



THE OLD MAN

THE MONTHLY NEWSLETTER OF THE MAGOTHY RIVER SAILING ASSOCIATION

JANUARY 2002

HAPPY NEW YEAR!

PARADE OF LIGHTED BOATS

A steady, cold rain all day kept the number of spectators down, but the precipitation let up just in time for the Eastport Yacht Club's Parade of Lighted Boats on December 8th. Due to the weather, only about 20 members and guests made use of the MRSA Hospitality Room, but it meant that everyone had a chance to see the boats through the window. EYC's homepage (www.eastportyc.org) has a list of the award winners and some nice photographs to whet your appetite for next year.

Mike Mullarky

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COMMODORE'S BALL

The January 19th date for the 2002 Commodore's Ball is fast approaching. Again this year it will be held at Gibson Island Club, with a Social Hour, followed by Dinner, presentation of awards and dancing to music provided by Creative DeeJays. Your invitation should have arrived; please contact Mike Mullarky at (410) 439-1556 or mikem@routescape.com if you have not yet received it. Tickets are \$42.50 per person and responses are needed by January 11th if you are planning to attend.

Mike Mullarky

WINTER PLANNING PARTY SAT. FEB. 9, 2002

It may be cold outside now but summer will be here before we know it. To assure that we'll have an active cruising summer, be sure not to miss the Winter Planning Party on Sat., Feb. 9 at the Belvedere Yacht Club. The festivities will begin at 6:30 with the Happy Hour, which will be followed by the traditional Pot Luck Dinner. Following dinner a short business meeting will take place during which the calendar for MRSA cruises will be presented and volunteers for cruise captains will be solicited MRSA will provide the beer, wine, soft drinks and dessert. For those with last names beginning with the letters A-M please bring an entree and for those from N-Z please bring a salad or side dish. This party is always a lot of fun, so we hope to see you there.

Directions to Belvedere Yacht Club: From Route 2 Ritchie Hwy. Turn onto College Pkwy. Turn left on Jones Station Road, left again on Alameda Pkwy. Continue to the end of Alameda and the club is on your right.

Myron Dorf



MRSA 2001 Cruise to Newport heading south on the Delaware River passing a Tall Ship
photo by Fred Betz



photo by Beth Vanfossen

2001 OFFICERS OF THE MAGOTHY RIVER SAILING ASSOCIATION

Commodore: Mike Mullarky, 439-1556
Vice Commodore: Alan Kirkendall, 437-3630
Rear Commodore: Ed Tracey, 975-0407
Fleet Captain Cruising: Myron and Sigrid Dorf, 255-8330
Fleet Captain Junior Training: Dave Blanch, 437-2213 and Susan Kirkendall, 437-3630
Treasurer: Jim McCutchan, 360-1163
Secretary: JoAnn Best, 544-3268
Race Committee: Fred Dreyer, 255-6160
Protest Chairman: Les Toeplitz, 360-2491
Race Gear Chairman: John Hurt, 437-6168
Race Marks Chairman: Roger Bartholomee, 255-7330
Scorer and Hotline: Annette Mullarky, 439-1556
Membership Chair: Ed Poe, 296-6428 (H), 539-3400 (W). Assistant Chair: Peggy Poe.
Immediate Past Commodore: Debbie Lund, 544-2551
Ship's Store: Lewis Neisner, 647-0694
Old Man Editor: Fred Betz, 647-3824, Assisting: Carolyn Stamps, 437-5337
Web Master: Joanne Trepp, 647-3742, Stu Timerman, 647-0498
Fleetmaster: John Aellen, 647-7782

Website: <http://mrsa.sailnet.com>
MRSA is a member of CBYRA, CBYCA, and Boat/US (Member #GA 80366 S).

COMMODORE'S COMMENTS

Let's start with a Thank You! Thank you to the founding members for getting this club started. Thank you to the Past Commodores for steering us past shoals and through storms. Thank you to the members that have volunteered to help make this club what it is today. As the 2002 Board of Governors takes its watch, we are in pretty good shape. We have about 150 members in the club, active cruising, racing and junior fleet activities, and a healthy balance in the bank account. We will need to watch for changes in the color of the water ahead, or gathering clouds on the horizon, but right now MRSA is sailing along in wonderful conditions.

