

October 2003



Hurricane Isabel moved north leaving behind a trail of destruction only a large storm could leave. Unfortunately she was not alone. A few days later an unnamed cold front followed with more heavy rain and strong winds as a continuing reminder of the power of Mother Nature. The force of the wind surprises many, but hopefully not the sailors of Blue Marsh Sailing Association, for as sailors we understand the power of the wind. Sailors understand that only a minor change in the winds speed can mean the difference between a great day sailing and a boat that has serious damage. I hope as I write this that the sailors in our group weathered the severe weather handed to us in September with little or no damage to their boats.

With severe weather hopefully behind us I hope we have the opportunity to get out and take advantage of the crisp autumn winds and enjoy the final warm months of 2003 before winter returns. As the storm damage is repaired and the losses totaled let us be thankful for all the great days we had on the water in 2003. Years from now we will likely all look back on Hurricane Isabel with some memory as we read about her in the history books.

Our last major on water event the Fall Cruise on the Chesapeake Bay went on as planned even as many marinas still worked to recover from wind and water damage. If you missed this event we still have one last water event the November 1 Turkey Race at Blue Marsh Lake.

In October we return to more indoor events. The photo contest and wine and cheese social will be held to give us a sampling of the photos you took during summer sailing adventures.

In November we have our Annual Commodores Ball at Chef Alan's in West Reading, make your reservation now. Lastly, in December be sure to come and tell Santa what you'd like at our holiday party.

Dave Miller
Commodore

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Events For October

- Saturday 10/9-13:
Annapolis Sailboat Show.
- Thursday 10/9:
General Meeting
Photo Contest.
- Monday 9/13:
Board Meeting.
- Saturday 10/25:
Social.

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Visit our website at 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 September Board Meeting

The Board meeting for September was cancelled. The next Board Meeting will be held on Monday, October 13 at 7:30.

Respectfully Submitted,
Janice Dougherty
Secretary

Annual Photography Contest

The final regular program for 2003 will be the Photography Contest on October 9th. Our categories this year include the following areas:

- 1) Seascapes/Landscapes
- 2) People
- 3) Sailing Related
- 4) Abstract/Creative

Photos must be 5x7 or larger and should ideally be mounted for display. The photographer who graciously agreed to impartially judge the photo contest is Dennis L. McDonough of West Lawn. Denny is a professional photographer with studio at his home. Prizes will be awarded to our best photographers.

This is also our wine and cheese social event so please BYOB and your favorite snacks.

Ralph Bibbus
Program

Turkey Race Time!

Don't put that boat away yet! Our final race of the season is the Turkey Race November 1. You don't have to be completely crazy to join in this event. The weather is still mild and we have had many beautiful sailing days to close out the season. The format for this race is five times around the island and we will start promptly at 11:00. Have your boat in the water in time for the skippers meeting at 10:30. There will be hot dogs, soup or chili, and drinks for those participating as well as any club members coming out to view the race. Turkeys for the winning captains and pumpkin pies for their crews will be awarded- a set of prizes for the top three boats.

Call Tom Stoner 610-678-0683 if you are going to participate; need crew; or want to crew. All are welcome!

Tom Stoner
Racing

Fall Cruise

The 2003 Fall Cruise was held on Friday September 26 and Saturday September 27. Despite the Hurricane and fairly widespread damage to marinas and restaurants across the Chesapeake Bay we had five boats in attendance. We rendezvoused at the anchorage in Swan Creek outside of Rock Hall on Friday. We once again anchored individually and then tied our sterns in to a star pattern creating a nice conversation area. Due to reports of damage to Rock Hall area restaurants it was decided we would all have dinner aboard. With plans to anchor in Fairlee Creek on Saturday all the boats departed early Saturday morning. To this reporters knowledge only 2 boats made it to Fairlee for Saturday night. The other boats deciding to return to their port of call based on the prediction of yet another strong cold front crossing the Bay on Saturday night. Winds overall were light and generally in the wrong direction for great sailing, but overall the engines remained fairly quite.

Boats and members in attendance were:

- Caleche with Ray Hemphill, Tom McCaffery, and Dan Dries.
- Escape with Dennis and Kathy Arentz and John Hackman.
- North Star with Ron Bukowski, Mike Adair and Tom and Lara Zerkowski on their first Bay Cruise.
- Champagne Lady with Conrad and Barb Vanino.
- Ches E Cat with Louis Barr, Armando Antonini and Rick Spleen.

