

August 2003



It's summertime and the living is easy. The sailing is exciting. And Blue Marsh Sailing has some great activities. If you still have not gotten the boat out yet what are you waiting for now is the time to come out and enjoy the club activities. There are still picnics, vagabonds, and races yet to be held. The picnics, vagabonds and races that have passed have been really interesting. In July we had a Vagabond to Northeast and we had a blast. OK the vagabond had some logistic problems. The ramp was a nightmare but it was great sailing. The first day the wind was blowing steady and the second day it was rather light, but overall we saw some incredible sailing. The interesting thing about sailing is that no matter what the weather we can always be sure we will have a good day on the water with friends. I hope to see you at the next picnic, race or maybe on the next vagabond. Remember there are always

Wednesday evenings at the lake and don't forget we have a Fall Cruise coming up on the Bay.

*Dave Miller*  
*Commodore*



## ATTENTION MEMBERS

There are important changes to the By-Laws and Constitution of the Blue Marsh Sailing Association being proposed. A vote of the general membership will be held at the Thursday, September 11 meeting. Please read pages 2 and 3 of this Tell Tale for additional information.



## Social News

The final summer BMSA picnic will be held on Thursday, August 14 at the Coast Guard Auxiliary. The picnic will begin at 6:00 PM and will consist of hamburgers and hot dogs. Members are asked to bring a side dish, dessert or both!

A-M bring dessert, and N-Z bring a main course side dish.

Hosts for the event will be Ruth Miller and yours truly, so please make plans to join us for our last summer picnic of the 2003-2004 sailing season. Held rain or shine!

*Sally Koch*  
*Social*

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## Events For August

Monday 8/11:  
Board Meeting.

Thursday 8/14:  
Picnic USCGA.

Saturday 8/16:  
Race #4  
Blue Marsh Lake.

Sat & Sun 8/23-24:  
Vagabond to  
Rock Hall.

## Smooth Web Sailing

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[www.ConradVanino.com](http://www.ConradVanino.com)

Century 21 Park Road 610 372 5633 Extension 3111

Visit our website at [www.blumarshsailing.org](http://www.blumarshsailing.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 July 14, 2003 Board Meeting

### Attending:

Dave Miller, Kristel and Mike Adair, Bob Hartwich, John Hackman, Tom and Jan Stoner, Sean Hollis, Joan Whan, Joanne Solarek, Heidi Moser, Mike and Jan Dougherty

The meeting was called to order by Commodore Miller at 7:40pm. June Board Minutes were accepted as printed in the Tell Tale.

### Treasurer:

Balance is \$3,277.06.

### Vagabond:

The August 23/24 destination will be Rock Hall.

### Racing:

The next race will be July 26<sup>th</sup> at Blue Marsh Lake.

### Chaplain:

Dick Durofchalk's father-in-law passed away. Also, the Board was notified that Mim Keener from the Lower Heidelberg Fire Company is gravely ill. (editor's note: Mim has since passed away.)

### Historian:

Pictures from the trip to Antigua will be placed in the Club's album.

### Membership:

One past member recently rejoined.

### Safety Festival:

Heidi reported receiving many compliments on our Man Overboard drill from spectators and fellow safety groups.

### Training:

Our website has produced several people interested in

the Learn to Sail program.

### Old Business:

1. The board is proposing changes to the bylaws regarding membership classes (deleting the Junior membership classification and changing the Affiliate membership classification to reflect distance from the Club's home base rather than age). These changes will be presented to the membership at the next regular meeting.
2. Due to increasing costs, the Board is recommending an increase in dues – the first in many years. It is proposed that Affiliates go from the current \$8 to \$15; Single memberships from \$20 to \$25, and Family memberships increase from \$30 to \$40. This will also be presented to the general membership at the next regular meeting.
3. The Committee to determine disposition of the committee boat has decided that all necessary repairs (propeller, motor, cover) will be made and ownership will be maintained. Estimated repair costs will not exceed \$200.
4. The Club will also investigate liability insurance on Club activities.

The meeting was adjourned at 9:08 pm.

