



THE OLD MAN

THE MONTHLY NEWSLETTER OF THE MAGOTHY RIVER SAILING ASSOCIATION

AUGUST 2002

LABOR DAY CRUISE TO THE CHOPTANK

Plan to join us in the Labor Day Cruise, which will consist of a two destination rendezvous. For Saturday, 31st August, we will anchor in Waterhole Cove (day mark "10") on Harris Creek behind Tilghman Island. As always, please bring a favorite appetizer or hors d'oeuvre for sharing. On Sunday 1st of September, we shall haul anchor and hope that you will still join us at LaTrappe Creek, approximately 3 miles beyond the Choptank Light. Again, we plan for a "Happy Hour", so you will have an opportunity to test another appetizer recipe!

Please let me know if you plan to join us bw@toadmail.com.

Bill Webster

SAIL FOR SIGHT REGATTA

The 14th Annual Sail for Sight Regatta / Race to Baltimore was held on Saturday, July 13th. Nine MRSA boats raced in the 58-boat fleet with the best MRSA showing being Dave Prucnal's UltraViolet, who took first place in PHRF A1. The race started in light winds but the breeze gradually built to a nice southerly 10 knot breeze and all of the boats enjoyed the downwind ride. Special thanks go out to all of the boats that raised money for Sail for Sight Foundation. MRSA would also like to thank Tom Curtis for doing race committee on the start and Les Toeplitz for chairing the protest committee.

Ed Tracey



Junior Training 2002 - MRSA Prams in Action near Grachur Club

Photo by Kathy Polk

IN THIS ISSUE

Upcoming Events	1, 3, 8
Reports on Events and Other Items	1, 2, 3, 4, 6, 7
Commodore's Comments	2
Classified Ads	3
Welcome New Members	4
Jr. Training	5
Calendar	8

GALESVILLE CRUISE

Galesville proves to be a very popular destination for MRSA. On June 29th, twelve boats from the Magothy sailed to Galesville for a weekend cruise. It was also the beginning of the long cruise south. From everyone that attended, a big thanks Richard and Wendy Edson for hosting a party at their house in downtown Galesville. There were about 40 people who came by boat or car to attend the event.

The following boats sailed/motored through swarms of beetles on the Bay: *Min Van IV* (Lund's), *Follow the Sun* (Ellerbrake's), *Elan* (Betz), *Light Spray* (Dorf's), *Royal Salute* (Shaffer's), *Jazz* (VanFossen), *My Fair Lady* (Haskell's), *Spartrek* (Kammann's), *Snowbird* (Gendell's), *Flying Low* (Kirdendall's), *Quicksilver* (Braun's), and *Betelgeux* (Mullarky's). The Trepp's, Lewis Neisner, Sue Betz and her granddaughter, Hana joined the group by car. They missed the experience with the bugs!

John Lund

PAGE 1



Commodore Mike Mullarky

photo by Beth Vanfossen

2002 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

Last Wednesday wasn't our best race of the year, but we had a fun sail on a warm but otherwise pleasant evening. We sailed across the finish line on a spinnaker reach, then doused the chute and kicked back for a drink and some conversation. Soon, almost simultaneously, cries of "Oh! Shxx!" and "Hat overboard!" were heard. Someone started pointing at the hat, others moved to prepare to pick it up or trim the mainsail, we turned the boat around and had it back aboard within about a minute. Bruce got his prized hat back, and we all got a valuable man-overboard recovery practice. Discussions on the way back to the dock included "what if the spinnaker had still been up?" and "what if it was a person?" Are you ready for the unexpected? When was the last time that you practiced a hat-overboard or a fender-overboard with your crew?

