

**November 2009**

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**Turkey Race Recap**

Mother Nature was up to her old tricks - not raining, but with heavy, gusty winds. Only Bob Ciferri sailed with full sails, as all others either reefed or sailed without a jib. We started the race with seven boats, but Tony and Mary Stajkowski retired after one lap. They were having a hard time controlling their boat, and to make matters worse, Tony lost a contact lens. Bob, with John Ward crewing, took first, cementing his hold on first place as overall club champion for the year. Armando Antonini and Jerry Nichols finished second. Tom Stoner, with crew Rick Crump, finished third. Lou Brown and Russ Witzke came in fourth. Mike Adair, racing for the first time this year took on Joe Rutolo as crew and finished fifth. Marty and Nancy Katzen decided to not finish the fifth lap. The day was a wild ending to our racing season, giving the crews and equipment a good workout! Our thanks go to the committee Jan Stoner, Jay and Jane Moyer, Mike Gent, Kristel Adair, as well as several other helper/observers who ably recorded times and calculated finishes. My thanks to those who supported the racing program. The effort seems worthwhile when the participants are enjoying the outing on the water.

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**And the winners are: top left to right: Tom Stoner, 3<sup>rd</sup> place captain; John Ward, 1<sup>st</sup> place crew; Bob Ciferri, 1<sup>st</sup> place captain; Armando Antonini, 2<sup>nd</sup> place captain; Jerry Nichols, 2<sup>nd</sup> place crew, and bottom, Rick Crump, 3<sup>rd</sup> place crew.**

Tom Stoner - Racing Chairman

**November Events**

**Saturday, Nov. 14-----Commodore's Ball  
Monday, Nov. 16-----Board Meeting**

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**October 19, 2009 Board Meeting Minutes**

This space is reserved for our new Commodore to post her first message to her new sailing family after her inaguration on November 14.

October General Meeting Minutes

The following slate for new officers for 2010 was brought up and voted in at the October General Meeting:

- Commodore - Donna Ferron
- Vice Commodore - Neal Hoffman
- Treasurer - Jane Moyer
- Secretary - Mary Stajkowski
- Rear Commodore - Joe Rutolo
- Past Commodore - Anthony Stajkowski

Meeting called to order by Commodore Anthony Stajkowski at 7:30 PM. Those attending: Tony & Mary Stajkowski, Joe Rutolo, Jane Moyer, Tom & Jan Stoner, Mike Gent, Donna Ferron and Ron Bukowski.

Commodore Stajkowski wishes to thank all committee members for a wonderful 2009 and for an even better 2010.

Treasurer reports \$4,742.28 in a new bank awaiting new checks so we can pay bills.

Received a web hosting bill from John Hackman and he should send a separate check to pay dues.

Secretary reports minutes from board meeting printed in the Tell-Tale.

Spin Sheet Magazines have been brought to general meetings and also the Board

meetings.

Joe Rutolo from our newsletter is accepting articles for publication in the Tell-Tale.

Socials and Programs reports Commodore's Party is November 14, at Beverly Hills Tavern. We have 42 paid members so far and a Carribean Casual attire will be the dress.

December 4<sup>th</sup> is the Christmas Party at the Fire Company.

Vice Commodore reports Education Program at Coast Guard in the Spring has only one part on Sailing.

Publicity reports this year we are not actively pursuing ads but will get brochures and applications out at the Lake.

Racing reports a good season. Next year racing for fun and not using Portsmouth numbers. All are invited to sail or committee last Saturday of each month May through October.

New Business: anyone interested in chairing any committee contact Donna Ferron.

Old Business: none.

Ron motioned to adjourn, seconded by Jane Moyer. Meeting adjourned 8:37 PM.

Respectfully submitted,  
Mary Stajkowski

**BEWARE, SAILORS!**

There is a malady that is circulating through the ranks of the BMSA sailors. This affliction reveals itself at the time of launching when it is discovered that the rudder has somehow been left behind when preparations were made for trailering the boat to water. This insidious disease results in a large decrease in sailing pleasure and an increase in embarrassment. It has manifested itself in the past in the case of missing sails. Use care lest you be afflicted.