Respectfully Submitted,  
*Janice Dougherty*  
*Secretary*

## Membership Dues Increase

Everyone is well aware that the price of most everything keeps increasing - cars, food, healthcare, postage, etc. In this economic climate BMSA expenses have also increased while our dues have not changed for many years. This spiral trend has begun to erode our treasury. If spending continues at the current rate with no additional revenue, we may be forced to curtail some club activities. The following gives a small snap-shot of our predicament:

Our fixed operating costs (CBYCA, House, Tell-Tale and Log) for 2003 is expected to be \$2470, while our membership income is currently at \$2030. This is a shortfall of \$440. However, it does not include our variable costs (Equipment, Racing, Social and Programs - to name a few), which also contribute to the deficit.

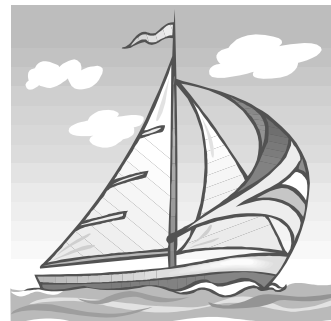
The Dues Committee and Board has reviewed budget projections for the next three years and proposes the following increase in membership dues to address the shortfall effective in 2004:

Affiliate Members from	\$8.00	to	\$15.00
(Please note proposed change to the definition of Affiliate Member in Proposed Changes article)			
Single Members from	\$20.00	to	\$25.00
Family Members from	\$30.00	to	\$40.00

During September's general meeting this proposal will be voted on by those in attendance as defined in the Constitution ARTICLE IV.

### Dues Committee:

Mike Adair, Rear Commodore  
Jan Dougherty, Secretary  
Bob Hartwich, Treasurer  
Jeff Weikel, Membership & Publicity



## Proposed By-Laws Changes Vote at September Meeting

There are several membership issues before the board that have generated proposed changes to the Constitution and By-Laws. This introduction is to explain those changes with the specific items to be changed listed below.

It is the current feeling of the board that some classes of Membership are unnecessary or are unfairly defined. With the discontinuation of the Venture Crew, it is felt that any individual under the age of 18 who wishes to become a member of the Association must do so with a parent or guardian. Therefore, a Junior class membership does not apply.

The Affiliate class of members is currently unable to be counted to establish a quorum, hold elective office, or vote. Ironically, this makes them unable to vote regarding matters such as these amendments to the Constitution and By-Laws. A fairer definition of an Affiliate Member would be based on proximity of residence to the home of the Association (Reading, PA) rather than be based on age. Those who do not live locally are of less cost to the club because they do not attend picnics or other Association events that pull monies from our treasury. Therefore, it makes sense to allow a dues discount for those living outside a defined radius of Reading, PA. Affiliate membership is, and has always been, an option to regular membership. Affiliate members, as newly defined, will regain the right to vote (individual proxy in writing directed to the Commodore is acceptable) and to be counted to establish a quorum if present at a regular meeting, but give up the ability to hold elective office, and will be subject to guest fees should they be present for an Association event where guest fees apply.

As a separate issue, the board feels that participation by non-members (including spouses of single membership members) in Association events needs to be defined so as to encourage non-members to join the Association as well as to avoid displacing existing members from participating. Guidelines are set forth in these changes.

Once adopted, the changes become effective immediately regarding guest fees; membership class definitions become effective with the 2004 dues year.



### CONSTITUTION:

#### Article III - Membership

Section 3. Delete the Junior Member class. Section will now read:

Affiliate and Honorary Members are defined by the By-Laws of this Constitution. Affiliate Members may be counted to establish a quorum and may vote, but may not hold elective office. Affiliate Members are also subject to guest fees as they apply to Association events. Honorary Members cannot be counted to establish a quorum, hold elective office, or vote.

Add a Section 4 as follows:

Association events, sailing or social, are intended for members. Guidelines for non-member participation are as follows:

a. A non-member will be subject to a guest fee as determined by the board.

b. An event may be opened to non-members after a designated time (cutoff date) that would allow members every opportunity to participate if they choose. No member who is signed up prior to the cutoff date should be displaced by a non-member. Regarding sailing events, every effort should be made to accommodate members who wish to crew.

c. Non-members participating in an Association event will do so at their own risk.

d. Non-members are not eligible to possess property of the club.

#### Article IV - Fees, Dues and Assessments

Section 3. Redefine distribution of assets based on proportional dues contribution as follows:

Upon termination of the Association, all property and money will be divided among the current members of record proportionally to the percentage of their dues contribution in the year of termination.

#### Article V - Suspension or Termination of Membership

Section 3. Delete the reference to "Junior Member" in the first sentence.

Section 7. Delete the reference to "Junior Members" .