Mike Mullarky

AUGUST PICNIC

So have you pulled that small boat out from under the porch yet? There's still time to give it a quick cleaning before the August Picnic. Activities will begin at 11:00 on Saturday, August 17th at the Mil-Bur community park. That's off of Milburn Circle, if you're coming by land, or the head of Cornfield Creek, if you're coming by sea. MRSA will be providing the drinks, burgers and hot dogs; just bring a salad, side dish or desert to share. Please RSVP to Mike Mullarky (410-439-1556 or boreasmd@worldnet.att.net) so we can ensure enough food and dock space.

Mike Mullarky

TWO-WEEK CRUISE - FROM THE MAGOTHY TO THE RAPPAHANNOCK AND BACK

The Long Cruise began with a bit of wind to propel us to Galesville and a delightful picnic at Richard and Wendy Edson's home. The next anchorage for *Min Van IV*, *Jazz*, *My Fair Lady*, *Snowbird*, and *Flying Low* was the Little Choptank. Unfortunately mechanical trouble forced *Quick Silver* to return to the Magothy for repairs, but everyone was real glad they were able to make it back under their own power. Monday morning promised a bit of wind for the sail to Solomons, as *Snowbird* returned to the Magothy. It turned out to be a great opportunity to charge batteries with a motor/sail however *MinVan IV* had a delightful sail. Solomons had a variety of entertainment for everyone. After a dip in the pool individuals found their way to vacation shopping and the serious shoppers headed for West Marine, in case there was an unadvertised SALE. The trip to St. Leonard's Creek was short so there was time to get a leisurely start. The weather was starting to get warm, but the Boat Pool gave everyone an opportunity to cool off. St. Leonard's Creek would be truly disappointing without a trip to "Vera's". Yup! There were leis, umbrellas in the drinks, unique art, and a visit to our table from Vera who wanted to point out the glorious sunset. This was a trip highlight for those new to this exotic destination. Yes, the MRSA burgee is

Two Week continued on page 3, column 2

CLASSIFIED ADS

Canoe for sale: Canoe in great shape for sale. \$250. Call Robbin Seal 410-544-2554

Waterfront House for Rent:

Great views, great breezes. deepwater slip on Old Man Creek. Boat lift for power boat. Numerous decks, large lot. 3 bedroom, 3 bath, Great room, den, office, garage. \$2500.00 per month. Contact Roger or Robbin Seal at 410-544-2554.

For Sale: 3 man Red Achilles inflatable dinghy with two air chambers, motor mount for up to 3HP, new oars, pump, two wood floor boards, and storage bag in very good condition, \$350. Jeff or Kate Fones, 301-831-1148,

MRSA Special: I have a catamaran donated to MRSA. It is a late 1980's NACRA Cat 5.2., 18 ft long, is in good condition, but is completely disassembled at the owners Annapolis home. Offers accepted for purchase. Proceeds will be used toward Junior Sailing. Interested parties contact John Aellen at 410-647-7782.

