



Miles Lines

August 2011

Volume 58 No. 8



A publication of the Miles River Sail and Power Squadron
A unit of UNITED STATES POWER SQUADRONS ®



COMMANDER'S VIEW

MUST LOVE DOGS

Cdr Richard W. Wright, AP

Those of you who cruise the Bay know that dogs are very popular with boaters. Elaine and I cruise with our two Springer Spaniels and have come to understand that they can bring much joy to a boat trip - - but we also understand they can bring their share of issues.

In an ideal world, having a dog aboard your boat while underway would be as idyllic as the depictions seen on television and in movies. Your dog would always be dry and fully under control. Thunder and rough weather would never be an issue. It would not be necessary to worry about barking bothering other boaters when you are away from your boat. And finally, of course, while you are at anchor your dog would swim ashore for potty breaks, swim back, shake until fully dry and then sleep quietly on the deck. But then there's the real world...

First, of course, in the real world if you are hanging at anchor getting ready for bed at 11:00 pm, you will first need to remember that Fido will need to be rowed ashore to deal with his biological needs. It goes without saying that the 11:00 pm shore trip will be the least favored chore on the boat and, as such, will almost certainly be assigned to the captain. Just deal with it - - don't even think about trying to bargain your way out of it.

Alternatively, if you are tied up at a marina pier for the night, there is the issue of teaching young Fido that he must wait, even after getting off the boat. No, not on the pier! No, not on the dock! Not in the driveway! Not in the parking lot! Not on the lawn! Not until you get all the way to the designated "Pet Area" (generally 400 yards from your boat). Good luck trying to get Fido to understand.

Additionally, just like children, dogs can (and do) get seasick. Now that's a real treat! So, make sure while you are under way that you keep Fido in a position where he can see the horizon. Depending on your boat's configuration, that can be a bit of a trick. But, the alternative being what it is, finding a way is worth the effort!

Another challenge you will face with Fido will be the sleeping arrangements. Many owners allow their dogs to sleep on the bed at home. Unfortunately, the bed on your boat isn't a queen or king - - more likely it's a so-called "V" berth. Yes, that's right, if Fido sleeps in the bed at home he's going to want to sleep in the berth on the boat - - regardless of how small and uncomfortable that may be. You always have the option of insisting that Fido sleep on the floor. But, of course, Fido has the option of crying all night about his mistreatment. I'm betting that Fido wins this battle because you will not want to risk waking the entire marina.

Finally, there is the issue of safety for your dog while aboard your boat. My experience is that with an enclosed cabin trawler it is not necessary for a dog to wear a PFD unless rough weather sets in. On one particular trip south on Delaware Bay we suddenly hit a tide line and went from very mild one foot seas to a nasty, omni-directional three foot chop without any warning. My first reaction was to ask my wife to get out the dog PFD's. What I got in return was an icy stare of disbelief and a very pointed question: "Are we in trouble - - and if we are, why am I getting the dog PFD's first"?

So, there you have it - - yet another lesson learned. Never let your wife think that you are more concerned with the safety of your dog than her. Instead, just keep that little understanding between you and Fido.



EXECUTIVE DEPARTMENT**Lt/C Mike Newnam, AP**

In this month's article, I would like to concentrate on Vessel Safety Checks. This squadron has six members who have studied, taken a challenging exam and are qualified to do Vessel Safety Checks. Their volunteer job is to inspect your boat for all the items required by the U. S. Coast Guard and the Dept. of Maryland Natural Resources. If they find something not up to date or non-functioning, they report that to you and not to a Federal or State Agency.

This is for you and your family's safety. The most common problems that we find are flares that are out of date, fire extinguishers that are not in operable condition, registration numbers that are not correctly placed, navigation or anchor lights not functioning and life jackets that are not in good repair. As you can see, these are all items that contribute to your safety on the water. Please give us a chance to help protect you and your family.

The U. S. Coast Guard has initiated a program called OPERATION PADDLE SMART. The objective of this program is to raise the public's awareness to the importance of safety on the water while in a rowboat, kayak, canoe or other small floatable craft. They have made available an identification sticker in a visible orange color that is to be placed on any of the above. The sticker has the name and two phone numbers on it so that if the craft is found floating, the proper agency can call the phone number on the sticker to find out if it is a Search and Rescue Operation or if the craft just floated away from its moorings.

