



THE OLD MAN

THE MONTHLY NEWSLETTER OF THE MAGOTHY RIVER SAILING ASSOCIATION

30TH ANNIVERSARY

1974 - 2004

SEPTEMBER 2004

MRSA DESSERT CRUISE

For lots of reasons, you've should join us September 18th and 19th, 2004, for the Dessert Cruise to Baltimore, and staying at the Baltimore Inner Harbor East Marina. The Dessert Cruise is critical to your health! There is the great sailing that we anticipate when we vary our headings on the way to Baltimore. Then, there is the usual camaraderie of MRSA and the raft-up cocktail party featuring food without equal. But the most compelling reason is its benefit to your health.

Most of us are on diets, or should be. Most of us on diets are on the Atkins or South Beach Diets. But Atkins, and other diets, need help. They all need a breakout, decadent dessert from an Italian pastry shop, such as Vaccaro's in Little Italy.

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Gary D. Foster, PhD, clinical director of the weight and eating disorders program at the University of Pennsylvania, said, "If you are looking for weight loss, yes, [the Atkins Diet] works. If you are looking for improvement in triglycerides and HDL cholesterol, yes, it works." But Foster, like other experts, remains concerned about the long-term safety of the diet.

Robert H. Eckel, MD, director of general clinical research center at the University of Colorado Health Sciences Center in Denver agrees. "We worry that the diet promotes heart disease. ... There is also potential loss of bone, and the potential for people with liver and kidney problems to have trouble with high amounts of protein in these diets."

In fact, Dick and Marianne Kammann, cruise leaders of the MRSA Dessert Cruise, have concluded that, "An effective way to realize the benefits of Atkins, South Beach and other diets, while minimizing the health risks involved, is to occasionally breakout and imbibe in a decadent dessert." They claim to have evidence, which suggests that the liver, having been abused by a raft-up cocktail party, can benefit from a high-calorie, high-carb dessert taken within hours of the abusive event.

In order to maximize the health benefit from this medicinal cruise, we plan to take slips at Inner Harbor East Marina and gather on the docks for an elaborate raft-up party. Forget about dinner! After heavy hors d'oeuvres and spirits of your choice, we'll walk to Vaccaro's to imbibe in decadence. The walk will, in fact, enhance the health effect.

We have a block of slips reserved at Inner Harbor East but need your boat specifics ASAP to confirm. Please call Dick or Marianne Kammann at 410-647-4332 to sign up and put yourself on the path to better health.?(not)!

Then join us on the dock at 1600 hours with the share-around party dish of your choice. There will also be a grill available if you want to cook some Atkins protein. And don't forget...to fully benefit from the desserts, you need to bring plenty of liver-abusing beverages.

Dick and Marianne Kammann

Notice: An Update Page for your 2004 Red Book, with New or Renewed Members Since February, is Enclosed. A second Page with the Rest of the New Members will be Enclosed in the October Old Man.



Commodore Sheryl McNair

2004 OFFICERS OF THE MAGOTHY RIVER SAILING ASSOCIATION

Commodore: Sheryl McNair, 437-8998
Vice Commodore: Jill McCutchan, 360-1163
Rear Commodore: Bob Seay, 647-9395
Fleet Captain Cruising: Loura Bonham, 439-0507
Fleet Captain Junior Training: Rich Hughes and Susan Kirkendall, 437-3630
Treasurer: Jim McCutchan, 360-1163
Secretary: Kathy Dougan, 255-2040
Race Committee: Dave Prucnal, 255-5623
Protest Chairman: Mike Mullarky 439-1556
Race Gear Chairman: TBD
Race Marks Chairman: Roger Bartholomee, 255-7330
Scorer : Ed Tracey, 975-0407
Membership Chair: Ed Poe, 296-6428 (H), 539-3400 (W). Assistant Chair: Peggy Poe.
Immediate Past Commodore: Alan Kirkendall, 437-3630
Ship's Store: Lewis Neisner, 647-0694
Old Man Editor: Fred Betz, 647-3824, Assisting: Carolyn Stamps, 437-5337
Web Master: Ed Tracey, 975-0407, or sailfastmd@comcast.net.
Fleetmaster: John Taylor, 315-7759
CBYRA Rep.: Gene Gottschalk, 439-0211
CBYCA Rep.: Stu Myers, 647-4793
Website: <http://mrsa.sailnet.com>
MRSA is a member of CBYRA, CBYCA, and Boat U.S. (Member #GA 80366 S).