However, like with our boats, there are always those little things that can be improved or repaired before they really break. Are we attracting enough new members to ensure that the club continues? Would a few more boats on each cruise add to everyone's enjoyment? Would a few more boats on the racecourse make for better competition? Would a newer, or larger, fleet of boats enhance the junior training experience? Is the small boat fleet going to grow and prosper? Are the ties that bond these groups together strong enough?

In addition to the normal annual activities, the 2002 BOG will be working on three additional projects. The first project actually started a few years ago — upgrading the junior fleet program. During class time last year, one of our boats capsized. Nothing special about that; it happens all of the time. What made this time notable is that the boat sank. The hull was not watertight, so it flooded and went down. The rest of that training session was lost to recovering the boat. That boat was out of commission for the rest of the camp (which was probably a good thing, but it means that we were short a boat). Word of the sinking has spread through the area. This time, we can probably laugh at it with everyone else, but we cannot have too many similar incidents without damaging our reputation. Sure, the staff and kids should take better care of the boats, but about half of our fleet were hand-me-downs 10 years ago and really need to be replaced.

The second project involves membership. We don't know how we're going to do it, but we need some sort of membership drive this Spring. If you have any ideas, please let a member of the BOG know.

Our third project is to create an event that can attract every member of the club. We currently do not have a single activity that draws cruising sailors and racing sailors, big boat sailors and small boat sailors, junior sailors and senior sailors, and I think that the club suffers because of this. Tentative plans are to rework the August Picnic into an event that can offer something to every MRSA member. Again, if you have any ideas, please share them with the BOG.

For most of us, this is the time of the year where the boat is laid-up. We might be working on some smaller projects, but our sailing activity is fairly low. Conversely, it is the busiest time of the year for the BOG. This is when most of the planning occurs for next summer's activities. The cruising schedule is set

Continued on page 3

CLASSIFIED ADS

For rent: Here is an ad from the Seal's daughters, Barb and Heather, who own and rent out this townhouse: New, Affordable 2 BR / 2.5 BA Townhome with Spectacular Views located in the heart of Summit County, Colorado. Do you like to ski, hike, bike, shop, read a book, hot tub and relax? Then this townhome is the PERFECT vacation getaway for you and your family. Close to Keystone, Breckenridge, Copper, Vail, and Beaver Creek Ski Resorts, you'll have unlimited skiing or mountain biking in the beautiful Rocky Mountains. Then come back and enjoy breathtaking views of Lake Dillon while in the 7-person hot tub on the HUGE private deck. Check us out by going to: <http://vrbo.com/> [no www], when you get to the website, look for the "Property Number" request in the upper left hand corner. Fill in 3697, and press "GO." You may email us at bhaerbig@unipac.com or call 303-783-9786 for more information.

For Sale: PC Port Expander. Uses your PC's USB port to create four additional USB ports, one additional serial and one additional parallel, [printer] port, and one additional keyboard or mouse port. Cost \$150.00, sell \$75.00. Call Dave or Laura: 410-375-5343

For Sale: 1988 O'Day 35' sailboat, very clean, fully equipped for cruising, roller furling genoa, Universal diesel w/ 1000 hours. \$47,500. For more information, call Geoff at 410-255-0699

and cruise captains are recruited. The race schedule is set, for the River and the Bay, and volunteers are recruited to run the races and manage the equipment. The junior fleet equipment needs maintenance and the instructors need to be hired and trained. Our annual publication, the Red Book, goes to press in less than two months, and everything has to be set before then. Also remember that membership renewals need to be in soon so that your information gets published.

Finally, there are plenty of places where we could use a hand. Sure, one person can trim that sail, but isn't it easier if someone turns the winch while someone else tails?

Mike Mullarky



The "KALMAR NYCKEL", Delaware's Tall Ship Ambassador of Good Will

photo by Fred Betz

THE "KALMAR NYCKEL"

The "Kalmar Nyckle" was northbound on the Delaware River as the intrepid Newport bound MRSA fleet of sailboats was southbound in the summer of 2001. This photo was taken shortly after the photo shown at the bottom of page 1.

Delaware's first european settlers travelled from Sweden aboard the original "Kalmar Nyckel" more than 350 years ago in 1638. Twenty-four men from Sweden, Finland, Holland and Germany, plus one Caribbean black freedman were on the first voyage. Two years later, the "Kalmar Nyckel" returned with women and children, and found all 25 settlers alive and well.

