



# Miles Lines

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## COMMANDER'S VIEW

## CRUISING DOWN THE BAY

Cdr Richard W. Wright, AP

Ask any of your non-boating friends about their favorite season and you are almost certain to get one of two answers. For most folks the answer is inevitably the summer. After all, summer brings sun, warmth, family and vacations. For a smaller portion of the population the answer is the winter. Those, of course, would be the winter sports enthusiasts - - an odd bunch who somehow derive pleasure out of being cold and wet simultaneously. Finally, for the well-reasoned remainder of the population (i.e., the boaters), the answer would very definitely be the fall.

While there are many reasons for fall to be a boater's favorite time of year, the most important reason is that the interior of your boat does not immediately start to bake its way toward 100 degrees as soon as the sun rises in the morning. In fact, the fall actually provides boaters with the opportunity to do the unthinkable - - turn off the air conditioning and enjoy the fresh air.



Nothing is more enjoyable than a day out on the water. However, I can't remember a single cruise this past summer after which I was presentable to polite company without first changing out of my sweaty clothing. It makes the whole going-out-to-dinner-by-boat thing totally impractical. Clearly those magazine ads showing folks enjoying dinner at a waterfront restaurant at a table next to their boat are just a cruel fiction designed to make people like me believe it is a potential reality. It's not.

By contrast, the fall brings many real boating opportunities. First, of course, is the sheer joy of enjoying your boat without the need to constantly swat flies and mosquitoes. The weather is cool, crisp and invigorating. You arrive at your destination port feeling refreshed and looking forward to going for a walk (instead of seeking out the closest dark, cool bar for a mandatory two hour recovery period). Not only is the fall weather cool, but it is also blessedly void of those miserable summer thunderstorms. Twice this past summer I found myself doing a nerve-jangling dance around the Bay trying to dodge fast-moving thunderstorms. Fall weather is far more predictable.

Best of all, there are no hurricanes in the fall. No need to watch the Weather Channel for the Tropical Update each morning. No need to worry about leaving the boat in the water if you go away for a week. No need to double up, spider and anti-chafe lines just in case.

And then, of course, another of the best features of boating in the fall is the availability of slips in popular ports. No need to reserve a slip two weeks in advance and then end up paying for it when your plans change. In the fall, simply hit the water and call any marina you would like for a reservation that same day. They will not only be happy to see you with no advance notice, they will probably also give you an off season discount!

You will also note that while traveling on the Bay in the fall that your day will be blessedly free of go-fasts, jet skis, and all other manner of boating novices. Folks out on the water in the fall are there because they have the boating experience to understand and appreciate the true beauty of the season. Come to think of it, maybe that's why all the best boat shows are held in the fall. Boat manufacturers are smart. They know that you are more likely to be a buyer when the imagery from their advertising best aligns with the reality of the conditions on the day of the show.

So, yes, by all means - - climb up to the bridge and enjoy the cool air as you sit at the helm and imagine yourself cruising down the Bay in that brand new boat. You know you want it ...

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

With the fall weather approaching, bringing with it the cooler weather, the fall colors, and clearer water, I am told that this is a great time for boating because of the temperature, the colors and the fewer boats on the water. I would love to regale you with some personal fall boating experience, but with the two boats that the wife and I have had in the last six years, we have not had any time on the water, because of problems with the boats. This year we are closer than ever and hope that we will be able to get out before it is time take the boat out of the water.



In thinking about putting the boat away for the winter, you can read many things that have to be done to prepare the boat for its hibernation. I was reading about putting mineral oil in the head to keep the pump lubricated and exercising the seacocks with light penetrating oil for the Marelon seacocks and heavier grease for bronze seacocks and leaving them open for land storage and, of course, closed if in the water. It seems that it is a good idea to spray all exposed electrical connections with a quality anticorrosion spray and to bring your electronics inside to a dry, secure place. I have heard and read many theories about how much fuel to leave in the tank, if any. If you have any definite answers to the above, please let me know.

At this writing, our VSC examiners have inspected 56 boats and 26 canoes and kayaks. While this is not what I had hoped that we would do this year, I am pleased with the totals considering that we had three examiners that were not up to par because of health reasons, very poor weather for inspecting and a shortage of boats on the water. I understand that National has received a recommendation that 10% of a squadron's membership must be qualified examiners before that squadron could be considered for a National award. Thank goodness they have suspended this requirement for two years at which time they will review it.. This would be a tremendous burden on our squadron, since we have only six examiners for our hundred members. You might think that we do not have a chance of receiving a National award, but I can dream can't I? By the way for our present examiners, National has recommended that every VE attend a refresher class every two years. We will work on this for next year.