COMMODORE'S COMMENTS

The weather wasn't perfect, but there were times when it seemed that it was. *Merlin* went sailing for the weekend—we started out in drizzle, but with lots of wind. Delightful—yes, we got a little wet, but it wasn't a drenching rain, and it was warm enough that swimming still felt good when we anchored. Meanwhile, we only motored until we got the main raised, and the jib unfurled, and we didn't drop below 4 knots. What a great August day, given the forecast for hot and humid. Once at our destination, we were treated to seeing a tornado up in the sky—haven't heard that it touched down, and hopefully it didn't cause any damage. Once the front had blown through, the air was clear and dry and crisp—too cold for some folks! The stargazing was great, and we saw a green shooting star that hung in the air long enough for me to turn and see it! A nice kayak paddle the next morning turned up three bald eagles that we startled. This is an August with a difference!

FOR RACERS ONLY!!

Okay, I'll admit it—I'm not a racer, and if you aren't either, you can still read this. But the comments are directed to the racers in the club whose sole participation is racing. We can't do it without you! We could, I guess, if we wanted to eliminate the racing aspect of MRSA, but that is too big an aspect to eliminate without changing the face of MRSA. Certainly not something I'd like to do, anyhow. MRSA has really lowered its profile in Bay Racing this year, and perhaps for the last few. We only sponsored a few Bay races this year, and those that we did, we were hanging by the skin of our teeth in coming up with race committees for them. We managed not to have any “no-shows” —unless Annapolis Race Week counts, but only barely. I do understand some of what is going on, and I suspect it runs along these lines. MRSA member: I really love sailing, but I just don't have time to do it. My spouse and kids get almost all the weekends, so if I can get out, I just want to sail. I'm lucky to fit in the sailing, anyhow. I'm sure someone else out there, who's not as busy as me, and doesn't have as many commitments, can do these race committee/MRSA officer duties. If that does sound like you—you're not alone. This year, we carried several racer positions as TBD into the December elections, and beyond, because we had difficulty getting people to volunteer for them. As far as I know, we had RCs for all of the Wednesday night races—and if there were any problems getting them, I didn't hear of them. However, the Bay Races were more problematic. We didn't actually miss anything we were supposed to cover, but at this writing, it looks like we won't be able to help CBYRA with Annapolis Race Week, and it was very close on covering all of the races that we sponsor—including getting someone on 2-3 hours notice for the finish of a race. I'd like to see some of the racers volunteering for the position of Rear Commodore, or Race Committee Chair for the 2005 year.

I know it's hard to make many of the “social” events, such as the

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cruises and/or the membership meetings, but we really do have a very good group of people in MRSA, who go out of their way to help each other. Those who haven't been participating very fully might be surprised to find that they can actually free some time up, by meeting people who also enjoy sailing, and are willing to help them find the time.

Several members have been willing to provide advice about how we could do things better—but the advice does not help if we don't have the volunteers willing to do what it takes. If more of us would chip in, it would lighten the load for those few who do volunteer, and then find themselves swamped with all the challenges life throws at us. This doesn't mean that we don't have lots of volunteers—if I tried to thank all the people who've done so much for MRSA, I'm not sure it would fit in my monthly column. Yet, we still need more, and it's with the racing community that we feel the lack the most.

We'll publish the names of the nominating committee for next year's officers in the October Old Man—please contact them, and let them know of your willingness to help.

Sheryl McNair

CLASSIFIED ADS

For Sale: – 2002 9.9 HP Mercury Longshaft outboard. Used only several times. Owner moving to Florida – must sell. \$1300. Contact Jim McCutchan at (410) 360-1163.

Classified continued next column

Classified continued from previous column

For Sale: West Marine Headsail bag, large. 1 year old, cost \$170. Only \$100. Also, Genoa, Scott sail. Bi-radial, 5.1 oz., dacron, hanks. Luff—40'6", Leech 39'3", Foot-22'. (I went to roller furling.) Call Mike, 410-255-2639; e-mail mprucnal@erols.com

For Sale: '85 Wavelength 24- *Ghost Dancer*- Recent CBYRA High Point and Magothy Cup winner with great race record yet still family friendly. Great boat with many sails, new Tacktick compass, 5 HP Nissan outboard, new halyards. \$6500 Contact Chris Lindsay, 410-439-8832 or Clind13290@aol.com for info.