### BY-LAWS:

#### Paragraph 1 - Names and Terms Defined

E. Redefine an Affiliate Membership based on proximity instead of age as follows:

An Affiliate Membership is an optional membership class for a person residing outside of a 100 mile radius of Reading, Pennsylvania, the established home of the Association.

F. Delete in its entirety and reletter subsequent items.

G., J., and K. Delete reference to "Junior Members".

#### Paragraph 5 - Dues, Fees, Assessments

E. Delete reference to "Junior Members".

#### Paragraph 7 - Meetings

D. Delete reference to "Junior Members".

## August Racing

Our fourth race of the 2003 season will be held on Saturday, August 16. We have over 30 trailerable boats in the club so let's get them out there! This is the perfect opportunity to get that boat out and sail with a great group of sailors! Need crew? – just call! No experience is necessary! The format is the same: boats in the water ready to go before the skippers meeting at 10:30 with the first race at 11:00 sharp. Everything you need to know will be explained at the skippers meeting. Race committee is also needed. If you need crew or want to crew call me at 610-678-0683 or e-mail [tjstoner@msn.com](mailto:tjstoner@msn.com).

*Tom Stoner  
Racing*

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## September Program

Our September General Membership meeting returns to the Lower Heidelberg Fire Company on September 11th after our venue of summer picnics. The September meeting is an important meeting as proposed changes to the Blue Marsh Sailing Association's Constitution will be discussed and voted on by the General membership.

We will also be having guest speaker, Gregg Petry, from Concord Point Sails in Havre de Grace. Greg will be doing a presentation on sail trim similar to the presentation he gives during Concord Points, winter sail seminars.

Be sure to come out and learn about sail trim and how to get the most efficient use out of your sails. And mark your calendar now for our October 9 meeting when we hold our yearly photo contest.

*Ralph Bibbus  
Program*

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## Welcome New Members

Welcome to returning member Bob Durand and new members Tom and Lara Zerkowski. Bob has his Hunter 30 in Middle River. Tom and Lara experienced sailing in the Caribbean and now are eager to learn on their own. Tom has already been out crewing in the July race.

Here are the details for your logs:  
Robert Durand  
P.O. Box 6187  
Wyomissing, PA 19610

Tom and Lara Zerkowski  
37 Hearthstone Drive  
Reading, PA 19606  
610-779-2305

## August Vagabond—Rock Hall

Our next and final vagabond of the 2003 sailing season, will be held the weekend of August 23. We will be going to Rock Hall and staying at the Mariner's Motel (\$75.00 / night). Anyone interested should contact the Mariner Motel at 410-639-2291 and switch a room to your credit card. We will be departing from the Windmill Restaurant at the intersection of Route 10 and 23 in Morgantown at 7:30 AM.

Please note that the race scheduled for August 23 was switched to August 16 to accommodate this trip. Also, we have one more day sail, scheduled for September 6, and we will be going to Lake Nockamixon to do some inland lake sailing. For this trip we will be leaving from the parking lot of Home Depot on Route 422 in Exeter Township at 8:30 AM. Please contact Sean Hollis by phone (610) 406-9320, or e-mail, [shollis@ptd.net](mailto:shollis@ptd.net) if you are interested in participating in either of these events.

*Vagabond  
Sean Hollis*

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## July Vagabond Adventures in Northeast

Those of us who participated in the July Vagabond trip to North East Maryland will certainly be talking about the sailboat friendly boat ramp we used for some time. One must go back to a ramp we used at a campground just south of Rock Hall to remember one as nice. And who will ever forget that 300-pound, cigar chomping, Florida redneck wearing the wife beater T-shirt that ran the boat ramp. Due to some technical difficulties with my jib halyard, I had the distinct honor of being the first boat off the water on Saturday and the rare privilege of watching him oversee his domain from his electric golf cart. Since I had a sailboat, he made me wait for a group of stinkpots and jet skis to launch before allowing me to pull my boat out. During my 30-minute wait, while I watched Debbie struggling to control the boat at the docks while it was being tossed about by the large undeterred wind and wake driven waves, I was enlightened by the Charleston Dockmaster as he constantly moved his golf cart forward and back like an antsy linebacker showing blitz, and got to hear his running commentary, in his tenor voice, on every person attempting to launch a boat. "Look at that Som Beach, he can't even back his trailer." Or "Chriis say, dey don even have a bow line on that som beach."