The replica "Kalmar Nickel" was built at a shipyard adjacent to the original landing site on the banks of the Cristiana River, in what is now Fort Cristiana Park in Wilmington. She was launched in 1997 and commissioned May 9, 1998.

from the Delaware website, by Fred Betz

EDITOR'S CORNER

As editor, I'm still learning my way along, and received an important lesson last month. In the December Old Man some photos were published without credit or attribution. One of those photos was of Tom Demunda's boat, "IMPULSE", which appeared on page 5. That photo came from *SpinSheet*, and Dave Gendall (Jr.) emailed to inform me of that fact, that its use had not been requested, nor was photo credit given to *SpinSheet*. Dave also noted that the website, www.spinsheet.com has "55 other photos from that MRSA Wednesday night race as well as 148 wet and windy photos from this year's Harbor Cup Race to Baltimore". High quality versions of the photos are for sale at minimal cost, so check it out! The *SpinSheet* staff works hard to produce a free magazine totally oriented toward sailing on the Chesapeake Bay, and Dave is a "product" of MRSA programs and a long time friend. My apologies to Dave for the oversight, and I urge you to support *SpinSheet*!

Also missing credit was a new photo of Debbie Lund on page 2, taken by Beth Vanfossen, and the photo of Thomas Point Light, also on page 5, which is available to the public from the National Data Buoy Center, NOAA, at their website, http://www.ndbc.noaa.gov/station_page.phtml?station=tplm2

From now on, all photos used will have appropriate credit. If you supply a photo, please also provide the photographer's name, or if it's a professional photo, the source for requesting permission for use.
Fred Betz

RACERS PLANNING MEETING

We will hold a planning meeting on Saturday February 9, 2PM at the Belvedere Yacht club. This will be the time to assign RC duty as well as distribute the 2002 racing schedule. All racers, as well as those interested in learning more about racing, are encouraged to attend

Fred Dreyer



The Normal View of the Chesapeake Bay Bridges...

photo by Fred Betz

WEDNESDAY NIGHT STARTING SYSTEM

The Racing Rules of Sailing (RRS) has Rule 26 as the official starting system. The old system of Y/B/R with 5 min intervals for signals has been discarded. For the Wednesday night races we have the option of continuing with the old system. However we feel that most clubs and CBYRA will eventually change to the new system soon, if not this year

The new system briefly, has signals at 5-4-1-0 minutes. Please give me your preferences and/or comments by Jan 7 on which system you prefer for Wednesday night races. We will, of course, conduct training on the new system. Email me at: fredbysbks@att.net or call 410-255-6160.

Fred Dreyer

WOMANSHIP NEWS RELEASE

Womanship, the renowned sailing school for women by women, is drawing on the expertise of Blue Ribbon Advisory Council to expand its “Young Womanship Adventure” program.

The Council, composed of educators, adolescent program specialists, and senior *Womanship* instructors with specific expertise in building self-esteem, teamwork and leadership skills, has been brought together to review progress and participation in the Adventure programs.

Womanship sailing experiences for young women, grades 7 to 12, now include Live Aboard Learning Projects for individual graduating High School Seniors, or up to six seniors sailing together; Live Aboard or Daytime Sailing Adventures for small groups of six to 12 students; Tall Ship Adventures for groups of up to 50 students.

“Young Womanship” sailing locations include Chesapeake Bay, Florida’s Keys and Gulf Coast, the British Virgin Islands, New England, Vancouver B.C., New York’s Hudson River and Long Island Sound.

For information on “Young Womanship Adventures”, call Helen Johnson at Womanship, 410-267-6661 or 800-342-9295.

Also see their website at sail@womanship.com

provided by Debbie Lund

BUILDING A FLOATING DOCK -- A PHOTO ESSAY

Myron and Sigrid Dorf are kayakers too. It’s hard sometimes to launch a kayak from a bulk-head or pier. The solution is a floating dock. One can buy a finished dock, or buy the hardware and lumber from commercial firms, and just do it !



A flimsy launch “way” was angled from the bulkhead over the mud [hopefully] to reach water deep enough. The dock was pushed over the edge, then held back, for fear it might just take off down the way. Eureka! It floats!!



And the finished product, all decked out and ready for the kayaks!