**NOVEMBER BIRTHDAYS**

- Pat Huntley – Nov. 1**
- Jay Moyer – Nov. 8**
- Mike Adair – Nov. 9**
- Bob Ciferri – Nov. 12**
- Christa Antonini – Nov. 23**
- Lou Brown – Nov. 26**

**October Vagabond Brought Many Surprises**

Did anyone happen to notice how rainy and windy it was this sailing season? Before almost every vagabond this year the participants seemed to find themselves glued to the internet checking the weather forecast to see if their trip was a go or a no-go. The October Vagabond to the Magothy River was no exception. For almost a week before the trip the weather forecast was predicting rain, thunderstorms, heavy wind, and small craft advisories. Then, suddenly, the day before the trip the forecast changed and we were looking forward to sunny skies and moderate winds. Three boats left from Ollie's parking lot on October 3<sup>rd</sup>: Tom Stoner and Rick Crump with Babe, Tony and Mary Stajkowski with Covetina, and Joe Rutolo and Marty Katzen with Allegro. We were only 20 minutes down the road on Route 222 when Joe blew a trailer tire. The first obstacle was getting the spare tire lock open that had corroded, even though it was just a few months old. Thanks to Tony, who came to the rescue with a small can of 2-cycle motor oil, the lock was freed and the tire was changed, but not without some trepidation, as 18 wheelers roared by just inches from Joe as he cranked the lug nuts off and on the old and new tires. Joe then held the group up again searching for a tire dealer that carried 10 inch, load range F tires. Joe settled for range E and continued the trip. By the time the group arrived at Sandy Point State Park it was about 3 PM, but it was sunny and there were pleasant light winds to greet us out on the Bay. The winds picked up a bit as we approached the Magothy and we had a wonderful end to an otherwise frustrating day as the sailing conditions were just about perfect. We found Deep Creek Marina at 5:15 PM and met up with the bigger boats for dinner. There was Conrad and Barb Vanino on Champagne Lady with crew Mike and Kristel Adair, Chessie Cat with Louis Barr and crew Armando Antonini and Louis's lady friend. We enjoyed good food and lots of stories about present and past adventures. It was cold that night sleeping on the boat. A sleeping bag liner did not cut it at this time of year. You've got to bring the full bag if you want to stay warm. Fortunately, morning brought hot coffee and bagels as the fog burned off and the sun broke through. We were anxious to explore the Magothy with all it's interesting nooks and crannies so we headed out shortly after 9:00 AM. On

*Continued on page 4*



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*October Vagabond Continued*

the way up the creek Joe's boat somehow kissed a daymarker and brought parts of an osprey nest raining down on the deck. Geez, the darn thing was big enough. How did we not see it? Once out on the Magothy the wind picked up. It started out at about 10-15 knots and built from there. Tony was just too curious about what was 'round the corner and couldn't resist the temptation to see what was way behind Gibson Island. It was easy getting in with the wind behind us, but getting out with many tight little tacks was another story. Then, just as we finally broke out of that tight little area it happened. There was a bang, and as we looked to our left there was Babe with her mast and sails down on the water. Tony and I sailed circles around Babe to see if there was anything we could do to help. Fortunately, Tom and Rick got things under control and his story can be found in the column to the right. The wind the rest of the way back to Sandy Point was gusting over 20 knots and it was a wild ride. At least we were sailing with the wind at our backs, rather than *beating* ourselves to death. We arrived at Sandy Point about 2 PM, de-rigged and had lunch on a picnic table while we rehashed the crazy events of the weekend. The trip home was uneventful, and we appreciated no more excitement to end the trip. This was my 17<sup>th</sup> time out sailing this season, and it wasn't surprising that, when you go out often enough, sooner or later, sh#% happens!

Joe Rutolo

**RESCUE TAPE**

Last night while visiting with Tom Stoner several club members were amazed at a unique tape Tom had that is amazingly strong and sticks to itself, but not to anything else. It can seal a leaking pipe in seconds.

Description: Rescue tape is a multi-purpose self fusing repair tape. Characteristics: 700 psi strength, permanent seal, resists 500 degrees F, waterproof, air-tight, and insulates 8000 volts. Google "Harbor Products" for more info or to order. Google "Rescue Tape" for distributors such as Amazon, where it is cheaper. \$9.95 for a roll 1" by 12 foot long. Not cheap but works great

