



The Old Man

The Monthly Newsletter of the Magothy River Sailing Association

November 2005

The Goose Cruise

Antonio Torres

Sailing is defined as long periods of Boredom punctuated by Moments of Sheer Terror. We all reported great sailing on Saturday with winds out of the Northwest. Winds at 10 to 18 Knots allowed us to head to the Grey's Inn Creek Can 1 without having to tack up the Chester.

The cruise leader did not arrive late. Boats were rafted and waiting for the Daiquiris to arrive. Three one-gallon batches were made and consumed by all. By some estimates the rum intake was 5 oz. per person. I would like to thank those that contributed rum for the third batch, I don't know what I was thinking in only bringing one gallon of Bacardi. Next time if allowed to be cruise leader again, I will bring a vat.

Plenty of appetizers, each better than the last, and plenty for all to enjoy. Dick and Marianne hosted the festivities aboard *SPARTREK*. There must have been 20+ on board most of the evening. Al and Holly Piccardi with family, Peggy and Ed Poe, Jeff and Kate Fones (arrived by car and picked up at the dock by Harvey and Sandra Paskin). Beth Vanfossen joined us with help from Rich Hughes aboard "*Jazz*" Philippe and Shirley Masiee aboard the "*Corret*" and Fred and Sue Betz aboard their new trawler were able to make it. Al and Sue Kirkendall, Dick and Dretta Peterson on "*April Fool*"; Wes and Sheryl McNair on "*Merlin*"; and Burry and Wendy Vanderveer on "*SeaHawk*" were all able to join us. And Dee was there, and was given a great cheer as she arrived at the party with a Spanish omelet, due to the overwhelming demand for Daiquiris, Dee's two home made rum cakes were forgotten and left on board the Vanir.



All had great fun, in that the weather was nice, not too cold but I must say a somewhat windy. Little did we know what was in store for us the next day?

Sunday the winds peaked at 40 miles per hour, and waves must have been six to eight feet.

From Love Point across to the Magothy River was slow and wet. Al Piccardi later told me that he had never seen as much deck on Vanir as he saw that day; again, I had never seen as much hull as I did on Niche. Dick Kammann indicated that he had never seen the mouth of the Magothy as angry as on that day. The wind, current and wave action stopped many boats from moving forward.

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Commodore John Lund

Commodores Comments

As the sailing season draws to a close there are still a few things left to do. The last sail of the year to have the boat hauled is usually a cold windy day. In spite of the conditions, it usually is a delightful end to our season. (Much more fun than the winterizing and unloading chores that follow.)

If you enjoy a little brisk weather, please give the Gardners a hand with the clubs entry in the Parade of Lights. There is still plenty to be done and the reward is to ride on the boat during the parade! If you want to stay a little warmer during the parade, remember the club has a room reserved to watch the parade from. Stay tuned for the details, but it is usually room 511 at the Marriot Hotel on Ego Alley.

Be sure to attend the Wine and Cheese member ship meeting in December. This is the meeting when we elect a new group of officers for the BOG. These members have agreed to give of their time to insure that next years sailing season is filled with activities for all of us to enjoy. As the new BOG will soon be planning for 2006, now is also the time for input from the membership regarding what you liked from last year, and what you would enjoy for next year.

2005 Officers of the Magothy River Sailing Association

Commodore: John Lund 544-2551

Vice Commodore: Diane Jackins
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Race Marks Chairman: Roger
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Scorer :Mike Mullarky 439-1556

Membership Chair: Ed Poe, 296-6428
(H), 539-3400 (W). Assistant Chair:
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Immediate Past Commodore: Sheryl
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CBYCA Rep.: Stu Myers, 647-4793

Website: www.magothysailing.com

MRSA is a member of CBYRA, CBYCA, and
Boat U.S. (Member #GA 80366 S).

2006 BOG Slate of Officers

The nominating committee is pleased to present the following list of members in nomination to serve as the Board of Governors for 2006. The election will be conducted at the December membership meeting.

Commodore - Diane Jackins

Vice Commodore – Bob Seay

Rear Commodore – Ed Poe

Fleet Captain Cruising – Burry Vandervees

Fleet Captain Junior Training – Donna Prucnal

Secretary - Loura Bonham

Treasurer – Lewis Neisner

Fleetmaster – John Taylor

I would like to thank Diane Jackins, Beth Vanfossen, and Rich Hughes for serving on the nominating committee.