For Rent: Waterfront Cottage on Huntington Creek off Grays Inn Cr. Dock/(+/-)4 ft water. 2 BR 1 BATH, D.R./L.R., Kitchen/Screen Porch. Sleeps 4, \$1000/wk/\$150. night. Please call 410-778-7100.

For Sale: Perfect boy's boat - 12' alum. "Landau" Jon boat with trailer. Excellent, low use Yamaha 5hp motor, 2 seats, fishfinder, rod holders, anchor, gas tank. A whole package for the young fisherman on the Magothy! \$1,000. Tom Price, 410 437-5897 or email at tprice@usna.edu

Racing Crew Wanted: *Endless Summer*: 29 foot Aphrodite racer / cruiser PHRF 159, Class : Wednesday Night Racing Non- spin, Years racing : over 10, Location of boat : Severna Park, Old Man Creek. Captain : Alan Weiss, phone 410-544-1986, email SailingDr@aol.com

For Sale: *Follow The Sun* can't grow a second hull, so she is for sale (for sail?) so we can buy a catamaran. She is a 1987 Cardinal 46, fast, comfortable, easy on the eyes, and resembles a Swan. She is fully equipped for long distance cruising with a 2.5-year-old engine with 1300 hrs. Lots of sails, everything electronic (Radar, SSB, etc), complete electronic charts from Quebec to Brazil, watermaker, dodgers, bimini, etc. The engine alternators can charge a day's worth of electricity in 15 min if the solar panel and wind generator don't do it for you. Winner of several cruising races (against other overloaded cruising boats). Her best 24 hours is 180 miles. Her ballast displacement ratio of .43 gives her a range of positive stability of 130 degrees. Lots of spares. **REDUCED to \$170,000.** Call Dave & Laura @828-231-8343, Email ellerbrake@nase.org. Finders fee to any MRSA member who finds a buyer.

For Sale: CAL 25, fully equipped for cruising; sleeps 4; 4 sails incl. radial head spinnaker& gear; 8 hp Yamaha o.b. w/elect. start; bottom painted late July; \$4,500 delivered. Call Dick Ober, 410-321-5772

For Sale: Power Boat, '88 4Winns Sundowner 225, 22.5ft, cuddy cabin, 5.0L V8, very good condition, runs great, many new items, very well maintained, enclosed head, \$6900; Mark Walker, 410-647-2468

For Sale: LASER 28 Farr designed, Kevlar hull and deck, 10hp Bukh diesel. The Laser 28 is a truly fast and fun boat to race, and a very satisfactory weekender for the fam. *Hyder Ally* is slightly modified with jumpers, flicker and fat head mainsail. Consistant winner in PHRF or MORC on the Chesapeake. Asking \$18,000. Contact Tom Price (410) 437-5897 email tprice@usna.edu

BYLAWS REVIEW AND PROPOSED CHANGES

We publish and distribute the Red Book every year, which includes a copy of the current Bylaws. I wonder if we took a survey, how many members would know what they say? For an MRSA officer, the bylaws are the most comprehensive resource to determine how MRSA is supposed to operate, the interactions of the officers, and their duties and responsibilities.

When I was Fleet Captain, Junior Training, I noticed that the bylaws differed from the directions given to me by my predecessor. At the time, there was a proposed bylaw change, but it didn't address the things that pertained to me.

As commodore, I asked the BOG to approve a bylaws review. With their approval, I appointed George Stamps, Mike Mullarky and Dick Kammann to review the bylaws in their entirety, and propose changes. I highlighted areas where I thought the bylaws were inconsistent with current action. The committee went off, studied and reviewed the bylaws, and produced a revision, by their 30 March deadline. I'm ashamed to admit that it has taken the BOG until now to agree to a combination of the committee's proposals, and a few more changes discussed at successive BOG meetings. However, since I think the end result is a good product, I'm not ashamed that we took longer to get it "right". Is it a perfect product? No, I think it would

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Bylaws Continued from the previous Column

take forever to get it perfect—even as the bylaws change, so does the organization. I'm hopeful, though, that the membership will agree that the changes more accurately reflect the way MRSA does business, and leave plenty of room for flexibility and future growth.