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

Two Week continued from page 2

still hanging at the bar. Fair skies, but NO wind forced us to motor from the Patuxent to Crisfield. Now the temperature was r-e-a-l-l-y warming-up, so the marina pool was a welcome sight. *Jazz* had a visitor bearing gifts, air conditioning. Lewis had secured a unit from the Trepp's and installed it on *Jazz*. Word has it that during the evening it got too cold and had to be turned off. Not to miss a shopping opportunity, a few brave souls visited shops in town, but quickly returned for the comfort of the marina pool. The crabs at the "Side Street Café" were full and quite delicious. After two days in Crisfield we said good-bye to *Min Van IV* (headed home for Jessica to attend Strings Camp), but they faced 2 long days traveling into the wind. The remainder of the fleet continued south through Tangier Sound and across the bay to Fleets Bay and Dyer Creek. Ah! Finally a decent breeze and a cooler day! The following morning, the winds and seas had picked up for the short trip to the Rappahannock River. Our first stop on the Rappahannock was Regent's Point Marina. This was a beautiful setting, but water depth made it difficult for *Jazz* to get in, so Beth and Joan decided to continue to Urbanna, our next destination. Urbanna is a town of about four blocks steeped in history from its value as a port city in 1690 to home of William Clark, Harbormaster, of Lewis and Clark (expedition to Northwest Territories) fame. Anchorages in the Great Wicomico and Smith Creek on the Potomac were plentiful with wildlife and spectacular homes lining the shore. We conducted an anchor drill in Smith Creek due to a fast moving rain and windstorm. Everyone was able to set anchors and the threatening storm passed north of us. On Wednesday we arrived at mid-afternoon in Solomons. A few visited the Marine Museum, some shopped, some did "boat chores", and some found the pool. Dinner at the "CD Café" was a birthday celebration for Andrew Kirkendall. Thanks for the glowing teeth, Elaine. On Thursday night the cold front dropped down from the north with all the wind we hadn't seen in two weeks. After a 7 A.M. conference, all captains and crews decided a long day on Friday would be preferable to than beating into 20-25 knot winds, with rough seas. Another day in Solomons gave everyone time to explore a bit more. *My Fair Lady* and *Flying Low* departed at 6 A.M. and *Jazz* left a bit later. The winds were still out of the north, but 5 knots of wind made our journey more pleasant. An added bonus was an escort from the Canadian Navy who were apparently visiting Annapolis. The trip from Solomons took about 8 hours. Thanks to *My Fair Lady*, *Jazz*, *Snowbird*, and *Min Van IV* for a delightful two weeks of hors d'oeuvres, fellowship, and sharing.

Al and Sue Kirkendall

DO YOUR HOLIDAY SHOPPING EARLY.

The Ship's Store has just received a full line of all colors and sizes of our popular silkscreen tee-shirts (\$10 – note price reduction from former \$11) and golf shirts (still at \$30). Also burgees, decals, glasses etc. A new item is a blue denim long sleeve shirt. Eventually the fall and winter weather will be here. Looks great. All sizes. Also \$30. To order, or if you have any ideas/suggestions for additional merchandise you would like in the Ship's Store, please email (lneisner@rhmith.umd.edu), call (410-647-0694) or talk to Lewis Neisner. You can order now and pay later with no convenient carrying charges. Satisfaction always 100% guaranteed or your money refunded (maybe not cheerfully).

Lewis Neisner

WATERMEN ... THE GOOD, THE BAD, AND THE UGLY

On Saturday June 8th, six intrepid sailors took off, in three well-founded boats, for a week of “casual sailing” on the Chesapeake. What is “casual sailing”, you might ask. For those who did ask, “casual sailing” is setting a starting time and place and an ending time only. The winds, tides, and weather determine the destinations between.

Niche, a Nelson Marek 45, *Aura*, a Sabre 34, and *L'Chayim*, a Catalina 36 set Galesville on the West River as the starting place, and Saturday June 15th as the ending time. The winds, tides, and weather took the flotilla to the Choptank River (Trippe Creek, Oxford, La Trappe Creek, and Dun Cove), the Wye River (Dividing Creek), via Poplar Narrows, and back to the West River (Galesville). Now, to the heart of the story.

THE GOOD

Aura and *L'Chayim* anchored in Town Creek on Monday evening. We awoke around 0730 to the pleasant drone of a gasoline engine driving a good size crab boat, running a trot line about 150 feet from the bows of our boats. At the helm was a young man (attired in clean shirt and shorts) accompanied by a young boy. They had quietly laid their lines in the anchorage and along Town Creek from the Schooner Restaurant out towards the entrance to the creek. They were slowly running the lines and taking care not to speed up at the ends. **Salute the GOOD watermen in Town Creek!**