Classifieds

House for Sale

2100 sq ft, 4 br, 3 bath home, .57 acre on Milburn Circle, Pasadena. 60 second walk to the community pool, park and marina on Cornfield Creek. House has had a major refit of all systems since we bought it 2 years ago. hardwood floors. fireplace. finished basement. Corner lot w/gardens. 22' above sea level. Available end-Sept. Work and family are pulling us back to NJ. Call Peg and Jim Jarvis @ 410 439 8443.

Fiberglass dinghy

8'x 42", Ash oars and all sailing gear w/new sail. \$499. Call Geoff at, 410 255 0699 or cell - 410 852 7632.

For Sale: Lippincott 30' sloop. Autohelm, depth, speed, VHF, bimini, teak cockpit table. Main halyard, single reef, EZ Jacks, and topping lift led to cockpit and Harken cabin mounted winch. Roller furling 130 genoa, Battened main. 15 HP Yanmar diesel. \$22,500. Call/email Fred Betz, 410-647-2824, febetz@verizon.net. Listed with Darlene Logan, Sales Rep, Lippincott Marine, 410-827-9303

Harvey Paskin later told me that the only way he was able to make any headway was to motor sail past the Bridge to Annapolis. Once under the bridge he got some relief from the elements. Some boats simply were not able to point into the wind and waves once past Love Point. I am relieved to hear that we all were able to make port safely, some with only minor damage to sails.

I recently installed Navigation lights on "Vanir" and noticed on the bow light that there was an arrow pointing forward and the word "Hell" stamped on the top. Little did we know?

Dessert Cruise is a Hit! Stu and Vicki Timerman

After a one year hiatus, the Dessert Cruise was back in all of its glory over the 17/18 Sep weekend. Seven boats made their way to Baltimore's Inner Harbor East Marina. Most to the cruisers founds their way to Baltimore under iron genny, but a few had short sails of 30 minutes or so. Although we were only a few days away from the beginning of Fall, no one bothered to tell Mother Nature it was time to be cool. The downtown temperature topped out at 90 degrees on Saturday. Did that stopped the MRSA cruisers from having a good time? No way! Because we were right on Little Italy's door step, and the evening would conclude with dessert at the Italian Pastry shop, Vacarro's, the theme obviously was "Italian". Happy Hour saw a marina picnic table adorned with what else, but a red and white checked tablecloth with the mellow sounds of Pavarotti and Domingo playing in the background. It didn't take long to fill up the picnic table with heavy hors d'oeuvres. The boats to join in the festivities were: *Spartrek*, *Min Van IV*, *Merlin*, *Betelgeux*, *Flying Low*, *Mirabella*, and *Dark Star*. We were also joined by land cruisers Beth Vanfossen, Lewis Neisner, Annette Mullary, and her Mom. After good conversation and equally good eats, the group decided to forego dinner (dinner, are you crazy?), and head for Vacarro's. We sent Scout Neisner ahead to lock up a table. The few block walk from the marina to the restaurant was just right to push the hors d'oeuvres down enough to make room for dessert. And what a dessert it was. After the last sip of coffee, I think we were all looking for the wheel burrow that would take us back to the marina. OK, so the menu for this event isn't nutritious and you won't find it on anyone's Top Ten diet list, but, boy was it fun. The evening concluded with the group relaxing on the marina docks while continuing with good conversation and skywatching Baltimore's finest tracking down a dessert thief with their helicopter. Put this cruise on your calendar for next year. It's a keeper.

Rhode River Cruise - October 1-2, 2005

Wes and Sheryl McNair

The first MRSA cruise of fall featured weather perfect in all respects. Well, maybe a little more wind, and from the right direction. But the skies, the temperature, and the steady barometer – hard to imagine a better environment in which to enjoy some cruising fellowship. *Betelgeux*, with Mike Mullarky along as able crew, was the first to arrive at our Rhode River destination and dropped the raft hook in the open anchorage framed by (not so) High Island, Big Island and the wooded shoreline. Joining the raft in short order were *Flying Low*, *Quicksilver*, and *Great Escape*. Merlin, accompanied for the weekend by George Stamps, hosted the evening festivities. Cocktail hour, with appetizers, was followed by a pot luck dinner (what were we thinking??). As near as could be determined, no one left hungry.