*Vagabond  
Sean Hollis*

## From the Nav Station

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

Knowing all the technical stuff that relates to piloting and navigation - tides, currents, using the compass, variation, deviation, plotting a course, dead reckoning, aids to navigation, and more - certainly puts you at an advantage in safely getting around your sailing environment. The one resource that should never be underestimated, though, is plain common sense. We've all been witness to situations where that particular element was in short supply, and one story is topped by the next when sailors emulate Letterman with tales of "Stupid Boater Tricks". Like the recently publicized extreme sport called "teak surfing": kid hangs off the (sometimes) teak swim platform of a power boat while it is in motion then eventually lets go to body surf the wake. Ok, who thinks it's a good idea to put your body in the water anywhere near an active propeller? But even more tragic is that the parents don't think about the carbon monoxide fumes their kid is inhaling while hanging off the back of the boat, until the kid falls unconscious, lets go and drowns.

Here's another one... a power boater finds a nice quiet creek to pull his kid around on an inflatable raft. Innocent enough, right? Until that quiet creek begins to fill up with boats anchoring, and the power boater continues to drag his kid through the now busy anchorage. The wake he leaves is not only annoying, but potentially enough to cause damage to boats trying to raft together. When the anchored vessels start blowing their horns at him to mind his wake, he becomes belligerent and cites the childish "I was here first" defense. Never mind that he could snag an anchor line with his boat or his kid's raft, or that he is responsible for his wake.

Common sense, when applied to the maritime environment, can help you avoid any number of common hazards. Even observing these few points can help keep a great day on the water from turning sour:

Check the weather periodically. Be prepared with appropriate clothing, adjust your sails for the wind you expect, and know when to come in. Watch the sky, and if you must ride out a storm, know the best measures to take to remain safe.

Make sure you have all the necessary safety equipment accessible and in usable condition.

Wear your life jacket, especially kids and non-swimmers.

File a float plan. This can be as simple as telling a neighbor or family member where you're headed and when you expect to be back. If you don't return within a reasonable time, someone can call for help.

Watch for traffic on the water 360° around your boat, not just forward of you. Commercial vessels, for example, appear to move slowly, but in fact can come upon you very quickly. **STAY OUT OF THEIR WAY.**

Know the rules of the road and who has the right of way. Watch for other boaters who are ignorant of the rules; even if you have the right of way you must do what is necessary to avoid a collision.

Watch for hazards in the water such as floating debris, tree branches and logs, and on the Bay, crab pots. The best way to navigate through a field of crab pots is to check the direction of the current and pass them relatively close-aboard but down-current from them. By doing so, you'll avoid snagging their mooring lines with your keel, centerboard, rudder, or prop.

Know how much water you draw and have a chart of your sailing area if there is any question of adequate water depth, particularly in tidal areas.

Know your limitations. For beginners, this is particularly important.

Sailing is a wonderful sport, but some have been permanently scared away from it by putting themselves in a situation they are not prepared to handle. Take advantage of sailing with an instructor or experienced friends to gain your knowledge and confidence.

We are fortunate that in Blue Marsh Sailing there are so many members who are willing to share their knowledge and their boats with those just starting out in sailing. Formal training is extremely valuable as well to gain more in-depth understanding of the various aspects of boating/sailing. But there is no replacement for common sense, and it should never be left at the dock.

Enjoy the summer sailing!

*Kristel Adair  
Training*

## July Racing Results

The weatherman was wrong again when he predicted 10-20 knot winds which were more like 5-10 knots. Even though, we managed to get five boats out and got four races in. Paul Dovin, sailing his Laser, physically won the first race but unbelievably wound up in fourth place on corrected time! He then got it together to win the last three races and took first for the day- good going, Paul! Tom Stoner, with crew Deanne Sandt and Mike Adair, just nosed out Lou Brown, with crew Dave Miller, for second. Jeff Weikel, with crew Tom Zerkowski, finished fourth. Bob Hartwich, with son Dave, unveiled their new Sand Shark and while they finished last derived some satisfaction in having beaten Jeff twice.

*Tom Stoner  
Racing*

## Sailing to the Tortugas

*The below article is from Henry Borneman and details his June adventure to the Dry Tortugas accompanied by several of our members who have relocated to warmer climates.*

I was invited to join the CMCS (Caloosahatchee Marching & Chowder Society) on a trip to the Tortugas then to Key West. This is an exclusive sailing club here on the West Coast of Florida. Their members sail all over the world. I decided to accept the invitation if I could find a crew. I soon had a crew of three, John Didyoung, John Banis, and my neighbor and friend Earl 'Red' Coles.