continued next column

continued from previous column

THE BAD

Wednesday morning, all three boats were a bit nervous about going through Knapps Narrows on the way back (we sailed around Black Walnut Point on the way into the Choptank). We had met a boat in Oxford who had come into the Choptank through the Narrows and said it was a piece of cake. Our departure put us into the Narrows at 3 hours after high tide, so we felt fairly comfortable. Upon entering the fairway at the Green 4, we found ourselves in a procession of three other sailboats. *L'Chayim* was second in the procession, with *Aura* and *Niche* 3rd and 4th. Mid-way between Green 2 and the Red 6 at the entrance to the Narrows, a waterman, who had a trotline laid across the fairway, began crossing the fairway. He crossed behind *L'Chayim* and directly in front of *Aura*. With a narrow fairway, and a number of boats in procession, it made things difficult for the sailboats. Now sweat for the waterman though, he just came plowing through. One would wonder as to the legality of what the waterman was doing, let alone the potential of running vessels aground while transiting the fairway into the Narrows. **Beware the BAD waterman while transiting Knapps Narrows!**

THE UGLY

The three boats rafted for the evening in Trippe Creek. The raft was jolted out of their berths at 0430 by a large swell, caused by one of the watermen coming into the bay at high speed to start working his trot line. The swell was so severe that it broke off the port chock and part of the teak toe rail on *Aura*. It was dark, and when we came on deck to survey the situation we saw about three good size commercial crab boats working trotlines. We put a high power search light on the one we believed to be the offender, but could see no numbers on the boat. We had a shouting match with the waterman, but we did the shouting and they did the listening. We broke up the raft, and went back to bed. We have often been woken up early in the morning by watermen working their trotlines, and respect their right to make a living. But we have never been subject to such an inconsiderate entrance into an area of anchored sailboats. **Avoid the UGLY!! watermen in Trippe Creek on the Choptank!**

Harvey Paskin

WELCOME TO NEW MRSA MEMBERS

The July meeting of the MRSA Board of Governors approved one membership application. Please welcome Craig and Cristina Decker, who live at 16 St. Ives Dr., Severna Park, MD, and can be reached at 410-729-1362. The Decker's have an Elite 32, named *Sure Cure*, which is home ported in Sillery Bay. The Decker's have extensive sailing experience, and are members of the Severn Sailing Association and CBYRA. They have two children, Madison, 4 ½ and Victoria, 2. Let's have all MRSA'ers welcome the Decker family when you meet them at future events or races.

Fred Betz

MESSING ABOUT IN BOATS – JUNIOR TRAINING

A fantastic facility + exceptional instructors + eager students = a very successful Junior Training 2002. MRSA Junior Training concluded on June 28 after two weeks of superb weather, wind each day. Twenty-nine students participated in Junior Training this year. Everyone fell into the daily routine of on land classroom, then several hours on the water to practice the daily skill. All participants were extremely grateful to John Aellen for his tenacious efforts to move the “Fleet” from a collection of boats with spare parts to boats children are excited about sailing. Wednesday of the second week saw the camp preparing for an all day sail to Cape Arthur. Students followed a course arriving at Cape Arthur for lunch and swimming. Thank you Debbie Lund for arranging the use of the community beach. The return to Grachur Club was in the hands of the weather. Winds were quite strong allowing several boats to practice capsizing drills. All children and boats returned in fine shape. Thursday was the much-anticipated Regatta. Several courses were prepared throughout the day and everyone is looking forward to next year’s Second Annual Junior Training Regatta. Instructors selected a student each day to be recognized for some activity that they performed well. Junior Training concluded with awards and a picnic.

It takes many “hands” to organize and conduct Junior Training. All participants would like to express there thanks to the tireless