Despite copious servings of beans and chili the night before, there was a surprising lack of wind Sunday morning. The cruise leader determined there was also a decided lack of interest in the advertised kayak circumnavigation of Big Island. So, one by one we all peeled off and began motoring back on glassy seas. Still, it was a delightful day to cap off a delightful cruise. And who knows – maybe we'll have wind on the Goose Cruise.

Oysters and Bay restoration discussed at October 6 meeting

Diane Jackins

Nineteen MRSA sailors heard Tillie Egge, program director for the Oyster Recovery Partnership (ORP), provide an industry update and her perspective on current oyster restoration projects throughout the Bay. She indicated that the ORP, in conjunction with its partners, planted over 191 million baby oysters this year in many different locations in Maryland. She also discussed the progress being made in determining the feasibility of introducing the controversial Asian oyster to the Bay.

She noted that, under a memorandum of understanding (MOU) with the State of Maryland, the ORP will be a leader in determining the location of future large-scale Bay restoration projects. The scope of this MOU will include not only oyster restoration, but also shoreline restoration, and the planting of sub-aquatic grasses. The first project will be a complete restoration of the Corsica River.

At the end of her talk, Tillie presented all attendees with a very attractive Oyster Recovery Partnership hat and a bottle of water with a cool restore-the-Bay label that will soon be available in local stores. (A portion of the proceeds from the sale of this water goes into the Bay restoration fund.) Not to be outdone, our ship's store officer, Lewis Neisner, presented Tillie with her own very attractive MRSA hat.

Bella Napoli provided good service, good pizza, and a good time was had by all.

Racing Rundown - Bob Seay

An exciting summer of racing has been completed. Final results can be found at www.magothysailing.com

The Wednesday Evening Series Awards Party was held on Wednesday, October 19th at the Gibson Island Boat House. The festivities began at 6:30 PM and everyone had a great time. Thanks go out to all who were involved in making the party a success, especially the GIYS for providing the use of their boat house and Gene & Cyndi Gottschalk and Roger & Earlyn Bartholomee for doing all of the leg work. Thanks also go out to Ed and Peggy Poe who donated a new, very large and badly needed RC flag. Over 120 awards were distributed to the skippers and crews. The "Best in Fleet" winners are pictured below.



From left to right, Joshua and Dave Prucnal, Brad Hill, Colin Mackenzie, Bill Paul, Charlie Hutchinson and Drew Dowling

It's not too late to join us for the Hallie Rice Fall Series. Two races are conducted each Sunday afternoon October 9th through November 13th. The entry fee for the entire series is only \$15 and the trophies are some of the nicest we award and will be presented at the winter planning meeting! We will have both spin and non-spin classes racing and the entry fee is only \$15. Rendezvous is at 12:30 P.M. with the first gun at 1:00 P.M. Sailing Instructions are available in the Red Book or online at www.magothysailing.com. Please be sure to take a look at the amendment to the Fall Series SI's posted in this addition of the *Old Man*.

Finally, Tom Price and the GIYS have challenged MRSA to a team match race using their fleet of 210's. If you are interested in participating please contact Bob Seay at bobseay1@comcast.net. More details to follow shortly.

For information about any of MRSA's racing programs contact Gene Gottschalk or Bob Seay at race_committee@magothysailing.com.

2005 Hallie Rice Fall Series

Special Sailing Instructions Amendment 1

Addition of the 210 Class

Rules

For the 210 class only, the PHRF rules and regulations are not in force, but the 210 class one-design rules are.

Entries

For the 210 class only, no PHRF certificate is required but boats must conform to the GIYS 210 class measurements.

Class Flag

The 210 class will use the "2" pennant as class flag for starting purposes however individual boats are not required to display the "2" pennant.

Awards

No awards will be presented to the 210 class.

Scoring

All races will be scored for the 210 class. There will be no "throw outs."

The Special Sailing Instructions are amended in the following sections:

Signals

Target Time	Signal	Purpose	Sound
1230	"L"	Rendezvous	1300
F5 minutes to starting sequence for first race of the day	Gun	1305	9,
6, 7, or E flags hoisted	5 minutes to the start of Spinnaker Class		
(All Ratings)	Gun	1310	9, 6, 7, & E flag lowered
Start Spinnaker Class	5 minutes to start for		
Non-spinnaker Class			
Gun	5 or 8 flag raised	1315	5 & 8 flags lowered
Start			
Non-Spinnaker Class	5 minutes to start for		
210 Class			
Gun	2 flag raised	1320	2 flag lowered
Start 210 Class			

Pickup Crew gets the gun - or the Dalai Lama is right - John B. Hubbs

While driving to the slip for the first Fall Series Race, I tried to call a new crew member to see if she was on her way. When she did not answer, the thought occurred to me that I should have called her earlier as a reminder. Then my regular mate, JR Glass, called to say he was not feeling well and would not be able to make it today. I figured Greg McGuigan (from *Beagle*) would be there and we would get by with just the two of us. But trying out the spinnaker was not going to happen today.

