

the Tell-Tale

**BLUE MARSH
SAILING ASSOCIATION**

January 2003



Well it's the start of a new year. With this we get snow and cold dreary weather, but we also get the promise of sunny days to come and warm winds filling our sails. Yes it's the time of year that gardeners get the seed catalogs and sailors get the boat parts catalogs. It's the time of year that sailors dream of getting their dream boat to escape to warmer locations. What we all know is that this year will be filled with many chances to spend time sailing or thinking and talking about sailing with friends from Blue Marsh Sailing Association.

If you look at the calendar of events you will find that the board and committee chairs have come up with a great list of activities. All we need now is to add sailors and that's where you come in. We can't be a sailing association without sailors like you. Let's keep our ranks growing in 2003, invite friends and family and get others involved in our activities. Mark your calendars and plan to make the time available to get involved in some or all of our

activities. Remember in the summer we meet weekly at Blue Marsh Lake to get some mid-week sailing in.

The events we have planned for the winter are to keep you thinking sailing and prepare you for the time of year when we can set out our sails, and put away the snow shovels. Until the time you can sit back and relax watching the tell-tales on the jib sit back and read Tell-Tale and dream of warm days sailing, the sound of waves being cut by the bow of the boat and the taste of salt spray. For the members in our ranks who have migrated to Florida disregard the above and go put on some sunscreen and get out there and go sailing. Take along your Tell Tale and read of your friends in the cold north as you enjoy the water. Just don't forget to invite your cold shipmates to come down and sail sometimes....

*Dave Miller
Commodore*

Reading Royals Ice Hockey

When: Friday February 28,
2002 @ 7:05

Where: Sovereign Center
Penn Street, Reading.

Who: Reading Royals vs.
Roanoke Express

Cost: \$12.00 per person. Seats
are in the Executive section.

Details: Contact Sally Koch at
610-693-5613 or
salkoch@email.msn.com for
reservation or information.

Watch the Royals battle the
Express on the ice and enjoy
the evening with friends.

Tickets are going fast!

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Events For January

Thursday 1/9:

General Meeting.

Saturday 1/11:

Atlantic City Sail Boat
show

Monday 1/13:

Board Meeting.

Visit our website at www.bluemarshsailing.org

Meetings are held at the Lower Heidelberg Fire Company
the second THURSDAY of each month unless otherwise announced.
(7:30 Social, 8:00 Meeting)

Minutes of the November Board Meeting

November 11, 2002

Attending: Mike and Kristel Adair, Lou Brown, Joan Whan, Bob Hartwich, John Hackman, Joanne Solarek, Kathy Arentz, Jan Stoner, Sally Koch, Dick Durofchalk, Jeff Weikel, Heidi Moser, Sean Hollis, Ray Hemphill, Anna Grace and Jan Dougherty

Vice Commodore Mike Adair called the meeting to order at 7:30 pm in Commodore Dave Miller's absence. Joan installed new Treasurer Bob Hartwich as incoming Treasurer as he was not able to attend the Commodore's Ball. The Treasurer's Report as announced was \$2,663.53. Because this was a transitional meeting, the outgoing Committee Chair recapped any projects in process and updated the incoming new Chair.

Committee Reports:

Membership:

Kristel reported we currently have 174 members, the highest total in years. 57 also belong to the Fire Company. Anyone joining October or later of 2002 will be credited as a member for 2003. Ideas for recruitment and participation were discussed and included business size cards listing BMSA website available at the lake, an application form on the website, and a full website. Ads for the Log were discussed. Some previous year's advertisers are no longer in business. New suggestions were discussed.

Equipment:

The grill is all wrapped up for

winter. The boat is winterized. Joan handed over the boat title and registration to the incoming Commodore. Vice Commodore Mike Adair suggested the propeller should be replaced before next year.

CBYCA:

Joan has District's request for CBYCA dues to give to the Treasurer.

Chaplain:

Russ stated Tom McCaffrey is now at home after surgery. Ruth Smith is in Reading Hospital for an extended stay. Visitors are welcome. Dawn Bibbus's father is in the hospital.

Library:

Eileen and John Banis contributed items before their move to Florida.

Program:

Numerous ideas will be discussed. Programs will be finalized later.

Publicity:

Race results were published in the Reading newspaper.

Racing:

Tom has planned five races (5/10, 6/21, 7/26, 8/16 and 10/18) for the 2003 year.

Social:

The Club is investigating a trip to Atlantic City Boat Show. A hockey game may also be planned. Numerous other ideas were discussed.

Safety:

The main activities are the Lake Clean-up Day and the Safety Fest. No activity yet due on either project.

Training:

Kristel would like to offer a Learn to Sail program during 2003.

