

October 2004

October Meeting

Please join us on Thursday, October 14 at the Lower Heidelberg Fire Company. The folks from West Marine will once again be joining us this time to discuss preparing your boat for winter storage. We promise everyone their discussion will not be as long as the Spring commissioning presentation they gave at the March meeting.

Fire Company Breakfasts to Resume

The Lower Heidelberg Fire Company will once again be serving Sunday morning breakfasts. The breakfasts begin at 7:30a.m. and run until 12 noon. There will be a wide menu to chose from. The breakfast dates are as follows:

- October 24
- November 21
- December 19
- January 30
- February 27
- March 13
- April 10

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Save the Date For a Race

Make sure you put the following dates on your calendar.

Sunday October 17

Saturday November 6
Turkey Race

We are looking forward to great racing year we look forward to seeing you on the water.

Help Wanted

Blue Marsh Sailing is still looking for Officers and Board Members for 2005. We are in need of a Vice Commodore, Program Chair and Chaplain. We have asked numerous people but apparently no one is willing to come forth and fill these important positions. This is you club and can only be as good as your involvement makes it. Anyone interested in offering their service please contact John or Mike as soon as possible.

Thank You!!

Events For October

- Thursday 10/14:
General Meeting.
- Sunday 10/16:
Social.
- Sunday 10/17:
Race.
- Monday 10/18:
Board Meeting.

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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)

Commodore's Corner

Charley, Frances, Ivan, Jeanne, who else must we entertain and dance around with our plans to go sailing? Ivan put the kibosh on the Fall Cruise, a disappointing but well-advised call to cancel, thank you, Ron. It would probably have been the biggest turnout we'd have had on a Fall Cruise in years, but such is the whim of Mother Nature.

Kristel and I went kayaking today at Blue Marsh. As soon as we arrived at the Old Church Road lot, the wind picked up and I said that I thought we brought the wrong watercraft. And with that out of my mouth, the wind died. Good old Blue Marsh. Up and down the wind went today, but had we brought the sailboat we probably would have done ok.

It was, however, a great morning to paddle and we made it all the way up to Bernville and up some little creek with a tiny rapids to cross for an added little thrill. None of the fisherman we passed were catching a thing, but as one said, that wasn't why they were there. They were there to eat hoagies, drink beer, and just be on the water. Kind of like not being able to sail. It's good to have a Plan B.

*Mike Adair,
Commodore*

For Sale:

Galvanized **LOAD RITE** Trailer. 5' by 10' Tilt Bed, Single Axel, Lightly Used Excellent Condition. Outdoor Ply Deck Painted with Marine Enamel.

Please contact John for more info. 610-678-4437 or jlhack@yahoo.com.

Minutes of the September 13, 2004 Board Meeting

Attending:

Mike & Kristel Adair, John Hackman, Bob Hartwich, Ron Bukowski, Heidi Moser & Dennis & Kathy Arentz

Commodore Adair called the meeting to order at 7:40PM.

Changes to September Minutes: The correct date for the next race should have been September 12th and not October 2nd.

Treasurer:

Bob reported that the current balance is \$2,896.16

CBYCA:

Per John, new officers have been elected.

Chaplain:

No report

Equipment:

No Report

House:

No Report

Membership:

John reported there are 111 Blue Marsh members as of this date.

Publicity:

No Report

Fleet:

It was reported by Bukowski there are 9 boats coming to the Fall Cruise. Hopefully it will be good weather. If the weather doesn't co-operate, Kristel and Ron discussed a possible land cruise.

Racing:

Mike reported for Sean and stated there was a race on Sunday and there were 3 boats participating. The wind was terrible and someone ran aground. Paul won 1st place and Tom S. won 2nd place. Sean operated the committee boat. The next race is October 2nd and after that October 17th. The Turkey race is in November.

Training:

Kristel reported the events for this year are completed. Although a CPR course is in the works for early 2005.

Vagabond:

No Report

Programs:

Mike reported in Rick's absence and verified that West Marine is locked in for the October meeting and the program will be about winterizing your boat.