We loaded the boat on June 13th. Zipped on the dodger, readied the Zodiac and engine and filled the Jerri-cans with gas for the outboard, and extra fuel for the diesel. Red delivered three wheelbarrows full of food to the dock. Besides the boats electric refrigerator, and icebox we added three more ice chests. We loaded 30 gallons of drinking water and 30 gallons of tank water, two cases of soda, two of beer and two boxes of wine. Next came the fishing tackle, which included seven rods a net and a large gaff and baseball bat. After that came the bedding and personal stuff. We were really loaded down and ready to cruise. The day before departure I added 50 feet of heavy chain and J.B brought a larger CQR anchor. He also brought a new Garman 182 color GPS. This was the best GPS I've ever seen.

We pulled out Saturday morning June 14th at 10:30 AM. We were joined by my across the canal neighbor Harold and wife Val and their friends Roger and Pat. They were on a 30-foot Catalina "Wind Song". We all headed south on a heading of 210. At about 7:30 we saw the most magnificent sunset. Pat even saw the rare green flash on the horizon the instant the sun went under. By this time we were well into the Gulf of Mexico and could see nothing but the most beautiful green water all around us. Red was our cook and prepared the meals morning noon and night every day. Night descended quickly and soon all we could see were the stars, the full moon and Wind Song's running lights. Winds were fair but coming from the direction we wanted to sail so we were running mostly under power. About midnight we were rapidly closing in on the other boat. A quick radio conversation revealed that he was having engine problems. Fuel starvation as he described it. His tank was contaminated with something. We circled him till he changed out his primary and secondary filters four times during the night and that's not easy working while you are really bouncing around in a little boat. For two hours that night we had great wind and shut down the engines moving under sail alone. By this time we were hours behind schedule but it really didn't matter since we would have plenty of daylight the next day to reach the Tortugas.

Around 3 P.M. we spotted the Tortugas. The fort Looks like a huge medieval castle. It even has a large moat surrounding it. It was built in the 1840's to protect the Florida Straits and the bottom of Florida. During the Civil War it was controlled and manned by the North. However, with the new guns on ships, it was soon rendered obsolete. Today it is a National Park and Game Preserve. There are no facilities there, no water, ice, food, fuel or anything. In fact it's even illegal to buy or sell anything

even from other boats. On the other hand it is magnificent and unspoiled. We anchored in the small harbor surrounded by about 20 other sailboats and fishing boats. This was like floating in a huge aquarium. It was so crystal clear. Directly under us we saw large stingrays, sea turtles, sharks, large Jew fish (about 300 lb) and 7 ft long Tarpon, Barracuda, etc. The first night J.B. hooked into a large Tarpon and played him for an hour on fairly light tackle but he eventually lost him from his light 20 lb line. This Tarpon would come to the surface every 10 minutes and dance on his tail. What a sight. The next day another CMCS boat joined us. Gordon is an attorney from Cape Coral and was accompanied by two boy scouts from his troop on his boat Areal.

The next day we lowered our dinghies and headed to shore for a delightful tour of the old fort. We stayed for three adventure filled days. We snorkeled on the reef and fished in the anchorage and over at Loggerhead Key, which is a nearby island. Here we also trolled our one large industrial strength deep sea fishing pole and caught quite a few Barracuda, a tiny tuna and one very large Red Grouper. There was no way we could even net these fish but we had a very large gaff to haul them aboard and the base ball bat was handy to kill them. The Grouper that we caught was the best Grouper I have ever tasted. He supplied us with two plus meals. Red battered and cooked them in a large pan. There was always a discussion as to whether fish was better battered or cooked in oil. I personally liked them better battered. We always had happy hour aboard on one of the boats every evening followed by some intense harbor fishing.

We all decided to head to Key West early Thursday morning. We left real early as in like 3 A.M. At this time I was the third boat in line as we headed out the long narrow winding channel, which in the pitch dark was very tricky. It was very overcast besides being dark. Once on the direct course to Key West. Harold headed into the wind to raise the sails on Wind Song. My crew discussed it and decided that the sky was much to dark and funny looking. We just decided to proceed under the headsail and engine. In another half hour all hell broke loose. We were hit by a very bad storm. Describing it later Harold and Roger said the wind pulled them down to the gunnels and they had a real job getting the sails down in the storm. We were glad we had decided not to raise sail that night. Luckily, I gave Wind Song three more fuel filters and extra fuel as a precaution before we left the Tortugas so he could make it to Key West. Although we were spread out, our boat in the middle could just barely make out Areal in front and Wind Song behind us but we stayed in radio contact. We passed the Marquesas keys about 1 P.M. and finally got cell phone service a few miles out of Key West. We arrived in Key West about 3 P.M. We refueled the boat since I had given our excess fuel to Wind Song at the Tortugas. Then headed to the marina to our slip.

