

HISTORY OF GLENMAR SAILING ASSOCIATION

Mid 1970's to 2010

Up until the mid 1970's, Glenmar had flourished by creating a family oriented participating club with an overwhelming culture where members wanted to volunteer to give back to the club. To fuel this dynamic, GSA held a fall Appreciation party for anyone who volunteered services to the club during the year. It was a lavish affair and a must event, where every member made sure they were worthy of the written invite. The party was Glenmar's largest expenditure at the time and perhaps a key component to its success.

Members had much smaller boats than we see today, averaging 26 to 32' in length. There were larger boats, such as Bob and Floss Shipley's Temple 38 *Tipsey*, John Kratzer's sistership Temple 38 *Jolie II*, Ben Folke's Newport 41 *Blue Phrog*, Bob and Sherri Whitman's Gulfstar 50 *Dissertation*, and others, but they were the exception. Boats were simpler, few with dodgers, roller furling jibs, autopilots, or refrigeration. No chartplotters or any of the other comforts we take for granted today.

Glenmar was a year-round active club. Each winter it would sponsor at least one ski trip to Western MD or New England and a bare boat sailing charter to the BVI's. A fall dance was well attended and anticipation for the sailing season was nonstop. One winter, GSA learned of a proposal to place permanent moorings in all of Worton Creek, where the club had its own permanent anchor mooring. Two bus loads of members travelled on a weekday evening to the Eastern Shore to protest at a hearing in Kent County. Unfortunately, the proposal passed, GSA lost their permanent anchor, and there was no place to anchor anywhere in Worton Creek for the next several decades.

During these years, summer cruising events were joined with racing events. The cruise to Swan Creek had a family race on Saturday, followed by a large raft up and party. Once we had about 25 boats tied up in a circular raft. The return Sunday sail had a unique feature of being a single handed race, where the first mate could only provide food, drink, and heckle. I remember, devising a unique tiller tie off device (long before most had autopilots) so i could go on the foredeck and raise the spinnaker. It was fun.

In the 1970's then Mayor Donald Schaffer, asked Glenmar to sail their boats into Baltimore's newly restored Inner Harbor. For quite a few years, before Harborplace, the event attracted a large fleet that displayed GSA spinnakers sailing into the inner harbor. The mayor was quoted, in a Sunpapers article as saying, "this is how you use the harbor". Participants were allowed to tie up for no charge, at the quay. After Harborplace was built city government was no longer inviting.

Summer weekends had annual events to the Sassafras, Worton, Fairlee, Swan Creek, and other places. The GSA Summer Cruise was the highlight of the summer season. Spanning 1 week originally, it was sometimes lengthened to two weeks to fill demand. It was usually held

the first week of August, but later changed to late June to avoid the oppressive August heat and get better winds. The first few years after the change no one thought the heat was less or the winds better. Every GSA member wanted to run the cruise and set the itinerary for the 20+ attendees. It was an honor and you had to lobby to be the next Rear Commodore.

Boats did not have refrigeration back then, so destinations were set to get new ice every 2-3 days. The cruise was always highlighted by a club crab feast, where many members would drive if they did not participate with their boat. The last night of the summer cruise was set as a PotLuck supper, where each boat provided what they had left, usually devoid of anything fresh and probably from a can. Dinty Moore Beef Stew was a staple on most boats.

During one years cruise, some first mates demanded the itinerary be changed to allow a grocery store run just before the PotLuck dinner. A trip into St. Michaels out of the Wye River was quickly arranged and boat prepared dinners have been substantially upgraded ever since. Dinty Moore lore died at that moment. In 1980, Rear Commodore Ed Buddemeyer published revised Raft Up procedures and policies from an earlier version from Bob Shipley.

In another cruise, the fleet was holed up in Turner Creek, after 2 days of heavy rain. Everyone's spirits were low, when an idea sprouted to go into Georgetown and out to dinner. It was decided that Ray and Jane Koesters *Good Little Ship* was the best option for all 28 members to climb aboard for the trek into town. So it was done, with everyone wearing their own life vest. Thankfully, no Coast Guard inspection was performed that day.

However, it was the Corn Roast that was the club's must "be at and be seen" event at Fairlee Creek. The powerboats had not yet overtaken the creek and the entrance was navigated old school with visible range marks only. GSA would always request and receive a permit to use the sand spit from the owners in NJ. No one else ever asked so GSA held a special place in the owner's heart.