Having said all that, what kind of changes am I talking about? The first priority was to make the changes necessary to reflect how we do business. For example, we have six listed committees, each of which has at least a chair, and 2 or more members appointed by the Commodore. If you didn't know about these, you're in good company—some of the committees exist, but only one has the stated number of members. We've left the committees, with a chair and "additional members"—still appointed by the Commodore.

We also removed the words "tax-exempt", since we're not. We spelled out the duties of the Fleetmaster, a position that's been in existence for at least 5 years, but has not been included in the bylaws. We revised the "Election of Members" section, to reflect what actually occurs. We clarified the definition of the membership classes, and made a revision to the inactive member status. Inactive members may now attend any MRSA events, but may be subject to an additional fee, and the change to inactive membership must be approved by the BOG, to ensure that there has been a change precluding active membership. We added a cruising committee, to reflect how we've done business in the past years.

We've also tried to remove inconsistencies. For example, the bylaws state that officer elections will be held at the December meeting, the budget will be prepared and approved by the BOG, and then presented to the membership within 60 days of the elections, but no later than the end of the calendar year. Much as we might need them, there just aren't 60 days after the December meeting before the end of the year.

Although we generally tried to refrain from making changes under the policy of "if it ain't broke, don't fix it", the Bylaws Committee came up with a new change that seemed well founded. Namely, that since the general membership doesn't actually approve the budget, there could be no expenditure of \$7,500 or more without approval at a general membership meeting. I'm still leery about whether this might tie the hands of a future BOG, to our detriment, but it seems a reasonable law at this time.

Given the disconnect we experienced this year between the Rear Commodore and the Race Committee Chair, we discussed making the bylaws more specific. We decided that it would probably be best to let each individual RC and Race Committee chair work out their responsibilities, and use the racing section of the Red Book to elaborate these, where necessary.

We did leave in bylaws that aren't currently in use, with the idea that they don't hurt, and it allows the membership the flexibility to use them when they need them. For example, we don't currently maintain separate

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fleets within MRSA, beyond the junior training fleet. Whenever the membership decides they want to do that, though, the rules are there.

The other changes related to replacing chairman with chairperson, his/her with their, removing inappropriate capitalization, and inserting necessary capitalization. In other areas, generalizations were inserted. For example, since a non-married couple can have a single membership, we removed "family" as a membership type, and used the word "couple" where appropriate. We re-titled "Yacht Ownership" as more accurately, "Yacht Registration". We also reflected newer technology, and changed that notification would "be sent" versus "mailed", since we sometimes use the Internet to access members. Finally, we revised our objectives to include the sport of sailboat racing, versus yacht racing.

The voting on these bylaw changes will occur at the October general membership meeting. I urge all of you to attend, and approve these bylaws. I believe they will help us to maintain the MRSA organization we enjoy today, and be prepared for the organization of tomorrow.

Sheryl McNair



Part of the Fleet at the Corsica

All Photos by Philippe Masiee

CORSICA RIVER CRUISE

Good weather, plenty of food, live music, cold drinks and a whole bunch of sailors hanging around. What else could you want on a mid-Summer Chesapeake Bay weekend?

The annual Corsica River Yacht Club regatta brings small boat racing, big boat racing and cruising sailors together for their showcase event, and MRSA members participated in all three areas. Boats sailing from the Magothy encountered sunny skies, temperatures in the 80's, and 15 to 20 knot winds from the South for a great sail across the Bay and up the Chester River. The anchorage, and small boat racing area, was more sheltered – combined with lighter overnight winds it was a pleasant time on the hook.

Dinner was the usual heaping plate of chicken barbeque and local vegetables, and the band and conversation lasted until well after dark.

The trip back on Sunday was in lighter winds, with a few rain showers. Boats flying MRSA burgees (or those that should have been!) included *Boomer, Boreas, Élan, Flying Low, Great Escape, Merlin, Min Van IV, Miranda, My Fair Lady, Rebecca* and *Spar Trek*. Participating in the small boat events were Earlyn and Roger Bartholomee and Jane and Mike Schmidt. Joining in by land were Jeff and Kate Fones, Toni and Rich Hughes, Shirley and Philippe Masiee, Jon Mullarky, Beth Vanfossen and Lewis Neisner, and Holly and Al Picardi.