Myron enlisted some friends and neighbors. Fred Betz helped, and neighbor Bill Taylor contributed labor and his better launch site. The water was low for summer, and the mud flats were showing near the shore. Ready for launch, the 8 ft. X 16 ft. assembly weighed over 500 lb. without the deck, [another 500 lb.]. Handling is a problem.



Here’s the new floating dock, secured to its home pier. And Myron, proud papa, worrying that Fred’s excess mass might do his new dock harm. No chance. With 3600 lb of floatation, the dock could ferry a mid sized car down the creek !



Finally, a fine looking addition to the pier, the perfect floating dock with kayaks ready for launch!

*photos by Sigrid Dorf
text by Fred Betz*

continued from previous column

"SEA FAN" LOG

Past Commodore Steve Gardner and Jane emailed their November 2001 log to Beth Vanfossen. The first part of the log reported on the hurricane "Michelle" that passed through the northern Bahamas. The Gardners were 90 miles south, in the Exumas on their Island Spirit Cat, "SEA FAN". The following is the rest of the Log

ed.

Offshore! We left George Town on Nov. 15th, with predicted winds from N to W for several days. We decided to head directly for the Virgin Islands, and will visit the islands we miss (particularly Turks & Caicos) on the way back. There are several other boats heading south today and tomorrow, though we have planned slightly different routes. Thomas and Robin on "Swan" plan to stop at Rum Cay and the Turks and Caicos. Scott and Sue on the catamaran "Shiraz" plan a stop at San Salvador first, then to head for the Virgins. Bob and Carolyn on "Sea Quell" left two days ago for Puerto Rico direct, but had a difficult first day and stopped for a layover day at Rum; we think they jumped the gun on the window and they had very big seas.

First day we had very light winds all day and night, only 4 to 8 knots abaft the beam. So our speed over the ground was in the 2.5 to 3.5 range after we rounded Cape Santa Maria on Long Island. Shortly after dark we started passing north of Rum Cay. Watches were of variable length, on watch until tired, then sleep. Jane did the watch from 6 to midnight, although Steve was up a couple of times to help put a preventer on the main and then move it to the other side when we turned. We saw only 2 boats during the night, none close to us. Seas were gentle, with a 3' swell and only ripples from the wind. All in all, it was a comfortable first night offshore.

We heard a Mayday about 5PM, from "Love Child", taking on water and adrift, and relayed for the San Salvador station to try to raise BASRA or Coast Guard.

continued next column

Coast Guard later talked with the vessel and was going to deliver them a pump; however, next morning they said they were taking on lots of water and were adrift with 4 people aboard. We contacted "Sappho", who relayed the report to Bahamas Air Sea Rescue. At 7AM, San Salvador relayed a new position to us and we talked directly with BASRA. Coast Guard arranged for a boat with towing capabilities to meet them about noon today to tow them to port.

Day two at sea went well, though we were tired. By nightfall, we had our sea legs, had changed our route a bit to make better time and get better angle on the wind; we decided to go south of Samana Cay, the directly east downwind during the night. The few more miles were more than made up with higher speed. However, we still haven't come close to averaging 6 knots - 4 to 5 seems more reasonable with the light winds and .6 knot of current against us. Second night, Steve started out on watch and Jane took over at 9:30, hoping to give him 4 to 6 hours of sleep - he got 5.

Day 3 - wind and seas are up, but all goes well. Speed is also up, averaging 5 to 6.5 knots. The third night was a bit scary, with 8' seas and 20 to 25 knots of wind. We adjusted course to get the best angle on both wind and swell, and sailed on. Right after our 6:45 PM radio contact with the other boats, we had a sudden gust of wind from the south, backing the sail and causing the autopilot to be unable to correct. We had to run both engines to get the boat back on course, and had no further problems. Late night watch was great in spite of the large swells and wind. We had a fantastic meteor shower, often several at once, with many leaving a long incandescent trail behind like a comet's tail. Truly spectacular entertainment. We've decided night watch is less scary and nervous than day watch in the big swells; at least you can't see them, and the boat rides easily. I'd hate to be out in a monohull in these seas, rolling and wallowing.

