



# The Old Man

The Monthly Newsletter of the Magothy River Sailing Association

February 2008

## DANCING THE NIGHT AWAY

*Peggy Poe*

Believe it or not, it wasn't snowing, it didn't get slippery, and the weatherman did not predict bad weather on the night of the 2008 MRSA Commodore's Ball. In spite of the beautiful weather, everyone had a wonderful time!



Annette Mullarky receives the Past Commodore's Burgee from Commodore Ed Poe

Saturday, January 12, 2008 found 58 fashionably clad Magothy sailors gathered at the Gibson Island Club, socializing over hot crab dip and crudités with fresh seasonal vegetables and cold libations. It is amazing what a tux and some sequins can do to fancy up and civilize these fresh-air guys and gals. The dining tables looked beautiful, decorated with lovely hot pink and white cyclamen and MRSA burgees, thanks to Kathy and Bert Polk.

After a delicious buffet of Prime Rib, Chicken

Chesapeake, and Pasta Primavera, the diners finished off the meal with Chambord Chocolate Torte. I'm sure there wasn't a calorie to be found!

Master of Ceremonies Harvey Paskin started the evening festivities with his stand-up routine (we're glad he can still stand up!) Guests at this year's Ball were PSA Commodore Bill Paul and his wife Carolyn, and Grachur Club President Marbury Council and his wife Carolyn. Both are also MRSA members! Also attending this year's Ball were 2007 new members Brooke and Rich Cottle, Madeleine and Joe Tierney, Richard and Donna Paden, Angela Mezzoma and Tom Merrick, and Jed Springfield and his finance, Kath Lyon. We were glad to see Burry and Wendy Vanderveer, who came from New Jersey and who hosted guests Bob and Rusty Gray from Annapolis. And we were also glad to welcome back Lewis Neisner and Beth Van Fossen from New York. In addition to guests and new members, twelve past commodores were present and were recognized by MC Harvey and those in attendance. We were festive and happy and were also delighted to wish happy 80th birthday to Philippe Masiee.

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## 2007 Officers of the MRSA

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## Commodore's Comments

*Ed Poe*



Isn't it exciting to think about racing on a cold winter night? Warm Wednesday nights are wonderful. The skies are clear. The breezes are blowing. The sunsets are glorious. And in my mind, the crew works like a well-oiled machine. Everything on the boat is just as I planned it.

Isn't it exciting to think about racing on a cold winter night? While the boat winters snugly under her tarp, safe and secure from ice and snow, I can picture her slicing smoothly thru the water and I can hear the rush of the water as it flows past our hull.

Isn't it exciting to think about racing on a cold winter night? Beautifully colored spinnakers wafting in a light breeze are so much more appealing than icy, cold drafts blowing under my kitchen door. Why didn't I fix that problem before January arrived?

Isn't it exciting to think about racing on a cold winter night? As I take my walk on a cold January evening, I know that by April, I will be amazingly fit for racing season. My crew will be speechless as I take my turn grinding the winch, and as I tote heavy sail bags to the bow. They will know that my workouts have done the job.

Isn't it exciting to think about racing on a cold winter night? Remembering last summer's triumphs is wonderful. In my mind there were no winch handles overboard. We didn't run out of gas on the way to the race. At no time did we have an hourglass in our spinnaker or an unexpected jibe. Our lines never got tangled. Our takedowns were flawless. Our sail changes were smooth as silk. Our starts were timed perfectly. And we had great pointing and boat speed as we left the pack behind.

Isn't it exciting to think about racing on a cold winter night?

## DANCING THE NIGHT AWAY (Continued)

The Cruising Awards were no surprise as Gabriella Belli and Burry Vanderveer awarded the Cruising plaque to John and Debbie Lund (Most cruises attended and 2 cruises led). Tony Torres won an award for the most people in attendance at cruises (Goose Cruise and Pig Roast).

Toni and Rich Hughes won an award for most cruises led. A special prize was awarded to the Neisner/VanFossen duo for the greatest distance traveled to the Ball.

