

## Turkey Race

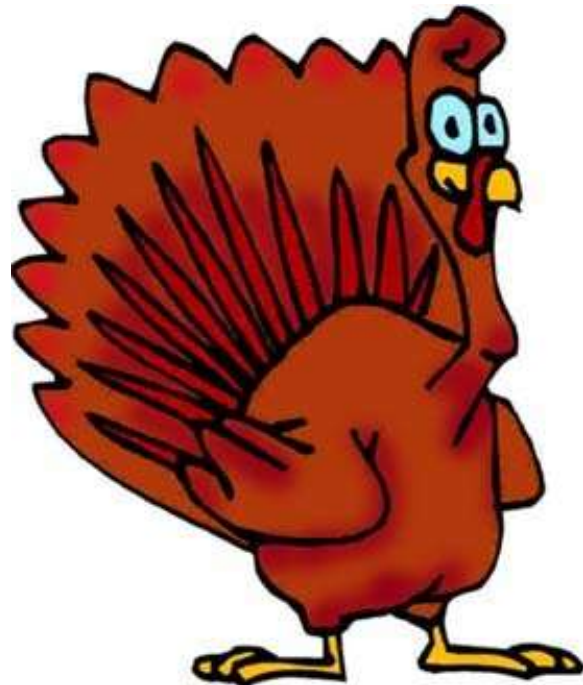
**November 2006**

It's that time of year again when we close out another sailing season with our annual Turkey Race. As in the past we will be providing food and beverages for those who participate. This year it looks like we are going to have a good turnout, therefore Paul and I have decided that we will have an A-fleet and a B-fleet. Paul Dovin, Sean Hollis, Tom Stoner, any non-members who happen to show up, and anyone else who chooses will race for 1 turkey in the A-fleet. All others will race for at least 2 turkeys in the B-fleet.

We have one chase boat lined up but are looking for volunteers for additional chase boats. Anyone looking to volunteer in any capacity can feel free to call Sean Hollis (610) 406-9320 or Paul Dovin (610) 856-1128 to offer your assistance. I am also looking for people interested in crewing for others. If you would like to participate but need crew, give me a call as well.

We will begin with a brief skippers' meeting at 10:30 and the racing will begin at 11:00. I will be bringing along a pair of hip waders to assist in removing boats after the race in the event that the docks have been removed. At this time the forecast is for good conditions and I look forward to seeing many of you up at the Lake.

Sean Hollis  
Rear Commodore



## Turkey Race Door Prize

A donation has been made (it is a surprise) for a drawing after the Turkey Race this weekend. Anyone participating in the Race as a contestant or as racing staffing is eligible.

### **Events in November**

Sat, 11/4 ----- Turkey Race  
Sat, 11/11 ----- Commodore's Ball  
Mon, 11/13 ----- Board Meeting

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**October 16, 2006 Board Meeting Minutes**

Can you believe that this is my last Commodore's Cornor message? How time flies when you are having fun, This has been a good year, despite some trials regarding the weather and scheduling conflicts. Now I am ready to turn the helm over to the newly elected commodore, Ron Bukowski. Have a great year!

We still have a few exciting activities left for this year. The last race for the year- our traditional Turkey Race, will be held on November 4th on Blue Marsh Lake. Wouldn't it be nice to have some nice warm weather for that day?

The following Saturday is the Commodore's Ball at the Riveredge. This is a lovely evening of good food and friends and dancing. Get your reservations in right away so that you don't miss this gala event of the year. As we finish out this year, I would like to thank everyone for the support that I have had this past year. I am thankful for the good friends that I have in this organization and I am hoping that Ron will enjoy the same support in his new endeavor. We both would like to see every member participate in club activities. See you there!

Heidi Moser,  
Commodore

October Meeting

The photo contest at the October meeting was a great success. The event was well attended and everyone enjoyed the photos taken by our members. Our members do alot of traveling to alot of interesting places, so it is fun to share their memories with the rest of us, through their great photos.