Day four the seas are still up, with swell of 9', higher at times; the waves look like mountains. The boat rides well, and the autopilot is handling everything well now. We have a hitchhiker aboard. A Palm Warbler came aboard about 9 this morning, explored the cockpit, hopped on deck but didn't like it, tried out the dinghy, and is now somewhere inside the boat! After awhile, the bird hopped into the salon, on the seats, the table and the shelves. He hopped onto the keyboard while I was using the computer, then sat on my shoulder for a minute. When Rascal saw him, the cat pounced and the bird flew away, we thought. But he came back and is still with us 6 hours later. We only hope the warbler stays out of the cat's sight. Night watches were uneventful. With the wind and seas up, we run with main only and set a course that's both safe and comfortable. The sound of the waves is constant, and some look like mountains.

Day 5. The bird was still around this morning, but won't become permanent crew. Every time Rascal sees him he tries to grab the bird, just like he chases the big moths that come aboard some nights at anchor. The bird must have finally decided the ride wasn't worth the danger, and left. Our next surprise was whales. We saw about 25 to 30 whales, surfing down the surface of the huge swells. We don't know what kind they were, probably humpbacks, about 20 to 30 feet long with white flippers. It was very exciting and they were passing for over an hour, some within 30 feet of the boat. As they approached, they would turn on their side and dive. We make contact with "Shiraz" twice a day on the SSB, and talked with "Sea Quell" this morning. "Shiraz" could also hear "Swan", who had stopped in Mayaguana - they're a monohull towing a dinghy, so it was prudent to stop and anchor. We continue to head as much east as we can. The winds had died down to about 10 to 15 knots by evening, and the seas were much smaller and smoother.

5th night. It's either feast or famine - started with 10 to 15 knots of wind, then came a squall with gusts over 25. Let out the main sheet. After the squall passed, pulled the sheet back in, to no avail because we were suddenly becalmed. Oh well, we'll get there

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eventually. It is interesting working with sails you can't see; it's important to be able to find things like winch handles and the hole in the winch in the dark. By 1 AM we were really becalmed, with only 1 knot of wind. So instead of drifting, we turned on the starboard engine and motored east at 5 knots. We have one more degree (about 56 miles) of easting to reach 65 degrees west, where we can head almost due south to the Virgin Islands in the predicted NE to E winds - hope the prediction holds up.

Day six was a day of motor sailing, mostly motor, with winds of from less than 1 knot to a high of about 5. We don't sail well (if at all) in 5 knots. The other two boats with whom we are still in contact are also becalmed and motoring on toward destination. "Sea Quell" is headed for Bocaron, P.R. and "Shiraz" is headed for the Virgins, planning to put in at Jost van Dyke in the BVI. We are on a rhumb line to Cruz Bay, St. John, USVI, and should arrive about noon tomorrow. This morning a large CSX container ship passed us, making a course change 3 miles away to pass us to our starboard in the opposite direction, the a sharp turn to pass a mile astern. Around noon I watched a gannet soaring above the sea, then diving like a bullet into the water. It's large, about the size of a goose, mostly white with black wind tips and edge. Very graceful.

Night 6 and still becalmed, proceeding at 5 knots under one motor; we use about a half a gallon of fuel per hour with one engine. By 8 PM, we could see the glow of lights from San Juan, Puerto Rico, in the sky, our first sign of civilization except for the ship or two we've seen each day.

Day 7, dawn, and we could see St. Thomas low on the horizon. This is the first land we've seen since before we passed Rum Cay. As we neared and the light grew, we could see St. John, Jost van Dyke, and the Tobago Cays. We were still becalmed, with wind ranging from 1 to 5 knots. As we approached

land, the water got shallower and the swells higher. Then we were into calm water in the lee of Jost Van Dyke and Tortola, and took down our useless sail. We motored through the Windward Passage and into Caneel Bay. It sure has changed since we were here about 6 years ago. The Park Service has installed moorings, which are free until the season starts Dec. 1st, if they decide by then what the fee will be. So we picked up a mooring, called Ann and Marvin to let them know we had arrived, and were invited for Thanksgiving dinner next day. Then we took the dinghy around the point to Cruz Bay to check in. This was friendly and smooth, taking all of about 10 minutes. We walked through the town, and wound up at Wahoo, where we had a drink and lunch to celebrate. Then we went back to the boat to sleep. But sleep didn't come as easily as we thought it would. Finally, about 8 we went to bed again. I woke up exactly 5 hours later, just the length of our average night watch/night sleep period. It will take a couple of days to get back on a normal schedule.

