



The Old Man

The Monthly Newsletter of the Magothy River Sailing Association

Margaret Burri, Editor



JULY 2022



Commodore's Comments



Reconditioned tillers and extensions drying in Shep Drain's backyard. Photo courtesy of Joe Berchielli.

It's right there in the by-laws: one of the objectives of the Magothy River Sailing Association is "to participate in the training of juniors ... in the skills of sailing and seamanship." This is, of course, the purpose of our Junior Training Program.

I've been a member of MRSA for 20 years, but I just witnessed my first Junior Training session. Monday, July

11 was the first day of this year's program and the weather was excellent with an 8-10 mph breeze and comfortable temperatures. I arrived at the Grachur Club dock in the early afternoon and took a seat near two of that day's adult volunteer supervisors, Dave and Denise Pirone. They related some of their experiences with the program as they waited for the Junior Training fleet, bearing two of their grandsons, to return from the river to the Grachur Club beach.



Around 3:30 PM, the little fleet of 420's, Flying Juniors, and chase boats hove into sight from around the bend and, with wind astern, headed for the shore. With the help of the instructors, the boats were beached and the youngsters scrambled off.



Young faces appeared above armfuls of sails, rudders and tillers removed from the boats for overnight storage. To me they seemed happy, intent on finishing the job, and maybe looking forward to telling someone about their day.

My reactions were relief, gratitude, and, unexpectedly, a pang of regret.



My relief came because the program was able to restart after two years in Covid-induced limbo, and despite the recent surge in infections.

My gratitude was for Program Director, Grace O'Brien (left): for Fleetmaster, Shep Drain; for the Grachur Club, and its President Karen Scarlett who provided the venue; and also for the dozens of MRSA volunteers and officers who donated their time and labors over the last few years to keep the spark alive.

My unexpected pang of regret came from suddenly recognizing a long-lost opportunity. I remembered when my own two sons were small, several decades ago, and how they could have benefitted from the program, had I only known of it.

Joe Berchielli, Commodore, 2021



Racing Corner



What could be more fun than spending a beautiful breezy Saturday afternoon on the Chesapeake Bay with 39 other sailboats all sailing in the same direction? That was the case on June 16th when the Baltimore City Yacht Association held their 35th annual Race to Baltimore.

Forty boats were entered in the race that started at Baltimore Light, sailed north to Craighill Light, up the Patapsco River and finishing at the Anchorage Marina in the Inner Harbor. Five MRSA boats were entered in the regatta: Dave Prucnal's *Ultra Violet*, Shep Drain's *Heyday*, Dan Wolin's *Masquerade*, Jim Bradac's *Mischief*, and Ed Tracey/Tim

Polk's *Incommunicado*. Unfortunately, *Incommunicado* didn't make it to the starting line as Ed got delayed in his cross-country flight the day before.



The race got underway at 11:30 with 10+ knot winds out of the southeast. The start of CRCA A class got a little dicey when a Coast Guard cutter overtook the fleet just as the lead boats were crossing the shipping channel. Amazingly, the cutter came to a near stop to allow the boats to cross the channel.

As the boats entered the Patapsco about 2 hours later, many under spinnaker, lightning flashes could be seen north of the city. When our crew checked the weather radar they observed heavy weather bearing down on the city that looked like it would cross over most of the fleet before we reached the finish. We

kept a close eye on the boats that were well ahead of us, expecting to see the spinnakers come down as the storm pushed gusty winds into the river. But the main storm pushed well north of the Inner Harbor allowing all the boats to finish under full sail.

After the storm passed the sun returned in time for a terrific after race party complete with BBQ, Dark 'n Stormys and live music. MRSA was well represented at the awards podium with **Ultra Violet** taking first place honors in the PHRF A fleet and **Heyday** placing third in the CRCA A fleet.

Series 2 of the Wednesday night races finished up on June 22nd with some familiar boats taking the honors. Tom Awalt's **Mad Max** finished 1st in the multihull fleet, Alan Weiss' **Endless Summer** placed 1st in Non-Spinnaker and Dave Prucnal's **Ultra Violet** placed first in Spinnaker. We just completed the fourth race of Series 3 on July 20th. That race was one of the most enjoyable of the season, with sunny skies and 10+kt winds out of the south that enabled all the fleets to complete a JGAx2 course well before sundown.

Only 9 more races remain in the 2022 Summer season. Hope to see you out there on the river.

