

**March 2004**

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The BoatU.S. Cooperating Group Program has proven so popular with members that club officers are renewing our "partnership" for another year. Because of this special arrangement, you get 50% off when you join the nation's largest Association of recreational boat owners. You pay one-half of the regular BoatU.S. dues of \$19.00—only \$9.50 a year!

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Contact Mike Adair for a BoatU.S. Membership application.

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**Events For March**

Thursday 3/11:

- General Meeting
- Ganly's Pub
- West Marine Speaker

Monday 3/15:

- Board Meeting.

Sunday 3/28:

- Outdoor Expo
- RACC
- 10am to 5pm.

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

Spring is less than a month away! You can feel it in some of those teaser days this month, and though we can't say goodbye to winter just yet, it's lost its punch. I'm starting to get itchy to work on the boat and get her ready for her first launch of the season.

So it seems appropriate timing that the March program is about Spring Commissioning. Rick has lined up a speaker from West Marine to remind us of all the things we should tend to once a year to be ready for safe sailing. DONT FORGET - this month's meeting will be at Ganly's Pub & Restaurant across from the Lower Heidelberg Fire Hall. If you can't join us for dinner, please come to the meeting - we'll have the room to ourselves.

Kristel and I enjoyed seeing the movie Master and Commander this past weekend - an entertaining tale of high sea shenanigans and what a little ship can do when commanded by a resourceful and clever captain. It's worth seeing if you get a chance. Maybe it will start your itch like it did mine!

*Mike Adair,  
Commodore*

## 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. 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.

*Lara Zerkowski  
Social*

## 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 non-members 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*

## Learn to Sail Class

By the time this is published, we will have completed our second session of the Learn to Sail Class. There are about a dozen people taking the class, and we've covered a lot of information so far - parts of a boat, how a boat sails, points of sail, tacking and jibing, safety, essential knots, docking, and more. In the third session, we will be talking about anchoring, rules of the road, use of the radio, reading charts, and using a tide chart. Anyone who would like to join in is welcome. The third session is scheduled for Saturday, April 3rd at 9AM.

Our 4th session will be May 8th at the lake with rigging boats, launching and retrieving, and a little sail time. I hope that some of the rest of our members will come out with their boats and give our new sailors a chance to practice what they've been learning. If you want to volunteer to bring your boat for this purpose, please let me know. Thanks!

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

*Kristel Adair, Training*



## Minutes of the February 16, 2004 Board Meeting

### Attending:

Mike and Kristel Adair, Bob Hartwich, Ron Bukowski, Mike and Jan Dougherty, Heidi Moser, Tom & Lara Zerkowski, and Sean Hollis.

The meeting was called to order by Commodore Adair at 7:35pm. January Board Minutes were accepted after noting that the Budget will be distributed to Committee Chairs in lieu of publication and will be available upon request to anyone interested.

### Treasurer:

Bob reported that the current balance is \$4,451.90. He will arrange for Ruth Miller to audit the books

### Committee Reports:

#### CBYCA:

Conrad sent a report that the next meeting will be February 21 at Buomi Shine in Whitmarsh, MD. Conrad, Russ, Armando and Mike plan to attend. The Pennsylvania legislature is considering merging the Game Commission with the Fishing and Boating Commission. BMSA is interested in how this will affect funding for boating activities.

### Safety:

Heidi reported that the Water Safety Festival Committee met and is anticipating good attendance at this year's event.

### Membership:

So far we have over 100 member renewals.

### Publicity:

Tom gave the status of ads for the log-book.

### Fleet Captain:

Ron reported both the Spring and Fall Cruises will be coordinated to include the Power Squadron. The Spring Cruise will be June 4, 5, and 6 and held in the Tilghman Creek/Castle Harbor area and the Fall Cruise date will be September 17 to 19. Ron anticipates a rendezvous on Turner Creek the 17<sup>th</sup> and at Georgetown the 18<sup>th</sup> with dinner at The Granary. He also reported that the Lake Michigan trip July 17-23 currently has 4 boats signed up.

### Racing:

Sean reported he has applied for the race permits. Another race committee meeting will be held soon.

### Training:

Kristel reported 12 people are participating in her class. So far she has covered theory and a few knots. The next session will address tacks, jibes, safety and docking.

### OLD BUSINESS :

No old business.

### NEW BUSINESS:

Commodore Adair discussed the Boat US discount available to BMSA members. BMSA was enrolled on this program in the past, but did not continue staying enrolled.

The meeting was adjourned at 8:20 pm.