Continued next column

Continued from previous column

efforts of these individuals. To Sheryl McNair – thanks for your organization and advice for two novices to help get the program ready and generous use of your property for boat storage for the past four years. To the Grachur Club members – thank you for the use of the camp for two weeks and the enthusiastic support of your members. To Mike Mularky – thanks for boat prep, enlisting John and Rob’s help, and Annette’s preparation of first aid kits (we used lots of band aids and two ice packs). To the work crews – thanks for several days of long hours in H-O-T conditions to prepare the boats. To JoAnne Best – great picnic, thanks for organizing the workers and food. To the cooks; Glenn Brown, his family, and Michael Manuzak – thanks for supplying the grill, superb dogs and burgers! To Ryan Nylint – thanks for volunteering your boat and your time when our motored fleet became inoperable. To John Taylor – thanks for making daily boat repairs that kept kids in boats and instructors able to focus on teaching. To boat movers – Debbie Lund, Dave Blanch, Doug Dykman, Brian and Bill Wissman – thanks for towing boats to and from the Grachur Club. To daily parent volunteers – thanks for sharing the daily responsibility of supervision. To Suzanne Blackburn – great deal on pizzas and efficient delivery. To Denise Peach – we are truly fortunate to have your artistic ability for instructors gifts, a Grachur Club gift and cards for all of the kids. To MRSABOG – thanks for a commitment to kids and supplying equipment that gives kids a positive experience learning to sail. To everyone who has been involved in Junior Training over the 20 years of its course – thanks for giving kids an opportunity to experience this amazing sport. We would like to thank everyone who helped to make this year’s Junior Training successful.

This program was successful thanks to the leadership of our instructors. These exceptional young people arrived before their duty hours began, jumped on boats for hands-on instruction, and adjusted according to the needs of the children. We were quite fortunate to have Lisa Semanick return as Head Instructor. Kathryn Fitzgerald, Andrea Gargagliano, Amelia MacKenzie, and Brian Wissman were former MRSA Junior Training students. We are grateful for the leadership of these young people. Their enthusiasm for sailing and quality instruction is a foundation for the future of MRSA Junior Training.

Watch the Old Man for the 2003 Junior Training registration !!

Dave Blanch and Sue Kirkendall



Junior Training 2002 - Learning the Ways of the 420's

Photo by Kathy Polk

THE BOR CHANGES A MAN

A voice-mail message in early April started the whole thing. Guy Jones called to see if I wanted to race to Bermuda on his newly acquired 40' Crealock. He wasn't interested in winning, just good sailing with someone who knew the destination for the Annapolis to Bermuda Ocean Race (BOR). I sent him a sailing résumé. Phone calls led to emails that led to a shake-down cruise on *Gorgeous Girl* May 10-12, 2002, but that's another story unto itself.

Three hours before the 1600-hour start on Friday, June 7, we are still provisioning *GG* ("How many rolls of toilet paper are on board?" "Only three, better get some more.") Until you've been on the ocean, you have no idea how long toilet paper lasts for five men for a wee; and how quickly a roll dissolves when it gets wet! Water and fuel tanks are topped, and we are on station for the start in a brisk NE, mid-70s breeze parallel to the starting line. Beam reaches for everyone are enhanced by a bagpiper braced before the mast of a 30' sloop motoring carefully around the fleet for a stirring send-off. We are leading our non-spin Class 5 out of the Severn into the Bay. After a dinner of sandwiches, I'm down at 1700 to be ready for my first watch at 2330. *Chessie Racing, Shamrock*, and many others are already out of sight while others in Class 4 struggle with their spinnakers behind us. With a ship's complement of five, we share 7 ½ hour rotations: after off watch for 4 ½ hours, every hand serves 1 ½ hours on helm and 1 ½ on deck

BOR continued next column

WEDNESDAY NIGHT RACE RESULTS

Wednesday Night Racing, Series 3 results have been finalized. 48 boats raced in 6 classes. Series 3 results are as follows:

PHRF A

1 st	<i>UltraViolet</i>	Prucnal
2 nd	<i>Mental Floss</i>	Barnhart

PHRF B

1 st	<i>Northern Dancer</i>	Bell
2 nd	<i>Incommunicado</i>	Tracey / Polk
3 rd	<i>Hyder Alley</i>	Price

PHRF C

1 st	<i>Ghost Dancer</i>	Lindsay
2 nd	<i>Wizard</i>	Toeplitz
3 rd	<i>Rebecca</i>	Paul