Approximately two hundred club members would assemble on the sand spit at the entrance to Fairlee watching the boats coming and going, eating corn and drinking beer. It was well attended year in and year out. Later as Fairlee and the sand spit became overcrowded, the event was moved to Worton Creek where it enjoyed a run for a few more years, but with declining attendance and the massive amount of logistics to manage, it too has passed on in lore.

The last cruising event of each season was the annual trek to Worton Creek over Halloween weekend. The restaurant was seasonal in those days and closed down after that weekend. Glenmar was always present, in costume, as the Restaurant would have a fixed price open bar for all of the remaining opened liquor bottles, until it was all gone. Needless to say, many of our fleet limped home slowly on Sunday. Later, after the restaurant in Worton cancelled the open bar part of the deal, Glenmar moved to Fairlee where the hotel had a festive Halloween costume party.

Glenmar boats stepped outside the Chesapeake too. Gary Van Hoven *American Pie* raced in the Annapolis to Bermuda Race and the Great Ocean Race. Dick & Trina Gelfond *Recompense* also raced on the Annapolis to Bermuda Race and sailed to the Virgin Islands in the first Caribbean 1500 rally. Jimmy Brown *Buster Brown* and Rick Peleshi *Shanty Irish* each raced their boats in the Annapolis to Newport race. Dave Fahrmeier *Chele* circumnavigated the Delmarva Peninsula on the Great Ocean Race which he did for four years. Ed Buddemeyer sailed to the Florida Keys. Bob and Sherri Whittman *Dissertation* sailed to Cape Cod. Gert & Ed Waltman *Vagabond* sailed to Key West and the Bahamas. Jerry Blair Sr. and Jr., sailed their boat to Venezuela.

During the 1970's, GSA's Wednesday Night racing series was the most successful on the Chesapeake, far exceeding similar programs in Annapolis, Havre de Grace, and the Magothy. Competition was quite good and results were published weekly in the Baltimore Sun. Reporters would sail frequently to write on the races always taking pictures of colorful spinnakers. This feature was the best recruiting membership drive ever for the club. Glenmar racers were known and followed in the community.

Racing in Glenmar was highlighted by the legendary tacking duels between Ben Fowke *Blue Phrog* and Dick Guth *Scrambler*. Danny Miller *Split Decision & Knot Bob's* was unbeatable. George Culbertson *Red Streaker*, won the CBYRA Labrot Trophy, as the top handicap boat on the Chesapeake. Pat Fitzgerald *High Voltage* on his J24 was a winner all over the Bay.

Mike Lynch was a legendary skipper always seen with a cigarette in one hand and an alcoholic beverage in the other. One can only imagine how the tiller was managed but he always placed near the top. Many other GSA boats distinguished themselves wherever they travelled. Glenmar was known as a hotbed of racing to the point where the Annapolis hierarchy divided the Bay into 4 Regions, some say partly due to the fact Glenmar was winning many of the Annapolis Awards.

Bruce Baty had taken a series of loosely structured and confusing race rules and devised a consistent set of procedures that provided stability, long before the advancements of US YACHT RACING UNION & US SAILING. He would run Wednesday night races from Dan Huber's (an original GSA member) pier off Log Point each week, with a set crew of Lois Baty, Margret Schneider, Peggy Sparwasser, Siobhan Sheehan, and others. Bruce was well known all over the Bay for his excellent Race Committee work, his winter seminars, and was asked many times to run races for Annapolis Race Week.

John LaCosta, an early software engineer, also a member of the Race Committee crew developed what may have been the very first computer sailboat race scoring program. This allowed for race results to be finalized quickly and put on a phone recording machine before 10pm, where anyone could call in. The results were published in the Baltimore Sun on Friday mornings. Before this, race results were usually not available for days, sometimes weeks.

Marty Wayne *Tigger*, an aerospace engineer, was the club's handicapper. Before PHRF, boats were rated based on their measured hull characteristics, which could be an expensive process

to complete. The Chesapeake Bay YRA had created a Delta Rule, which was a furthered modification of the standard IOR Rule. Marty had further refined Delta into the Northern Bay Rule, at a much reduced cost allowing for anyone to join racing in GSA. A truly technical endeavour of great benefit. John Kratzer *Jolie II* was the club's official measurer.

