

**February 2004**

## 2004 Membership Programs

Well mates, it appears that our first program on the subject of "Grog" was well received by the members of BMSA that attended our first meeting of the new year. Irrespective of the possibility of bias on my part, as program chairman, everyone seemed attentive during the history lecture, and the Grog that was served definitely had the effect of "raising spirits". But all was not fun and games, as at the end of the program, an exam was issued in the form of an essay question, to be answered in 1,000 words or less and submitted to John Hackman via e-mail for publication.

For those of you who did not attend our first meeting, and have confidence in your own inherent knowledge of Grog, the exam is being published in this issue of the Tell Tale for the general membership, along with some of the answers received by John to date.

Moving forward, the subject of our program for the February meeting is Marine Batteries and Electrical Systems. Our guest speaker on this subject is a gentleman by the name of Bruce Hail. Bruce represents East Penn Manufacturing who manufactures Deka batteries here in the Reading area. Bruce is also a fellow sailor and member of a sailing club in the Allentown area. I read recently in a book entitled "Cruising Essentials" by Jimmy Cornell, that electricity is the "Life

Blood" of a cruising boat (I guess that makes the batteries the heart). This does not just relate to cruisers, even most dinghies have some electrical requirement.

So come out and join us on Thursday, February 12th and meet Dr. Bruce. Hopefully he can provide a prescription to be "Heart Smart" and not drain the "Life Blood" from our boats.

*Rich Spleen  
Program*

## Membership Update

Membership renewals for 2004 are now due. If you wish to continue your Blue Marsh Sailing membership and receive the Tell Tale without interruption please send in your renewal as soon as possible. Thank you to all our members who have submitted their renewals. We look forward to seeing everyone at our sailing and social activities through 2004. If you have any questions about membership or need a 2004 renewal form please contact me at 610-678-4437 or [membership@bluemarshsailing.org](mailto:membership@bluemarshsailing.org) and I'd be happy to answer your questions.

*John Hackman  
Membership*

### Inside this issue:

|                       |   |
|-----------------------|---|
| Commodores Msg.       | 2 |
| BMSA Advertising      | 2 |
| CBYCA Update          | 2 |
| January Minutes       | 3 |
| Learn to Sail Class   | 3 |
| Trainers Talk         | 4 |
| Grog Q & A            | 4 |
| March Social-Program  | 4 |
| Calendar / Classified | 5 |
| Towing vs Salvage     | 6 |
| Learn the Race Rules  | 7 |

### Events For February

Saturday 2/7:

Training Class.

Thursday 2/12:

General Meeting  
Boat Batteries &  
Electric.

Monday 2/16:

Board Meeting.

Saturday 2/28:

Training Class.

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Visit our website at [www.bluemarshsailing.org](http://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)

## Commodore's Corner

Snowing again and cold as a witch's you-know-what. I'm thinking of Second Wind sitting under a double tarp at my brother's place, sitting and waiting for spring, waiting for us to come wash her down, tune her up, and take her back to the water. A sailor learns to be patient; so must the boat.

I'd like to commend Rick Spleen for a well-planned and innovative program on Grog at the January meeting. I learned some fun and interesting facts about sailing history and the condition under which sailors climbed the rigging. The video clip that described one brand of rum as something like having kerosene poured down your throat, set on fire, then having a baseball bat hit the back of your head was hilarious. And if you're drinking rum and the ice cubes sink, watch out! Rick then commenced to make Grog for us to sample from an old British Royal Navy recipe, which he mixed in a brass bucket as in times of old, supervised by the "Purser". All in all, Rick demonstrated the kind of enthusiasm and creative thinking that makes BMSA a great club. Thanks, Rick.

The Land Cruise to Gettysburg was a small but successful event with four couples attending. I enjoyed revisiting the battlefield as a tourist rather than the guide, and we had a great dinner at The Dobbin House, complete with a troubadour singing old sea chanties. I wish more of you could have joined us!

I'll be absent at the next two membership meetings because of schedule conflicts, but I'll look forward to seeing all of you at the April meeting. I will be at the board meetings, however. As always, I am available by phone or email. Enjoy the off-season!

*Mike Adair, Commodore*

## Advertising in the Blue Marsh Sailing Association Logbook, Tell Tale, and Website

Advertising in BMSA publications is easy, inexpensive, and can generate sales and exposure from a targeted group of sailing and boating enthusiasts. If you or someone you know has a business, service, or product you wish to promote or advertise, consider placing an ad in one of the following BMSA publications.