Some favorite photos this year included a picture of a group of Chinese children by Tom Stoner, the bright sunset by Henry Borneman, and a beautiful country scene by Lou Brown. There were 2 wonderful shots from the Apostle Islands by Judith Kraines. One of which was voted Best of the Show, by our members. Very Beautiful!

Heidi Moser

**Attending:** Heidi Moser, Kristel & Mike Adair, Ron Bukowski, Mike Gent, Sean Hollis, Doug Hill, Dave Miller, Jan & Tom Stoner, Mike and Jan Dougherty.

The meeting was called to order at 7:38 pm by Commodore Moser.

**Treasurer:** Balance is \$4,272.84.

**Committee Reports:**

**Chaplain:** Neil Hoffman is recovering from back surgery.

**Equipment:** Sally Koch still has the committee boat.

**House:** Breakfasts will be held the 2<sup>nd</sup> Sunday of each month. Dues will be due the first of the year.

**Library:** Jan moved we purchase a wheeled base (to a limit of \$40) so the library cabinet can be moved. Heidi seconded. Motion carried.

**Membership:** Membership currently stands at 101.

**Program:** The November program will be replaced by the Commodore's Ball. The Christmas party will be held Friday, December 1.

**Publicity:** The Reading Eagle now has one website to enter each event we wish to publicize. Mike Gent is keeping this up to date.

**Racing:** The Turkey Race to be held November 4 was discussed. The permit has been obtained. A chase boat is needed. Hot dogs and hot beverages will be available after the race.

**Social:** Plans are progressing for the Commodore's Ball to be held November 11. The Club will furnish the ham and dessert for the Christmas party. All others are to bring side dishes and appetizers.

**Vagabonds:** Wallenpaupak will be October 21/22. At this point, we are planning on 7 couples.

**OLD BUSINESS:**

The Most Active Sailor Award was discussed. Sean moved and Heidi seconded that this award be tabled for this year since its original purpose of encouraging sailing activity by members is no longer being served. Motion passed.

The meeting adjourned at 9:00 pm.

Respectfully submitted,

Jan Dougherty,  
Secretary

**Schedule of Events**

| <u>December</u> |                   |
|-----------------|-------------------|
| 1, Fri          | - Christmas Party |
| 4, Mon          | - Board Meeting   |

Lower Heidleberg Fire Company  
Sunday Breakfast schedule:

November 12  
December 10  
January 14  
February 11  
March 11  
April 8

Breakfast is searved..  
7:30AM till 12:00 Noon.

## My Fall Cruise

This past September I decided to charter a sailboat for a long weekend of sailing on the Chesapeake Bay. Besides my wife Debbie, I also invited along my good friends Dick and Jane, not their real names. For our weekend adventure I had chartered a 37' Beneteau, *Wind Venture*, from Haven Charters in Harbor Haven Marina in Rock Hall Maryland. Our adventure began on a Friday night with our drive down to Rock Hall and a Friday night sleeper.

Saturday morning we arose, had a light breakfast, took our showers and other personal business and then had our check out with Jackie of Haven Charters. When complete with the check out we were given forms that we had to complete showing any existing damage to the boat that we were to return to the charter office before our departure, then Jackie left us. Dick and I handle the task of completing this form and anticipating any damage we might cause in the coming days. We then went to the charter office to drop off the "anticipated damage" form and while there we met Haven Charters helper Sadie. My eyes met Sadie's and I knew in an instant that I just had to have a moment with her, so with Dick and Jackie watching I got down on the floor and rolled around for a couple of minutes with this attractive blond. Being a golden retriever owner myself, I had a good idea what she wanted and when I got up off the floor I noticed a little extra wag in her tail that wasn't there before that indicated I had indeed given her what she wanted.