*Respectfully Submitted,  
Janice Dougherty  
Secretary Pro Tem*

## ICW Restrictions in North Carolina

For anyone interested in taking a trip along the Atlantic Intracoastal Waterway below is a summary of an alert found on the Atlantic Intracoastal Waterway Association's (AIWA) website:

[www.atlintracoastal.org](http://www.atlintracoastal.org)

This should be of interest to sailors who sail or plan on sailing the ICW.

Lockwood's Folly, a portion of the Atlantic Intracoastal Waterway in North Carolina, is experiencing severe shoaling and commercial traffic is being restricted to navigating only during high tides. The result is that barges are waiting, sometimes for as long as 12 hours before navigating through the area.

The U.S. Coast Guard has declared a safety zone at Little River Buoy 47 and 48. Commercial vessels with greater than three feet of draft can only transit with permission during high water.

The Corps of Engineers does not have money in their budget to do emergency dredging to open up the waterway. The situation is dangerous and totally unacceptable.

AIWA is asking that everyone contact their members of Congress today and ask them to provide emergency funds for the US Corps of Engineers, Wilmington District to dredge this area. Members of Congress need to hear from their constituents in the boating community about this situation before it becomes worse.

Shoaling and lack of funds to dredge the ICW has been in the news a lot lately. While the noted restrictions apply to commercial vessels boats with deep draft will be forced to find alternate routes. This means in all likelihood going offshore to safely navigate the east coast.

## Trainer's Talk

I don't think anyone would argue that it's important to have the right tool for the job. A jury-rig can get you through in a pinch, but you wouldn't want to bet money on it. The same is true for the lines you use on your boat.

A sailboat makes use of lines for many different purposes - halyards, sheets, docking, anchoring, pulling a dinghy to name a few. The demand on those lines is different, however, for the various functions, and it makes sense that they might be made of different materials and have specific properties. Let's examine three commonly used types of line:

Nylon - has the ability to stretch, is high-strength, rot-proof, mildew-proof, resistant to abrasion.

Dacron - has only a slight stretch and is also high-strength.

Polypropylene - low stretch, slippery feel, lower strength, and floats.

Which would seem to be the best choice for docklines? For halyards and sheets? What use is there for a lower strength line that floats? Think of the demand put on the various lines you use:

**Docklines:** You definitely want a very strong line to keep your boat in position, especially under more severe conditions. Would you want it to stretch? Yes, having some give in the line reduces jerking with wave action. Rot proof? Docklines spend a lot of time in the sun and water so this is an asset. What about resistance to abrasion? Docklines take a lot of wear around your deck fittings, pilings, and cleats so this is also a necessary feature. The choice is nylon.

**Anchor line:** Much of the same demand is made on your anchor line as on your docklines, so again, nylon is the best choice.

**Halyards and sheets:** What is the demand for strength on these lines? Less in light air than in heavy, but you certainly don't want to think about having anything but strong running rigging when you most

need to depend on it. What about stretchability? Once you pull the sail up the mast, do you want there to be any give in the halyard when the wind builds? Do you want your sheets to give once you've trimmed the sails the way you want them? The answer is no, so you want low stretch in these lines. Dacron is a good choice.

When do you want a line to float? When it's used in the area of your propeller, for one. Polypropylene is often used for dinghy tow lines (painters), and of course, if you're doing any water skiing behind your sailboat, you'll find ski tow ropes are made of polypropylene.

Caring for your lines is simple. Rinse them with fresh water if they've been in salt water. Try to keep them out of the sun as much as possible to avoid degradation from ultraviolet rays. Coil them neatly when not in use and store them in a ventilated area if possible. When they develop cowtails, repair them or retire them. Take good care of your equipment and it will take care of you!

*Kristel Adair  
Training*

## VAGABONDS/DAYSAILS FOR 2004

Don't despair! Winter is ending soon and Spring will be ushering in a new season of sailing! Plan now to join us this year in vagabonding to a variety of sailing venues. This will go a long way to improving your trailering skills as well as honing your sailing ability. This is just another way to enjoy our favorite sport in the company of your BMSA friends.

This year we hope to increase participation in these events by changing the format somewhat. We plan to camp, when possible, instead of staying at motels and dining-in instead of out. This should lighten the load on the wallet. The rest of the routine remains the same: meet at a Reading location on Saturday morning, drive to the weekend sailing venue, launch and sail on Saturday, pull boats out and stay overnight, sail on Sunday to mid-afternoon, return to Reading by Sunday evening. If you are unable to participate both days you are very welcome to join us on a daysail. Details on each vagabond will be forthcoming in the Tell-Tale prior to the event. This is intended as a heads up so you can get the dates on your calendar. If you have any questions, suggestions, or concerns, please call me at 610-678-0683 or send me an e-mail at [tjstoner@msn.com](mailto:tjstoner@msn.com).

