

GSA COURSE BOARD

A Publication of the Glenmar Sailing Association
Glenmar-sailing.org

VOL: 45
Number:3

Mar
2026

Boat US
Group Mbr
GA 81715 S
DSC GIN:
033801947



Commodore's Report

Happy start of boat working season and some good weather to go with it. Now we just need the good weather to occur on the days we are actually free to work. EZ fleet boats have about six weeks to get ready for their first race. Small boats have a few weeks longer and cruisers have until they are desperate to get out on the water. Check the website for the schedules. Glenmar-sailing.org

For those who are looking over their boat equipment and needing to cull some of it we are hoping to have an equipment swap as part of the May Sock Burning. The Course Board can also accept classified ads for items to sell. Send them to the editor and they will go into the next month's edition after they are received. Editor: narlin@qpsllc.com

Michael Johns has been finding crew for race boats needing more crew and Tom Mitchell is working on finding crew for cruisers who want some help taking their boat out. Contact one of them if you are in need of crew for your boat or if you would like to go out on a racing or cruising boat.

Michael Johns mwjohns1955@gmail.com

Tom Mitchel tmitche2@retiree.jh.edu

General membership meeting fourth Tuesday of the month, March 24 (even when there are five Tuesdays in the month) at Middle River Yacht Club. Doors open at 6:30.

Tory Gibb
torygibb@verizon.net

Member at Large Marisa Conner

Our next scheduled event will be on **Saturday, May 16, 2026** for our annual Sock Burning Party.

Also, the winter party. April 11. See Portsmouth Report.
Marisa Conner

Portsmouth Fleet Captain Bill Lammeree

Hello Everyone,

Wow!!! Two days of nice weather and I'm supermotivated to pulling my boat out from under the winter tarps and start cleaning and looking at how I want to re-rig some controls. I started last year with reworking some of the controls, particularly the Mainsail halyard and cleating arrangement, and the same for the jib. It always seems that the more tightly a line needs to be cleated, then the more difficult it is to un-cleat it. And that is exactly a problem I am having with my main halyard. It is very difficult to uncleat even after all the tension is removed from the luff of the sail. It's just another distraction that we don't need, especially as we are approaching the dock and need to get the mains'l down "NOW!", (Please!). And, there are several other controls which operate at lower pressures, but still need to work smoothly, and usually from both sides of the boat. The difficulty is designing a bi-sided control system is that blocks with larger sheaves reduce friction but can add weight. Whereas smaller blocks run at higher friction, but they weigh significantly less than larger blocks. Especially when you figure that two blocks are actually required, where typically only 1 block is needed for a single-sided control set-up. I could see my crew really struggling with some of my control alterations last year. So, it's "back to the drawing board" for this season. The sunny, warm weather the last few days has really exacerbated my desire to improve those controls. The sailing season will start sometime about May 11th, just 2 months away. So, it's time to start looking at those "improvements" that you have been planning to do.

IMPORTANT, IMPORTANT, IMPORTANT. I cannot overstate. The following is IMPORTANT. Trailer/boat registration. This is a reminder to submit your registration for a boat/trailer parking permit. This permit gives you access to storage for your trailer and boat, 7 days a week, during daylight hours. It also gets you free admission to the park for you and your crew when you are using your boat. Plus, the location of the parking is right adjacent to the launch ramp that we use for the Thursday Night Racing. Last year all registrations were made thru me, exclusively. Unfortunately, the system is now open to the general public, which means that anyone can obtain a parking spot. Only 14 spots are available.

Last year the park initiated a new system whereby all trailer/boat permits were issued via a new, automated system. All registrations were made through me. This was done to control who was applying for a permit. This year that has changed, and the park has opened the registration to the general public. That means that anyone can go online, to the county parks website, and register for a permit. Only 12 permits were available, and 10 of those were dedicated to Glenmar Portsmouth Fleet Racing sailors. Since the registration is now open to the public, it is imperative that we register for the available spaces as soon as possible, before the general public reserves a space. At this time, anyone can go onto the Parks and Rec website and purchase a "Boat Launch Membership", and when the 14 available spaces are gone, there won't be any more available. That would seriously affect your summer sailing and racing.

PLEASE, PLEASE, PLEASE submit your application for a trailer/boat parking space. The cost is \$208, the same as last year. It is an exceptional value, if you plan to use your boat at least weekly, and hopefully more often.