As Dick and I left the office Jackie asked if we had any questions before we left. I turned and said, "Yes, what are all those ropes on the boat for?" Jackie had a rather incredulous look on her face and responded with "Your kidding me, right?" To which I answered "I guess you'll find out on Monday." We motored out of the marina and Swan Creek and into the open bay. As soon as we were out of Swan Creek we raised the Main with a reef in it and let out a partially furled headsail. When we take these trips, Dick and I have found that it is best to not make definite plans, but rather wait and see what the conditions are like and the most up to date forecasts are and make a decision at that time. The forecasts on Friday were for winds to be coming out of the south at about 10 - 15 knots on Saturday and Sunday with a front passing through late Sunday afternoon and winds of about 8 - 10 knots out of the north on Monday. As it turned out, this forecast turned out to be right on the money.

*(continued next page)*

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*(My Fall Cruise, continued)*

On the drive to Rock Hall Friday night we discussed possible destinations and decided that we wanted to go somewhere that we had not been to before and to try to avoid going North on Saturday but saving a downwind sail for our return sail on Monday. We decided to head to Cambridge for our Saturday evening destination. However, once out on the bay with a steady wind of about 12 -15 knots and white caps all around, we decided that our 37' boat with a displacement of just 12,000 pounds was drastically underballested for these conditions and Debbie and Jane's comfort. We quickly decided to continue beating south but then fall off onto the Chester River and then run with the wind to Chestertown.

Our first real test of the weekend came when we were at the southernmost point of our trip near the mouth of the Chester River when a cry of alarm came from the swim platform, where Debbie and Jane were enjoying a glass of wine and dragging their feet in the water. Jane had dropped her wineglass (actually plastic) overboard. With its long stem and non-slip base it was much like an externally ballested sailboat and actually remained floating. Dick and I made the quick decision that since the glass belonged to the sailboat we should at least make an effort to try to retrieve it. We made a quick tack and headed back in the direction of where we had came. I was as surprised as anyone when I had actually caught a brief glimpse of the clear glass for just a second. I then headed to where it was asking everyone if they could see it. Debbie and Jane remained on the swim platform looking around the edge when Debbie called out, "I see it, your right along side of it." With the boat moving at about 6 knots through the water, Debbie used her lightning like reflexes and snatched it out of the water on our very first pass. Dick and I looked at each other and just shrugged our shoulders and said "I don't know what the big deal about man overboard drills are all about."

While on the subject of swim platforms on boats, does it seem like it's a little more than a coincident that the boat manufacturers started putting swim platforms on the transoms of sailboats at about the same time the government started mandating holding tanks and no discharge areas? I guess that falls into the category of things that make you go hmmm. Myself, I have always considered myself a holding tank is half empty type of person. Jane, on the other hand, is a holding tank is half full kind of person. I will let you readers philosophize amongst yourselves as to which of us is the optimist. But needless to say, we got a lot of use out of that swim platform that weekend. Once we retrieved our wayward wineglass, we tacked again and continued on our way to Chestertown event free, or so we thought we were. Jane has allowed herself to become enslaved by a nasty chemical known as nicotine. She enjoys her enslavement, in fact has no plans or desires to break the shackles of enslavement. Yet when she buys her source of choice for nicotine, cigarettes, she only buys one pack at a time and refuses to buy another pack until the last pack is empty. This JIT (just in time) method of replenishment, I guess now you all know that I'm a buyer, makes sense in manufacturing, and most other areas in the



business world. However, it can create problems when going out on a boat with minimal opportunities for replenishment. I first ran into this problem in June of 1993 while at anchor in Manchioneel Bay off of Cooper Island in the British Virgin Islands. I will leave that story for a later day. As fate would have it, Jane's supply ran out on Saturday afternoon - and thus the crisis began. Finding little sympathy for her plight, the rest of us decided to press on to Chestertown where plans for a dinner on shore was awaiting us, and press on we did.