Tom Stoner

Our tentative schedule and sailing locations are:

May 22-23

Codorus State Park  
South of York.

June 19-20

Elk Neck State Park.  
Elk River on Chesapeake.

July 10-11

Chester River.  
View the Log Canoe Races.

July 31 & August 1

Northeast River.  
Hances Point Yacht Club.

August 28-29

Dobbins Island.  
Raft-up on Magothy River.

## Events Schedule for 2004

### 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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### FOR SALE: HOBIE 16 w/ TRAILER

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## Learning the Racing Rules of Sailing

### Rules of Racing Part II

Last month we discussed the Right of Way Rules, rules 10, 11, 12, and 13 – I apologize that they showed up in the Tell-Tale as rules 10, 10, 10, and 10, I assure you that it won't happen again. This month we will begin with Section B – General Limitations.

#### Section B – General Limitations

14. **Avoiding Contact.** A boat shall avoid contact with another boat if reasonably possible. However, a right-of-way boat or one entitled to room
- (a) need not act to avoid contact until it is clear that the other boat is not keeping clear or giving room, and
  - (b) shall not be penalized under this rule unless there is contact that causes damage.
- Any boat shall avoid contact, and can be penalized for not trying to avoid it, even if she has right-of-way. If the right-of-way boat tries to avoid contact and fails, and the contact does not result in damage 'that would ordinarily be promptly repaired', then she is still in the clear. However, if the contact causes damage, a right-of-way boat can still be penalized. See ISAF Case 19.

There is no rule that demands hailing before an unforeseen alteration of course, but hailing could still be one way of 'avoiding contact with another boat if reasonably possible', so it is wise to hail. Cases 14, 23, 26, 30, 50, 54, 87, and 92 contains further interpretations of this rule.

15. **Acquiring Right of Way.** When a boat acquires right of way, she shall initially give the other boat room to keep clear, unless she acquires right of way because of the other boat's actions.
16. **Changing Course**
- 16.1 When a right-of-way boat changes course, she shall give the other boat room to keep clear.
- 16.2 In addition, when after the starting signal boats are about to cross or are crossing each other on opposite tacks, and the port-tack boat is keeping clear of the starboard-tack boat, the starboard-tack boat shall not change course if as a result the port-tack boat would immediately need to change course to continue keeping clear.
17. **On the same tack; proper course**
- 17.1 If a boat clear astern becomes overlapped within two of her hull lengths to leeward of a boat on the same tack, she shall not sail above her proper course while

they remain overlapped within that distance, unless in doing so she promptly sails astern of the other boat. This rule does not apply if the overlap begins while the windward boat is required by rule 13 to keep clear.

17.2 Except on a beat to windward, while a boat is less than two of her hull lengths from a leeward boat or a boat clear astern steering a course to leeward of her, she shall not sail below her proper course unless she gybes.

The rules define Proper Course as: "A course a boat would sail to finish as soon as possible in the absence of the other boats referred to in the rule using the term. A boat has no proper course before her starting signal."

#### Section C – At Marks and Obstructions

To the extent that a Section C rule conflicts with a rule in Section A or B, the Section C rule takes precedence.

18. **Rounding and Passing Marks and Obstructions:** In rule 18, room is room for an inside boat to round or pass between an outside boat and a mark or obstruction, including room to tack or gybe when either is a normal part of the maneuver.
- 18.1 **When This Rule Applies:** Rule 18 applies when boats are about to round or pass a mark they are required to leave on the same side, or an obstruction on the same side, until they have passed it. However, it does not apply
- (a) at a starting mark surrounded by navigable water or at its anchor line from the time the boats are approaching them to start until they have passed them, or
  - (b) between boats on opposite tacks, either on a beat to windward or when the proper course for one or both of them to round or pass the mark or obstruction is to tack.
- 18.2 **Giving Room; Keeping Clear**
- (a) **OVERLAPPED – BASIC RULE**  
When boats are overlapped the outside boat shall give the inside boat room to round or pass the mark or obstruction, and if the inside boat has right of way the outside boat shall also keep clear. Other parts of rule 18 contain exceptions to this rule.
  - (a) **OVERLAPPED AT THE ZONE**  
If boats were overlapped before either of them reached the two-length zone and the overlap is broken after one of them has reached it, the boat that was on the outside shall continue to give the other boat room. If the outside boat becomes clear astern or overlapped inside the other boat, she is not entitled to room and shall keep clear.
  - (a) **NOT OVERLAPPED AT THE ZONE**  
If a boat is clear ahead at the time she reaches the two-length zone, the boat clear astern shall thereafter keep clear. If the boat clear astern becomes

overlapped outside the other boat she shall also give the inside boat room. If the boat clear astern becomes overlapped inside the other boat she is not entitled to room. If the boat that was clear ahead passes head to wind, rule 18.2(c) no longer applies.