Here is a link to the registration website. [Catalog - Baltimore County, MD](#)

If you have any difficulties, please contact me immediately. I can help you. Last year we could control the spaces and who was getting them. This year, since it is now open to the general public, I can no longer control who is getting a parking space.

Winter Dinner

This year, **Susan Davis** will be hosting the annual **Winter Party**. It may be more like Spring by then, but it's always nice to get together regardless of when that is. The date for the dinner is: Saturday, April 11 From 6pm to 9pm. Pot Luck; please bring an appetizer, an entree, or a dessert.

Susan's address is; 7931 Long Meadow Rd. Pikesville, 21208.

Please **RSVP** Susalinasail@gmail.com with how many are attending, and what you plan to bring.

This should be a great time. And, hopefully closer than driving to my house as we have in past years. This is a great opportunity to discuss plans for the coming season, interest that you may have on other sailing events, and general fleet racing business and needs. Personally, I'm looking forward to seeing everyone again, and hearing what you are interested in doing with the Portsmouth Fleet. 'Round the Island Racing. Sail to the Corn Roast. **Overnight cruise with the Glenmar Cruisers**, Saturday open sailing and racing. Handicap timing match racing, And other social events. So, lot's to discuss. I hope to see you there.

'Hope you are excited to get your boat ready. The days are longer, now. And definitely warmer. So, working on you boat is much easier.

Only 2 months until the racing starts.

Regards, **Bill Lammeree** Cap't. -

Portsmouth Fleet

Lammereew@msn.com 443-690-4104

EZ Fleet Captain Report

Michael Johns

Ez Fleet Captain Report Our **Skippers Meeting is being held on Wednesday April 22nd** at the Middle River Yacht Club. The *bar opens at 5:30 and the meeting begins at 6PM*. I need the skipper, or a crew-member, from every boat to be present please. We have a lot to cover and review as we transition to the Ez handicapping system.

In the meantime I'm exploring ways to grow our fleet. I'm working with Gary Moler to see if we can entice the boats from his marina that race independently on Wednesday Nights to join us. I'm leaving no stone unturned in my efforts. I'm also reaching out to BCYA boats that have been dry sailed out of Clinton Street Marina. That marina is closing and it's a real problem because there is no other place that can pull boats for dry sailing. Many of these boats are going to have to paint their bottoms with anti-fouling paint. That creates an additional problem because divers are unwilling to scrub the bottoms in the inner harbor because of the poor water quality. I'm currently in discussions with two of BCYA skippers to see if moving their boats to Middle River and joining Glenmar is a workable alternative for them. I'm optimistic.

Tom Calvert will be sending out the Race Committee sign up sheet in the near future. We believe that every skipper will only have to serve as RC once per season and our Board of Director volunteers will cover the remaining open dates but there still are some details to iron out. You can help by signing up early, I really need every skipper to be signed up before the skippers meeting.

Regarding RC duties be forewarned that it will be a big point of emphasis this year to set true windward/leeward courses. This means that for most races the RC will need to drop an inflatable mark to establish the starting line and leeward mark. More details to follow.

I'll also be sending out the Racing Agreement shortly for your signature, your check in the amount of \$120, your proof of insurance and your Hold Harmless Agreement. Let me remind everyone that we do not require valid PHRF or Ez Certificates for club racing this year. The first race of the year will be on Wednesday April 29th, I'm so looking forward to it. Go Glenmar!

Michael Johns

Howard Blackburn

Mark Roesner

Howard Blackburn was built in Cristobal, Panama in 1950-1951, which at that time was considered US territory. Something that was important to us when we went to make the purchase (which I will explain later). She is a John Alden design, #772-A. He was a designer known for safe, seaworthy hulls. During the 20's and 30's his designs won the Bermuda race I believe 7 times.

Howard Blackburn was built in a makeshift yard in Cristobal by 2 Cayman Islanders, who at the time were known for building schooners for Western Union to lay cable in the Caribbean Sea. I know this information about the builders because I actually have a series of photos that were taken during construction and there are



only 2 gentlemen in the pictures. She is built with Longleaf Yellow Pine (for decking and hull planking) and IPE (the frame, keel, stem, and sternpost). The hull is fastened with Monel, which is a material that is stronger than bronze. The masts, booms, and bowsprit were also made of yellow pine. The rig is a ketch.