Before computers, after each Wednesday race Marty would be seen sitting in Wilhelms Bar, on Wilson Point, GSA's after racing hang out, with a TI30, one of the first programmable calculators, figuring race results. The ceiling in the basement of Wilhelms was only 6', so looking over Marty's shoulder to see how they scored, got real close. Marty would yell "get out of my space" (or more choice words to that effect). He was the happiest when John LaCosta devised his scoring program. In 1980, in a monumental and fiercely contested vote, the club agreed to switch handicap systems to PHRF, where boat measurements were no longer necessary.

Club competition was very fierce for winning meant a lot, in terms of trophies, publicity, and personal accomplishment. Close racing was the norm and protest were big. Each race would see multiple protests being held at a monthly protest hearing. The Protest Manager was the most controversial person in the club. Ed Buddemeyer *Favorite* and later Gene Bremont *Gray Dawn* held the position for many years. Every racer had to wait in their living room for what could be hours to have time in front of the committee to explain their actions. Someone always left mad, for losing had a disastrous scoring result, and someone was happy they won after the committee made their decision.

By the mid 1970's this momentum created an almost Perfect Storm of events. Having a good and inexpensive (a Glenmar tradition) racing structure, a booming and vibrant Cruising community, and a growing small boat fleet, Glenmar Sailing Association was primed for exponential growth. Coupled with a good economy and reasonably priced fiberglass boats, over the next 8 years membership would more than double from 125 to 285 members due to this alignment. Many old Courseboards, show 5 or more new members each month..

Wednesday night racing participation grew rapidly from 35 boats to almost 90 on a good weather evening. The club outgrew Wilhelm's as their post race libation bar moving to the new Corner Inn on Josenhans Corner (Back River Neck Rd. and Old Eastern Ave), a much larger and more convenient location. They would videotape the races and every racer needed to go to the Corner Inn and see their boat on TV. The Corner Inn was a lively place, with fair food and cheap beer on Wednesday evenings with usually several hundred Glenmar racers in attendance. It was the local sailors bar equal to Marmaduke's in Eastport.

Glenmar members during this time held strong positions in the Annapolis management of Chesapeake Bay racing. Bob Greenfield, *Sept & Octet* was CBYRA Treasurer and PHRF Chief Handicapper. John Scott Vertwo was PHRF Secretary who kept all ratings intact on his new very high tech 386 computer. Dave Fahrmeier *Rogue Wave & Down Home* was PHRF President and CBYRA Handicap Division Chairman. George Culbertson *Red Streaker* ran the whole show one year, as CBYRA President. Glen Harvey *Kristany* was PHRF President. Many of these and others have also represented GSA as the CBYRA Region 1 Vice President.

It was critical the management of GSA keep up with growth. The annual stepping stone management system (Secretary, Treasurer, Vice Commodore, to Commodore) worked pretty well. It was very hard to get noticed and an honor to be nominated for the next opening.

The Treasurer's position does require duties that are beyond an average person's competence. Glenmar's corporate charter often fell out of compliance and tax returns were not filed properly back in the 70's and 80's. Fortunately, for the past 30 years Jack Janos *Antares* has taken on the position professionally, providing great stability.

Bob Greenfield *Sept & Octet*, George Culbertson *Red Streaker*, Mike Mueller *Windspeil*, and Dick Reinke *Yellow Bird & True Love* were strong Commodores who kept the growth going in the late 70s and 80's. Dick Reinke was so popular, he served for 2 years and the Past Commodore position was created to keep him on the Board of Directors for yet another year. George Culbertson continued to contribute including the founding of the Baltimore County Sailing Center and Northern Bay Race Week.

The three divisions (cruising, large boat racing, small boat racing) of Glenmar were strong. During this time of growth, the large boat racing division became the largest component of the club, however, it was the Cruising division that held the keys to upper management. They did not do anything to impede the racing division, but did not allow for the racing division to take over control of the club.

The Board of Directors declared early on, it's the club's position that "*every member was a cruiser and some have elected to pay an additional fee to race*". The racing division was required to pay its own way utilizing only its race fee and not any club dues. Club decisions would be based accordingly. Over the years this policy created discord among its racers, for as racing boats became more race specific they tended to race only and not participate in club events.

Small boat racing, the original purpose of GSA back in the 40's and 50's grew also but not like the larger boats. This fleet also raced on Wednesday night, starting just before the larger boats. As the number of larger boats increased, it was decided to move the program to Thursday night for safety. Many club members became 2 night a week racers. Unfortunately, this change put the small boats front and center with the large displacement power boats going in and out Middle River, who as a courtesy traditionally held their numbers down on Wednesday nights.