**Logbook:** Our next yearly Logbook will be published in February 2004, and advertisements should be in by mid-February.

Full Page \$40

Half Page \$25

**Logbook Sponsorship:** We are taking patron Ads for our 2004 Logbook. A business card sized space of about 30 words is yours for a \$5 contribution. Wish you friends a safe sailing season or thank your crew.

**Tell Tale:** Our monthly newsletter. Business Card Size classified ads are free to members and are \$5 for nonmembers or if they are commercial in nature.

**Banner Size**

Front or back page \$12

Inside \$10

**Website**

Homepage Ad \$35 for 1 full year

Checks should be made out to Blue Marsh Sailing Association, and sent to:

Thomas Zerkowski  
37 Hearthstone Drive  
Reading, PA 19606  
tomz1@ptd.net

Thank you very much. Please feel free to contact me with any comments or questions you may have. I am happy to work with you on your advertising needs.

*Tom Zerkowski  
Publicity*

## National Boating Federation Implements e-Lert System

The National Boating Federation NBF has just implemented the e-Lert system to allow organizations and all interested individuals of important news and ongoing legislative initiatives and any actions which may be required, per a report to me from Earl Waesche, the Legislative Director of the Chesapeake Bay Yacht Clubs Association.

He received the information from David Kutz, a member of the NBF Executive Committee representing the Recreational Boating Association of Washington. The following is an reduced version of the report:

The first NBF e-Lert covered business in boating legislation this winter that needs the support of the members and friends of boating organizations. Everyone should take a moment to write (or fax or e-mail) your U.S. Senators a letter of support for S.1804, legislation intended to reauthorize the Wallop Breaux Trust Fund. The Wallop Breaux is the key funding element for boating safety and boating facilities that are Federally funded. The money comes from the fuel taxes we all pay at the fuel dock and is used for the following programs: Construction of transient slips under the Boating Infrastructure Grant Program, grants to the states for boating safety programs, pump out stations under the Clean Vessel Act and Sports Fish Restoration programs.

At the 2003 Fall NBF meeting in Washington, DC, the NBF President Dave Goodman gave members the authorization to implement this NBF e-Lert system.

*Conrad Vanino Jr.  
CBYCA Delegate*

## Minutes of the January 12, 2004 Board Meeting

The January board meeting of the Blue Marsh Sailing Association was called to order at 7:33PM on Monday January 12th. Attending were C Mike Adair, Kristel Adair, VC John Hackman, T Bob Hartwich, RC Pat Shalter, Sean Hollis, Rick Spleen, and Heidi Moser.

Bob Hartwich reported the 2003 year end treasury balance to be \$2711.09. The books will go to Ruth Miller to be audited in February. Bob also noted that the boat registration will be paid during January.

### Committee Reports:

#### Racing:

The committee met on Friday, January 9th. The group edited the racing guidelines, deleting redundancies or parts considered unnecessary. Chairman Sean Hollis continues to research a location for the Regatta picnic. We've discussed returning to the rear of the firehall, or looking for a member to host it at their home. The board discussed putting racing notes on the website during the season to stir interest.

#### Program:

The board complimented Rick Spleen on his fun and informative January program on Grog. The February program is lined up on the topic of marine batteries and electrical systems. March will include a speaker from West Marine talking about spring commissioning. April's program is to be determined. Plans are being made for our auction at the May meeting. In September, our West Marine speaker will be back to talk about winterization. October's meeting is not yet planned.

#### Safety:

Heidi Moser reported that the first meeting for the Safety Fest planning committee is set for the end of January. The board did a little brainstorming of ideas for our demonstration at the Safety Fest on Sunday, June 13th. The one that was favored was "General Boating Safety - What NOT to Do".

#### Training:

Kristel Adair reported plans are underway for the first of several Saturday morning sessions on Feb 7th. John Hack-

man supplied a list of those who expressed interest on their membership renewal forms. The sessions will be held at the Adair home.

#### Publicity:

John Hackman reported for chairman Tom Zerkowski that the call for photos for the website and slideshow has been successful. The website has had a few updates with the new calendar, training page, and change of officers. The Outdoor Expo will be held at RACC on March 28 from 10-5. Bob Hartwich will bring his boat for rigging and sail trim demo. The board is also planning on putting together a Power Point presentation of photos of club events.