I was told that the wood was salvaged from the bottom of a lake. It was left over from the first attempt when the French tried to build a canal. So, the age of the wood was probably at least 100 years old at construction.

After it was built, the vessel was used for chartering in the Caribbean islands. I found an ad in the back of one of my dad's old Yachting magazines. The boat was called **Flo** at the time, then **Sea Goose**.

Howard Blackburn spent most of its early life in the Caribbean and Florida. It had 6 owners and we were the 7th.

Two owners before us was a gentleman who owned and lived aboard for 25 years in Florida. The boat was called **Moncivitano** which means Citizen of the World in Esperanto. Esperanto is a language that was created in 1887 designed to be a universal language. In the 1960's and 70's the hippie culture tried to rejuvenate it again. So my guess is that the owner at this time was a hippie and named the boat **Moncivitano** and put the bronze head of a woman with a globe on her forehead on the bow. (Citizen of the World.)

To learn more about Howard Blackburn, Gloucester's Most Legendary Fisherman: https://youtu.be/ReKCRBJu1s0?si=NUpzt2wZ32P0B_R2



This owner took the boat to a boatyard on the Hudson River to have some work done so it was more suited for him and his new bride. Somehow, they got into a dispute with the boat yard over the bill for work that was done. Part of the work done was having all of the standing rigging replaced. The person who did the rigging was a captain for Greenpeace, Peter Wilcox. I'm not sure what exactly happened but the owner decided to donate the boat to Greenpeace, which then the Captain / Rigger took over as owner.

The boat was kept in Long Island Sound at Norwalk, Connecticut. They painted a rainbow on the bow (which is a Greenpeace symbol) and did a protest campaign for Greenpeace. This was protesting the launch of Nuclear missiles from submarines off the coast of Florida. (I assume they were not armed) The boat was registered in Sweden at this time so the US Coast Guard or Navy could not board and stop them from protesting. I'm guessing that this would cause an international incident.

Peter and his family also used the boat for cruising in New England and a trip to the Virgin Islands. But after that they found that they did not have time to maintain and care for the vessel and put it up for sale.

We found Howard Blackburn for sale in Soundings Magazine. We had been looking for a few months and when we got the information on the boat it did not look too promising for our needs. But a few weeks later we were going to be in the Long Island area so I went to take a look. The boat looked rough cosmetically, but I was very impressed. I looked at the boat 2 more times trying to convince myself not to buy it, but it was in great shape. I also was able to take it for a sail and was really impressed with how it sailed. So we purchased the boat in October 1995 and sailed it home to Seneca Creek. My dad was with me and asked what I was going to do if we couldn't get it to the slip at his house because of the 6'6" draft. Plan B was to set up a mooring in the Creek. But we made it and kept it there for 29 years, sliding through the mud on occasions but always making it in.

We took it for a few daysails that year then winterized and covered the boat for winter. We did a lot of work that winter, the biggest project was to reconfigure the midship area. The boat only slept 4 at the time so we added bunks and a settee. We planned to charter the boat for daysails and overnight trips. This is where the part I mentioned about the boat being built in Cristobal, Panama, a US territory at the time. In order to use a boat for taking passengers for hire it must be built in the United States and at the time of construction, the US owned the canal and the land around it, so the boat was US-built. I checked with the USCG before buying.

That summer and ever since then we used the boat a lot. Our two children were an infant and a 5-year-old when we bought it, so they really did grow up sailing. We mostly cruised around the Chesapeake, but sailed to New England about 10 times overall. The Buzzards Bay area. Marthas Vinyard, Nantucket, Cape Cod, Newport RI, and up and down Long Island Sound

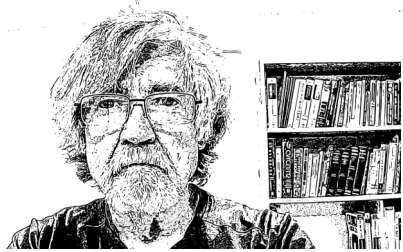
We also have done some classic boat racing and participated in classic boat festivals over the years. We were a class C tall ship for Operation Sail in Baltimore during 2000.

People often say to me that it must be a lot of work to maintain a wooden boat or take a lot of time and I will admit that it is and it does, but not as bad as one might think. I haul it out every 2-3 years, paint the bottom and topsides and that is the hardest part. But it is only a few weeks every 2-3 years, not bad. There is not much varnish work and where it is I have covers that go over it. I do enjoy working on the boat but after 30 years it does seem to be bigger than it used to. I have been looking at smaller boat options and it will be wood again. Does anyone want to buy a boat?