Neil Patzer, Nick Bachaur, Kevin Irwin, Pete Mory, Ron Conner, Joe Cellucci and later Dave Fahrmeier, were the guiding leaders of the small boat fleet. Originally a member of the Ohio State sailboat racing team in 1949, Neil raced Thistles his whole life. He convinced Thistle Fleet #28 to move and be hosted at GSA from West River SC, who had previously taken it from Annapolis YC a few years earlier. Neil could always be seen at the Glenmar Annual Awards banquet in his very distinctive scotch red plaid suit.

Records show a fleet of junior's with Glenmar legendary names of Roesner, Irwin, Scott and Shipley racing. The small boat fleet remains a mainstay in GSA today. Smallboats also reached a zenith in numbers at this time, to about 35 boats and would maintain at least 20 for a few decades, even after they moved over to Rocky Point Park on Back River, to a much better and safer sailing area. During the early 2000's Fleet #28 in GSA had 16 Thistle boats registered. Recently this fleet too has seen hard times.

Glenmar gave back to the community for years by running a Learn to Sail school each spring. Under the tutelage of Leight Johnson, Ken Rotan, Ed Ziegenfuss, Bob Greenfield, and John Laudadio utilizing members boats, as many as 24 entrants would learn the skills of keelboating each year. Members had a lot of fun teaching and in a few cases got crew to race and new club members to join. This all came to a halt when the US Coast Guard determined that since the participants paid a small fee (\$50) for the course, licensed Captains were required on each boat. The course continued for another year with a few available Captains, but there just were not enough to sustain the program.

Monthly meetings were held at the Towson Public Library, where Bob Greenfield was its manager, and hundreds would attend each month. Voting on club affairs was always a lively affair annually highlighted by Bob Shipleys *Tipsey* fight against any dues increase proposal. There was always a premium speaker, such as Tania Aebi, a 26 year old solo round the world sailor who spoke or a good film for entertainment. The meeting was followed by the usual beer chase, to the closest pub.

The growth experienced over the mid 70's to the mid 80's was pheonomable and everyone thought it would last forever, not so. It was in the late 80's when things began to change for racing, not drastically but in subtle ways. The nation was mired in a slow economy, high inflation, and very high interest rates.

The cost of racing was rising fast. Race specific boats, at premium prices, were all the rage with J24, Olson 30, and many others entering the scene. New Mylar sails (at a 50% premium) were now required to be competitive. Cost of regattas and their lofty event and party status rose too. The old dynamic of racing the family cruising boat was disappearing. In addition, Annapolis racing had taken off and some of our top racers relocated there. GSA racers demanded change and better racing in GSA.

The next domino to fall was the retirement of Bruce Baty, our long time Race Committee czar. GSA's Race Committee system of starting and finishing off Log Point was felt to be no longer good enough. Racers demanded open water triangular courses, the norm over the rest of the Bay. Another huge blow was the Sunpapers decision to print Annapolis race results instead of GSA's.

This had a dramatic effect on GSA participation almost overnight. Where almost 75 to 80 boats would show up on Wednesday night in the mid 80's, by the early 90's their numbers were

almost half. As racers and members decreased, so did the revenues and during the 90's and 2000's the GSA Board of Directors would modify and make decisions reflecting this reality.

The monthly club meeting location changed as the Towson Library decided to charge a new premium rate for its room. After a brief stay at Essex Community College, newly elected Commodore Ed Cilumbrello, *Carrot*, moved the meeting to the Wilson Point Men's Club where we stayed for several years. Battles within Glenmar were numerous as revenue decreased and many wanted to continue with traditional larger budget items, trying to keep the old ways going.

Unfortunately, the old volunteerism spirit of Glenmar was disappearing too. Many of the older members were retiring and fewer new boaters were entering the sport. It became harder to recruit Board members and dedicated officers would serve multiple years from necessity. The summer cruise did not occur for 2 years and was lightly attended for a few more. Racing continued but with little enthusiasm and smaller fleets. Life in the club was a shell of itself from a few years earlier and some murmurs of dissolving the club were heard.

Carol Dean would not let the club die. GSA's first female Commodore and over the next 3 years (1995 - 1997) she led the club back to a stable position. Carol was not afraid to call people and ask (demand) for them to volunteer and undertake tasks. Her determination and drive gave the club hope to build on. There were still divisions of competing interest, but she led and managed through this turmoil to position GSA for the future.