**AN INTERESTING EXPERIENCE**

When you go out sailing there are always a number of concerns that run through your mind such as the possibility of losing a crew overboard, coming aground, engine trouble, weather problems, springing a leak, and if your boat is small enough maybe even a capsized. But horror of horrors, a demasting usually doesn't come to mind. That is exactly what befell me on the October Magothy River vagabond. The wind was pretty strong and we were working our way upwind. I had just tacked onto a starboard tack when with a bang the mast and sails wound up in the water on our port side. Luckily, no one was injured and we were able to recover all the equipment, dragging it onboard. After removing and stowing the sails, we secured the mast and boom and motored the four miles back to Sandy Point State Park where we had launched. After analyzing the damage I believe the problem occurred when the starboard short shroud came loose from its turnbuckle. The long shroud was not able to handle the added load and parted about a foot above its turnbuckle, which undoubtedly was the bang we heard. The experience taught me to be careful when adjusting shroud tension to be sure an adequate number of threads are holding the turnbuckle together. This is especially important when dealing with the closed barrel turnbuckle rather than the open variety which makes it easy to see how far in each screw is turned. This shroud had been replaced earlier this season and I just wasn't careful enough when adjusting the rigging. My thanks to Lou Brown for giving me a tabernacle from his old boat, as mine had the ears snapped off which held the mast in place. . Repairs to the mast base, the spreader brackets, and the universal fitting between the boom and mast was done locally by Frank Butkus of Welding & Thermal Technologies in Sinking Spring.

*Continued on page 5*

|                        |
|------------------------|
| <b>Events For 2009</b> |
|------------------------|

| <b>November</b>                                                         | <b>December</b>                                                    |
|-------------------------------------------------------------------------|--------------------------------------------------------------------|
| Saturday, Nov. 14 – Commodore's Ball<br>Monday, Nov. 16 – Board Meeting | Friday, Dec. 4 – Christmas Party<br>Monday, Dec. 7 – Board Meeting |

*An Interesting Experience Continued*

The long shroud and the forestay, which suffered a broken strand, were replaced by Fawcetts in Annapolis. I also observed that the long shroud, which had never been replaced, was showing signs of rust at the break point. This section was under a plastic covering which I then stripped off all the shrouds. I found no other rusting, but those shrouds had been replaced previously. In any event, I do not recommend the use of this plastic wrap, as it traps moisture.

Use care in checking your standing rigging and you'll save possible injury and, at the least, time and repair expense.

Tom Stoner

|                          |
|--------------------------|
| <b>SAILBOAT FOR SALE</b> |
|--------------------------|

|                                                                                                                                                                         |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1975 Mariner 19, bright red hull, with extra set of sails, porta-potty, red V-berth cushions, refinished cabin boards and 6 hp Evenrude 2 cycle outboard motor. \$1200. |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

|                                                                |
|----------------------------------------------------------------|
| 21' Load Rite trailer w/rollers and electric brakes. \$1200.00 |
|----------------------------------------------------------------|

|                                                                                                  |
|--------------------------------------------------------------------------------------------------|
| Contact Louis R. Brown, 36 Maria St., Bethel, PA 19507<br>Tel. 717-933-8560 or cell 717-383-1175 |
|--------------------------------------------------------------------------------------------------|

- Are all cotter pins taped?
- Do "T" terminals show any indication of stress?
- Are halyard fittings, especially the sheaves, crushed, split, or badly worn?
- Are masthead mounts for wind indicators and radio antennas tight?
- Are there problems with the forestay fittings (cracks, bends, and rust).

**RIGGING CHECKLIST**

- Are chainplates aligned with the turnbuckles, stays, and shrouds?
- Are there any signs of leaking around chainplates?
- Are terminal fittings (swage fittings, Sta-Lok, Norseman, etc.) free of cracks, bends, and rust?
- Are turnbuckles sufficiently lubricated so that they turn freely?
- Are turnbuckle barrels secured to the threads, either with rings, cotter pins, or by tightening locknuts?
- Is the standing rigging free of broken strands of wire?
- Is the mast straight, without being cocked to either side or bowed in the middle?
- If the mast is stepped on deck, is it supported properly down below?
- Are there any signs of galvanic corrosion at the base of the mast or where dissimilar metal fittings (winches, cleats, etc.) are attached to the mast? On a painted aluminum mast, corrosion is indicated by bubbles around the fittings. On an unpainted mast, corrosion is indicated by heavy concentrations of white powder (some powder is acceptable) and pockmarks around fittings.
- Are any rivets or screws missing from sail tracks or other fittings?
- Do welds on the mast and boom appear to be rusted?
- Do spreaders bisect the shrouds at equal angles?
- Are spreader ends secured to the shroud?
- Are spreader ends protected, either with tape or with a rubber boot?