There is nothing to report from our Cooperative Charting committee. I would like to thank Norm Franck for writing a safety article for each Miles Line even though he is not our Safety Officer. We do not have one.

Our Public Relations person, Elaine Wright, has done a wonderful job this year and will get out more information about squadron activities if she is informed about them.

I am sure that our Youth Boating Safety Education, chaired by Donald Cook and Marian Franck, are busy planning next year's courses. Our best wishes go out to Marian while she recovers from some health problems.

**EDUCATION****P/D/C W. Norman Franck, SN**  
**P/C Fred K. Kieser, AP**

Good news from the Education part of the squadron !!

The AP exams have been sent off and we're waiting for the results back from National.

The Weather Course , being taught by Bill Rowan, started with ( 9) nine people taking the course at the Miles River Yacht Club.

The N course continues with 3 students, instructed by Bus Brown.

Fred and I are working to have the basic boating course during the first part of February as the boat shows start in January. Keep tuned for the date and place to share with our non-member boating friends.

Hope to run the Seamanship Class right after the basic boating class.

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

This year has certainly seemed to have gone by faster than usual. The holiday season is fast approaching, so I will share the planned events for the remainder of the MRSP year.

I will be attending the District Fall council & Conference Meetings at Gettysburg, PA, November 4-6. I will attend the Vessel Safety Check meeting for Mike Newnam to see if we can get information that is more definitive on the procedures for reporting paddle craft, canoes, and kayaks. I will also be attending the membership meetings, although with the job that Isobel and her committee has done this year, I should take her with me to teach the course. Look at the agenda on the D/5 website and if you see any meeting or subject you would like to have additional information, contact me before November 3.



Isobel has informed us that Katie Willis, CBMM speaker last month, has inquired about becoming a member our squadron. Katie also expressed an interest in some sort of partnership with MRSPS to do vessel inspections at CBMM as well as some of our educational courses. We are planning a visit to the CBMM to discuss the possibility, which could help boost our membership and provide an additional venue for our vessel inspections and educational courses.

Please mark your calendar for the following dates and events for the remainder of the MRSPS year:

**Wednesday, November 9, MRYC** – Regular dinner meeting, guest speaker Steve Soherr from the Washington office of NOAA. Mr. Soherr is the Cartographer Advisor will speak on NOAA's new chart products, (the experimental Booklet charts), and the new interactive chart catalog, viewing Bathymetric Data. Steve will also explain the new inquiry system as well as NOAA plans for future charting products. Checkout the menu on page 7, as we have added new choices at the request of some of our squadron members.

**Friday, December 16** – (Please note the change in this date from previous years at the request of the membership in order not to conflict with Christmas in Saint Michaels). The Squadron Christmas Party will be held at the Miles River Yacht Club. Pat Smith has agreed to chair the committee for the decorations and the gift grab bag with the help of some of the ladies of the former Half Miles.

**January 11, 2012** – Regular Squadron Dinner Meeting. We are working on a guest speaker for the National Weather Service (NWS), which will be timely since the Squadron's weather course will be nearing completion.

**Wednesday, February 8, 2012** – Founders' Day Dinner at MRYC

**Wednesday, March 14, 2012** – Change of Watch at MRYC

Sign up now for the November Dinner meeting on page 7, **SEE YOU THERE**

**Louis (Lonnie) A. Malkus, AP**

Lonnie was a great friend and cruising partner to many of us.  
He brought joy and a caring way wherever he went, and we will remember him fondly.

The Power Squadron has lost a fine member.

**SOMEDAY, YOU WILL BE CAUGHT IN A BAD STORM!**

The Chesapeake is a great place for boating, and we all have beautiful memories of times on her. But, as Cdr Rich has written several times, she can be a real witch once in a while. Every time we go out, we need to remember this, and be prepared to get our boat, family, and friends home safely when the weather suddenly turns bad. And, on the Chesapeake, bad can be very bad, indeed.

Last year, I wrote about boat handling in severe weather. I warned you that running before the storm is not always possible on our Chesapeake, because the weather usually comes from the west, it comes fast, and there's simply not many places to hide on the Eastern Shore. I advised you it may be necessary to head into the weather, toward the western shore, and to stand up to the conditions as best you can.

This year, I would like to encourage you to keep track of where you are. These days, we rely on our chartplotter and GPS to guide us along our chosen route. This takes a lot of pressure off the helmsman, and gets us to our next destination with relative ease. The problem is that these modern electronic conveniences lull us into relaxing our vigilance, and we may not know exactly where we are—after all, we are chugging down the course line, and will be having dinner soon at Solomons Island. We are not really prepared to switch to manual navigation if a big storm descends upon us (from out of nowhere) and knocks out the GPS.