Vagabond:

Sean Hollis discussed new ideas for the vagabond program. These will be finalized as the season progresses.

The meeting was adjourned at 9:32 pm.

Respectfully Submitted,
Jan Dougherty

Minutes of the December Board Meeting

December 9, 2002

Attending: Dave Miller, Joan Whan, Sally Koch, Tom and Jan Stoner, John Hackman, Dick Durofchalk, Bob Hartwich, Joanne Solarek, Jeff Weikel, Heidi Moser, Ray Hemphill, and Jan Dougherty

Commodore Dave Miller called the meeting to order at 7:38 pm. Joan installed Dave Miller as Commodore. He then began the meeting. The November Minutes were read, corrected and accepted as corrected. The Treasurer reported our current balance is \$3,000.27. Dick will pay all final expenses then Ruth Miller will audit the books before the accounts are handed over to Bob Hartwich.

Committee Reports:

Chaplain:

Joanne Solarek reported Ruth Smith was released from the hospital after a six-week stay.

Fleet:

Ray is planning a Spring Cruise to the Magothy / Annapolis/St. Michael's area. Dates are May 29, 30, and 31 (the week after Memorial Day). More details will follow.

House:

Dave will continue as our House representative.

Membership:

Dues notices were sent out.

Program:

January's program will be on the intracoastal journey recently completed by our Club members. February will be a representative from Concord Point Sail Co., and March will feature information on boat financing.

Racing:

Tom has planned five races. He also is hoping to encourage Wednesday or Thursday evening participation this summer.

Safety:

Heidi will make sure the Safety Festival has correct contact information.

Social:

The Atlantic City Boat Show will be held January 11. February 28 is a trip to the Reading Royals hockey game at the Sovereign Center, March will feature bowling, and April will be our annual GPS Rally.

Tell Tale:

Our last issue was the first printed commercially and cost less than \$50 for the December issue of 600 sheets run 2-sided. Ways of covering the monthly costs were discussed. Dave, Jeff, Kristel, John and Ray have formed a committee to investigate a full website with additional features.

Old Business:

The Club has finally after many years almost exhausted its supply of membership cards. Replacements were discussed.

Cont'd on page 3

Events Schedule for 2003

JANUARY

9 Thursday General Meeting – ICW Sailing
 9-12 Saturday Atlantic City Boat Show
 13 Monday Board Meeting

FEBRUARY

13 Thursday General Meeting - Jim Shotwell
 Boatbuilder
 17 Monday Board Meeting
 28 Saturday Reading Royals Hockey

MARCH

13 Thursday General Meeting – Boat Brokerage
 & Financing
 15 Saturday Social Event - Bowling
 17 Monday Board Meeting

APRIL

5 Saturday GPS Rally
 10 Thursday General Meeting
 14 Monday Board Meeting
 26 Saturday Lake Clean-up

MAY

3 Saturday Training Day
 4 Sunday Day sail under Bay Bridge / Bridge
 Walk
 8 Thursday General Meeting
 10 Saturday Race #1 Kickoff
 12 Monday Board Meeting
 17 Saturday Day Sail
 17-24 Sat-Sat Antigua Trip
 29-31 Thurs-Sun Spring Cruise

JUNE

1 Sunday Spring Cruise
 8 Sunday Water Safety Festival
 12 Thursday Picnic USCGA
 14 Saturday Regatta / Picnic USCGA
 16 Monday Board Meeting
 21-22 Sat-Sun Vagabond #1

JULY

10 Thursday Picnic USCGA
 12-13 Sat-Sun Vagabond #2
 14 Monday Board Meeting
 26 Saturday Race #3

AUGUST

11 Monday Board Meeting
 14 Thursday Picnic USCGA
 16-17 Sat-Sun Vagabond #3
 23 Saturday Race #4

SEPTEMBER

6 Saturday DaySail / Social
 11 Thursday General Meeting
 15 Monday Board Meeting
 25-28 Thurs-Sun Fall Cruise Annapolis

OCTOBER

2-5 Saturday Annapolis Boat Show
 9 Thursday General Meeting Photo Contest
 13 Monday Board Meeting
 25 Saturday Social

NOVEMBER

1 Saturday Turkey Race
 8 Saturday Commodore's Ball Chef Alan's
 West Reading
 10 Monday Transition Board Meeting

DECEMBER

5 Friday Holiday Party
 6 Saturday Baltimore Boat Parade
 8 Monday New Board Meeting
 13 Saturday Annapolis Boat Parade

Cont'd from page 2

New Business:

The 2003 Calendar was discussed. It will be printed in the Tell-Tale.

The meeting was adjourned at 9:02.

