

GSA COURSE BOARD

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Glenmarsailing.org

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Group Mbr
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Commodore's Report

Our big Winter event is only a week away. We have over 80 members and guests attending this year. This is the closest we get to having the entire club membership together in one place. Take the opportunity to meet many of your infrequently seen club members. This is also your best chance to bug your board members in person with any suggestions or concerns.

Tim Myers is looking for content for the club website. This can be anything that any member thinks would be of interest to the group. Photos are especially welcome, as are classified ads from members with items to sell or buy. Email your offerings to Tim.

tim@jvsw.com

Glenmar website: glenmar-sailing.org

Ed Harwood, Manager of Bowley's Marina, has a slip owner looking for help to deliver his newly purchased 28ft Cape Dory to Middle River from Young's Yacht Yard in Jones Creek sometime in late March or early April. He asked me to see if anyone in Glenmar might be interested. Let me know and I will pass on the relevant contact information. We are also exploring the possibilities of joint activities with Bowley's membership this year.

It is time to get back into the habit of monthly general membership meetings. Tuesday, January 27 at Middle River Yacht Club. Doors open at 6:30.

Tory Gibb

PHRF Fleet Captain Report

Michael Johns

GSA 2025 Winners

Spring Series

A/B First Something Wicked's

A/B Second Liquid Limit

C First Three Sheets

N First Kokomo Express

Summer Series

A/B First Something Wicked's

A/B Second Stilla Gorilla

C First Three Sheets

N First Deliberate

Fall Series

A/B First Something Wicked's

A/B Second Split Decision

C First Three Sheets

N First Deliberate

Black Cat

First Split Decision

Second Something Wicked

Third Stilla Gorilla

High Point

A/B First Something Wicked

A/B Second Stilla Gorilla

C First Three Sheets

N First Deliberate

AARP

First Three Sheets

Second Split Decision

Third Something Wicked



Portsmouth Fleet Captain Report

Hello Everyone,

Here we are in the middle of January and we have survived one snow and lots of bitter-cold weather, already. Hopefully, you are doing well despite the cold conditions and the busy holiday schedule.

The middle of January pretty much puts us exactly at the halfway point of the off-season. So, in addition to the days (and daylight) starting to get longer, it marks the beginning of the countdown to the start of the 2026 Portsmouth racing season. Just under 120 days till we have our first race. That would be about May 14, 2026. So, you can start thinking about the work you will want to do to prepare for the 2026 season. I know that I have several upgrades that I want to make to the boat. Everything from improved fixed flotation, to some minor mast modifications to help hoist the mainsail.

Interestingly, I was just contacted by the park manager at Rocky Point Park (Baltimore Parks and Recreation), and they are open to registering boats for the 2026 season. While registration is open, now, the actual boating season is restricted from May 8th to Sept. 31. As was done last year, all registrations for a parking space must be made thru me. (This prevents the general public from making reservations.) The price for a parking space is the same as last year, \$208. That is a great value for boat parking, daily and weekend access, free entry to the park for you and your crew. Please note, if you plan to store 2 boats, you will need to register for 2 spaces. You cannot put 2 boats (or trailers) on a single parking space. Please feel free to contact me when you are ready to register. And, register early, even when you are not ready to put your boat at the park, yet. Last year I requested 10 registrations and used all of them. This year, I am anticipating the we may need as many as 12 boat/trailer spaces. There are only 13 available spaces at the park. The registration process worked well last year. But, if you have any questions, feel free to contact me.

2 last items to mention.....;

"Sail 250 Maryland & Airshow Baltimore, will be happening this summer. Click www.sail250md.org Happening June 24th - 30th. Be sure to put that on your calendar. I believe there are several club members who volunteer during this event.

Lastly, How do you get your "fix" for sailing when there is almost none to be done, locally. This time of year I get my "fix" by watching Australian 18 footers. These are awesome 18 foot monohull skiffs with a huge asymmetrical spinnaker racing downwind at speeds in excess of 25Kn. Capsizes are common. The racing is very close. These boats race in Sydney harbor. Remember, it's summertime down there right now. (And, they are just coming off of their Christmas break.) You can see the action by watching on YouTube. Look for "Australian 18footers". There are lots of legacy videos from past years. So, be sure to look for the most recent video postings. Enjoy!