During this time, several tragedies occurred. The Race Committee always used a 10g cannon and later a shotgun (blank shells) to start and end races as was traditional in sailboat racing. Unfortunately, a volunteer to the Race Committee had a shell explode next to his face while using the gun. The gun was retired after that event in favor of air horns. Fortunately, no lasting harm was experienced by the volunteer, but his recovery did take a while. The topic of insurance was an important budget item thereafter.

In another event, Phil Shriner, while utilizing the trapeze harness, had a heart attack while crewing with Tory Gibb on her 470 small boat and died immediately. Tory called nearby boats over and after a while it was determined by doctors crewing on other boats that nothing could be done. Tory had the unfortunate duty to skipper her boat back into port with Phil in the cockpit.

In 1997, GSA's 50th year and still under Carol Dean's direction, Vice Commodore Gene Nuth *Mr. Saturday* led an event that would have a profound effect on GSA. All former and current members were invited to spend a day at the Wilson Point Men's Club, remembering good times and seeing old friends, over hot dogs, hamburgers, and beer. It turned out to be a great success. Over a 6 hour period, numerous old time members arrived and reminisced about their friends, about their boats, and the good times they had with Glenmar. Many photos were displayed, stories rehashed, and experiences told. This event had a recharging effect on the club.

As the new century dawned, Dave Fahrmeier and Siobhan Sheehan decided to rekindle the cruising division. Under Commodore Sam Jackson's tenure, they announced a two week summer cruise to the Southern Chesapeake. Siobhan had previously placed notices in the Course Board inviting families with kids to cruise and accompany our 2 daughters.

An astonishing 18 boats joined the cruise, many with kids, for the 2 week cruise. For years to come, the Fahrmeier, Herrick, Brown, Janos, Whitney, Flowers, Harrison, Roesner & Irwin kids cruised with Glenmar. The next year, club meetings moved to the Red Eye YC under new Commodore Cheryl Phelps *Cherisma*. During this period the mantle of compiling the Course Board moved from Jackie Roesner to Ed Ziegenfuss, Joe Fleishmen, and Gene Nuth. A few years later club meetings were moved to the Middle River YC, where they remain to this day.

It was during the next summer cruise that an interesting character named the Masta Razza Seafarrian appeared. Gene Nuth, *Mr. Saturday* was on the cruise with 7 kids, on a Lancer 30; how that occurred is another story. Discipline aboard was hard to maintain so Gene thought of a way to motivate the kids to comply with rules. He stated that if the young crewmembers behaved they could graduate and gain their "C" (meaning Sea) Legs status.

Upon hearing Gene's problem, the Masta Razza was developed during the rum induced social hour of fellow cruisers, Dave & Siobhan Fahrmeier *Rogue Wave & Down Home*, Beau & Suzanne Whitney *Kailani*, Gary & Ann Czapski *Zap*, Parker Hallam *Tenacity & Frigate Connie*, and Jack Janos *Antares*. Later that evening, Gary Czapski placed a bag on his head and under candlelight below deck as the Masta Razza, aided by his trusty accomplice Igor, held each child under a spell as they answered seafaring questions to earn their passing "C" magic marker letter.

Each child was a little anxious (or slightly terrified) to be in such a place but very proud the next day displaying the "C" on their leg, surviving the ordeal. Undisciplined kids became engaged young sailors for the rest of the cruise. In later years, Jack Janos *Antares* became the Masta Razza Seafarrian, for a new generation of young sailors, with his Bob Marley inspired dreadlocks wig, a unique Glenmar tradition.

No conversation would be complete without mention of the iconic "Left Handed Golf Club" awarded annually by the Rear Commodore to the most bonehead, ironic, or dumb action by a member during the year. According to Jay Irwin *Mariah*, it is the 2nd oldest club award and the current award is the 4th piece of hardware since inception.

Originally the award was presented at the conclusion of the summer cruise and lore has it that in one year the recipient after being presented, tossed the original club in Swan Creek harbor. The 2nd and the last of the wooden shaft clubs was reported (unconfirmed) to be burned in the fireplace of recipient Commodore Bernie Rabin *Tramontana*, in the 1980's.

The 3rd, a stainless shaft with a plate hanging off, was lost when a recipient refused to return after quitting the club, mad they had won. Maybe they needed a new wedge. The current

beautiful award is still intact and ready for its next recipient. The lesson is; awardees need to be humble, which I have been and will probably need to be again. No official records are kept but to my recollection, Tom Conners *Pegasus & Aurora* may hold the record with 6 presentations.