John Hackman

2004 Calendar Ideas

In the near future the 2004 Board and Committee will be meeting to discuss the 2004 events calendar. As in the past we will be looking to the past calendars to determine which sailing and social events were a hit and which were a flop. If anyone has ideas for new events, whether they be sailing to new destinations or socializing in a different setting, please contact Commodore elect Mike Adair or Vice Commodore elect John Hackman to discuss them. This Blue Marsh Sailing Association is a member oriented organization and we want to promote events in which the members will really get involved.

October Social Event

We are still in the process of determining the social event for Saturday, October 25 and will announce an event at the October General Membership meeting and through an Email message.

From the Nav Station

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

One of my favorite poems was written in 1916 by the great American poet, Carl Sandburg:

FOG
The fog comes
on little cat feet.

It sits looking
over harbor and city
on silent haunches
and then moves on.

Being a cat lover, this poem appeals to me from the standpoint of attributing personality to an inanimate thing. It conjures images of a creature that lurks in tall grass or patiently sits gazing at nothing until motivated to move. It gives me a warm feeling, and I enjoy its implied mystery.

Being a sailor, I also find Sandburg's poem an apt description of how subtlety fog can appear, linger, and then dissipate suddenly. On the water, it is not particularly a welcome phenomenon, "little cat feet" or no. Fog can be a spooky, dangerous thing, making you blind while in close quarters with other vessels, but a little knowledge can help.

There are several different kinds of fog, created by varying conditions of earth, water, and air. Fog is condensed water vapor that occurs either because the air is cooled below its dew point, or because the dew point is raised to air temperature.

Radiation fog is a type of fog that we think of as "burning off" as the ground warms to the air temperature above it. It is slower to dissipate over water because water gains less in warmth from night to day. Advection fog is more troublesome for boaters because it usually requires a wind to blow landward to disperse it. Chapman's reference book "Piloting, Seamanship & Small Boat Handling" has an extensive description of fog and conditions that create it if you are interested in more detail.

If fog develops while you are on the water, the rules for operation in or near an area of restricted visibility apply. These include fog signals to alert other vessels in the area of your presence, whether underway or stopped, at equal intervals of not more than two minutes. The pattern of horn blasts helps others to identify the type of vessel you are operating and whether you are underway:

Underway:
Power vessel underway – 1 long blast
Power vessel stopped - 2 long blasts
Sailing vessel, a vessel not under command or restricted in ability to maneuver, fishing vessel, or a vessel engaged in towing/pushing - 1 long blast followed by 2 short blasts
Vessel being towed - 1 long blast followed by 3 short blasts

At anchor (often, vessels at anchor switch from horns and whistles to bells and gongs):

Vessel less than 12 meters (39.4 ft) - some efficient sound signal at intervals of not more than 2 minutes

Vessel less than 100 meters (328 ft) - rapidly ring a bell for 5 seconds at intervals of not more than 1 minute.

Additional signals may be sounded as a warning to an approaching vessel to avoid collision - 1 short blast, 1 long, 1 short

These rules are not all-inclusive, but give you a sample of what is required by Inland and International Navigation Rules. As for whether or not to anchor when fog sets in common sense should prevail. Early action is wise before conditions deteriorate. Fog has an amazing way of altering sound and visual perceptions, so it is difficult to trust what your senses are telling you. What might seem raised can actually be lateral, what seems far away can actually be closer than you think. If you make the choice to anchor, make every effort to do so outside of a channel to reduce the chance of collision. Maintaining a lookout is imperative for safety.

The Rules for Navigation cover a range of topics including right of way, lights, sounds, and much more than can be presented here. This article is intended to be a springboard for your own pursuit of knowledge on these subjects, whether in reference books or through boating courses. All the better to be prepared for when "the fog comes on little cat feet".

*Kristel Adair
Training*

October 2003 Birthday's

Harold Roach	1
Irene Visser	6
Scott Thyng	6
Donna Ferron	8
Richard Martin	10
Donald D. DeMuzio	11
Wendy Steensland	21
David W. Miller	24
Thomas Bowden	24
Gene Curry	25
Ruth Miller	31



**Happy Birthday to all Members
Celebrating October Birthdays**

Sailing Penobscot Bay

Our group of intrepid BMSA sailors consisted of Captain Alex Whan and crew members Joan Whan, Neil Hoffman, Judith Kraines, and Russ and Evelyn Marker. Our objective was to sail on Penobscot Bay, which is one of the best cruising areas in Maine.

We chartered a 41-foot J-Boat, the sloop Leila, from Johanson Boat Works in Rockland, ME; and set sail on Sunday, August 17. This cruising model of the J-boat drew 7 ½ feet of water. We soon found that the Leila was a pleasant craft to sail, with a helm, which our captain said, was "the softest helm I've ever used"; and we all enjoyed our turn at the wheel.