Past Commodore Annette Mullarky thanked the 2007 Officers and Committee Chairpersons for a successful year and pointed to the highlights of the last twelve months. Then Ed Poe thanked Annette for her service, introduced the 2008 Officers in attendance, and awarded burgees to Vice Commodore Toni Hughes, Fleet Captain Cruising Gabriella Belli, Fleet Captain Junior Sailing Rich Hughes, Treasurer Jim McCutchan, and Past Commodore Annette Mullarky. Ed also recognized the 2008 Officers unable to attend: Rear Commodore Craig Coltharp, Fleet Captain Bob Krapfel, Secretary Loura Bonham, Race Committee Chairman Angelo Guarino, and Fleetmaster Dan Prucnal. Also recognized were Committee Chairpersons who have agreed to serve again in 2008: Mike Mullarky: Webmaster, Kathy Dougan: Red Book Editor: Tony Torres, Old Man Editor, and Membership Chairperson: Peggy Poe.

The dancing began and went on and on and on, until the clock struck twelve.....



Philippe and Shirley Masiee



John & Debbie Lund, Gabriella Belli and Burry Vanderveer - Cruising Award



Lewis Neisner Gabi Belli, Beth VanFossen, Burry Vanderveer  
– Special Award

# CRUISE PLANNING PARTY/ POT LUCK

*Gabriella Belli*

It's cold out now, but soon it will be sailing weather and we want to have a fun and frolic 2008 season on the Magothy and the Bay. To help get it off to a good start, come to the annual Cruise Planning Party and Pot Luck. It will be held at the Belvedere Yacht Club, with a Happy Hour starting at 6:00, a brief business meeting to discuss/update plans for cruises, and then the usually wonderful Pot Luck supper.

Folks with last names beginning with A-M, please bring a salad or side dish, and folks with last names beginning with N-Z, please bring an entrée. Please also bring the appropriate serving utensils for your dish. Plates and utensils, dessert, water, soda, coffee, tea and – most importantly – beer and wine will be provided by MRSA.

This is a great opportunity for new members or would-be members to find out what an MRSA cruise season looks like, and to make plans to join the fun. “Old” members, if you have any great ideas for new places to go (or places not to return to), please send me the info and we'll see if it can be worked in.

Directions to BYC: From Richie Highway (Route 2) turn NE onto College Parkway at the light. Follow the Parkway through two lights and take next left onto Jones Station Road. Continue through the intersection with Mago Vista and then turn left onto Alameda Parkway. BYC is at the end of Alameda with the building on the right and parking on the left. From College Parkway headed east, turn right onto Jones Station, then follow above directions.

Please RSVP by February 13 to me (Gabriella Belli) by phone 202-262-0617 or email [cruising@magothysailing.com](mailto:cruising@magothysailing.com) so that we have enough stuff on hand. If you can assist with the setup, we would appreciate help starting around 5:00. If you can stay late, help with cleanup would also be great. Let me know if you can come early or stay late when you RSVP about the party. Either way, hope to see you on the 16th!

## RACE PLANNING MEETING - February 13th

*Craig Coltharp*

Are you an Avid racer, a novice racer, a racer-wanna-be, tired already of the winter blahs and the cold weather, and dreaming of the warm Wednesday night breezes?

It's that time again! Get back together with others who feel the same way. It's always better when you are surrounded by other racers and “racer-wanna-bes.” They understand how you feel. They talk your language. They feel your pain. They know what you mean when you say, “my bottom is really rough!”

Believe it or not, Wednesday night racing is not so far away. The first Race is April 23rd. Rear Commodore Craig Coltharp and Race Committee Chairperson Angelo Guarino are busy getting ready for a fun and exciting season, and the first step is the Race Planning Meeting. The meeting will be held on Wednesday, February 13th at 7:00 pm at Bella Napoli Restaurant in Pasadena.

The restaurant is located in the Food Lion Shopping Center at 350G Mountain Road, Pasadena, MD 21122, 410-255-9400. Directions can be found on the website ([www.magothysailing.com](http://www.magothysailing.com)). There will be pizza, soft drinks and beer.

Suggested topics of interest:

- 1) What should our PHRF fleet splits?
- 2) How can we better serve our racers?

Please join us to discuss details that will help shape this year's racing season, sign up for your preferred race committee day or just come to learn about the program . If you have any questions about the

meeting or suggestions for topics, feel free to call Craig Coltharp at 443-822-7595 (cell). RSVP to rear\_commodore@magothysailing.com to let us know that you'll be there.

