



Miles Lines

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COMMANDER'S VIEW

HOT TIMES AT THE D/5 SUMMER COUNCIL

Cdr Richard W. Wright, AP

One constant fact for boaters on the Bay is that cruising during the summer can turn into a real test of endurance if you are unfortunate enough to run into a heat wave. I've been lucky enough to do just that two years in a row now. Last year it was during a Squadron cruise through the very aptly named Dismal Swamp; this year it occurred on a trip with friends starting at Knapps Narrows for a boating club meeting and finishing at the D/5 Summer Council in Crisfield, MD. High temperatures every day of the cruise ranged from the low 90's to over 100!

In spite of the record heat, we enjoyed spending a weekend at Knapps Narrows, with P/C Don Urie and P/C Tom O'Donnell and their wives, and the other folks from the Chesapeake Mainship Group. Bright and early Monday, we had a wonderful cruise to Zahniser's in Solomons. Although we always enjoy that marina, we were unpleasantly surprised that their award-winning restaurant, the Dry Dock, was closed on both Sunday and Monday - - bummer! Then, we headed on to the Tides Inn and Marina in Irvington to take advantage of a "3 nights for the price of 2" special at the newly reconstructed docks in front of the hotel. The Tides is not inexpensive, however, the excellent service and charm of the hotel extends all the way down to the marina. Plus, the little town of Irvington is a real pleasure to visit (by van or the courtesy bikes). Our activities at the Tides were somewhat limited by the heat, though we did manage to fit in a round of par 3 golf at the hotel's course one morning as well as a swim in their full-service pool every afternoon. And Elaine discovered a new cocktail, the Tides' Lancaster Lemonade, to supplement her routine offerings of Mojitos and Martinis.



Fortunately, the trip from Irvington to Crisfield was uneventful. Our arrival at the D/5 Council on Friday afternoon coincided with that day's high temperature of 100 degrees, making the process of securing the boat in the slip pure agony. I know that many of our members view air conditioning on a boat as completely unnecessary. While I respectfully tip my hat to those purists, I would also question the sanity of anyone choosing to sleep on a non-air conditioned boat in those conditions.

As usual, the D/5 conference was both fun and informative. In addition to Elaine and me, other MRSPS members attending the conference included Pat Smith and Norm and Marian Franck. Norm was his dashing self in full uniform and served in the honor guard at the flag raising ceremony. If you have never attended a D/5 Summer Conference, you really should consider going. There is much to see and do, as well as a great group of folks from squadrons throughout the region. Elaine squeezed in a trip to Tangier Island with new friends from the Annapolis Power Squadron.

Every cruise on the Bay seems to have at least one adventure and the trip home from Crisfield did not disappoint. We left Sunday morning on the seven hour cruise up to Cambridge with a perfect weather forecast for the entire day. Unfortunately, thunderstorms don't seem to follow forecasts and, by the time we had gotten up to Hoopers Island it became obvious that we were in for an adventure. While we managed to avoid the worst of the storms by monitoring weather web sites, the interior of the boat still looked like a war zone when we finally got to our home port with furniture and belongings strewn everywhere. It's like an old friend once told me - - boating is hours of boredom punctuated by moments of sheer terror. True - - but at least it had finally cooled off!

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

Since things are quiet in the Executive Department this month, I want to talk about something else: HURRICANES. As you have probably read, NOAA has recently raised its Atlantic Season Hurricane Update to include 14 to 19 named storms of which 7 to 10 can be hurricanes and of which 3 to 5 can be major hurricanes. I am sure that our members that have boats are well-versed in hurricane preparedness and have a plan for what to do in case one is coming our way. If you don't, please take the time to develop such a plan and to acquire the necessary items required in your plan.



For those of us who will probably try to weather the storm at home, there are a number of safety items that you need to have on hand. Make sure that you have a hurricane kit prepared. The following are a few of the items that you might consider for your kit. Battery operated flashlights and lanterns with plenty of back-up batteries, self-powered lights and radios, glow sticks, first aid kit, canned goods and opener, fruits and vegetables that do not require refrigeration, bleach, heavy work gloves, pre-moistened towelettes, a supply of your prescription drugs, clothing for several days, garbage bags, a five gallon bucket and cat litter for toilet use, a disposable camera to record home damage, toilet tissue, zip lock bags for protecting important personal items, safe drinking water tablets, plastic knives, forks, plates and glasses, paper towels, insect repellent, duct tape, matches and a multi-purpose survival tool, ponchos, boots with heavy soles as well as personal hygiene items.