It does not require a lightning strike to render the GPS useless. The signals from the satellites simply can't make it through a big electrical disturbance that a storm causes. You will be fighting the waves, the rain, and the wind—and your navigation system may become useless. Here's some tips to consider whenever you pull away from the dock.

1. Carry a waterproof chartbook of the Chesapeake with you. Until recently, ADC provided a very nice chartbook for about \$60. Now, it looks like GMCO has taken over this publication. Google GMCO to learn more.
2. Keep casual track of where you are. I remember cruising with P/C Tom O'Donnell. I was at the helm, enjoying the ride, and keeping the boat on the chartplotter's black line. Tom kept looking left and right, then at the paper chart. He was not only enjoying the experience, he was keeping track of where we were, completely independently of the on-board electronics. He noticed each and every channel marker. He looked for every inlet, headland, and island. If we got in trouble, at least we knew where we were. This didn't take much of Tom's time, and he was obviously enjoying the experience. Later, I thought about what he did, and considered how important this could be. I started keeping track of where we were—and it became a habit.
3. Keep backup electronics on your boat, including spare batteries. I know you hear this all the time, but I repeat it yet again. A hand held VHF radio may save you a lot of grief someday. Don't forget to change out the batteries every spring when you recommission your boat. Hand-held GPS's are inexpensive, and could be a big help. Also, these days, a cell phone could come in really handy.
4. Stay away from the booze until you reach the next port. Getting caught in a storm is bad enough without being impaired by alcohol.
5. Lastly, make sure there is someone (besides you) on board that can operate the boat. You may need a hand at the helm because you are needed elsewhere. Many of the ladies in our crowd have attended our seminars on boatsmanship. Take the next step, and practice on your own boat. Who knows? Maybe you will like it! Not only will you become proficient, you will have a good time doing it.

- P/C Al Holmes, pitch hitting for P/D/C Norm Franck

**OCTOBER DINNER MEETING PICTURES**



Our October dinner meeting at MRYC was a big hit, with a terrific program by Katie Willis of the Chesapeake Bay Maritime Museum. She gave us all the latest scoop on CBMM, and reminded us about this valuable resource in our own back yard.

Here's Katie being introduced by Cdr Rich.



The rest of us caught up on current events, ate a great dinner, and thoroughly enjoyed ourselves.



OCTOBER DINNER MEETING PICTURES



Katie even brought us presents — very nice shopping bags from CBMM.

**November Dinner Meeting—Wednesday, Nov. 9**  
**Miles River Yacht Club**  
**1800 Cocktails, 1900 Dinner**

**Guest Speaker: Mr. Steve Soherr,**



**NOAA** NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
UNITED STATES DEPARTMENT OF COMMERCE

**Menu:**

**Beef Stroganoff w/green beans almandine**  
**Or**  
**Herb Crusted Pork Tenderloin w/golden fruit chutney**  
**w/mashed potatoes & green beans almandine**

**Served Salad: Autumn Salad w/ spiced pecans, Balsamic Dressing**

**Dessert**  
**Fruits of the Forest Cobbler w/ whipped cream**

**Ice Tea, Coffee, DeCaf included**

**PRICE PER PERSON.....\$30.00**

**RESERVATIONS DUE BY Nov. 4<sup>TH</sup>**

**Email, your reservation to Arnold Peterson [apeterson@atlanticbb.net](mailto:apeterson@atlanticbb.net);  
 For mail and phone reservations, please send to Elise Beacham,  
 100 Wye River Dr., Queenstown, MD 21658, Phone 410-827-7325**

**Name** \_\_\_\_\_

**Number attending** \_\_\_\_\_ **Beef** \_\_\_\_\_ **Pork** \_\_\_\_\_

**Total Amount** \_\_\_\_\_

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**YEARBOOK UPDATE****Marian Franck, SN**

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

**Ruth Buescher has moved. Last month, we gave her new address, but no email information. Now, we have all the information you need —**

**700 Port Street #330****Easton MD, 21601****Same phone number—410-822-8490****New cell phone number—410-924-1939****Email — rbuescher@goeaston.net**

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

**CALENDAR****Nov**

2 Excom—1900—MEBA  
 4-6 D/5 Fall Conference—Gettysburg PA  
 9 Dinner Meeting — MRYC

**Dec**

7 Excom—1900—MEBA  
 16 Christmas Party — MRYC

**Jan**

4 Excom—1900—MEBA  
 11 Dinner Meeting — MRYC  
 25-29 USPS Annual Meeting—Jacksonville, FL

**Feb**

1 Excom—1900—MEBA  
 8 Founders' Day Dinner — MRYC