In conjunction with this effort, USPS has a program, Paddle Craft Vessel Safety Check, in which the inspectors can check your paddle craft and, if it passes, place a Vessel Safety Check sticker on the craft. We have the inspectors available and plenty of the orange I. D. stickers, so help us protect you. CALL US.

**ADMINISTRATIVE DEPARTMENT****Lt/C N. Steffens Smith, P**

I have often wondered what ever happened to those big silver and pink fish that used make the waters in front of my house appear to boil for a few days in the early spring during spawning season. That was back in the early 1980s and I think that I found all of the sturgeon in those tanks during our July rendezvous at University of Maryland, Horn Point Laboratories. Also, who knew that the sex life of a jelly fish could be so interesting as well as the restoration of the oyster population in the Chesapeake Bay?

Chivy and Sandra did their usual excellent MRSP Squadron bar with a special on Bloody Mary's, plus a great lunch from a new caterer that we will add to the squadron's selection list. I have received many comments from those that attended, urging the Squadron to find more programs similar to this one. Kudos to P/D/C Norm Franck for coming up with this idea, as well as making all of the reservations.

As your year book and calendar indicate, there will not be a Squadron Meeting or Rendezvous in August due to the D-5 events in Crisfield, MD.

Save the date: Sunday, September 11 — Dottie and P/C Bob Frenz have very graciously agreed to host the September Rendezvous at their beautiful home on Peachblossm Creek, Sunday, September 11. Menu and price details will in next month's Miles Lines. Since this is the last rendezvous for the summer, we will auction off all of the remaining liquor.

Wednesday, October 12 we will return to our regular Dinner Meeting at the Miles River Yacht Club.



Education**P/D/C W. Norman Franck, SN****USPS COURSES SCHEDULED FOR FALL 2011:**

Please note the courses listed below that are scheduled for this fall and decide which course might benefit you and your boating friends. Then for any questions about these courses, now open to the public, or to sign up to take any of the courses, please contact either:

Fred Kieser, Assist SEO at capt_fred@verizon.net or 410-770-3608

Norm Franck, SEO at wnfranck@atlanticbb.net or 410-745-9521.

Advanced registration is required so that course materials can be ordered to arrive by the course starting date.

Seamanship: Instructor Tim Hanlon; to meet Thursdays, 7:00 PM; starts August 25.

Navigation: Instructor Buz Brown; to meet Tuesdays, starts September 6.

Weather: Instructor, Bill Rowan; to meet Thursdays; starts October 16.

**SAFETY****P/D/C W. Norman Franck, SN**

Earlier this year the FCC gave conditional approval to a private company, LightSquared, to begin a national broadband service adjacent to the GPS radio spectrum.

In a June 30 report the navigation sub-team concluded "that all phases of the LightSquared deployment will result in widespread harmful interference to GPS signals and service and that mitigation is not possible."

Since the US Coast Guard shut down loran in 2010, all we have is GPS. Public comment will be taken by the FCC until Saturday, July 30.

For more information contact www.boatus.com/gov

In local news (reported in *Chesapeake Bay Magazine*, August 2011), at the end of June the Coast Guard did some nav-aid rearranging to reflect the altered reality of the Kent Narrows Channel north approach. Go to ChesapeakeBoating.net and click on "Notice to Mariners" in the quick links box.

Real-time winds and waves on the bay can be found at the website www.buoybay.noaa.gov

Be Safe out there.

Fred Snyder, AP

Long time member, Fred Snyder, passed away on July 21st at William Hill Manor. In the middle nineteen nineties, Fred was Chairman of the Boating Class. He is survived by his second wife, Vivian Hogg Snyder. Our condolences to the family.

TAKE THE WEATHER COURSE!**P/C Fred Kieser, AP**

Last month I wrote that I would be writing an article about the USPS Weather Course. Miles River Sail and Power Squadron's instructor is P/C Bill Rowan. Checking with Bill, he said he would be willing to teach the Weather course on Tuesday nights as long as at least 5 people signed up. Weather is a fairly involved and lengthy course, but well worth the effort, so please just say yes and let either SEO Norm Franck or I know you want to take the course as soon as possible so we can get the materials on order. Folks always ask, what is Weather all about, so let me ramble on a bit.