| Racing Points Accumulated Toward 2009 Championship |                    |                 |                 |                                          |        |
|----------------------------------------------------|--------------------|-----------------|-----------------|------------------------------------------|--------|
| Results as of:                                     |                    | YTD             | 10/31/09        | Finish after Handicap correction by race |        |
| Skipper                                            | Handicap Next Race | Champion Points | Champion Points | Race Five Times Around the Island        | Time   |
| B. Ciferri                                         |                    | 115             | 7               | 1                                        | 146.66 |
| L. Brown                                           |                    | 73              | 4               | 4                                        | 175.61 |
| T. Stoner                                          |                    | 73              | 5               | 3                                        | 163.05 |
| T. Stajkowski                                      |                    | 61              | 1               | 6 - DNF                                  |        |
| R. Hemphill                                        |                    | 56              |                 |                                          |        |
| J. Rutolo                                          |                    | 52              |                 |                                          |        |
| A. Antonini                                        |                    | 49              | 6               | 2                                        | 156.27 |
| M. Katzen                                          |                    | 45              | 1               | 6 - DNF                                  |        |
| J. Nichols                                         |                    | 32              |                 |                                          |        |
| S. McGuire                                         |                    | 31              |                 |                                          |        |
| S. Hollis                                          |                    | 19              |                 |                                          |        |
| M. Adair                                           |                    | 3               | 3               | 5                                        | 185.11 |



View from 1<sup>st</sup> place position on Second Wind: Mike insisted Joe take the helm for the entire race. A great start position was held for about 15 minutes; after that it was all downhill. We tried raising the jib, but it wasn't enough.



Five of the six boats that raced vie for position as the race begins.



**2009 BLUE MARSH SAILING ASSOCIATION OFFICERS**

|                    |                       |              |
|--------------------|-----------------------|--------------|
| COMMODORE.....     | Tony Stajkowski ..... | 610-370-0505 |
| VICE COMMODORE.... | Donna Ferron.....     | 484-678-4592 |
| SECRETARY.....     | Mary Stajkowski.....  | 610-370-0505 |
| TREASURER.....     | Jane Moyer.....       | 610-374-8956 |
| REAR COMMODORE...  | Ron Bukowski .....    | 610-670-4850 |



**COMMITTEE CHAIR PERSONS**

|                         |                                           |              |
|-------------------------|-------------------------------------------|--------------|
| CBYCA DELEGATE.....     | Russ Witzke.....                          | 610-775-9704 |
| CBYCA ALTERNATE....     | Conrad Vanino.....                        | 610-777-2599 |
| CHAPLIN.....            | Evelyn Marker.....                        | 610-678-5606 |
| EQUIPMENT.....          | Mike Dougherty (temp)...                  | 610-926-5581 |
| FLEET CAPTAIN.....      | Mike Adair.....                           | 610-775-2438 |
| HISTORIAN.....          | Jan Stoner.....                           | 610-678-0683 |
| HOUSE.....              | Dave Miller.....                          | 610-678-7121 |
| LIBRARIAN.....          |                                           |              |
| MEMBERSHIP.....         | Sandi Bukowski.....                       | 610-670-4850 |
| PROGRAM.....            |                                           |              |
|                         | Co-chair...                               |              |
|                         | Co-chair...                               |              |
| PUBLICITY.....          | Mike Gent.....                            | 610-775-6534 |
| RACING .....            | Tom Stoner.....                           | 610-678-0683 |
| SAFETY.....             | Heidi Moser.....                          | 610-779-5582 |
| SOCIAL.....             | Michele Rutolo.....                       | 610-678-6206 |
|                         | Assisting Kristel Adair and Sharon Hrabak |              |
| STORES.....             | Anna Grace.....                           | 610-678-8709 |
| TELL-TALE.....          | Joe Rutolo.....                           | 610-678-6206 |
| TRAINING.....           | Donna Ferron.....                         | 484-678-4592 |
| VAGABOND ...co-chair... | John Ward.....                            | 610-856-7221 |
|                         | co-chair...                               |              |

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

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

[Rutolo@aol.com](mailto:Rutolo@aol.com)

Anyone interested in joining BMSA may contact Membership Chair Sandi Bukowski at 610-670-4850 for more information. Single membership is \$25, \$40 for couples or families.

If you are renewing your BoatUS Membership, be sure to mention our co-op group no., GA87894S, to get the special \$9.50 rate.

THE TELL-TALE 11-09  
c/o Joseph J Rutolo, editor  
3032 Octagon Ave.  
Sinking Spring, PA 19608