One of the most important items is drinking water. A gallon a day per person is a good measure. Remember that your hot water heater is a source of drinking water. Attach a garden hose to the drain valve and run water out of the tank to remove any sediment that may be in the bottom of the tank. To start your water flow, open any hot water faucet in the home which will break the vacuum. Be sure that the electrical supply to the water heater is turned off.

Other things that we should be prepared to do include turning off the gas and electric to your home and making sure that your car is full of fuel if you need it.

Prepare a disaster communication plan with your family so you can stay in touch as often as necessary. Stay alert and listen to your radio and TV to track the path of a possible storm.

As you can see, proper planning is of the utmost importance in advance of a hurricane..

HALF MILES FUNDS PROVIDE SWIM SCHOLARSHIPS**Pat Smith**

Five children learned to swim this summer thanks to the generosity of the Half Miles funds designated for that purpose. The students are mentees in the Talbot Mentors program. Their participation in the Learn-To-Swim program at the Murphy Pool in Easton was monitored by the staff of the mentors program.

The Half Miles Auxiliary has for several years provided scholarships for sailing and swimming lessons for Talbot County children. When the auxiliary voted to dissolve in October, 2010, it was determined that any remaining funds be maintained in the MRSPS accounts as a line item designated for boating and water safety programs for Talbot County youth. Various agencies have assisted to assure that awarded students actually took advantage of this opportunity.

Thanks to Talbot Mentors for assisting in the 2011 project to provide swimming lessons for those who may not otherwise have had the opportunity.

EDUCATION

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

MRSPS has scheduled three USPS classes for Fall 2011.

Advanced registration, at least one week in advance, is required so that course materials can be ordered to arrive by the course starting date.

Seamanship:

Starts Thursday, August 25, 7:00 PM;
 Location: Miles River Yacht Club
 Cost: MRSPS Member, \$45.00; MRYC Member \$88.00
 Non-Member \$116.00
 Contact: Instructor, Tim Hanlon to sign-up: 410-819-0743 or
 at thanlon@atlanticbb.net

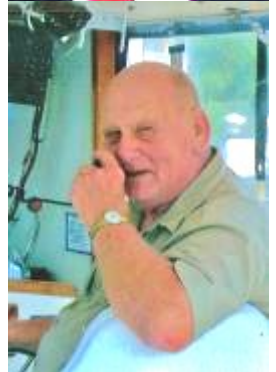
Weather:

Starts Tuesday, October 18, 7:00 PM;
 Location: Miles River Yacht Club
 Cost: MRSPS Member, \$65.00; MRYC Member \$108.00
 Non-Member \$136.00
 Contact: Instructor, Bill Rowan to sign-up: 410-819-6849 or
 at abrowan@atlanticbb.net

Navigation:

Starts Tuesday, September 6, 7:00 PM;
 Location: Mike Newnam's Office, Dover Street, Easton
 Cost: MRSPS Member, \$145.00
 Contact: Instructor, 'Bus' Brown to sign-up: 410-226-0265 or at csaltb@verizon.net

These courses provide opportunities to increase your boating knowledge and skills as well as interact with other squadron members and your boating friends. For any questions about these courses, now open to the public, or to sign up to take any of the courses, please contact the instructor listed for the course or 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.

**WELCOME NEW MEMBERS**

Isobel M. Krouse, S—Membership Chairman

Jim and Linda Montague moved to St. Michaels in 2006. Before that Jim lived in Chestertown and Tom's River, NJ, and Linda in NY. Both were members of other squadrons: Jim transferred from Kent Narrows and Linda belonged to Staten Island.

They have both been boating for many years and currently own a Gossard 36' power boat named "Rejoice". They enjoy cruising the Chesapeake Bay but plan to leave in October and travel the ICW to Florida where they will spend the winter. Port of call will be Stuart, but they'll move about when somewhere interesting appeals to them.

Linda is a photographer and they do a lot of traveling. Between them they have six children, fifteen grandchildren and one great-grandchild. Recently the whole family converged in St. Michaels for a surprise birthday party for Jim.

What are signs of a healthy squadron?

Six months ago, Marty Lafferty, D/5 Admin. Officer provided me a PowerPoint presentation from a session at the Ocean City Spring Conference. I thought that I would share the five features that indicate the signs of a healthy squadron:



I. Stability in membership – The measure is the squadron retention of membership.

I am sure you all are well of aware of the emphasis that this bridge has put on membership and membership involvement. We may have made some gains in reducing the 14% yearly decline in our membership this year,

II. Adequate Bridge - No recycling

So far, I do not see evidence that this has been a major problem, for MRSPS.

III. Meetings and programs – fun and interesting.

The MRSPS membership's feedback helps to improve our meetings and events just as your response to approval of the Horn Point Rendezvous. Keep your ideas and comments coming?