PHRF D

1 st	<i>Rosebud</i>	Fisher
2 nd	<i>Sagacious</i>	Bartholomee
3 rd	<i>Splash</i>	Alfriend

PHRF Non-Spinnaker

1 st	<i>Beagle</i>	MacKenzie
2 nd	<i>Vagabond</i>	Poulsen
3 rd	<i>Endless Summer</i>	Weiss

Corinthian

1 st	<i>Soltice</i>	Morris
2 nd	<i>Seebar</i>	Hubbs

Ed Tracey

BOR continued from previous column

before restarting the sequence. Besides Guy, the owner, the crew consists of Tony Wall, an ex-Brit professional captain from Fort Lauderdale, Jim Jaremka, Vice Commodore at the Youngstown (NY) Yacht Club; David Nielsen, experienced sailor from Lake Ontario, Canada; and myself, erstwhile skipper of the 30' cruiser/racer, *Seebär*, on the *Magothy*.

Saturday, June 8, 0700. Up for my second watch to a following sea as winds blow the fleet out of the Bay. At 1040 Guy presents awards to Jim for getting the electronics working again and to me for aggressive sail trim

BOR continued on page 7

BOR continued from page 6
that has kept us in the lead for our class (despite no telltails on the main). During the afternoon, Tony informs me that one earns an extra ½-day underway towards a captain's requirement for 360 days underway when s/he spends the night onboard – good news for my six-pack permit goal. At 1335 I'm at the helm when we leave the Bay for a course of 151M with NE winds of 21 knots under clear skies in the low 70s. With heavy chop, we throw in the first reef (raggedly) only to notice that the second reef lines have not been properly rigged. While we're resetting the second reef outhaul, Jim affixes temporary telltails (made of strips from a trash bag) to all four plastic batten closures so we can see the flow of the wind off the mainsail – what a difference for fine trim. At 1900 we have chicken curry for dinner; and the watch duty roster needs to be adjusted for daylight realities.

Sunday, June 9, 0700. Up to a clear sky, mid-70s, and 20 knot breeze from the NE which is running counter to Gulf Stream and creating 10 foot swells at 10 second intervals. Making 7 – 8 knots, spray over the deck creates salt crust everywhere. With success yesterday, Guy now “wants to win this thing” – he's changed from a cruiser to a racer. A brief shower after a nap and late lunch; winds dying – no way on. Beef curry at 1900 brings up a wind, making 6.5 knots on quite flat sea – a lazy Sunday evening. 2300 up for watch, fog on calm sea – no way on.

Monday, June 10, 0100. No wind, fog bank drifts from to the south. The BOR is BORing. 0700 clear sky, slight SE breeze, making 3 knots on a flat ocean. During 0915

BOR continued next column

BOR continued from previous column
position call, we learn three boats have turned around. At 1700 and no wind, we are drifting in a cold Gulf Stream eddy toward Ft. Lauderdale – lost all distance we made in the morning. Chicken curry again for dinner, but with more water this time; this a very curried crew.

Tuesday, June 11, 0200. Up to calm sea, making best use of zephyrs on moonless night. 0730 flat ocean, no wind; compute 59 hours to Bermuda at 7 knots; consider when to engage prop and abandon race. (I have noon flight home on Friday and am driving myself nuts with anxiety.) Crew consensus is to hold on until 1900 tonight; Guy offers to buy my ticket for Saturday. At 1400 winds gradually increase to 10 – 15 knots; making 6 - 7 on a flat sea. Spaghetti for dinner. 2300 winds holding – should be good for Friday flight (God grant me patience and I want it right now!!)

Wednesday, June 12, 0200. Winds to 10 knots. 1010 shower and shave before first rains wash the salt crust off the deck and hardware. Reef and unreef several times as wind freshens; rail in the water briefly is fun, but not good race technique. Set lazy sheet on toe rail cleat for a Barbour haul to move sheet to inside fairlead track. Muggy when the sun comes out. 1405 small pod of right whales to port. Crew starts a competition for most miles toward finish during each turn at the helm – great laughs – wind over 18 knots, crew becoming very proficient at taking in and shaking out reefs. Dave hits peak at 10.2 knots briefly; exhilarating sailing all night.