Respectfully Submitted,
Jan Dougherty



Atlantic City Sail Expo

The Atlantic City Sail Expo will be held on Thursday, Jan. 9 to Sunday, January 12 at the Atlantic City Convention Center. There was not enough interest expressed for us to charter a bus to the show. Please call your fellow sailors and plan to carpool to the show.

*Sally Koch
Social*

From the Nav Station

This is the first in a series of articles covering the various aspects of safe and effective coastal piloting.

Small lake sailing, such as what we do at Blue Marsh, is generally done by sight. On larger bodies of water, more information is needed to be able to get around. The more we know about the waters we sail, the safer and more enjoyable our experience will be. That is what inspires this new column.

“Piloting” is defined as determining one’s position by reference to terrestrial objects external to the boat, e.g. buoys, lighthouses, and landmarks. Working with a chart of the sailing area, you will find a wealth of information there that will not only help you find your way, but also help you stay in safe water (sufficient depth for your boat).

Look at the accompanying chart and see how much information you can read from it:

- Water depth
- Nature of the bottom - e.g. rocky, mud, grass (helpful to know for anchoring)
- Color and number of buoys, and whether they have lights, bells, gongs, etc.
- Buoys will/ can indicate which side to pass on, a preferred channel, mid-channel, or danger.
- Height and light pattern of lighthouses
- Shipping channels for commercial vessels
- Clearances of bridges
- Location of landmarks such as water tanks and radio towers
- Latitude and longitude

Even if you use a GPS, the quintessential electronic navigational device, it is used in conjunction with a chart to determine location. The essence of piloting is to know where you are at given moment so that you can maintain safe passage and have a reasonable idea of when you’ll get to your destination. To effectively use your chart, it’s important to understand about latitude and longitude and the references to North - true, magnetic, and compass.

Latitude and Longitude
Latitude (L): Imagine the earth divided into equal width slices, like an orange you cut in half where the center cut would be the equator. Each “slice” is called a parallel, and indicates north or south of the equator (0°). Since each slice is equidistant, we measure each degree of latitude as equal to 60 nautical miles (slightly longer than a statute mile) at any place on the earth’s surface. Each minute of latitude is equal to one nautical mile.

Longitude (Lo): Imagine the earth again, this time like an orange you cut into wedges, with each slice going through the north and south poles. Each full circle is called a meridian and indicates east and west, where 0° is the Prime Meridian, which goes

through Greenwich, England. The distance between two meridians is wider at the equator and narrower as you approach the poles, so that only at the equator is a degree of longitude equal to 60 nautical miles. Elsewhere it will be less.

Both latitude and longitude are measured in degrees, minutes, and seconds. There are 60 seconds to a minute and 60 minutes to a degree. Seconds are often expressed as a decimal of a minute since the latitude and longitude scales on charts are often divided into tenths of minutes. Latitude must always indicate north or south, and longitude must always indicate east or west. e.g. L 39° 02.2' N, Lo 76° 16.2' W. See if you can find this point on the chart. If you found it you will see a green can marked as number 3.

When measuring distance, always use the latitude scale since it is consistent at any point on the earth. The longitude scale varies at points away from the equator.

As practice, see if you can answer the following questions by looking at the chart on the next page

1. What is the lat/long of the G9 mark in the Chester River?
 Latitude: _____ Longitude: _____
2. What risk is there to a sailboat .5 nautical miles north of this same G9 mark?
3. What can be found at the following lat/long: L 38° 58.9' N, Lo 76° 16.9' W?
4. With one minute of latitude being equal to one nautical mile, approx how far is the Love Point Light, marked Fl 6s 35ft 7M, from the point in the last question?

See page 6 for the answers to the questions.

*Kristel Adair
Training*

Membership

2003 membership renewals have been sent. If you have not received your form please contact me at 610-370-0272 so I can send a new form.

Lets try to boast our membership in 2003. If you have friends or family interested in sailing pass your Tell Tale on to them. Or drop me a note with their name and address and I can mail out a copy of the Tell Tale and membership information.

Keep those 2003 membership renewals coming in!! Thanks..

*Jeff Weikel
Membership*

Yes-sir-ee ... The captain's word is absolute law

The Captain's Word s Law! That's right, the captain aboard a vessel is a dictator, and for some good reasons which I will explain. My friend Joe and I were discussing this topic the other day and thought it deserved attention. There are several things wrong with democracy on a boat. It can result in an accident, an injury or even death.

There is a basic principle that applies to circumstances in which people are surrounded by heavy objects in motion. That principle dictates that there must be a coordinated effort in the physical flow of things, in order to avoid potential mishaps. Whether it is on a battlefield in war, on a construction site, or on a moving vessel, someone must be "in command" of the situation.