#### Membership:

Chairman John Hackman reports 82 members renewing to date. He reminds everyone that renewals are due by January 31st so that the log can be assembled shortly thereafter. Letters have been sent out to potential advertisers in the Membership Log. Advertising rates are \$40 for a 5x8 ad, \$25 for a 5 x 4 ad. A motion to introduce patron ads (business card size and up to 30 words) was passed. Patron ads may be purchased by members for \$5 - a typical ad might wish everyone a safe sailing season from the captain and crew of a particular vessel.

#### Social:

Chairman Lara Zerkowski sent in her report saying that the plans for the Commodore's Ball are well underway for Galen Hall. The March meeting will be a dinner meeting at Ganly's across from the firehall with a St. Patty's special of corned beef and cabbage being offered in addition to their regular menu. Ganly's requests 2 week's notice on the number of corned beef dinners, so members wanting the special should make their requests to Lara no later than February 26th. Look for further information elsewhere in the Tell-Tale.

#### Old Business:

The 2004 budget was reviewed and discussed, voted on and passed. Key discussions focused on moneys being budgeted for all sailing-related commit-

tees: Fleet Captain (cruising), Vagabonds, and Racing. See the Treasurer's Budget Report.

#### New Business:

A suggestion was made by Sean Hollis to introduce a lottery system to recruit help among members. After some discussion, the suggestion did not gain favor and was dropped. Rick Spleen made a suggestion for adding interest to the 50-50 raffle at the membership meetings. The new plan would require the member (1 per meeting) whose ticket is drawn to correctly answer a sailing trivia question anonymously drawn from a nautical dictionary to win the prize. If incorrectly answered, the pot would rollover to the next meeting, a sort of "powerball" idea. The board responded favorably enough to try it at the next meeting.

The meeting was adjourned at 9:30 PM.

*Respectfully Submitted,  
Kristel Adair  
Secretary Pro Tem*

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## Learn to Sail Class

Just a reminder about the first of our Learn to Sail sessions coming up on February 7th at the Adair home. We'll start promptly at 9AM, and plan on 3 hours. I've emailed everyone who has expressed an interest and we should have a class of about a dozen or so. The continuing sessions are on February 28, April 3, and then at the lake on May 8th.

Please bring lengths of line with you to practice knots, Jobson's Sailing Fundamentals if you own it, paper and pen for notes, and a beverage if you desire. Anyone else wishing to attend, please contact me right away for details, including directions to our home.

Contact Kristel at 610-775-2438 or kristela@aol.com

*Kristel Adair, Training*

## Trainer's Talk

Anyone who knows me knows how strongly I feel about a well-trained crew, especially the first mate. Sailing is more enjoyable if all hands share the work and work competently together. But more important is the ability of the crew to safely manage the vessel in the event of the captain being incapacitated.

Specifically, I want to speak to the ladies here. In most cases, the traditional roles apply in sailing where the man is the Captain and his spouse or significant other is the First Mate. The captain is responsible for the safety of his crew and his vessel, but what do you do if something happens to your Captain? Can you as the First Mate take over and handle the emergency and manage the vessel?

Do you know how to:

- use the radio?
- read a chart and determine your location?
- provide your latitude/longitude so you can be located in an emergency?
- use a GPS?
- administer first aid/CPR?
- start the motor/engine?
- bring down the sails alone?
- take the helm and get your boat safely back to port?
- heave-to?

These are all necessary skills in an emergency, but even in everyday sailing you can get more enjoyment from the sport as well as ease the Captain's job by being competent in taking the helm, trimming sails, docking, and more. We're not just ballast, ladies, and we shouldn't let the men have ALL the fun!

I recommend to all our women members to watch the Sail Yourself Safely Home video we have in our library. It speaks to having the right skills to do just that. I believe it is put out by the Womanship organization which promotes competence for women sailors through their courses which are only for women and taught by women. Go to [www.womanship.com](http://www.womanship.com) for more information. There is a base in Annapolis.

Now men, in many cases you are more experienced and knowledgeable, so you need to 1) be willing to share the information, and 2) be patient while we learn it. Yelling usually gets a defensive response and is ultimately unproductive.

I encourage everyone to make it a goal to improve your skills this season, wherever you fall on the experience scale. Read, take a class, practice. You never know when you might need the knowledge in an emergency.