Mike Mullarky



The Mullarkys, Annette, Jon and Mike



Dan and Maryanne Brail



Toni and Rich Hughes



Marianne Kammann

GENE GOTTSCHALK SPEAKS

This has been a frustrating season for me racing in my fifth season in the MRSA Wednesday night series. Again this spring, because of the Weather, *Miranda* was late launching. We missed the first two series entirely. In our first race out we caught the Genoa leech line on a spreader where the pocket had apparently worn thin and ripped the leech out from clew to head, over 30'. The second time out we finished last. The third and last time out an accidental jibe resulted in my straining my back, so after spending the better part of the winter recovering from back surgery I decided to pull the plug on the Wednesday night racing for the season. In an effort to keep my crew together and involved even if we didn't race we decided to go out on Wednesdays as normal, but watch and photograph the race rather than compete. I have been involved in racing and other competitive endeavors all my life, and in my opinion, one of the hardest things you can do is stand on the sidelines and watch an event you used to compete in. It's never anywhere near the same as the competitive event itself, but here we were.

While I was recovering from the surgery this past winter I bought a high-resolution digital camera that is compatible with the lenses I had for my 35mm film camera. I took the time while I was out of work to try to learn the finer points of its operation. Photography has always been

Gene Speaks Continues next Column

Gene Speaks Continued from Previous Column

passion of mine from the time I took photography classes in college. It's a lot like sailing; it's easy to learn, but hard to master. Every time out you learn something new, at least every time you process the picture either in the darkroom, or in the case of the digital camera, on the computer.

The first race we photographed was on July 14th and we were late getting to the starting area. As the A fleet boats started we realized they were headed for the "D" mark, about where we were so we positioned *Miranda* just west of the windward mark anticipating the spinnaker sets as the boats rounded the mark. We were not disappointed. There was a nice breeze blowing around 10 knots, with frequent gusts right at the mark making for interesting roundings. We had a great opportunity to observe how the boats rounded the mark and set the spinnakers as well and the problems some boats had. From this perspective you have a much bigger picture and we learned a lot just from watching. We realized we weren't the only boat that experienced these types of problems and I managed to get some great photographs.

Enthusiastic with our success the first week we set out on July 21st for a slightly different perspective. We positioned *Miranda* at the downwind "G" mark to photograph the spinnaker takedowns and finish as the course was shortened for some of the fleets. This Wednesday the wind was light and the race carried over into the magic hour of light resulting in some dramatic photographs. We really enjoyed our weeks of observation although we didn't race. Sometimes you learn more from watching than from competing, but it doesn't make it any easier being on the sidelines. I hope everyone enjoys the photographs. I have put them on the Webshots website. You can access them at: <http://community.webshots.com/user/ggottschalk>

Gene Gottschalk, Tartan 30 #511 (93049), Miranda

SHIP'S STORE

We have sold out of the 30th anniversary yellow tee-shirts. But they can also be ordered in yellow, white or gray. If you are interested in ordering one, \$13, in either yellow, white or gray, please let me know. 410-647-0694 or lneisner@rhsmith.umd.edu. There have also been some requests for the ladies navy blue, sleeveless polo shirt, \$30. If anyone is interesting in ordering one, please let me know.

The Ship's Store will be at the August picnic. It still has a good size assortment of the white or yellow 30th anniversary polo shirts, \$30. Be sure to get one while the supply lasts.

If you have any suggestions for other merchandise that you would like to see the Ship's Store carry, please let me know. Call 410-647-0694, or email to lneisner@rhsmith.umd.edu

Lewis Neisner

NO HURRICANE AT DOUG'S EAGLE POINT

In spite of hurricane threats from Bonnie and Clyde, [mis-named "Charley"], I sailed *Élan* on Thursday across the Bay and up the Chester and then up Langford Creek to drop anchor in the cove next to beautiful Eagle Point and Doug's estate. Sailing was great on a south breeze, giving way to motor sailing only on the southbound stretch of the Chester from Love Point to Cedar Point on Eastern Neck Island, then sailing again north almost all the way to Dougs. The sails were dropped for the last mile, as I like to "feel" my way past the southern end and western side of Cacaway Island.

Friday was partly sunny/partly rainy, as we readied for the expected two dozen to 30 MRSA'ers on Saturday. Doug and I did take a break to head over to the Waterman's Restaurant for a crab cake sandwich for lunch, but returned to get the pool clean and picnic area set up. A late swim on the warm and sunny afternoon felt great!