## MARCH BRUNCH - Sunday, March 9th

*Rich Hughes*

Spring will be here soon and the start of another boating season. Come join us for brunch at beautiful Pusser's Restaurant located at the Annapolis Marriott. Sunday, March 9th.

At this meeting we will do the annual distribution of the **MRSA Red Book**.

We will have a special speaker discussing "First Aide". Learn some new tips for safe boating.

Welcome at 11AM with Brunch being served at 11:30. This will be a seated meal rather than buffet. Please make your selection when you RSVP to: Toni Hughes at 410-224-4155 or email [fantastic@comcast.net](mailto:fantastic@comcast.net).

Meal choices:

- **Sunrise on the Bay**- Fluffy Scrambled Eggs with Herbed Cheese, with a choice of Crisp Bacon or Sausage, and Home Fries
- **Griddle Breakfast**- French Toast with Toasted Almonds and Maple Syrup, with a choice of Crisp Bacon and Sausage
- **The Tidewater**- Home Baked Vegetable Quiche, Grilled Tomato Provençal, and a choice of Crisp Bacon, Sausage, or Ham

Cash bar available. Cost per person \$22.00 cash or checks made to MRSA

**Don't be left out !!! Please RSVP by March 5th**



## JR. SAIL TRAINING CAMP 2008

MARK YOUR CALENDARS - June/16-27/2008



Registration and decision dates are earlier this year in an effort to provide an earlier commitment to junior sailors and their families. The registration forms will be available on 3/9/08 in the MRSA Red Book and from the "Juniors" section of the MRSA web site: (<http://www.magothysailing.com/bin/junior.php>).

Commitments will be made to junior sailors from MRSA and Grachur Member families not later than 4/1/08. Applications will then be considered from junior sailors whose families are

not Members of MRSA or Grachur.

Commitments to Non-Members will be made beginning 4/7/08. MRSA and Grachur Members must have their applications submitted and received prior to 4/7/08 in order to insure their priority over Non-Members is preserved. Continues on the next page.

The 2008 Registration form must be used. The Release Form and the Medical Waiver Form are also available on the web site, and are best submitted with the Registration form.

Camp fills quickly. Camp is limited to forty (40) Jr. Sailors, aged 9 through 16. There has been a waiting list every year. Mark your calendars now.

Questions? Call Rich Hughes (410-224-4155) or Joe Tierney (410-544-1723), or e-mail [junior\\_training@magothysailing.com](mailto:junior_training@magothysailing.com)

REGISTRATIONS START 3/9/08 – COMMITMENTS START 4/1/08

## Scuttlebutt – Nautical Lore

*Bert Polk*

Three or even four years ago, Harvey Paskin spiced up his Traditional Rigorous Master-of-Ceremonies Joke-Fest at the Commodore's Ball with a few comments about nautical terms reaching the current vernacular from the far reaches of sailing ships of old. Those were the days of wooden ships and iron men as opposed to more recent times of fiberglass boats and gentle women.

One of the terms Harvey related was "scuttlebutt." The title of this Old Man article introduces "scuttlebutt" as well as "nautical lore." Nautical – you probably know. "Lore" is defined by Webster as "the area between a bird's eye and the base of the bill." Oops – wrong definition; try "accumulated tradition, fact, or belief ... knowledge gained through education or experience." So after all that "blarney" (not a nautical term except maybe in Ireland) what is "scuttlebutt?"

The nautical word comes from two words. The first is "scuttle" – meaning variously: a small opening or hatch with a movable lid on the deck or hull of a ship, or the cover of such an opening, or to cut or open a hole in a ship's hull, or to sink a ship by that means or discard. The second is "butt" – from the medieval French and Italian "botte" or pipe, an old English unit of wine casks, holding two hogsheads. (In case you have forgotten, a hogshead varied in size but today is usually 126 US gallons or 477 liters.)

Putting the two together, a (discarded) scuttled butt – "scuttlebutt" – was originally the barrel or cask on a ship that held drinking water for the day. As barrels and casks evolved, today the term refers to a drinking fountain aboard ship – or anywhere when talking nautical-speak. But there is another meaning derived also. When sailors went to the scuttlebutt, there was an opportunity to talk and swap news, stories, and tales. So talk around or emanating from the scuttlebutt became known as "scuttlebutt" also. "Scuttlebutt" is not to be confused with "gossip or rumor." "Scuttlebutt" is more factual, more refined, and therefore more nautical. Which takes us back to "lore". So before continuing with your reading of the Old Man (containing lots of scuttlebutt), you may want to go to the scuttlebutt to check out the scuttlebutt and quench your thirst for both water and knowledge.