IV. Merit marks – 45%

I calculated MRSPS to be 76% and questioned my method via e-mail to Marty, see his response below under V.

V. Civic activities – VSC's + boating courses + Youth Boating Safety Program

"Steffens --. You are correct. The merit mark figure for good health is "at least 45%" -- it shows quality involvement and participation. With 76% participation, MRSPS excels in that category! And from what I witnessed at the middle-school program, your squadron participation level is worthy of major accolades.

– Marty"

Speaking of Meetings and programs, our final rendezvous for 2011 will be held on September 11 at the home of Bob and Dot Frenz, Peachblossm Creek (see page 7).

**Chivy says, "Let's make our last rendezvous a real party and have some fun!"
Please come and join us.**

Starting with the October meeting, we will be back at the MRYC for dinner, and are looking forward to some interesting quest speakers.

ACTIVECAPTAIN**Mary Carol Shannahan**

Editors Note: Mary Carol has provided information from a very interesting web community, called Activecaptain. It is filled with detailed cruising-guide information, indexed into an interactive map system. This makes it very easy and interesting for planning your cruises, and extremely helpful if you happen to take a laptop or iPad on your trip.

The following material is somewhat dated, but gives an indication of the enthusiasm and zeal this group possesses.

Try out the web site, and you may become an ardent supporter.

>>> The Zen of ActiveCaptain Routes >>>

We believe that route storage, editing, management, and sharing will be ActiveCaptain's most significant capability. While having marina, anchorage, local knowledge, and hazard markers is certainly wonderful, routes will make them personal in ways that will surprise you. It's not just the ability to store routes; it's the way in which they'll amplify the incredible information that continues to evolve within the markers. It's a $1 + 1 = 3$ type of thing.

ActiveCaptain has always had a certain openness and community feel to it. We call it the Zen of the product. The power of a community is huge and always underrated whether it is the public demanding government change in Egypt or boaters coming together to collect and share information useful to their boating lifestyle. We want to continue this philosophy as we start to release the routes capability.

Tied strongly into routes is one simple idea - all routes in the system are public and all routes can be shared by anyone. This is really no different than marina reviews - the ones you write are available for anyone to read and use. We struggled with whether there should be an ability to have private routes but decided that there are too many safety and new-generation capabilities possible if everything is public. So everything will be public.

In the first release of routes coming on April 1st, sharing will not be implemented. Your routes can only be seen by you. But know that sharing is coming and that anything you upload and create will be available to everyone.

Starting April 1st, we'd like you to start uploading your existing routes from other navigation products into My Card / My Routes. We'd like to see a large database of routes so we can make sure all aspects of route sharing will work well when it goes live in May.

>>> GPX >>>

The GPX file format is an industry standard for sharing navigation information. It's the first format that ActiveCaptain routes will support. Almost every navigation product can export routes in this format. Now is the time to start investigating it. Look at the routes you've created in other systems and find a way to export them in GPX format. It should be a fairly easy process from any software navigation product you use. It will likely be difficult from most multi-function display chartplotters.

For products that don't support GPX, there are a variety of utility products that convert from one format to another. The route information that ActiveCaptain uses is very simple - a route name, starting and ending waypoint/location names, and a list of latitude/longitude pairs. If your software doesn't export into GPX format, check out one of these two products to help in the conversion:

GPSBabel - an incredible free tool that converts between many different navigation formats. It's one of those things that everyone should have. It has native support for Windows, Macintosh, and Linux:<http://www.gpsbabel.org/>

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

Ron Sasiela notified me that you now can get ethanol free gas for you small engines (outboards, lawn mowers, weed eaters, chain saws, etc) at the new Crown gas station (formerly the Citgo station) at Marlboro Road and Washington Street (next to Easton Hardware). The price is higher but considering the fewer headaches and repair bills, it is well worth the price.

For those of us who might be boating "outside of the country" the U.S. Customs and Boarder Protection helps boaters report their arrival to the U.S. at no charge. The system is currently available in the southeast at Florida, Puer-to Rico and the U.S. Virgin Islands. It is also deployed at the U.S./Canada border.

Enrolling is quick, easy and free for SVRS (Small Vessel Reporting System) users:

1. Go to www.CBP.gov/svrs
2. Schedule interview on line with CBP officer.
3. Receive boater registration number and password by email.

With this you report your entry to the U.S. quickly by calling a dedicated phone line and respond to the questions.

Boating activity 2011 dates of interest:

- October 6-10, US Sail Show in Annapolis
- October 6-9, Trawler Fest in Baltimore
- October 13-16, US Power Boat Show, Annapolis

Be Safe out there.