Then Saturday arrived really cloudy and kind of drizzly. But hey! I know the intrepid MRSA bunch. The crowds should be arriving as early as 1400 hr, and maybe as late as 1900 hr. if *Magic Dragon* was coming.

And we waited... at about 1400 hr., Sue came by car with a ton of hamburgers and dogs and Granddaughter Hana. And we waited...

Finally Phil and Elaine Haskell arrived with Higgins in a sleek Lincoln, [dubbed "*My Fair Tank*"]. Then Beth Vanfossen, Lewis Neisner and Philippe Masiee arrived, also by car, and were followed by Myron and Sigrid Dorf. And we all waited... For naught!

The light drizzle didn't dampen the blaze in the grill, nor anybody's hunger, as we feasted on the burgers and hot dogs, as well as on deviled eggs, green beans, potato salad and for dessert both brownies and coconut cake. By early evening, all were headed home 'cept Doug and I, who prepared to weather the HURRICANE!

Doug slept on his boat, *Francina*, and I aboard *Élan*. I never woke up. No wind, no waves, a gentle rain. Having borrowed Beth's "hatch tent", it was dry and comfortable in the vee berth.

Next morning, it was nice and clear. No signs of a hurricane. What happened? There were no hurricanes at Dougs!

Fred Betz



The "Talking Boathouse" at the Foot of Doug's Pier, on Eagle Point, Langford Creek
Pen and Ink by Sue Betz



Wayne Mullinix provided the photo of *Ravenous*, taken a few years ago by helicopter in the Governor's Cup Race. Ed Poe bought the photo, and presumably the rights thereto. Ed says it's a picture of me, my crew, and Peg's boat.

HALLIE RICE FROSTBITE RACE SERIES

Please note the following change in the signals for all starts of the Hallie Rice Frostbite Series. The Rendezvous will be 1230 hr., and the First gun will be at 1300 hr. (1:00 PM). Other signals will follow at 5-minute intervals. This is a change from the Red Book Instructions on page 26 of the 2004 MRSA Red Book. Please also note that the days for the Hallie Rice Frostbite Series are Sundays, not Saturdays as in prior years. This change of days was with the hope of attracting more racers.

Bob Seay and Fred Betz

THE SEPTEMBER 2004 CALENDAR, PLUS AND MINUS

8/28-8/29/04 Cruise to, and Picnic
at Mil-Bur, Cornfield Creek.
McCurchans are Cruise Leaders

9/4-9/6/04 Labor Day Weekend
Cruise to the Choptank River.
Cruise Leaders are the
Kirkendalls

9/4-9/6/04 Annapolis Race Week

9/18-9/19/04 Dessert Cruise,
Baltimore Inner Harbor East
Marina - Kammanns are Cruise
Leaders

9/29/04 Trophy Party for Wednesday
Night Racers

10/2-10/3/04 Cruise to Mill Creek off
Whitehall Bay, Haskells are
Cruise Leaders

10/7/04 General Membership
Meeting, 1830 hr. Olive Tree
Restaurant - By-Laws and Bill
Shellenburger

LABOR DAY CRUISE

Come celebrate the official end of summer and the beginning of the fall cruising season, and join us September 4 - 6 on the Choptank. On September 4th we will cruise to LaTrappe Creek. We will raft up and enjoy Happy Hour at 5:30. Sunday morning September 5th we will set sail for Water Hole Cove on Harris Creek. Sea Nettle pools will be available at all anchorages for a refreshing end of summer swim. Monday September 5th cruisers will depart for home. Let's end the summer with lots of boats on this cruise and be prepared to have a good time. Call Al and Sue Kirkendall at (410) 437-3630 or email alkirkendall@cs.com for more information. See you there!!!!.

Al Kirkendall

CRUISE TO MILL CREEK OFF WHITEHALL BAY

Join us at Mill Creek off Whitehall Bay on October 2nd for a relaxing time with good friends in a beautiful anchorage. We will raft around 3pm and have a get together at 5pm. Story telling is the theme, so recall your best CRUISING tale for all of us to hear. Directions to Mill Creek are straight forward; Sail/power to the entrance to Whitehall Bay, then turn to port and follow the markers to Mill Creek and look for *My Fair Lady*. Please let us know if you are coming- Tel #: (301) 490-9762 or E-Mail: pjhaskell@aol.com

Phil Haskell

THE OLD MAN

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photo by Bill Paul