Safety:

Heidi reported the final wrap up for the Water Safety festival picnic is on September 25th.

Social:

Kristel reported for Lara and stated the \$100. deposit has been received by Galen Hall. Two checks have been received so far for the Commodore's Ball. Tom Z. is working on decorations. Materials have been purchased and the DJ has been arranged.

Stores:

Mike reported that the t-shirts were found. The following amounts were made at the September meeting: \$2.00 on glasses, \$9.75 on 3 1997 Regatta T-shirts that were auctioned off, and \$3.00 on beverages.

Tell-Tale:

It was reported by John that Doug will take over for him and he will go over the format of the Tell-Tale with him.

Old Business:

None

New Business:

The Board discussed redesigning the Blue Marsh Logo. Developing a new logo could improve our graphic presence in the community. A possible idea is to create a contest. Does anyone have an idea? It must give a sense of what the organization stands for.

John is still looking for a Vice Commodore, Chaplain, Publicity, and Vagabond.

The Board also discussed changing the general meeting nights. Membership must be notified and then noted on at the next meeting. They discussed taking a poll asking what night of the week would be better. The Board is leaning towards

Racing News

Wednesday nights. Any input prior to the vote would be appreciated. Please be present at the December meeting to vote. We invite comments prior to the vote at the December Holiday party.

There has been some question on which meeting at the end of the year is the change over meeting. It is the November Board meeting.

The Board also discussed cutting back on the vagabonds and maybe having more day sails.

The Board also discussed getting members together during the winter months for social events and they also discussed different ways to get members to attend more of the Blue Marsh general meetings.

The meeting was adjourned at 8:55 PM by Commodore Mike Adair.

*Respectfully Submitted,
Kathy Aronitz*



It's that time of year again when we start wrapping up our sailing season and start thinking of winterizing our boats. Before you put your boats away for the season, keep in mind that we have three more races to go. Our next race will be held on Saturday, October 2nd. We will follow that with a race on Sunday, October 17th and wrap up the season with the Turkey Race on Saturday, November 6th. As usual, anyone looking to crew for someone else, or needing crew please contact me. At this time I have 2 people looking to crew for someone on October 2nd. Also, we are also looking for volunteers for service on the committee boat for these final three events. Come on out and enjoy an afternoon on the water, it beats mowing the grass every time. Remember, races start at about 11:00 AM and are preceded with a skippers meeting at 10:30 AM.

Results
August 21 Race Cancelled – Thunder, Lightning, and Rain.

September 12
Race 1
1. Paul Dovin
2. Tom Stoner
3. Lou Brown

Race 2
1. Paul Dovin
2. Tom Stoner
3. Lou Brown

Race 3
1. Tom Stoner
2. Paul Dovin
3. Lou Brown

Does Our Logo Need a Fresh Look?

It was brought up at the last board meeting that our club logo might be due for an updated look. We realize that this has been brought up before, which means it has concerned some of us in the past, but we have not found a design that we liked better so we have stayed with the original designed by Charlene Jamison, one of our past Commodores.

What made the board pursue this is that several of our members didn't realize the clever illustration actually spelled out the letters "BMSA". Perhaps too clever? While we might have a sentimental attachment to this logo, we need to consider whether it is working for us as well as it should.

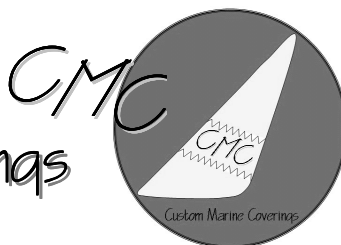
Having designed logos professionally for the last 20 years, the rules for an effective design have always been the same: 1) Readability, 2) Conveying the essence of the organization, and 3) communicating a tone or attitude. What do we want the BMSA logo to communicate in the most effective way possible? Here are some key words: sailing, boats, water, fun, friends, relaxing, group, togetherness, sociable... you can add some of your own. These are the impressions we want to communicate with our logo.