NAVIGATION CONTEST**P/C Al Holmes, JN**

The Navigation Contest is a rich tradition at the Miles River Sail and Power Squadron. It has been held for several decades, and the names on the trophy are a good cross-section of our most ardent boaters. Its purpose is to test and hone our skills in coastal piloting and seat-of-the pants estimations of winds, currents, and tides—and their effect on a cruising pleasure craft.

However, technology has taken its toll on the long-standing format of this contest. The additions of electronic equipment on typical cruising boats has changed our piloting methods, and has rendered old techniques obsolete. Now days, we rely on our GPS for planning and executing our boat trips. We simply plug in our routes, and follow the little black line on our chartplotters.

Many of us now have radars, which we can use for many purposes, including avoiding collisions at night and inclement weather. Our more skillful captains can use radar to avoid bad weather—or at least minimize its severity. Cdr Rich talks about this in his article this month. In addition, radar gives us the ability to "see" navigational aids much better than we can by eye.

Auto pilots are also becoming much more prevalent on pleasure craft. When used in conjunction with a GPS, an auto pilot will do a very good job of keeping us on course with no intervention by the pilot. (The biggest problem with auto pilots is that it is easy to relax our lookout vigil when the boat is driving itself. Just two years ago, fishermen were killed at the mouth of the Choptank by a cruising boat running on auto pilot. The captain claimed he just went below for a minute or two to get a cup of coffee.)

The "regular" participants in the Navigation Contest have agreed that we need to change the format to test and hone our boating skills, including electronic navigation aids. The contest needs to open up to the reality that this is how we now pilot our boats, rather than complete reliance on physical sightings, dead reckoning, and detailed use of paper charts.

This winter, we will meet to discuss how we should set up the Navigation Contest. If you are interested, please let me know (al-holmes@verizon.net or 410-745-4122). The "regulars" of the Navigation Contest would welcome you and your ideas. Then, next year, we can have a Navigation Contest that is fun and meaningful for all of us.

SEPTEMBER RENDEZVOUS

Sunday, September 11, 3-6 PM
Bob and Dot Frenz's Home

6569 Locust Grove Road, Easton MD 21601
410-822-3050

By Land: Oxford Road to Bailey's Neck Road. Bailey's Neck Road 1½ miles to Locust Grove Road. Right on Locust Grove ½ mile to the 5th mail box on the right.

By Sea: Tred Avon River to marker #16 Peachblossom Creek. Stay in the center of the creek ¾ miles until you pass 2 anchor bouys on the starboard. Come straight into the dock. We will monitor channel 16.

Buffett Menu: By Garden & Garnish

Beef Stroganoff
Fresh Green Beans With Toasted Walnuts And Brown Butter
Caesar Salad
Sweet Potato Biscuits
Ice Tea, Coffee

Members with last name ending A – L, please bring an Hor D'Oeuvre
Members with last name ending M – Z, please bring a Dessert
Remember KISS "Keep It Simple"

All members wearing a MRSPS Logo (shirt, hat, Pants) will receive \$1.00 off first drink. (Not including Name Badges)

The Annual Fun Event will be Auctioning Off the Balance of the Bar
"See who can outdo Kevin this year"

Price Per Person \$20.00
Reservations by: 9/5/11

Arnold Peterson
22440 Indian Point Road
Bozman, MD 21612
410-745-3466
apeterson@atlanticbb.net

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NEW PICTURES ONLINE

A very important part of the Squadron's recruiting effort is supported by our online presence on the internet. Potential new members will almost certainly "check us out" online to find out who we are and what we offer as part of their decision to join.

In an effort to keep our online presence up to date, Gail O'Donnell recently updated our Squadron's website (www.mrsps.org) with a new set of pictures. Be sure to click on the link to see what's new! Additionally, for our Facebook users out there, Elaine Wright has updated our Facebook page with new pictures as well.

If any members have information or pictures they would like featured on the website or on Facebook, please send them to Gail or Elaine.

Remember new membership recruitment is every squadron member's responsibility!

CALENDAR

| | | | |
|-------------|--|------------|-----------------------------------|
| Sept | | Nov | |
| 7 | Excom—1900—MEBA | 2 | Excom—1900—MEBA |
| 11 | Rendezvous— Bob and Dot Frenz' House | 4-6 | D/5 Fall Conference—Gettysburg PA |
| 12-17 | USPS Fall Governing Board—Greensboro, NC | 9 | Dinner Meeting — MRYC |
| 30-2 Oct | D/5 Sail Regatta — Herrington Harbor | | |
| Oct | | | |
| 5 | Excom—1900—MEBA | | |
| 12 | Dinner Meeting — MRYC | | |