Jim Bradac, RC Chair

Cruising Corner

POST CORNFIELD CREEK CRUISE REPORT

Laura and Mike Bonham



On Saturday, July 16th, 20 people braved the lightning, rain and thunder to come to Happy Hour at the Bonham's on Cornfield Creek.

The sailors anchored in front of our home to be out of the crowded anchorage in Eagle Cove and closer in the inclement weather. The MRSA cruising flag and ***Frequent Flyer*** helped them arrive at the correct spot to beach their dinghies and a paddleboard. Shari Argue so successfully paddled David to shore and

back.

The sailors were the Lund's on ***Chapter Three***, the Hughes on ***Fantastic***, the Argue's on ***Mariah*** and guests of Lund's, Darlene and Paul Cobian, on ***Bittersweet***.



Others arrived in their land yachts. They were: Annette and Mike Mullarkey, Peggy and Ed Poe, Kristin Mullins and Chris Adriance, Cecelia Hayes and RT Klamm and Angela Cremeans and Larry Turner. Loura and Mike Bonham were at the doors to greet them.

The food contributions were incredible. The grill was fired up, and we ended the evening with Sundaes on Saturday. I keep thinking it's time for an MRSA cookbook to be published. Thanks to all who came and made this a great cruise event.

SAVE THE DATE: MIL-BUR PICNIC: SATURDAY, AUGUST 6

Dave Pirone and Bill Taylor

The August weather may be hot, but there is usually a cool breeze blowing and there is always the pool to cool off in at the August picnic/cruise at Mil-Bur Community Park. The Taylor's and Pirone's will be hosting the August Picnic / Cruise. Come join your MRSA friends for a fun, relaxing afternoon on Saturday, August 6th.

Come by water or land. Activities start at 1:00 and by 2:00 the grills will be hot and busy with hamburgers and hot dogs grilling. Drinks are provided but please bring a side dish, salad, or a dessert to share. Besides swimming and eating there will be games to play, and lots of conversation.

Please Please RSVP to let us know if you are coming no later than Wednesday, August 3rd so that we can shop accordingly: dpirone@hotmail.com or 410-255-4953

By water: Cornfield Creek is a well-protected secure anchorage just off the north shore of Gibson Island. After entering the creek be sure to heed the small green can #1(stay to the right of the can) and then look for the Mil-Bur community pier at the north end of the creek. If you have any questions, give me a call 410-255-4953.

By Land: Take Rte. 100 to the end where it merges onto Mountain Road. Continue straight for about 3 miles and after passing Chesapeake High School on the left

the next right turn is Milburn Circle. Turn right and go straight to the clubhouse and pool.

Tips and Tricks

[Editor's note: Thanks to Racing Social Chair, Alan Weiss, for successfully reaching out to get the following Tips and Tricks from our members, Loura Bonhan, Kathy Dougan, and James Dean. These are practical and simple.]

Kathy Dougan:

- Lavender-scented dryer sheets seem to keep spiders out of boat lockers
- Freezing meals, sauces, fruits in square or rectangular containers (and then putting the frozen "bricks" in zip lock bags) makes for more efficient freezer storage
- Space saving- use Hefty 2.5 Gal slider bags to pack clothing almost like vacuum sealing— as long as you don't mind some wrinkles. Place folded items in bag, close the bag with slider about $\frac{3}{4}$ of the way. Roll bag from the bottom, expelling the air as you go. Close slider when air is out and your clothes pack can be laid flat and look freeze-dried! 😊

James S. Dean, Captain of a Westerly 23 (1970) bilge keeler:

- Twice yearly, scrub down cabins with bleach [or vinegar; editor] to combat mildew
- Reinsulate the cool box
- Add a few drops of bleach to the boat's water tank and the quantity is fit for a week's use
- Switch over to roller furling foresail for safety's sake, and use jiffy reefing for the main (rolled around the boom was the original idea).

Loura Bonham

Nothing like opening up the lunch meat & cheese to find the container full of cooler water! I use the plastic containers now with 4-sided locks. Emptying the cooler daily keeps down the risk of floating items. Pumping out the deep locker daily helps. Oh, yes, we are still living in the dark ages with a deep locker & cooler aboard. No refrigeration in our '86 Cal.

And our usual plea: *You have heard a lot about our Facebook effort but have you done your part? Please take a moment today and go to facebook.com/magothysailing and “like” each article and each photo. You could click the link right now and then come back to the riveting articles in the Old Man! Put it on your calendar to do all the time! Help us spread the word about MRSA to attract new members!*



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Magothy River Sailing Association
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Please do your part to restore the Bay and *actively make it cleaner.*