*Kristel Adair*  
*Training*

*Lara Zerkowski*  
*Social*

## March Social / Program

Our March 11 General Membership meeting will be held at Ganley's Pub in State Hill. A St Patty's Day special of Corned Beef and Cabbage will be served in addition you may order from the regular menu. Members planning to attend who want the special should contact Lara at [tomz1@ptd.net](mailto:tomz1@ptd.net), to place their order by February 26. After the dinner we will have a speaker from West Marine discussing Spring Commissioning. Please note members are responsible for the cost of their own dinner.

### The Strong Grog / Weak Grog Scenario

Her Majesty's sailing vessel, the BMSA, is returning to Europe from a lengthy voyage. Having left the New World a month earlier, she finds herself blown radically off course by a fierce nor-easter. Her stores are laden with a valuable cargo of Rum as she is heave-to in the North Atlantic.

Having just avoided a near disastrous collision with an iceberg, Able Seaman Anna Grace, who is charged with the ship's stores, gathers ice that has fallen to the ship's decks, as Commodore Mike Adair calls an order to "Up Spirits" with an additional ration of Grog to the crew for a job well done.

You are the Lieutenant of the watch and are aware that with the rolling of the ship in these angry seas as the winds howl through the yards, Purser Lara Zerkowski will find it difficult to make the rations equal. She gives you two rations, one for the Commodore and the other for his mate, Kristal. You notice that the ice from the burg is floating much higher in one tote than the other.

Which one do you give to the Commodore and which one do you give to his mate and why?

### Responses to the Strong Grog / Weak Grog Scenario

Alex Whan: Give the mate the grog where the ice is sinking to the bottom. It is more potent because it has a higher alcohol content. Water is denser than alcohol so the ice floats higher.

The commodore is responsible for the safety of the vessel. The seas are rough and we want the commander to be alert and sharp as a tack. Make sure his ice floats and keep him sober.

Mike Adair: Give the strong grog to First Mate Kristel so she won't complain so much about having to do the hard work of weathering the bad storm ahead. Give the weaker grog to Captain Mike so he can keep a clearer head to manage the crew and vessel.

Kristel Adair: Save both cups of grog until after the storm has passed, then give the strong grog to Captain Mike as a reward for bringing his vessel and crew through the bad weather, and the weak grog to First Mate Kristel so she won't hear him snore!

*Rick Spleen*  
*Program*

## Events Schedule for 2004

### January

8 Thursday General Meeting – Grog!  
 12 Monday Board Meeting  
 17-18 Sat- Sun Gettysburg Land Cruise

### February

7 Saturday Classroom Training  
 12 Thursday General Meeting  
 Boating Batteries & Electric  
 16 Monday Board Meeting  
 28 Saturday Classroom Training

### March

11 Thursday General Meeting  
 Ganly's - Corn Beef & Cabbage  
 15 Monday Board Meeting  
 28 Sunday Outdoor Expo at RACC

### April

3 Saturday Classroom Training  
 8 Thursday General Meeting  
 12 Monday Board Meeting

### May

1 Saturday Season Kick-off Race  
 8 Saturday Outside Training Day  
 13 Thursday General Meeting  
 16 Sunday Spring Race  
 17 Monday Board Meeting  
 22-23 Sat – Sun Vagabond / Daysail  
 Codorus State Park

### June

4-6 Fri – Sun Spring Cruise - Kent Island  
 12 Saturday Regatta and Racing Picnic  
 13 Sunday Water Safety Festival  
 14 Monday Board Meeting  
 19-20 Sat – Sun Vagabond / Daysail

### July

8 Thursday Picnic  
 10-11 Sat – Sun Vagabond / Daysail  
 Chester River  
 12 Monday Board Meeting  
 17-23 Sat – Fri Charter Trip to Lake Michigan  
 31 Saturday Vagabond / Daysail  
 Hance's Point YC, Northeast, MD

### August

1 Sunday Vagabond / Daysail  
 12 Thursday Picnic  
 16 Monday Board Meeting  
 21 Saturday Race  
 28-29 Sat - Sun Vagabond / Daysail

### September

9 Thursday General Meeting  
 12 Sunday Race  
 13 Monday Board Meeting  
 17-19 Fri – Sun Fall Cruise

### October

2 Saturday Race  
 14 Thursday General Meeting  
 16 Saturday Social  
 17 Sunday Race  
 18 Monday Board Meeting

### November

6 Saturday Turkey Race  
 13 Saturday Commodores Ball  
 15 Monday Board Meeting

### December

3 Friday Holiday Party  
 6 Monday Board Meeting

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## Towing vs Salvage Things Old Are New Again

Maritime commerce has been the backbone of all of great societies, and certainly was essential to the survival of the original 13 colonies. Even though the modes of transportation have changed dramatically, what hasn't changed are the risks associated with the sea.