I took the Weather course in 1977, and I am past due for an update. That said, as a retired ocean charter boat captain, the information learned in this class has saved my tail on many a deep sea fishing trip. Sure, we can check the weather reports on the TV for a general area report, check the weather report on one of the weather services on the internet, again a general area report, local radio station reports cover the listening area and may not be accurate, so we use NOAA weather on the VHF, which is for a general area and up dated every 4 hours. All these reports are frequently not accurate on the eastern side of the bay, what most of us want is what is the weather going to do where we are within the next hour or so. To help us get that information taking the Weather course is a must.

Barometric pressure is always changing and at the same time the atmosphere always wants to equalize itself. This process of equalizing causes wind. During the summer in the mornings the temperature over land is frequently lower than over the water, which means that the warmer air raises and the colder air moves in, or moves over the water. About noon this cycle reverses itself with the water temperature lower than the land temperature which causes an on shore wind.

Do we have a barometer on board our boat and do we check it every 2 or 3 hours and log the millibar readings? In addition to considering if the barometer is raising or dropping, more important is how fast it is changing. I hope everyone knows what I am talking about.

Do you know what weather to expect if a low front is moving in? What about a high front? Which front is short lived with violent weather?

Which front may bring 2 or 3 days of cloudy drizzle?

Do we know the different type of clouds and do we know how to predict weather 24 hours in advance by watching the clouds? Maybe you are one of those that wait and see a dark Cumulus or a Cumulonimbus cloud then realize bad weather may be approaching.

Not so much here, but from Montauk Point, N.Y. and north SEA SMOKE is quite common. What is it? Sitting in the wheel house of "SCAMP V" on the south shore of Long Island the weather was sunny and clear, but go down below and you couldn't see 10 feet in front of you. From the wheel house or flying bridge of a vessel you could see all the larger vessels around you, but you could not see small runabouts or jet skis. What causes sea smoke and how long will it last? You will find out in the weather class.

Along the New England coast fog is an ever present challenge. Our weather class will discuss the different types of fog and how long we can expect each type to last.

Through the years, most of my boating was for fishing. That said, Marcia, our son Fred and I took a cruise one year and were anchored out one evening off of Watch Hill, R.I. About dusk I got out my home made sling psychrometer to check the dew point to determine if we would have rain during the night. I kept twirling it and reading the psychrometer and finally a guy on a nearby boat asked what I was doing. I told him that based on my readings it should be raining, but the sun was out. He told me to turn around and about 20 feet from the boat was a massive fog bank moving in! My sling psychrometer did work.

For those of us that do not completely understand what causes tides, currents and spring tides the weather course will be your answer. When cruising, how many carry and refer to a tide chart? For those of us on the east coast an excellent publication to have on board is Eldridge. Cruisers can make better time and save on fuel if they take advantage of the tides to travel when the tides will be pushing them. For those running an inlet, you always want to transit the inlet either when the wind and current are in the same direction or during slack water. Hopefully, everyone knows that slack water is not the same as slack tide.

JULY RENDEZVOUS—HORN POINT

Lt Elaine B. Wright, AP

On Saturday, July 16, Power Squadron members enjoyed an intellectually stimulating and festive rendezvous at the University of Maryland Center for Environmental Science at Horn Point in Cambridge. The Horn Point Laboratory conducts world-class research on restoration of the Chesapeake Bay from its beautiful location on the Choptank River.

Squadron members enjoyed a behind the scenes tour of the oyster restoration laboratories, the algae greenhouse and the sturgeon breeding tanks. Maggie Sexton, a PhD candidate, delivered a fascinating lecture on Sea Nettles in the mid Bay. (Have you wondered where they are this year?) After a delicious catered lunch, Vic Kennedy, a professor at HPL, gave an interesting lecture on the State of the Bay.