With this modern age of computers and lots of typefaces at our disposal, and lots of us having graphics programs available, we'd like to have our members help us come up with some new designs to consider. If you want to participate, bring tight sketches or computer-aided graphics of your logo idea(s) to the Christmas party. Since designing a logo is rarely a once and done effort, we'll take as much time as is needed to combine ideas or finetune them. Hopefully, sometime this winter we can adopt an exciting new identity for our logo that will serve us well in the future.

If you have any questions about helping with the logo design, please contact me.

Kristel Adair
610-775-2438 or kristela@aol.com

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Trainer's Talk

One of the many pleasures of an overnight boat outing is finding a peaceful spot to drop the hook and spend the night at anchor. There are a number of things to consider, and being prepared can help keep delight from turning into disaster.

1. Know the weather forecast. Heavy wind or waves can put added strain on your anchor line causing drag, not to mention a rocky night of sleep.

2. Make sure your anchor is suitable to the boat and conditions. Is your anchor of sufficient size/weight to hold your boat? Is it the right type for the bottom characteristics of the anchorage, i. e. sand, mud, rock, grass, etc? Some boaters carry more than one type.

3. The anchor rode (line) is as important as the anchor itself. Adding a length of chain between the anchor and the line increases the security of the rode because it is less likely to drag. Be sure the line is made of nylon -- its assets are superior strength and ability to stretch and withstand shock.

4. Use the proper scope. Scope is the amount of line you put out to securely hold your boat in the conditions. It is based on a ratio of length of line to depth of water which includes the distance from the water surface to the holding spot on the boat. For example, if you are in 10 feet of water and the distance from the water surface to your cleat is 2 feet, you need to consider the total depth to be 12 feet. General rule of thumb is a) 3:1 for a short stop like lunch, i.e. 3 feet of anchor line for every foot of depth; b) 7:1 for calm conditions; and c) 10:1 for less than calm conditions. These rules should be adjusted appropriately depending on conditions.

TIP: Mark your anchor line every 10 feet so that you can easily measure out the scope. Waterproof ribbon tied into the line works well.

5. Be smart about how you select your anchorage. Take advantage of cruising guides or local knowledge to tell you if it's right for you. Select a spot that offers good protection from prevailing wind and waves, and sufficient water depth even at low tide. Make sure you have room to swing 360° in case of a wind shift. And make sure you have enough space from other boats at anchor. If you have your hook down and another boater drops too close to you, you can ask him to move.

6. When dropping your anchor, do so when moving slowly or not at all turned into an upwind position. Drift or back down from the anchor until the appropriate scope is let out, then "snub" it by securing the line to a cleat and putting reverse pressure on the line. You want the line to feel tight, not loose and dragging.

7. Note your position immediately upon anchoring. Some boaters triangulate their position by taking compass bearings on three distinctive landmarks. Even if the boat swings with a

wind shift and the bearings change, the degree difference between the bearings should remain the same. If the degree difference changes, it's an indication you might be dragging anchor. Check the bearings every so often to make sure your hook is secure.

8. Use a white light at the masthead when in anything other than a designated anchorage. Some captains feel it's better to be safe than sorry and use their anchor light at all times.

These are just the basics you'll need to know for a successful anchoring in gentle conditions. There are other strategies for rockier weather and/or geographic conditions. Find out more by taking a US Power Squadron or US Coast Guard Seamanship course, or reading a reliable reference book like Chapman's.

*Kristel Adair
Training Chairman*



Events Schedule for 2004

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

Welcome New Members

This month we would like to welcome one new members to Blue Marsh Sailing. We look forward to see Robert Ciferri at our upcoming meetings.