It was nice to finally get a real shower using soap. On board we used a sun shower frugally on the front deck to get some of the salt off of us. That was okay but not as good as the real

## August 2003 Birthday's

Paul R. Dovin	3
Linda Hensley	3
James B. Miller	4
Neil Hoffman	4
LouAnn Snoke	5
Fran Bevan	10
Marianne Durofchalk	11
David W. Rohrbach	11
Judith Kraines	11
Dave Page	17
Nancy List	22
Sean Hollis	23
Sarah Summy	23
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## Happy Birthday to all Members Celebrating August Birthdays

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thing. We had a great dinner out on the town and returned to the boat to stock up on ice and water. Our crew decided that they would like to leave for Cape Coral the next morning. Red cooked us a very large pancake and sausage breakfast and we headed out by 9:30. We set the GPS and headed north on a zero degree course. The day was uneventful. The light 5 to 10 knot wind was from the southwest and not a great help since we were moving almost as fast as the wind. We motored slowly at 1700 rpm, but with the sails on a broad reach we were moving at around 6 knots. It was uneventful until 3 A.M. We were about 30 miles west of Naples when the sky just closed in around us. We stowed all the cockpit cushions, got out the life jackets, rain gear, zipped on the side curtains and just hunkered down waiting for the wind to blow and the temperature to drop. It did along with lots of thunder and lightning. Twice it did this and all we would do was head directly west into it. By 8:30 we were at the Sanibel Island Bridge. We radioed for a bridge opening while John called Phyllis on the phone to come over to my condo and make us some hot coffee. Coffee and juice tasted great on our arrival after a very long night.

That's it, end of trip. It was a great adventure but not for everyone. It was no luxury cruise. It is mid morning and Val, Harold and Wind Song still haven't arrived yet. They all decided to stay in Key West an extra day. I talked to Val in Key West saying that if their engine quit altogether on the way to the Tortugas and they wanted to return to Cape Coral under sail we would have returned with them. She looked at me and said, "Henry that wasn't even an option."

Henry Borneman  
Blue Marsh Sailing South- Cape Coral, Florida  
s/v Determined

## Events Schedule for 2003

### 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

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## Ad Space in the Tell Tale

Advertising space is available in the Tell Tale. A noncommercial ad of business card size is free to any member and \$5 for non-members. We also accept business card or banner sized commercial ads!

Our website needs sponsors too! We have space for clickable links available on our home page. Proceeds from the ads will be used to offset printing and publicity costs.

Please contact John Hackman at 610-678-4437 or [jlhack@yahoo.com](mailto:jlhack@yahoo.com) for more information.



THE TELL-TALE 8-03  
 c/o John Hackman, editor  
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 Wernersville, PA 19565

2003

**BLUE MARSH SAILING ASSOCIATION**

**OFFICERS**

COMMODORE	Dave Miller	610-678-7121
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SECRETARY	Jan Dougherty	610-926-5581
TREASURER	Bob Hartwich	610-779-4520
REAR COMMODORE	Joan Whan	610-396-1416

**COMMITTEE CHAIR PERSONS**

CBYCA DELEGATE	Russ Witzke	610-775-9704
CBYCA ALTERNATE	Conrad Vanino	610-777-2599
CHAPLAIN	Joanne Solarek	610-779-4516
EQUIPMENT	Alex Whan	610-396-1416
FLEET CAPTAIN	Ray Hemphill	610-678-6754
HISTORIAN	Jan Stoner	610-678-0683
HOUSE	Dave Miller	610-678-7121
LIBRARIAN	Will Moser	610-779-5582
MEMBERSHIP	Jeff Weikel	610-370-0272
PROGRAM	Ralph Bibbus	610-779-6702
PUBLICITY	Jeff Weikel	610-370-0272
RACING	Tom Stoner	610-678-0683
SAFETY	Heidi Moser	610-779-5582
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