Just as "too many cooks can spoil the soup," two or more people shouting orders while maneuvering a vessel, can lead to disaster. When underway on a vessel, some of the variables include the competence of the personnel onboard, the speed of the vessel, the proximity of other vessels, and the sea-state, just to name a few. Safety is achieved through a well-orchestrated effort, and not-through the "helter-skelter" approach.

So, let's get back to Joe, and why we are talking about this topic. Joe took a few guests out on his sailboat one day. During the trip, there was a debate about which "point of sail" was appropriate for the existing conditions. One of the guests suggested that they put the decision to a vote, which they did. I should add that the voters were not experienced sailors, and that they had no business attempting to impose their will on the captain.

Luckily, In Joe's situation, no disaster resulted. However, had conditions been slightly different, the outcome may have been catastrophic. The fact is that on a sailboat, several individuals (all with different skill levels) can be working on the same maneuver. Unless one person is monitoring all of the activities, you can end up with some unintended consequences, like quickly swinging booms, flapping sails, etc.

Docking operations are another area where is critical. In this case, 12 or more tons of floating mass moves at the whim of the throttle operator. If each member of the crew is not doing what-the captain expects, there could be body parts accidentally pinned between the dock and the boat. Your boat could drift into another boat causing damage or injury. Or someone's fingers could get caught up between a dock-line and a cleat.

In the event of damage by striking a submerged object, the captain may ask his brother (a construction worker) to rig a temporary repair to the hull, and his sister (a hospital administrator) to radio the Coast Guard for help. In this case, the captain is capitalizing on the skills of his/her crew. If his two crewmembers argue about who should do what, nothing will get done. If they reverse roles, neither may be as effective in their effort to save the vessel.

Rescue operations involve the same logic. The captain must make best use of his/her crew and coordinate the overall effort. If not, the "Keystone Cop" procedure that results may make things worse. So don't forget, THE CAPTAIN'S WORD IS LAW! Until next time, I wish you clear skies, fair winds and calm seas!

Captain Larry Walker is the president of World Wide Marine Training, a U.S. Coast Guard Approved facility authorized to give the captain's license examination up to the 100 Ton Master level (www.wegivethetest.com)

Reprinted from The Pamlico News (North Carolina) May 23, 2001 edition, Section B, Page 1, by Captain Larry Walker. Thanks to Marian Borneman for submitting the original article.

Nav Station Answers

1. L 38° 59.6' N, Lo 76° 12.8' W
2. running aground
3. a tank
4. 4.6 nm

Holiday Party Recap

The annual BMSA Christmas Party was held on Friday, December 6, 2002 at the Lower Heidelberg Fire Company. Despite the chilly weather and snow-filled parking lot, we had a nice turnout of members. My thanks to the Millers for preparing and serving their delicious ham and to everyone who brought side-dishes. We had a wonderful selection of food and more than enough for all. Santa (aka Ron Alesin) made an appearance as did the infamous "fish" and Christmas caroling helped to usher in the holiday season. A good time was had by all!

*Sally Koch
Social*

January 2003 Events & Birthday's

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			1	2	3	4
5	6	7	8	9 General Meeting Murry Frink	10	11 Atlantic City Boat Show
12 Dan Moser	13 Board Meeting Pat Paris	14 Gayle Killeen	15	16	17	18
19	20 Dick Mauroschadt	21	22	23	24 Steve Bevan	25 Conrad Wagner
26	27	28	29 Jay Moyer	30	31 Robb Mutzel	

Happy Birthday to all Members Celebrating January Birthdays

Have a Safe and Wonderful New Year!!

Upcoming Programs for 2003

At our regular membership meetings we have scheduled a presentations for the first three months of 2003. At our January meeting the rag tag crew of Determined will display pictures and discuss the day-to-day adventures as they transited the IntraCoastal Waterway. Dave, Armando and John will be on hand to answer questions you may have about the trip. Captain Henry being the wiser of the bunch has returned to Florida were the sailing is a bit nicer this time of year.

In February Jim Shotwell, a wooden boatbuilder, nautical folk artist and author will be on hand to discuss his projects and how he's made his love of boats his life's work. To learn more about Jim you can visit his website at www.jimshotwellboats.com.

In March we have tentatively scheduled a guest speaker to discuss locating the boat of your dreams and how to finance that boat you've always wanted.

*Ralph Billus
Program*

Sailing the Web

Welcome to this months sailing the web links list. After a few months with no links it's websurfing season again. This month we highlight sites of the production boats that your likely to see if you attend the Atlantic City Boat Show.

www.catalinayachts.com

www.huntermarine.com

www.jeanneau.com

www.beneteau.com

www.dufouryachts.com

www.nimbleboats.com

www.britanniaboats.com

If you have a favorite sailing related website let the editor know so it can be included in future issues.

2003

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