During this time, Glenmar was instrumental in protecting the sanctity of sailing lore. Tom Mitchell Cutter *Hawk & Cariad* and Jack Janos *Antares* became official Mastanamas able to conduct Vessel Renaming Ceremonies. It is well known that failure to please the Gods in renaming a boat could lead to serious consequences. Jack or Tom fulfilled the ceremony on the bow of each boat desiring a name change, dressed appropriately. This sacred rite always ended with a bottle of champagne, not shaken or broken over the bow.

Racing continued to occur but it was becoming difficult to grow the fleet. There was an attempt by a few members to break away from Glenmar and form their own racing club on Middle River. Faced with the high cost, work involved to start new, and eventual promises by the GSA Board to reform, this effort stepped down. It wasn't until Glenn Harvey *Kristany*, before he became Commodore, was able to broker the deal that would finally break the racing division fight.

Glenn proposed that all 3 divisions (cruising, racing, and small boat racing) receive an equal portion of club dues each year dedicated toward their programs. This required the cruising division to reduce some budgeted monies it traditionally received, used for items such as the annual crab feast, beer on cruises, and other benefits. This compromise has held through today.

Glenn has been active in racing in Glenmar as a crew member, skipper, boat owner and Fleet Captain of the program since the 1970's. He has represented GSA beautifully in the regional politics of racing, in Annapolis. I shudder to think what might have happened to the racing program during the lean years if Glenn was not there to lead the charge and keep the flame going.

However, it is the leadership of Tod Herrick *Gladrags & Mandolin* who has made the greatest impact. In my opinion, there has not been a more dynamic force in Glenmar dedicated to the club. Since the beginning of the millennium Tod has been Commodore, Newsletter Editor, Rear Commodore, Cruise Captain, and club Cheerleader. His tireless energy and continued service on the Board of Directors for two decades has provided stability and benefit. If there was such an award, I would proudly nominate Tod as MR. GLENMAR. We are honored by his dedicated service to the club and will rely on the next installment on the History of Glenmar to complete his ongoing and outstanding service

To close, I have tried to emphasize the significant and monumental contributions from the many people who wanted to make a difference and no conversation can be complete without mention of Jay Irwin *Mariah*, who was a member of GSA for over 60 years. Jay saw the transformation of Glenmar from its active family roots, growth to larger boats, into its current form today. He has been instrumental in keeping the enthusiasm of Glenmar alive throughout the good and the bad times. Jay always seemed to know the doings of everyone in the club; he could read the mood. He had a way of speaking clearly with whomever he was engaged and always could suggest practical solutions. To those of us who have had the privilege to know Jay, we say "*fair winds Godfather*".

I have failed to mention the many more members of Glenmar who were influential during this time by the limited scope of this report, which is my shortcoming. The untold stories and contributions by members such as PJ Davis, Bill Gerarhart, Dick & Trina Gelfond, Henry Roesner, Narlin Beaty, Heather Bates, Mike Sepanski, Bob Brosso, Clem & Linda Gaithwright, Norman Martin, Gary Moler, Barry Reis, Bill Taylor, Jay Laskin, Bart Haas, Peggy Brosso, Betty Scott, Joe Borrison, Noel Acton, Carol Jones Speranella, Joe Parvana, Hank Borchardt, Bob Little, Fran Marinaro, Kevin & Evelyn Irwin, Steve Weber as well as countless others that have enriched our lives. It has been an honor to know, sail, and serve alongside these dedicated club members, in Glenmar Sailing Association.

Dave Fahrmeier

Down Home

Commodore (2012-13)

PS: Blessing given at the 1980 Awards Banquet

"Almighty God, Lord of wind and waves; we are gathered here to take credit for our races won and to blame you and our crews for the races we have lost. We dare to do this because we trust in your understanding love. We trust that you smile as one of us explains the brilliance of our racing tactics in a particular race, when actually it was the shift of wind that you sent during the last leg of the course that gave victory.

As an indulgent parent, you take pleasure in our proceedings, not that we give you all the credit for our victories or all of the blame for our losses. You must admit that some skill was involved as well as some stupidity. But you will agree with us that sailboat racing is one sport in which, more than any other, you provide an alibi for the losers. We thank you for soothing bruised egos, and we ask for your blessing upon our comradeship in competition, on the pleasure of being shipmates, and on the food we are about to receive. Amen."

Rev. Dr. Alfred Starratt, Pecusa

Glenmar member who always held Sunday morning mass and still made the 1pm racing start.