We continued to sail downwind, gybing from time to time to maintain optimum angle to the apparent wind, at hull speed, 7 ½ knots. For those of you who have never sailed all the way up the Chester River, I highly recommend it. In fact, the sail destination reviewing team of Dick and Sean give it 2 thumbs up. With the exception of an occasional mansion, it must appear just as Captain John Smith first saw it 400 years ago. Almost totally undeveloped with abundant wild life all around. Once we reached Chestertown, sailing the entire way as the purest bastards that Dick and I are would have it no other way, we dropped sail and motored the last couple hundred yards to a marina to tie up to while we ate dinner. Our first thought was to tie up at the end in front of a rather large stink pot. However, when we got there we realized that there was not enough room, we circled around and made an attempt at an empty slip. As I started to give instructions on where to fend off I noticed Jane was missing. She was here just a minute ago when we made our first pass, where could she possibly be? Fortunately, a Good Samaritan on the docks lent a hand to make up for our missing mate and we tied up with no further events. As it turns out, Jane was below getting money to buy a fix of nicotine. We went ashore to the Old Warf Inn for a dinner that disappointed us all with what I believe was the worst service I have ever experienced from a restaurant. Hey, I'm just calling it as I see it.

While ashore, Jane frantically and fruitlessly searched for a dealer of nicotine. By all accounts, the nearest one was 2 miles away. She would have to go the night jonesing for a fix. We anchored out on the river and had as enjoyable night as was possible while witnessing an addict experiencing withdrawal and continued our adventure the next morning.

*(continued next page)*

*(My Fall Cruise, continued)*

We woke up Sunday morning, had breakfast, weighed anchor and headed back down the river. We did stop at a marina on the Chester River to see if we could get Jane a fix. While she was out on her desperate search, I decided that I would take advantage of the land based, adult sized heads. While on this subject, there are a lot of engineers in the BMSA, why don't one of you design an adult sized, marine head adapter - I'm sure you will make a fortune on the right design. Anyway, what this marina had was job johnnies, porta potties, call them what you will. And the one I chose to go into turned out to not be level. Now I have heard others recall going ashore after spending some time afloat and feeling like they were still moving as if they were still on a boat. I had never experienced that feeling before. But sitting in that leaning job johnnie, the feeling came over me. Don't want to experience that again.

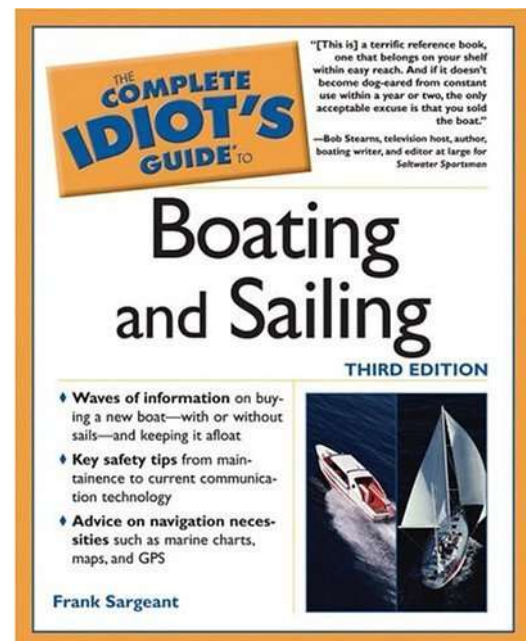
When I returned to the boat Jane was also returning from her mission and was able to score a pack of Marlboros, not her brand, from someone at the marina and was one happy sailor. We continued motoring until we reached the area on the Chester River where it opens up and killed the noise maker and set a reefed main and furled headsail and continued on our way, destination Bush River. Once again we were making good time at hull speed and had left the confines of the Chester River for the open bay. In the mid afternoon the western sky started to turn black and then suddenly the winds went from 12 knots to 35 knots and the heavens opened up. We decided to give up on the Bush River and headed instead for Rock Creek off the Patapsco River. One deciding factor for Rock Creek was that we had very limited visibility in all directions except for a perfectly clear view of the Key Bridge. A quick check of our position on the GPS and a glance of the chart showed that we had no obstructions to be concerned with if we altered course in that direction.