For you logbooks:
 Robert Ciferri
 501 Berks Place
 West Lawn PA 19609
 610-670-6126
 rwc135@psu.edu

News on the Waterways

The Snakehead is a fish from Asia that has been found in VA and MD waters. The fish eats other fish and it is believed that it could take over the ecosystem of the waterways, if not controlled. The Snakehead Fish prefer shallow, vegetated waters and do not tolerate saltwater. The largest Snakehead caught by an angler with hook and line was 24.96 inches. When caught by an angler, the angler is requested to NOT RELEASE THE FISH. The angler is asked to kill it as humanely as possible with a blow to the head, and then get it on ice immediately. VA Anglers are then asked to call VDGIF on their toll free number at 1-800-770-4951 and MD Anglers are asked to call the MD Dept of Natural Resources at their toll free number of 1-877-520-8367 extension 8230. For more information on Snakeheads, go to the VDGIF website of www.dgif.virginia.gov

PFDs - At a recent meeting of the Boat Act Advisory Committee in MD, there was a discussion on a new special PFD for children under the age of four that will be required by 2006. The National Boating Federation encourages the development of a model act requiring the wearing of PFDs on all recreational vessels 21 feet and under, while underway. Currently most states require PFDs for children and all PWC operators. Some commercial fishermen and recreational boating groups view the federal guidelines as too restrictive. At present, the Coast Guard Federal Personal Floatation Device regulations enacted in 2003 require PFDs on anyone under the age of 13 who is on deck of a boat less than 21 feet long. There is also a new "waist strap PFD" available that is Coast Guard approved when worn, available now. They are inflatable with a pull strap that is connected to a canister. The price of the "waist strap PFDs" (\$ 65-75) are close to half the price of an automatic "suspender PFD"(\$ 125-145).

Pennsylvania's changes in the DUI law for cars did not make it to boats yet. But, I am sure it will. The DUI law for driving a car changed from 0.10 to 0.08 last fall. At present, the limit to operate a boat remains 0.10 in Pennsylvania. A bill is being con-

sidered to change the PA law on boat driving to the same as driving a car. There is a mandatory driver's license suspension for DUI drivers in PA and DUI boaters face a loss of boating privileges for a year. There is some consideration of enforcing the DUI for cars and boating to revoke both car and boat driving privileges for either a car or boat DUI. If that would get approved, one would lose both car driving and boat driving privileges with a DUI violation on the water or in a car.

Communications in the boating community is changing. Vessel owners are encouraged to equip their boats with VHF-FM radios equipped with Digital Selective Calling (DSC). In addition they are asked to register with Boat US to obtain the Mobile Maritime Service Identity (MMSI) number and to interface the VHF radio to their GPS. If properly registered with an MMSI number and interfaced with GPS, the DSC radio signal transmits vital vessel information, position, and the nature of distress at the push of a button when Rescue 21 is fully operational. To see Rescue 21's role-out schedule, visit www.uscg.mil/rescue21.

Clean Marina Initiative. MD, VA and the District of Columbia have clean marina programs. Boaters are recommended to check with a marina or yacht club if they are Certified or in the process of becoming Certified as a Clean Marina.

*PC Conrad Vanino, Jr.
 Delegate CBYCA*

2004

BLUE MARSH SAILING ASSOCIATION

OFFICERS

COMMODORE	Mike Adair	610-775-2438
VICE COMMODORE	John Hackman	610-678-4437
SECRETARY	Kathy Arentz	610-921-9631
TREASURER	Bob Hartwich	610-779-4520
REAR COMMODORE	Pat Shalter	610-678-1531

COMMITTEE CHAIR PERSONS

CBYCA DELEGATE	Conrad Vanino, Jr.	610-777-2599
CBYCA ALTERNATE	Russ Witzke	610-775-9704
CHAPLAIN	Jan Dougherty	610-926-5581
EQUIPMENT	Dennis Arentz	610-921-9631
FLEET CAPTAIN	Ron Bukowski	610-777-4338
HISTORIAN	Jan Stoner	610-678-0683
HOUSE	Dave Miller	610-678-7121
LIBRARIAN	vacant	
MEMBERSHIP	John Hackman	610-678-4437
PROGRAM	Rick Spleen	610-369-8812
PUBLICITY	Tom Zerkowski	610-779-2305
RACING	Sean Hollis	610-406-9320
SAFETY	Heidi Moser	610-779-5582
SOCIAL	Lara Zerkowski	610-779-2305
STORES	Anna Grace	610-678-8709
TELL TALE	John Hackman	610-678-4437
TRAINING	Kristel Adair	610-775-2438
VAGABOND	Tom Stoner	610-678-0683

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