## NEW PHRF EQUIPMENT REQUIREMENTS

*Mike Mullarky - PHRF Delegate*

At the annual meeting last Fall, PHRF of the Chesapeake adopted new equipment requirements. The old requirements were based on the ISAF's Offshore Special Regulations from many years ago, and have not kept up with changes to those regulations. Unfortunately, we now have lots of technology improvements and lessons learned by evaluating incidents to catch up with. Adhering to the new rules will take a little time and there probably will be some costs involved, but efforts were made to keep it simple and inexpensive.

Remember that there are reasons behind all of these changes -- reasons that should make our sport safer for everyone.

Continued on the next page:

The new requirements can be found at: <http://www.phrfchesbay.com/specregs.pdf>

If you met the 2007 4P requirements, to meet the 2008 4P requirements:

- Toolboxes are now listed as a 'heavy item' that needs to be securely fastened (2.03.2)
- Companionway hatches now must 'be fitted with a strong securing arrangement which shall be operable from the exterior and interior'. (3.08.4)
- The heel of a keel stepped mast must be secured to the boat. (3.12)
- Adequate hand holds shall be fitted below deck. (3.22)
- At least one compass must be magnetic and have a deviation card. (3.24.1)
- A topping lift or supporting vang is required. (3.25, US Sailing prescription)
- The radio capable of receiving weather bulletins cannot be your primary radio (VHF). (3.29.1)
- You must have a plan to display sail numbers even if the sails are not set. (4.01.2)
- Wood through-hull plugs must be attached or stowed near the fitting. (4.03)
- The First Aid manual should be one of the ones listed. (4.08.1)
- At least one crewmember must be familiar with First Aid procedures, etc. (4.08.4)
- The required radar reflector is bigger than previously allowed. (4.10.1)
- Charts, Light List and plotting equipment are now required. (4.11.1)
- A diagram identifying where safety equipment is stored must be posted in the main cabin. (4.12)
- The boats name must be on PFDs and other buoyant equipment. (4.17)
- Reflective tape (or other material) must be on PFDs and other buoyant equipment. (4.18)
- A knife on deck or in the cockpit is now required. (4.25)
- Strong recommendation that storm sails have a high visibility color. (4.26.2)
- Strong recommendation that PFDs have whistles attached. (5.01.1.a)
- Annual MOB practice, with documentation aboard, is now required. (5.09)
- Recommendation that at least two crew have current CPR certifications. (5.10)

If you met the 2007 5P requirements, to meet the 2008 5P requirements:

- Companionway hatches now must 'be fitted with a strong securing arrangement which shall be operable from the exterior and interior'. (3.08.4)
- A single 2-gallon bucket is required. (3.23.5.f)
- A waterproof chart is required. (4.11.1)
- The heaving line is always required. (4.24)
- Strong recommendation that PFDs have whistles, reflective material and the boats name on them. (5.01.1)

There is no equivalent to the 2007 6P requirements – boats will need to meet the 2008 5P requirements. Since many of the differences between past 5P and 6P levels involve interior accommodations, it is recommended that the entire requirements document be examined.

## Huge Kite Helps Container Ship Across Atlantic

Inventor expects major drop in fuel costs and warming emissions

Reuters updated 4:58 p.m. ET, Tues., Jan. 22, 2008

BERLIN - Oil at more than \$90 a barrel is concentrating minds in the shipping industry. Higher fuel costs and mounting pressure to curb emissions are leading modern merchant fleets to rediscover the ancient power of the sail.

The world's first commercial ship powered partly by a giant kite set off on a maiden voyage from Bremen to Venezuela on Tuesday, in an experiment that inventor Stephan Wrage hopes can wipe 20 percent, or \$1,600, from the ship's daily fuel bill.

"We aim to prove it pays to protect the environment," Wrage told Reuters. "Showing that ecology and economics are not contradictions motivate us all."

Continued on the next page:



The 'Beluga SkySails' is seen Tuesday with its kite helping pull it along

The 10,000-ton 'MS Beluga SkySails' — which will use a computer-guided kite to harness powerful ocean winds far above the surface and support the engine — combines modern technology with know-how that has been in use for millennia.