During the storm one significant event happened that went unnoticed so that no one would know exactly when it occurred. This event would affect us all for the balance of our weekend. An almost complete pack of Marlboros fell through the open transom and into the abyss of the great beyond. Once safely into Rock Creek we again made efforts to get Jane a nicotine fix but came up unsuccessful. After a great dinner on board of steak and shrimp we had an enjoyable evening watching Jane show us the more glamorous side of nicotine addiction as we watched her go piece by piece through the trash, no less than 3 times, as well as search every nook and cranny on the boat for cigarettes. Dick and I found a copy of *Sailing for Idiots* on board and each took a few moments to page through it and wondered to each other what kind of a boat owner would have *Sailing for Idiots* on board. Finally we turned in for the night. Monday morning we weighed anchor and headed back to Swan Creek to complete our adventure. We set sail as soon as we cleared White Rocks and had an enjoyable sail back to Swan Creek. Just outside of Swan Creek we dropped our sails and motored the final step of the way back to Harbor Haven Marina. We scuffed the bottom of the keel several times while making sure we remained inside the well-marked channel.



We made it to the fuel dock where Jane immediately abandoned us with the car keys and went off to score another fix. The rest of us had the holding tank pumped out, refilled the fuel tank and made our way back to our slip where we ran hard aground half way into the slip. We ended up using the headsail winches to pull the boat the last 15 feet into the slip where Jackie, of Haven Charters cheerfully greeted us. She asked if we got caught out in the storm the day before, which we admitted that we had but fortunately found a copy of *Sailing for Idiots* which told us everything we needed to know to make it to a safe anchorage. Once again we received a blank stare from Jackie who finally said, "Never mind, I don't want to know." Yes, another successful cruise.

Sean Hollis  
Rear Commodore



**2006  
BLUE MARSH SAILING ASSOCIATION**

**OFFICERS**

|                    |                    |              |
|--------------------|--------------------|--------------|
| COMMODORE.....     | Heidi Moser .....  | 610-779-5582 |
| VICE COMMODORE.... | Ron Bukowski ..... | 610-777-4338 |
| SECRETARY.....     | Jan Dougherty..... | 610-926-5581 |
| TREASURER.....     | Doug Hill .....    | 717-228-2342 |
| REAR COMMODORE...  | Sean Hollis .....  | 610-406-9320 |

**COMMITTEE CHAIR PERSONS**

|                     |                        |              |
|---------------------|------------------------|--------------|
| CBYCA DELEGATE..... | Conrad Vanino, Jr..... | 610-777-2599 |
| CBYCA ALTERNATE.... | Russ Witzke.....       | 610-775-9704 |
| CHAPLIN.....        | Evelyn Marker.....     | 610-678-5606 |
| assisting           | Jan Dougherty.....     | 610-926-5581 |
| EQUIPMENT.....      | Mike Dougherty.....    | 610-926-5581 |
| FLEET CAPTAIN.....  | Mike Adair.....        | 610-775-2438 |
| HISTORIAN.....      | Jan Stoner.....        | 610-678-0683 |
| HOUSE.....          | Dave Miller.....       | 610-678-7121 |
| LIBRARIAN.....      | Dave Miller.....       | 610-678-7121 |
| MEMBERSHIP.....     | Bob Hartwich.....      | 610-779-4520 |
| PROGRAM.....        | vacant                 |              |
| PUBLICITY.....      | Mike Gent.....         | 610-775-6534 |
| RACING .....        | vacant                 |              |
| SAFETY.....         | Heidi Moser.....       | 610-779-5582 |
| SOCAIL.....         | Vivian Koller.....     | 610-693-6497 |
| STORES.....         | Anna Grace.....        | 610-678-8709 |
| TELL TALE.....      | Doug Hill.....         | 717-228-2342 |
| TRAINING.....       | Kristel Adair.....     | 610-775-2438 |
| VAGABOND.....       |                        |              |
| co-chair.....       | Tony Stajkowski.....   | 610-370-0505 |
| co-chair.....       | Tom Stoner.....        | 610-678-0683 |



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Meetings are held at the Lower Heidelberg Volunteer Fire Company on the second Wednesday of each month unless otherwise announced.

(7:00 PM Social, 7:30 PM Meeting)

Your comments and contributions are always welcome and can be sent to the editor at  
[editor@blumarshsailing.org](mailto:editor@blumarshsailing.org)

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