Hope you had a good Holiday Season and are looking forward to the coming 2026 sailing and racing season.

Bill Lammeree Cap't. - Portsmouth Fleet

Cariad

Tom Mitchell

In 2009, while clawing our severely underpowered 32-foot Bayfield off a New Jersey lee shore on our way back from New York, Carey looked at me and said, "I think we need a bigger boat." Thus, the search began...

One of the very first boats we looked at was an Island Packet 35, which had a cutter rig. Well regarded as heavy, beamy, solidly built boats, Island Packets (IPs) are not known for their speed, but they still deliver solid sailing performance. After looking at another six or so boats and our checkbook, we started seriously considering the shoal draft IP 35 we had seen early in the search. A timely price drop by the owner, who was giving up sailing for an RV, sealed the deal, and suddenly we had a new boat. Wanting a Welsh name, she was christened Cariad.

IPs have a reputation for being go anywhere boats, and having a shoal draft provided even more options. The IP factory is still in business, and active owners' groups exist on various platforms, with participants always ready to quickly supply answers to questions varying from parts to sail trim. We find IP owners to be a tremendously loyal group and an invaluable resource.

The IP 35 was designed by Bob Johnson, who designed most of the IP models. Our IP 35 Cariad was a shoal draft, meaning that she has a full but shallow keel, drawing 3'8", but 7'2" with the centerboard lowered. This was a big help sailing upwind, but otherwise, we rarely lowered the board.



Cariad, 1990 Island Packet 35: Hull #87

A unique feature of all IP boats is the method of deck construction with "Polycore", a mixture of resin fillers, rather than the more common balsa or foam core. This eliminates the potential for deck delamination, when layers of fiberglass cloth and resin separate from each other or from the core sandwiched between the layers.

Cariad was a great boat for us, and for 12 years, we sailed her up and down the Chesapeake Bay, to Cape May, NJ, and Lewes, DE, and down to Yorktown, VA. From time to time, we've had children, grandchildren, nieces & nephews, plus friends aboard for weeks at a time. However, in 2021, we began thinking about future retirement and the possibility of longer voyages and thought a larger boat would better suit us for long-term cruising.

Cariad, 2005 Island Packet 430; Hull #100

We were so happy with the first IP that we decided an Island Packet 420 would be the ideal next boat for us. A total of 111 IP 420s were built between 1999 and 2005. We flew to Florida a couple of times to see boats for sale, and in the spring of 2022, we found the perfect IP 420, hull #100, in Oxford, MD (of all places). She was outfitted for cruising, including a wind generator and solar panels. Best of all, the previous owner was a pilot who maintained all systems to the highest standards. He installed redundant chart plotters and VHF radios, and had spares for just about everything aboard.

The IP420 **Cariad (Cariad 2.0)** is also a cutter rig with a roller furling genoa and staysail, but with in-mast furling for the mainsail. The staysail sets on a Hoyt staysail boom, making it self-tacking. We were unsure about in-mast furling for the mainsail, and had to work hard to crank the sail in. We had a new mainsail cut in the fall of 2024, and the furler mechanism was serviced over the winter. We now have much better performance. Overall, we like the sail plan, as we can fly a number of sail combinations. Reefing, when needed, can be to any amount. We even have a Code Zero, which we've used only once or twice, with limited success. There seems to be a Learning Curve...



Cariad, 2005 Island Packet 430; Hull #100

Most lines lead back to the cockpit. Interestingly, there are no cleats in the cockpit. All winches are self-tailing, so cleats aren't really needed. This allows seating on top of the cockpit coaming, the forward ends of which open for line storage.

The cockpit is large enough to have visitors, dogs, and/or to stretch out. We also have full cockpit enclosures, which make life aboard much more bearable in foul or cold weather. The interior layout is well thought-out for our needs: This boat is just as comfortable for a weekend as it is for a longer voyage for a couple (with 2 dogs).

