs draped over the starboard gunwale. The port quarter is pretty close to the water and as I will find out later. "How do you get this thing to move?" Jimmy tells me that they do not sail too well to windward. But how am I going to get away from the dock? Now I learn to scull. Jolie Homsher, John Kriz, and Jim have been practicing and getting ready for the first race. Windward and leeward marks have been set in the creek and the start line is at the club dock. The race committee, Joy Dorethy, Betsy Dodge, and Barbra Miller are ready to start. Joy adds a special requirement, blow up a balloon that she will hand to you from her kayak after rounding the windward mark. They blow the whistle and off we go. Well at least the other three take off; I'm just wallowing there, still trying to figure out how to make the boat sail. Finally I move forward. Then I tack. Jimmy is right, and I do not tack around far enough. Slowly, and I do mean slowly, I start to get the boat to move; sometimes forward, sometime backwards. Then John K. cries out "My shorts are stuck in the main sheet!" You're using the main sheet? I'm just holding on to the boom with my hand. Wait a minute, he said shorts. This must be the first times most of us have seen John K. wearing shorts instead of jeans sailing.

John K. wins the first race with Jolie second followed by Jim. I am "Position Established". Megan Hildenberger now joins the competitors. The second race Joy will hand us bubble blowers and we will have to blow them after rounding the upwind mark. I get my bubble blower from Joy but I don't make the mark. Remember how I said the port quarter was close to the water. I shifted my weight a little and found out how close. Water pours in and the boat goes turtle. With Jimmy's help in the chase boat I right TUB.

I now try a different position in the boat, on my knees. This will last only one race.



Racing continues with the five of us. Joy takes great pleasure in making those in the lead do 360s by blowing her whistle and call out your name. John K. seems to get the most of these, he is sailing well. Later we find out that he had gone on the internet to find out how to sail an Opti. I wish I had thought of that, but I don't think it would have helped me. I have now decided that the best way for me to sail the boat is to sit facing forward with my legs on either side of the center board. There is no way I can use the sheet or I will have the same problem as

John K., shorts in the main sheet block. When I get it somewhat going where I want it to, I put the tiller in my back and just lean to steer the boat. After four races Jim decides he has had enough and Robert Herbig takes over his boat. We do two more races with the last going around Molly's Leg. I'm offered a shortened course of just going around the creek marks until the others come back. I take this because it is early afternoon and I want to be in before dark!

After putting the boats away we had results and awards. We all received gold metals and other awards. The race committee did a fantastic job and seemed to have as much fun as the competitors. Speaking on behalf of the competitors, THANK YOU RACE COMMITTEE!



Classifieds

Byte Sailboat,

#1901(year: 1998).

One race sail, one practice sail. Excellent condition, used sparingly; unused for last 10 years. Stiff, leak-free, and clean. No dolly. \$1,000. Price is negotiable if purchased for an SMSA junior sailor. Contact Mike Ironmonger (301-872-5396).

Buccaneer 18

1995 Cardinal built Buccaneer 18. Spinnaker rigged sloop. The Buccaneer is a fast, fun double handed centerboard boat that is easy to handle, planes readily and has a fun, growing class.

\$4000 includes all necessary equipment to trailer and sail

240-434-1312, Jimmy Yurko

For Sale

ATN spinnaker control sleeve, 44 feet long, in good condition. Price \$100

Gary Shaw, 301 262 5266