Thursday, June 13. More great sailing in strong breeze all day, but muggy below decks. 1400 I'm able to log 8.1 miles in one hour. Heavy overcast covering Bermuda – land in sight before dinner of sandwiches – too excited to fix a meal. North Shoal and NE Breaker light visible at dusk. Turning for Town Cut toward the finish line, we are close hauled and on the borderline of taking the second reef with Tony a master at the helm. Although Guy and Tony have studied the charts and set several options, the rest of us have our hearts in our throats trying to pick up the channel markers with all the St. George's lights in the background. We make a perfect tack into Town Cut and cross the finish line at The Spit at 2226:23. Being familiar with the waters, I'm given the helm to take *Gorgeous Girl* through the cut and drop the hook. Finally get the hook set – time for several rounds of ‘Dark and Stormies’ with thanks and congratulations all around.

Friday, June 14, 0050. Down for night, but up at 0500 to heavy overcast and gusty winds. 0610 escorted to wharf slip at St. George's Dingy and Sport Club. Guy clears us through customs followed by a nice hot shower and shave. 0840 discover Bermuda is not on daylight saving time, call for a cab, pack, hurried goodbyes, and dash to the airport for a good breakfast and duty-free shopping before flying home. Sorry to miss all the festivities, but it's good to be home.

Post-Log: *Gorgeous Girl* finishes ninth overall and brings home two first place trophies.

John Hubbs June 28, 2002

THE AUGUST CALENDAR, PLUS AND MINUS

8/3 & 8/4 Cruise to Doug's, Langford, [for Lankford] Creek, hosted by Roger and Robbin Seal

8/17 August Picnic and Small Boat Fun Sail, Cornfield Creek, at Mil-Bur Park

8/31, 9/1 and 9/2 Labor Day Cruise, Choptank River, Waterhole Cove and La Trappe Creek. Bill and Judy Webster are Cruise Leaders

8/31, 9/1 and 9/2 CBYRA Annapolis Race Week

9/4 Wednesday Night Racer's Raft-up

9/7 Cedar Point Race, GIYS

Anytime: Coast Guard Vessel Safety Check

CRUISE TO DOUG'S LANKFORD CREEK

On August 3rd and 4th, cruise to Doug's at Eagle Point on Lankford Creek, Chester River for a pool party and Bar-B-Que on Saturday. Come early Saturday and enjoy the pool and lounge around the beautiful grounds. Hamburgers and Hot Dogs will be provided. Please plan to bring hors d'oeuvres, drinks, and a pot luck dinner contribution. Doug's picnic provides a chance to have a great cruise on the Chester River and a nice relaxing day and evening ashore. There is a well-protected anchorage in close proximity to Doug's dock and a dinghy dock will be available as will water taxi service.

DIRECTIONS: Take the Chester River and go up Lankford Creek, and leave Cacaway Island starboard, continue up the creek. Look for the first point of land (on the charts as Eagle Point). Head toward the dock and find an anchorage. Doug's large white boat, *Francina*, is at the dock and hosts Roger and Robbin Seal's *Sea Robbin* will be there also. Come ashore and join the fun. For directions by car call 443-994-4532 or roger@rseal.com

R. Seal

HELP WANTED:

Tom Curtis is the MRSA Race Committee representative to CBYRA's Annapolis Race Week, and is looking for volunteers to assist him on race committee duties for the races August 31st through September 2nd. Please contact Tom at 410-757-6278

Ed Tracey

THE OLD MAN

Magothy River Sailing Association

P. O. Box 1135

Pasadena, MD 21122

<http://mrsa.sailnet.com>



photo by Bill Paul