We feel great about our passage. It has opened new horizons and opportunities for our cruising future, and given us a lot of confidence in ourselves and the boat. We had some truly memorable experiences - the meteor shower with bright lights leaving comet-like trails across the sky, the huge swells and endless vista of water around us, the little warbler that traveled with us for over a day, and the breathtaking sight of whales surfing down the swells around the boat. We were both glad and sad to make landfall, and are very glad we decided to do this passage.

Ann & Marvin Glenn invited us for Thanksgiving dinner at their octagonal house high on the hills overlooking Coral Bay, a spectacular setting. While heading across Coral Bay, we were approached by a dinghy with the words "RENT ME" large on the side, and it was obvious they had a question. "Do you know where Waterlemon Cay is?" Some memory from our past trips told me it was on the other side of the island, so we invited them aboard to look at our chart. Sure enough, they had left Cruz Bay and zipped right past Waterlemon, and all the way around to the other side of the island. Well, they were grateful, and a bit embarrassed, and we hope they found it eventually - their 20 minute dinghy ride was going to be more than an hour and a half. The folks who rent the dinghies really should provide the visitors with a better chart than a tiny map with no scale. We anchored below Ann & Marvin's house, and had a wonderful dinner with them and their friends Bruna and Siggie.

Friday was fix-it day, to repair the head that broke Wednesday morning, when the entire handle and rod for the pump came off in Steve's hand - and the head was, of course, full. Turned out it had only unscrewed, so no real problem once he had diluted and removed contents of the bowl. We took down the jack lines, and got things back to normal. Also went in to Coral Harbor, checked on mail, phone, and email service, had a drink and lunch, and back to the boat. Saturday was the Coral Bay Thanksgiving regatta, a funky race with all sorts of boats and a prize for everyone. We watched some from the dinghy, but didn't participate - we're just not racers. Ann & Marvin came for happy hour with Cocoa and Cappy, their dogs - very well behaved, and Rascal is getting to know them. Ann and Marvin are going to take a 3 or 4 day sail with us - what fun, to have them on our boat instead of vice versa. We headed back to Caneel Bay, where we were convenient to Cruz Bay and shopping, but where the wakes from the ferry are formidable. Wednesday night we met with Scott and Sue from "Shiraz" and had dinner at Wahoo while talking about our passage and plans. Now we're back in the peace and calm of Coral Bay, and Ann and Marvin come aboard tomorrow for a three day cruise into the BVI. Last night was full moon, and we could see the bottom in 12 feet of water - by moonlight! We're happy, healthy, and enjoying life here in the Virgin Islands, and looking forward to visits by mother and our kids.

MERRY CHRISTMAS AND A HAPPY NEW YEAR !!!

Steve and Jane Gardner

THE JANUARY CALENDAR, PLUS AND MINUS

1/7/02 January BOG Meeting

1/10/02 Cruise Planning Meeting at the Dorf's

1/19/02 Commodore's Ball, Gibson Island Club

2/9/02 Racer's Planning Meeting, at 2:00 PM Belvedere yacht Club

2/9/02 Winter Planning Party, at 6:30 PM Belvedere Yacht Club

2/22/02 February BOG

Anytime: Coast Guard Vessel Safety Check

REMINDER - ANNUAL DUES RENEWAL FORM ENCLOSED

Just in case the MRSA Membership Renewal form from the December *Old Man* was lost in the frantic activities of the Holidays. Or if you've put sailing out of your mind for the winter. Please forgive this friendly reminder that the MRSA wants you and needs you!! Find an enclosed renewal form and act as soon as possible to renew your membership in MRSA! It is absolutely critical to get your renewal to the MRSA by January 15, 2002. To meet the schedule for compiling and printing the Red Book with the names and member information, racing and cruising schedules, your renewal form must get to us by mid January.

If you have already renewed, THANK YOU ! And please ignore the renewal form, if attached.

Please also notice that the **annual dues are still \$75** per member family. Your dues fund many of the MRSA fixed costs, such as The Red Book and monthly *Old Man* publication and postage costs, insurance, monthly meeting rentals, general and administrative costs, and partially support select social programs, racing socials and the Junior Training Program. .

Your MRSA needs your support! Please mail your dues and updated Renewal Form TODAY ! Thanks !

THE OLD MAN

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