Historically, the only chance of survival for a vessel in peril was the willingness of another ship nearby to render assistance. Countless lives and millions of dollars in cargo were saved because another vessel was willing to go out of her way to respond to a call for help. To reward these acts of heroism, the vessel was generously awarded an amount that reflected a percentage of the value of what was saved.

As is often the case, there were disagreements as to what was a proper reward for the efforts of the rescue vessel. And to complicate matters even further, the rescued vessel and the rescuer were often from two different countries. Disputes were common as to what country's laws applied, and how the matter would be settled.

Often, the only thing the vessels had in common was that they were insured through Lloyd's of London. So Lloyd's developed a "Standard Open Form Salvage Contract" which set to paper the criteria on which the salvage award would be based, and where and how any disputes would be settled. This program was very successful and continues to this day, being utilized by Lloyds underwriters for both commercial vessel and yachts. The Lloyds contract is still the recognized standard for salvage contracts in the international maritime community.

Unfortunately, for recreational boats in the United States which did need to be "rescued" the Lloyds Contract has proven to be a difficult and disadvantageous route to dispute resolution. First of all, the Lloyd's Open Form Salvage Contract is hard to read, -with a lot of thee's and thou's- and even harder to understand. Ever more daunting was the requirement that any dispute be arbitrated in London England. This meant that a dispute involving two Americans and a salvage in American waters had to go to London, hire English barristers (lawyers) and pay substantial amounts of money to prepare a case to be heard by the Lloyd's Arbitration Committee. It would not be unreasonable for the owner of a boat worth \$35,000 to spend half that just to have the case decided.

To make matters even more expensive, the Lloyd's system was based on English law, which includes the provision that the loser pays both sides' attorneys' fees. Salvage claims are almost always a matter of negotiation, since the price is usually not established before the work is done. So if the boat owner's offer to settle a salvage claim was further away from the award than the demand of the salvor (and it often was), the boat owner would also be responsible for the salvor's legal fees as well. Concern over becoming responsible for the salvor's barrister fees adds pressure to the boat owner (or his insurance com-

pany) to settle the salvage claim at a higher amount than they would otherwise think is reasonable. Of course this pressure exists for the salvor as well.

The American judicial system recognized the inequities in this approach, and ruled that if both parties (the boat owner and the salvor) were U.S. citizens, they could not be forced into arbitration in a foreign country. What remained was how to give both the salvor and the boat owner the same protections provided in the Lloyd's Open Form Salvage Contract. Boat U.S. drafted a model "Open Form Salvage Contract" in 1989, which provided the needed protections and required domestic arbitration of any dispute.

Domestic arbitration refers to United States arbitration forums, including one available through Boat U.S., The Boat Owners Association of The United States' Salvage Arbitration Plan, created at the same time as the Open Form Salvage Agreement. The Society of Maritime Arbitrators (SMA) in New York and Miami Maritime Arbitration in Florida also have salvage arbitration forums.



Q: What does the term "Open Form" mean?

A: When the price or reward for the salvage effort is left open in the agreement, to be decided later when the boat is safe and the two parties can calmly discuss the matter, that agreement is referred to as an "open form salvage agreement".

Q: What if I don't sign a contract before my boat is salvaged? Can the salvor still make a claim?

A: It is important to understand that a contract is not necessary in order for a salvor to make a salvage claim. The salvor only needs to demonstrate that the effort was voluntary (he had no pre-existing obligation to come to the rescue), that he was successful and that the vessel rescued was in peril. This type of salvage claim is often referred to as "pure salvage".

Cont'd on page 7...

## Learning the Racing Rules of Sailing

Towing vs Salvage cont'd from page 6.

Q: So what if you find yourself in the predicament of needing a salvor to save your boat, you allow him to do it and now he wants you to sign a contract. Do you have to sign any contract just because the salvor puts it in front of you?