(a) **CHANGING COURSE TO ROUND OR PASS**  
When rule 18 applies between two boats and the right-of-way boat is changing course to round or pass a mark, rule 16 does not apply between her and the other boat.

(a) **OVERLAP RIGHTS**  
If there is reasonable doubt that a boat obtained or broke an overlap in time, it shall be presumed that she did not. If the outside boat is unable to give room when an overlap begins, rules 18.2(a) and 18.2(b) do not apply.

18.3 **Tacking at the Mark:** If two boats were approaching a mark on opposite tacks and one of them completes a tack in the two-length zone when the other is fetching the mark, rule 8.2 does not apply. The boat that tacked

(a) shall not cause the other boat to sail above close-hauled to avoid her or prevent the other boat from passing the mark, and

(b) shall give room if the other boat becomes overlapped inside her, in which case rule 15 does not apply.

18.4 **Gybing:** When an inside overlapped right-of-way boat must gybe at a mark or obstruction to sail her proper course, until she gybes she shall sail no farther from the mark or obstruction than needed to sail that course.

18.5 **Passing a Continuing Obstruction:** While boats are passing a continuing obstruction, rules 18.2(b) and 18.2(c) do not apply. A boat clear astern that obtains an inside overlap is entitled to room to pass between the other boat and the obstruction only if at the moment the overlap begins there is room to do so. If there is not, she is not entitled to room and shall keep clear.

19 **ROOM TO TACK AT AN OBSTRUCTION**

19.1 When safety requires a close-hauled boat to make a substantial course change to avoid an obstruction and she intends to tack, but cannot tack and avoid another boat on the same tack, she shall hail for room to do so. Before tacking she shall give the hailed boat time to respond. The hailed boat shall either

(a) tack as soon as possible, in which case the hailing boat shall also tack as soon as possible, or

(b) immediately reply 'You tack', in which case the hailing boat shall tack as soon as possible and the hailed boat shall give room, and rules 10 and 13 do not apply.

19.2 Rule 19.1 does not apply at a starting mark surrounded by navigable water or at its anchor line from the time boats are approaching them to start until they have passed them or at a mark that the hailed boat can fetch. When rule 19.1 applies, rule 18 does not .

*Sean Hollis  
Racing*

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## Blue Marsh South Sailors Send their Greetings

The past and present Blue Marsh members who are now residing in south and southwest Florida send their best wishes to their friends and fellow sailors in the north. I recently spent several days warming up in the Fort Lauderdale and Cape Coral area visiting old friends and taking advantage of the wonderful warm weather. I had the opportunity to do some daysailing, kayaking, and visiting several areas on both coasts.

My first sail of 2004 took me back to the decks of Henry Bornemans' boat, "Determined". Having assisted Henry in October 2002 in moving "Determined" south it was nice to be back aboard. I was quick to notice several changes that have occurred now that the boat resides in Henry's backyard. The refinished brightwork being the most obvious change. We daysailed along with a crew of John and Eileen Banis down the Caloosahatchee River to Pine Island where we had lunch. On our return we explored several of the newer marinas in the Cape Coral area. It was a wonderful day on the water with Sanibel and Captiva Islands as our background.

On my second daysail Henry and I joined John Banis on his Catalina, the "Aimee Lee". We sailed out across Charlotte Harbor on a beam reach, with a nice warm southerly breeze. We set course for Boca Grande and the entrance to the Gulf of Mexico. Upon arriving at Boca Grande we quick ducked out in to the Gulf for a quick look around. We then turned around and again on a beam reach headed back to the marina in time to go out for dinner with Eileen and Marian. On both days sailing numerous birds and dolphins accompanied us playing in our wake .

After leaving the west coast I returned to the east coast and spent some time with Pat and John Huntley. I toured Fort Lauderdale checking out the "small" boats along the ICW and the city in general. I also spent a day visiting South Beach in Miami Beach. Overall, I had great weather and a nice reprieve from the frigid Pennsylvania winter. Now I'm looking forward to Spring and returning to the waters closer to home on both the sailboat and kayak.

*John Hackman*

2004

## BLUE MARSH SAILING ASSOCIATION

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