Sure enough, Greg was already at the boat earlier than expected. So we walked through the safety stuff and were getting the boat ready when he asked if Mike Schmidt, who lives close by the marina, could come along. I thought "Who's Mike Schmidt?" and said, "Sure, why not?" Mike (from *Sagacious*) shows up in shorts, a tee shirt, and a half-finished India Pale Ale a few minutes before noon. As we were motoring out, we discussed who would take which deck duties. Remembering the last time out with JR, I wanted to work the jib sheets. Mike said he felt comfortable at the helm and Greg took control of the main. The committee boat was nowhere to be seen on the River. The overcast was heavy, temp in mid 60s, and a light, variable breeze wafted from the northwest. They were both impressed that all the instruments on *Seneca* were in working order. We put up the sails to get some practice together and I could tell immediately that Mike was no stranger to these waters or to Lasers.

The RC finally showed up and called the race on channel 72 as well with conventional signals. We determined that port tack would predominate the race from marks A to J to C to A... twice! So much for two races on this Sunday. The other boats in the non-spin class were *Bumble Bee*, *Endless Summer*, and *Great Escape*. We started well at the pin end and found ourselves slightly pinched to get over on port but managed to execute the tack without grounding or having to duck anyone. The upwind lead changed hands several times as all boats had to tack several times as the fluky winds had shifted mostly from the north. Three of us rounded the windward mark together with *Great Escape* struggling to keep up.

We fell off the the west and found good wind for a while heading for the leeward mark. *Bumble Bee* noticed our wind a moved further over our starboard shoulder. With the whisker pole up, Greg stood as preventer on the boom. We jockeyed with *Endless Summer*, also with a pole out, while *Bumble Bee* moved smoothly to the mark without a pole, and *Great Escape* had troubles with its main falling well off the pace. Mike called for some timely jibes as we seemed to sail from one hole in the wind to another. The RC fired two shots to mercifully shorten the course. Mike found some good wind and established an overlap with *ES* who tried to point us off the mark. He told them they were only letting *BB* get away and they had to give us room. He managed the turn masterfully and we pulled away from *ES* while *BB*, way ahead, moved inexplicably off well to starboard. As we covered *ES* and continued to pull ahead, *BB* had sailed into a hole and was basically out of the race. We got the gun two minutes ahead of *ES* and celebrated in our tradition of several rounds of grog (Capt. Morgan) and the last of the beers.

As we sailed back to the slip, I learned that Mike has raced (smaller) Lasers for many years, taking home many trophies. Although Mike and Greg are committed to other MRSA racers, I learned so much on Sunday that I hope to get them back on board for a few more lessons on how to sail my boat. With the new, high-performance 3DL main from North Sails ordered on Saturday, we will be a force to recon with next season once we master the spinnaker.

The Dalai Lama's fourth Instruction for Life is: "Remember that not getting what you want is sometimes a wonderful stroke of luck". How true!

HERE COMES SANTA CLAUS *Steve & Jane Gardner*

MRSA's entry in the Annapolis Parade of Lighted Boats is well underway. The preliminary planning is just about complete. The display will include Santa coming down a 24' high chimney, arriving with a package to add to the piles under the Christmas tree and scattered around the boat. Now comes the fun, the work parties.

Yes, that's PARTIES. We will be building the frames, creating the packages, and stringing lights. It's easy work, and more social event than drudgery. We invite anyone interested to come join us, with a special invitation to our newer members. In the past, this has been a wonderful way to meet people and forge new friendships. The parties will start around 1900 or 1930 (7 or 7:30), mainly on Tuesdays and Thursdays.

Call Steve & Jane Gardner (410-647-1653) or Mike and Annette Mullarky (410-430-1556) to join the fun. Remember, if you work, you can ride aboard *Sea Fan* in the parade.

THE OLD MAN

Magothy River Sailing Association

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photo by Bill Paul