A: NO. The salvor still has a pure salvage claim against your boat. He must have your permission to render assistance if you are on board (you can not be forced into anything), but the absence of a signed agreement may mean that there will be some convincing necessary to get the salvor to resolve any dispute by arbitration as opposed to litigation. There is always litigation in Federal Court and, while not the most economical method of resolving the value of a boats "rescue", it is tried and true.

Q: What if a salvor insists that you sign a Lloyd's Open Form Salvage Contract?

A: Boat U.S. recommends that you refuse. Offer as an alternative the attached Boat U.S. Open Form Salvage Contract, or simply suggest that the salvor does not need a contract at all. You can always refuse his services and call for other commercial assistance.

Q: If I'm insured with Boat U.S., how can you help me if I'm in need of salvage assistance?

A: If you're insured in the Boat U.S. Insurance Program, call our 24 hr dispatch and we'll get you the assistance you need right away. We'll also take care of the negotiation with the salvor. Your Boat U.S. insurance policy also covers the full amount of the award, up to the boat's insured value.

Thanks to Armando Antonini for submitting this Boat U.S. article for inclusion in this Tell Tale

Are you intimidated by the rules of sailboat racing? It's all right if you are because that would put you in good company. After all, just look at the rulebook, there is no way the average person could memorize that and sail on the racecourse with confidence, and to make things even more complicated, they change the rules every four years. The truth of the matter, however, is that over 90% of the rules in the rulebook a skipper in a race never has to worry about. That's right, over 90% of the rules a racing skipper never has to worry about. Most of the rules in the rulebook pertain to guidelines for the race committee, protest procedures, banned substances (drugs), etc. The fact of the matter is that the rules racing skipper needs to concern him or herself with are limited to just a few pages and are really quite simple. And I am going to save you the trouble of buying yourself a rulebook by explaining the rules right here in the Tell-Tale for you over the next few months. Furthermore, if you have any questions or comments, you may feel free to e-mail them to me at shollis@ptd.net or calling me at 610- 406-9320 I will even include questions and answers in future issues of the Tell-Tale for the benefit of everyone else. So lets get started with what a racing skipper really needs to know regarding the rules.

### PART 2 – WHEN BOATS MEET

#### Section A – Right of Way

*A boat has right of way when another boat is required to keep clear of her. However, some rules in Section B, C and D limit the actions of a right-of-way boat.*

#### 10 ON OPPOSITE TACKS

When boats are on opposite *tacks*, a *port-tack* boat shall *keep clear* of a *starboard-tack* boat.

Port and Starboard incidents without contact are very common. There is no requirement in the rules for the onus to be on the port tack boat to prove he was clear of the starboard tack boat but conversely there is nothing in the Rules to suggest that the starboard tack boat should hit the port tack boat to prove her point.

#### 10 ON THE SAME TACK, OVERLAPPED

When boats are on the same *tack* and *overlapped*, a *windward* boat shall *keep clear* of a *leeward* boat.

#### 10 ON THE SAME TACK, NOT OVERLAPPED

When boats are on the same *tack* and not *overlapped*, a boat *clear astern* shall *keep clear* of a boat *clear ahead*.

#### 10 WHILE TACKING

After a boat passes head to wind, she shall *keep clear* of other boats until she is on a close-hauled course. During that time rules 10, 11, and 12 do not apply. If two boats are subject to this rule at the same time, the one on the other's port side shall *keep clear*.

While tacking, a boat has no right of way until she reaches a close-hauled course. She may be on close-hauled even if the sail is not full because the main-sheet is too loose. Whether the boat has movement through the water or not, is irrelevant.

Next month I will discuss Section B – General Limitations.

*Sean Hollis  
Racing*

2004

## BLUE MARSH SAILING ASSOCIATION

### OFFICERS

|                |              |              |
|----------------|--------------|--------------|
| COMMODORE      | Mike Adair   | 610-775-2438 |
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| SECRETARY      | Kathy Arentz | 610-921-9631 |
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### COMMITTEE CHAIR PERSONS

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| CHAPLAIN        | Jan Dougherty  | 610-926-5581 |
| EQUIPMENT       | Dennis Arentz  | 610-921-9631 |
| FLEET CAPTAIN   | Ron Bukowski   | 610-777-4338 |
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| HOUSE           | Dave Miller    | 610-678-7121 |
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| MEMBERSHIP      | John Hackman   | 610-678-4437 |
| PROGRAM         | Rick Spleen    | 610-369-8812 |
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