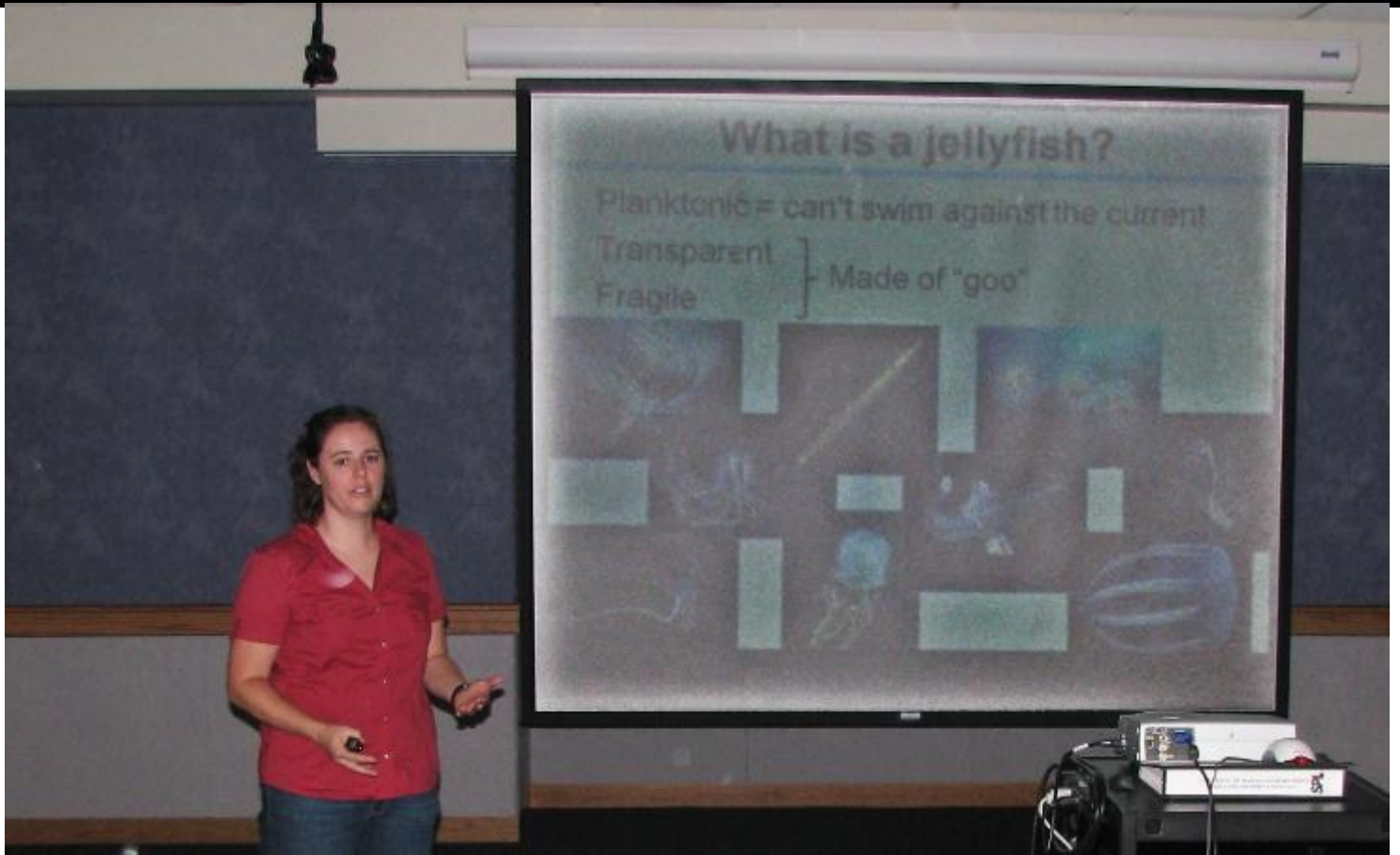
Warren Marton captured many of our views when he said, "This program was great. The Power Squadron should have more events like this!" Kudos to Norm Franck for arranging the rendezvous and to Chivvy and Sandy Weiland for spicing up the gathering with their Bloody Mary special.