Below most forward, we have a large anchor locker, including a forecastle, which provides a great spot for storing items like cleaning agents, grease guns, fenders, dock lines, etc.

Next aft is the head for the forward cabin, with a composting toilet, sink, and shower stall with a folding door. The forward cabin has a large island berth offset from the hull, providing access from both sides. There are several drawers and a hanging locker for storage, and the aft section of the berth lifts up for more storage.

Continuing aft is the main salon. The bulkhead-mounted fold-up table has a bottle and glass rack (bar) behind. There is a generous amount of storage under and outboard of the settee cushions. We found that we could easily store six months of dry dog food for our two dogs in lockers below and outboard of the settees. With water and fuel tankage under the cabin sole, these considerable weights are low and close to the center, maximizing stability. There is another hanging locker in the main salon, and the starboard settee pulls out to provide a double berth. Aft of the starboard settee is the nav station, with an adequately sized chart table and a recessed electrical panel. Aft of the nav station is a good-sized galley with hot and cold running water, a seagull tap for extra-filtered water, a three-burner stove and oven, a microwave, and a Frigoboat refrigerator and freezer. We can keep ice cream in the freezer! We also have reverse-cycle heat and air conditioning, which we can take advantage of when we are plugged into shore power.

To port is the aft head with entry from the salon or the aft cabin. Since we use only the forward (composting) head, we have not commissioned this head; therefore, we never need to use the holding tank or pump out. Instead, in this head, we have a cooler for drinks and an ice-maker, as well as other storage.

The aft cabin (or garage as we call it) has a large athwartships berth, another hanging locker, and lots of storage.

There are eight overhead hatches and 15 opening ports to allow good ventilation. She has pretty much everything we wanted in a boat.

The wind generator and solar panels do a great job of keeping our batteries charged. We can leave the boat on the mooring for a week or more unattended with the fridge and freezer on, and everything in the freezer is still frozen, and everything in the refrigerator is still fine. All this with no loss of power to the house bank. This past fall, we installed a Roam Device, which allows us to remotely monitor our house bank, bilge pump, fridge & freezer temperatures, and more.

We left Gibson Island in late October 2023 and made our way down the Chesapeake Bay and the ICW to Florida and crossed over to the Bahamas on 26 December 2023. We spent the next three months exploring the Bahamas, making our way as far south as Georgetown in the Exumas, where our son and granddaughter flew in to spend a few days over Halle's winter break. It was never crowded aboard Cariad. We returned to Gibson Island at the end of April 2024. And best of all... Carey and I are still married.

We look forward to many more years sailing Cariad on the Bay, and beyond.

And as our favorite broker says, the right boat usually finds the right owners. As usual, Michelle Martinage was so right.

-Tom & Carey Mitchell

GSA 2026 Proposed Officers

COMMODORE	Tory Gibb
VICE COMMODORE	
REAR COMMODORE	Tom Mitchell
FLEET CAPTAIN-PHRF(EZ)	Michael Johns
FLEET CAPTAIN-Portsmouth	Bill Lammeree
TREASURER	Tom Calvert
SECRETARY	Marisa Conner
MEMBER-AT-LARGE	
PAST COMMODORE	Margaret Cellucci

Glenmar Sailing Association Season's End Party



Saturday, January 17, 2026 from 5:00 – 9:00 PM
Carson's Creekside Restaurant
1110 Beech Dr
Middle River, MD 21220

Cruising & Racing Awards
hors d'oeuvres, dinner, drinks

*Regular Membership – 1 Free
Family Membership – 2 Free
Additional family members - \$15
Non-Member Guests - \$30*

R.S.V.P. by Dec. 28

2025 to:

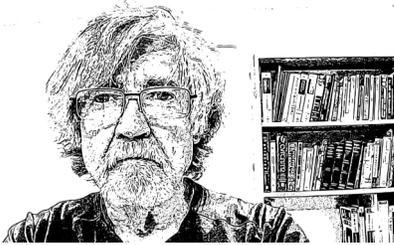
conner.marisa@gmail.com

Checks for additional family members and guests should be mailed to
PO Box 36302
825 Dulaney Valley Rd
Towson, Md 21204-1019