Oh I forgot to mention the name. Terri, my wife, and I met years ago sailing on a 100' wooden schooner. It was a transit from USVI to Norfolk, Virginia. Needless to say we enjoyed each other's company that trip and started dating. We both kept sailing, sometimes on the same boat, sometimes not. We stayed in touch through letter writing and sometimes phone calls (no cell phones then). When we were not working, we found ourselves in the New England area often, namely, Gloucester, Massachusetts. Howard Blackburn is famous there; he was a dory fisherman. This is back when they would sail out to the fishing banks out past Newfoundland in the North Atlantic and drop 18' dorys in the water to fish, then sail back to the schooner that was anchored downwind to unload their catch. They did this year-round and one winter him and his dory mate got lost in a snowstorm and could not find the schooner. They ended up rowing through a North Atlantic Gale 100 miles to Newfoundland. His dory mate died and Howard Blackburn survived. Months later he arrived back in Gloucester, which was a surprise to everyone because they thought he was dead. He told his story to the Boston Globe and became famous. I encourage everyone to do some research and learn more about him, he was quite well known at the time. Anyway, Terri and I thought someone should name a boat after him, so we did.

Musings Mar 2026

narlin



She was dressed for drysailing: boat shoes, white duck trousers, striped top, little kerchief at the throat.

Agatha Christie, "The Adventure of the Western Star,"

What is nothing? It may be possible to imagine nothing, but can we describe nothing. How would I explain it to a three year old child? Do I even believe that it exists? After all, if 'it' is a thing, then nothing is not 'it'. As a life long student of STEM, I have pondered the absence of everything and it has been suggested that somewhere in deep space the reality of nothing might come to pass. I rather doubt it. I imagine myself in deep space and I look around. Lo and Behold I see stars. Not good! Stars emit photons – no photons, no light. Hmm! So deep space might be full of photons. That's hardly nothing! (And I won't mention neutrinos.)

In math, we refer to the null set. Clearly, the null set is a set, ergo it is something. However, it is said to contain nothing. In "Alice in Wonderland", Alice sees nobody on the road and wonders why nobody did not arrive ahead of the March Hare because nobody goes faster than the hare.

Back to my questionable STEM education, I am told that when a positron and an electron collide that they both vanish and nothing remains. Once upon time in the not too distant past, physicists theorized an ether which was something filling space. We have new words now.

"Gravitational waves propagate through "empty" space as ripples in the fabric of spacetime, generated by the acceleration or alteration of mass. They travel outward at the speed of light, stretching and squeezing space as they move, similar to how electromagnetic waves propagate through space."

It sure sounds like "empty" space is something and that something can be stretched and squeezed. Just because someone can assemble a sentence does not mean that they have given new information. Discounting an "ether" and embracing a "fabric of spacetime" reminds me of a politician explaining why monetary inflation makes me better off.

Speaking of nothing, I was just now browsing the Mar 15, 1965 issue of the New Yorker magazine. On page 90, there is an "Art" news article about a Mr. Adolf (Ad) Reinhardt who has three gallery exhibitions displaying his colored canvases. Indeed, the pictures may come closer to being nothing than anything I ever imagined, especially in 1965.

"This week, the 51 year old Reinhardt is having simultaneous one man shows at three top Manhattan galleries: at the Betty Parsons, which is showing six of his all black paintings; at the Graham, where thirteen all-reds are on display; and at the Stable, where the menu is a dozen more all-blues. . . . And his paintings are very much for sale, at prices ranging from \$1,500 to \$12,000."

I looked these up to see if any investment would have been worthwhile. The one I found was solid black matte, signed on the stretcher bar – not even on the canvas! On November 18, 2025 Sotheby's listed it at auction for 1.2 to 1.8 million dollars. I didn't see the final sold price, but it could have been worthwhile. The glorified title was "Abstract Painting". It's not nothing – that's for sure.

All available issues of GSA's Courseboard are available to read or download at

<https://qpsllc.com/CBArchive>

Sam Jackson has recently submitted 4 issues that we did not previously have. They are

2001 - Mar Courseboard.pdf

2002 - May Courseboard.pdf

2002 - Jun Courseboard.pdf

2003 - Jun Courseboard.pdf

GSA 2026 Officers

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



**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.