German-based Beluga Shipping has already ordered two more vessels and Wrage's company has a total of five orders in hand.

If the maiden voyage is a success, Wrage hopes to double the size of its kites to 320 square meters, and expand them again to 600 square meters in 2009. The company hopes to fit 1,500 ships by 2015.

But if Skysails is a relatively elaborate solution, another development shows the march of progress is not always linear: shipping companies seeking immediate answers to soaring fuel prices and the need to cut emissions are, simply, slowing down.

The world's 50,000 merchant ships, which carry 90 percent of traded goods from oil, gas, coal, and grains to electronic goods, emit 800 million metric tons of carbon dioxide each year. That's about 5 percent of the world's total.

Also, their fuel costs rose by as much as 70 percent last year.

That dramatic increase has ship owners clambering onto a bandwagon to reduce speed as a way to save fuel and cut the greenhouse gases blamed for global warming, said Hermann Klein, an executive at Germanischer Lloyd classification society.

"The number of shipping lines reducing speed to cut fuel costs has been growing steadily," Klein, whose organization runs safety surveys on more than 6,000 ships worldwide, told Reuters.

### **Big Savings in Lower Speeds**

"Slowing down by 10 percent can lead to a 25 percent reduction in fuel use. Just last week a big Japanese container liner gave notice of its intention to slow down," he added. Shipping was excluded from the U.N.'s Kyoto Protocol to slow climate change, and many nations want the industry to be made accountable for its impact on the climate in the successor to Kyoto, which runs to 2012.

In Hamburg, the Hapag-Lloyd shipping company is not waiting for 2012. It reacted to rising fuel prices by cutting the throttle on its 140 container ships traveling the world's oceans, ordering its captains to slow down. The company in the second half of last year reduced the standard speed of its ships to 20 knots from 23-1/2 knots, and said it saved a "substantial amount" of fuel.

The calculation used in shipping is complex: longer voyages mean extra operating costs, charter costs, interest costs and other monetary losses. But Hapag-Lloyd said slowing down still paid off handsomely. "We've saved so much fuel that we added a ship to the route and still saved costs," said Klaus Heims, a spokesman at the world's fifth-largest container shipping line. "Why didn't we do this before?"

Climate change was an additional motivating factor.

"It had the added effect of cutting carbon dioxide emissions immediately," Heims said. "Before, ships would speed up to 25 knots from the standard 23-1/2 to make up if time was lost in crowded ports. We calculated that 5 knots slower saves up to 50 percent in fuel."

## Classifieds

For Sale:

30' Beneteau.



The new boat is here, so Boreas needs a new home. She's 1985 Beneteau First 305 that is comfortable to cruise and successful on the race course. Double berth in private aft cabin, aft head, galley with ice box, large sink and propane stove/oven, nav station. Volvo 18 hp diesel, tiller steering, B&G H1000 instruments. Upgraded deck hardware and winches, hydraulic backstay adjuster. Many cruising and racing sails. Professional bottom job (2003) with 10 year transferrable warranty.

Asking \$31,000 but bring offers.  
[boreasmd@verizon.net](mailto:boreasmd@verizon.net) or (410) 439-1556.

For Sale: Anchor Chain/Refrigeration Plates

-Anchor chain: 250 feet 5/16" Hi-Test, each link stamped G4. Unused. \$450.

-Refrigeration cold plates, stainless steel, dual circuit, two freezer (14" X 14") and one refrigerator (16" X 15"), \$150 each or all three for \$400.

Contact Norm Poulsen at (410) 437-8703 or [npoulsen@cablespeed.com](mailto:npoulsen@cablespeed.com).

## 2008 Meeting Schedule

February 13 - Race Planning Meeting - Bella Napoli Restaurant

February 16 - Winter Planning Meeting - Belvedere Yacht Club

March 9 - March Brunch - Pusser's Restaurant

Experience is not what happens to you; it's what you do with what happens to you.

- Aldous Huxley



Then there is a Soling race. This is the kind of sailing some "All That Jazz" and "Jazz" people do in Rochester now. Look closely - no crews on deck - model racing.

# Jr. Sail Training Camp



On the Board



Practice Drill



Jumping

# The Old Man



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Picture by Bill Paul