Musings Jan 2026

narlin



The advantage of growing up with siblings is that you become very good at fractions.
— Robert Breault

For a couple of months I have been playing with fractions. In general a fraction is slightly better at representing numeric values than is a number with decimals. Clearly, $\frac{1}{3}$ is a fraction that accurately expresses an amount, whereas $0.33333\dots$ never quite gets there. A similar issue arises for all fractions wherein the denominator has any factor other than 2 and 5. For example, $\frac{1}{4}$. The denominator, 4, is composed only of factors of 2, so $\frac{1}{4}$ can be expressed as a terminating decimal, 0.25. But select any other denominator that has any prime factor other than 2 and 5, and you will get a repeating decimal. That is, a decimal value that just goes on forever.

Historically ancient Egypt is between 3000 and 300 BCE. (BCE is “before common era” meaning prior to year 1. In other contexts it means prior to 1981, “before computer era”.) The Egyptians, showing some intelligence, as opposed to the Romans¹, used a base 10 number system, although they hadn’t adopted decimals. In fact, they mostly used sums of unit fractions for numbers in business transactions. By “unit fraction” we mean “1” in the numerator and some other number in the denominator. It turns out that any rational number can be written as the sum of unit fractions.

The Egyptians didn’t think in terms like $\frac{4}{7}$. It would have simply had no meaning. But they did have markets and trade and if they wanted to divide 4 loaves of bread among 7 people, they would give each person $\frac{1}{2}$ a loaf and with the final $\frac{1}{2}$ loaf, it would be cut into 7 pieces with one distributed to each person.

$$\frac{4}{7} = \frac{1}{2} + \frac{1}{14}$$

I will forego my desire to prove that this can work with any number (any rational number, which were the only kind recognized in ancient Egypt), because there are other fractions which I find more interesting.

¹ The Roman numeral system couldn’t represent fractions and had no concept of zero. It held back European mathematics by at least a millennium.

GLENMAR SAILING ASSOCIATION
MEMBERSHIP APPLICATION

(Print Information CLEARLY)

Name _____ Date _____
Address _____ Phone: Home _____
City _____ State _____ Zip _____ Work _____
E-Mail Address _____ Cell _____
Spouse's Name _____ Children's Names & Ages _____

Boat Name _____ Make _____ Sail # _____ LOA _____
Where is your boat docked? _____
Will boat be raced? _____ PHRF Rating? _____ Member of CBYRA? _____ USSA? _____

Dues Schedule (Please select **ONE** and only 1 membership category):

Regular Member (One Vote)	\$95.	()
Family Member (One Vote)	\$105.	()
Associate Member (Lives far away.)	\$20.	()
Junior Member (No Vote)	\$15.	()
Senior 40yrs (must be advance approved)	\$75.	()
Life Member (GSA honorary)	\$00.	()

Additional Donation included (Please specify amount and purpose if not for general use.) ()

HOLD HARMLESS AGREEMENT

The undersigned owner affirms and agrees that he and his crew will be responsible for the safe operation of his vessel and has the necessary proficiency to safely participate in Glenmar-sponsored races, cruises and other events. The owner also agrees that he will be responsible for determining if the weather conditions in the area of his vessel constitute a safe situation for the operation of his vessel. Furthermore, the owner further agrees that he will maintain liability and personal injury insurance on said participating yacht to insure the cost of damage and/or personal injury in the event of an accident. The undersigned further agrees that he will individually save and hold harmless the Glenmar Sailing Association, its Officers, Committee Members, and any members and volunteers involved in the organization, planning and execution of any event from any and all losses, claims, liability, costs, and expenses, including attorney's fees, arising out of any claim made by me for injuries or damages sustained as a result of any accident which may occur while participating in any Glenmar-sponsored event.

I the undersigned agree to maintain and operate my vessel to the high standard that GSA has established throughout the bay area. I will ensure my conduct and that of my crew shall be of proper manner and be a good example while representing GSA. I shall respect the decisions and requests of the designated cruise captain when participating on GSA cruises.