JULY RENDEZVOUS—HORN POINT



JULY RENDEZVOUS—HORN POINT



HORN POINT LABORATORY

The Horn Point Laboratory is located on the banks of the Choptank River, a tributary of the Chesapeake Bay on Maryland's Eastern Shore. The laboratory is interdisciplinary with faculty engaged in research on the biology, chemistry, physics, and ecology of organisms and ecosystems from wetlands and estuarine waters of the Chesapeake Bay to the continental shelf and open waters of the world's oceans. Areas of scientific expertise include oceanography, plankton dynamics, marine macrophyte and wetland ecology, systems ecology, nutrient dynamics and eutrophication, physiological ecology of benthic invertebrates, benthic-pelagic interactions, and aquaculture.

Directed by Professor Michael Roman, HPL is a member of the Southern Association of Marine Laboratories (SAML) and the National Association of Marine Laboratories (NAML)

The Horn Point Laboratory (HPL) is an environmental research facility of the University of Maryland Center for Environmental Science (UMCES) the principal institution for advanced environmental research and graduate studies within the University System of Maryland. Other UMCES research locations include the Chesapeake Biological Laboratory in Solomons, Appalachian Laboratory in Frostburg, the Institute of Marine and Environmental Technology in Baltimore, and the Maryland Sea Grant College in College Park.

The laboratory is located in history-rich Dorchester County. To find out more about our lab's past, feel free to browse the Colonial History of Horn Point (pdf) by faculty member Court Stevenson.

New Oyster Setting Facility

On the banks of the Choptank River, regional and University leaders gathered on a rainy Sunday afternoon to dedicate the new \$11 million Oyster Setting Facility at the University of Maryland Center for Environmental Science Horn Point Laboratory. This new facility sets will help the laboratory more than double its annual production of oyster spat for Chesapeake Bay restoration, setting the stage for a significant expansion of the State's aquaculture and environmental restoration programs.

"By increasing the number of oysters available for sanctuaries, harvest reserve areas, public oyster grounds and our burgeoning aquaculture industry, this new facility will play a major role in our efforts to return the Chesapeake Bay's oyster population to the vital ecological, economic and environmental resource it once was," said Governor Martin O'Malley. "The State's investment in this project demonstrates our long term commitment to that goal, and our faith that UMCES scientists will continue to expand and improve the science that makes large-scale restoration possible."



Guests introduce the first batch of oyster larvae to a setting tank at the UMCES Horn Point Laboratory Oyster Setting Facility during the dedication on August 15, 2010.

YEARBOOK UPDATE**Marian Franck, SN**

PLEASE MAKE THE FOLLOWING ADDITIONS.CORRECTIONS TO YOUR 2011 Yearbook:

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Linda S. MONTAGUE E245913
9521 Quail Hollow Drive, #602
St. Michaels, MD 21663 lindasnow@atlanticbb.net
BOAT: Power 36' "Rejoice"
Dingy "Be Glad"

Please contact the Yearbook Editor with any changes in your contact information. Send to:
Marian Franck, 24872 Swan Rd, St Michaels MD 21663 OR dmfranck@atlanticbb.net



HALF MILES LUNCH BUNCH

LUNCHEON

Tuesday, August 23rd at 12 o'clock Noon

**THE NARROWS
KENT ISLAND**

All women of MRSPS most welcome. Come join us for a pleasant luncheon. Separate Checks. Please call Ruth Buescher, 410 822 8490 for reservations. We need a count, so we can plan accordingly. Car pools encouraged.

Submitted by Ruth Buescher

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Remember Safe Boating for Kids.
 It's your chance to help our youngsters
 become safe and expert boaters.
 Be ready next spring!

CALENDAR

July
 22-28 D/5 Cruise Southbound
 29-31 D/5 Summer Council & Rendezvous
 Sommer's Cove, Chrisfield, MD

Aug
 1-6 D/5 Post Rendezvous Cruise To Washington DC
 10 Excom—1900—MEBA

Sept
 7 Excom—1900—MEBA
 11 Rendezvous— Bob and Dot Frenz' House
 12-17 USPS Fall Governing Board—Greensboro, NC
 30-2 Oct D/5 Sail Regatta — Herrington Harbor

Oct
 5 Excom—1900—MEBA
 12 Dinnrer Meeting — MRYC