The coastline of Maine is rocky and rugged, and if straightened out would stretch 5,500 miles. Dotted this coast are 6,200 islands, and along this coast is some of the best (and most challenging) sailing in the USA. Maine is known for its thick August fogs; but during the seven days we sailed, we were greeted each morning with bright sunshine and blue skies. The days were warm, but the breeze kept us comfortable; the nights were cool, so we slept well.

Seven days is a short time to explore the delights of Maine sailing, but we did our best. We sailed from Rockland to Pulpit Harbor, then to Camden, to Castine, to McGlathery Island, to Seal Harbor, to North Haven, and back to Rockland. Along our course, we sailed Eggemoggen Reach, Deer Island Thorofare, and Merchant's Row. We enjoyed reading the names of the islands we passed on our way--Sheep Island, Bald Island, Gooseberry Island, and four Crotch Islands--to name a few. Maine waters are full of rocks to avoid, and we passed Egg Rock and Pulpit Rock. The cruising guide warned of a "rock topped with a kelp wig" and a "rock to starboard visible only at low tide." Fortunately, we did not encounter either of these.

The towns we visited were all built on the hill rising from the harbor. Camden is a delightful tourist town; with craft shops, art galleries, and restaurants. In the 1600's and 1700's, Castine was fought over by the British, the French, and the Dutch. The Castine Museum contains a beautiful quilt depicting the town's history. North Haven is a small town, but it has a craft shop, an art gallery, and one excellent restaurant.

We ate well while in Maine. Our day started with Maine blueberries on our cereal. It often ended in a restaurant where we enjoyed the fruits of the Maine waters--haddock, salmon, swordfish, scallops, mussels, and of course lobster--boiled lobster, stuffed lobster, lobster and pasta, lobster salad, and lobster roll.

We enjoyed the hospitality of the Yacht Clubs along our route. We moored at a floating dock in front of the Camden Yacht Club, where we observed their ceremony for raising the colors--complete with a cannon blast to signal the raising of Old Glory and a piper for the raising of the club burgee. We moored at Castine Yacht Club, and were invited to their club

meeting where the speaker told of his experiences in the Newport to Bermuda Race in 2002. In North Harbor, Russ was approached by a woman formerly of Reading who noticed his BMSA Regatta shirt and was eager to get acquainted. She invited our whole group to her residence for drinks that evening.

Our last day came very quickly, and it arrived with a breeze which quickly stiffened into a strong wind. As we reefed our mainsail preparatory to leaving our mooring, the sail tore and a batten knifed into the water. We quickly dropped the main and secured it around the boom, then motored out of the harbor. The wind blew strongly, and the whitecaps splashed around us as we pounded through them. When we were out in open water, we unfurled the jib, which made our forward progress much smoother. As we sailed across Penobscot Bay to Rockland, the wind gauge showed 30 knots.

Once we reached the harbor in Rockland, the wind and the water calmed somewhat, and we were able to tie up to a mooring. We ate our lunch while watching the other boats come in. One small sloop motored by, with no sails and no boom, and with the main halyard fluttering in the wind. We assumed its sad-faced sailors had to cut away the sails in order to reach shore. Shortly thereafter, a gaff-rigged scow of indeterminate age entered the harbor and clipped one of the moored vessels. We watched as this vessel sailed back and forth across the harbor seeking a mooring, running into two other moored vessels as it did so; then finally dropping anchor. Shortly thereafter, we watched the Coast Guard arrive and take the captain to shore. We learned later that this vessel had a damaged rudder which caused its problems.

Our Maine sail was delightful, and we all hope to return to Maine one day.

Evelyn Marker

Events Schedule for 2003

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

BMSA COMMODORE'S BALL

Saturday, November 8, 2003

Chef Alan's Bistro, West Reading

Come join us to honor our past officers, welcome our new officers, and have a wonderful evening of dining, dancing and socializing.

A cash bar will be available at 7:00 pm with full buffet dinner at approximately 8:00 pm. Music will be provided, and we'll enjoy the last business/social meeting of the 2003 season.

Cost for the evening is \$36.00 per person, and reservations must be received no later than **October 28, 2003**.

Please take a moment now to fill out the form below and mail it and your check payable to Blue Marsh Sailing Association!

*Mail to: Heidi Moser
2440 Fairview Avenue
Mt. Penn, PA 19606*

Names: _____

Number attending: _____

Amount enclosed (\$36.00 per person) _____



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2003

BLUE MARSH SAILING ASSOCIATION

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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
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