

# MSSA FREDERICK CHAPTER NEWSLETTER



Working to Provide a Unified Voice to Preserve and Protect the  
Rights, Tradition and the Future of Recreational Fishing!  
No Unity, No Voice, No Fish



The Official MSSA Frederick Chapter VHF Channel is 71

## President's Message

Well guys, quite an interesting and busy month of January for our chapter to start off the New Year. Our flea market that has grown to become an "Expo" was well attended. Our dynamite list speakers saw their seminars packed, our vendors were busy selling their wares and a steady stream of fisherman came through the door. It was pleasing to see many of our members this year walking around, buying and shootin some good ol' bull around.

A huge thanks goes out to everyone who stepped up to make this event, in our minds, the best show on earth. Again, thanks to everyone who spent their time and energy to help setup, control traffic and help clean up after all was said and done.

As you know, the annual dinner dance was postponed and rescheduled for March 1st. Many of you have yet to get tickets, so make sure you see Bob Pellicott at Wednesday's meeting. It will, as always, be a great night of food, fun and camaraderie with some really nice raffle prizes. The Rivers bend Band will be playing a great list of country music, good ol' rock-n-roll and many of our favorite songs. Make sure you pick up your tickets and hope to see everyone there.

Finally, there has been a lot of hoopla going through the angling community regarding the 3 rod limit that went into effect last year. An update has been issued by the DNR that this law has been repealed. So, opening day will be here before we know it, get your 30 rods cleaned up and get the boat ready. Start making your plans for our chapter spring rockfish tournament because signups will begin at our March meeting.

Fish Hard!

## Next Meeting

**Wednesday, February 12, 2014**

Food Service begins at 6:15 PM  
Meeting at 7:00 PM

### **Speaker:**

Jeff Beane from Smoove Products will demo compounding and polishing a hull. He is bringing a buffer and a small hull to show us how it's done.

### **Vendor:**

Smoove Products

### **Menu:**

#### **December Raffle Winners:**

Penn 310GT Reel – Jeff Townsend  
RDT Rod Rack – Terry Hopkins  
Cabelas "Catch" Bag – Rob Pellicott  
Rapala Filet Knife– Jim Bremer  
Misc. Tackle Assortment – Jim Scott  
MSSA Frederick Hat and Tee- Jim Johnson  
Hook Remover – Bob Lowery

#### **50/50 Raffle**

\$75 – Jim Scott

#### **Attendance at the December Meeting:**

35

#### **Directions To Meeting at the Frederick Moose Lodge: - [Map](#)**

From Frederick, take **I-70** east to **exit 56**  
(Rt. 144W). Turn slight right onto MD-144.  
Go 0.8 miles to 828 E. Patrick St. on the left.

## Chapter News

### **January Dinner Meeting March 1, 2014**

The dinner has been rescheduled for Saturday, March 1, 2014 at the same time and place. If you have tickets and can't make the rescheduled date, please see Bob Pellicott for the refund.

### **Chapter Spring Tournament Information – May 2-4**

We will begin signing up people for the Spring Tournament at this month's meeting. We will be at the Comfort Inn/Beacon Marina in Solomon's again this year..

This year we will be offering an Early Bird Discount for those that register for the tournament by the March 12th meeting.

The deadline to register for the tournament is April 10, 2013. There will be no registrations accepted after that date.

### **2013 Memberships have expired**

This is a reminder that yearly memberships run from January 1 to January 1 the following year. If you signed up for a yearly membership in 2013, your membership has expired and your need to renew.

You can renew your membership at the meeting or by signing up on-line at

<http://www.mssa.net/join1.html>

### **5<sup>th</sup> Annual Frederick MSSA Flea Market was a success**

On January 18th<sup>1</sup> the Chapter hosted the 5<sup>th</sup> Annual Saltwater Fishing Expo at the Fredrick Fair grounds.

Ti was cold and windy, but that didn't deter the vendors and speakers from showing up bright and early in anticipation of the day

The fishing community was treated to a variety of things to purchase including inshore and offshore tackle, custom rod manufactures, artwork, custom aluminum rod riggers and much more. When lunchtime rolled around there was no

shortage of food. Raw oysters, fresh cut fries, fish, burgers, dogs and soft drinks where available and where delicious.

## Fishing Reports

### **Chincoteague Action**

By Charlie Koski

As is sit here on the first day of 2014 I think Well with the cold weather pretty much has all fishing completely stopped. Ice is hampering any boats from moving out of the harbors. Dredging of the channel is seized due to all the ice we have around the island. Even the duck hunters are walking fro the road to their blinds. Well its been time to get the reels out make sure all is working ok and time for tying rigs. Getting ready for the upcoming flounder season is my priority during the cold snap. Projected forecast is bleak with more cold coming in and ore snow the second week of February. Argghhh.

Surf action for stripers never really happened this year as most of them held out in the ocean off the EEZ zone. Red drum were caught up until the cold snap but few have ventured out there to fish due to winds and cold.

Flounder regs are still beg tossed around with the coast wide 18" and 4 PP gaining popularity with the northern states. Virginia will meet February 10 to discuss any options to be presented to the ASMFC by February 17. By next writing is should all be hashed out. Tight lines.....

### **Ocean City Action**

### **Chesapeake Bay Action**

### **Virginia Beach Action**

By Dr. Julie Ball

07 February 2014

Spring can't arrive fast enough; folks are tired of the barrage of relentless, record-breaking winter storms. As more frigid weather threatens fishing opportunities along the Mid-Atlantic coast, anglers are grabbing any break they can get to get out. Most are opting for the only game in town, speckled trout and tautog.

Even with plenty of life and bait presenting along the coastlines, unfortunately the striped bass and the bluefin tuna fisheries are not happening for any of the Mid-Atlantic States this winter. Virginia anglers are crying the blues, but so are Carolina anglers. It seems the only hope is to intercept the

schools of rockfish as they head toward the Bay to spawn in early spring.

Speckled trout are still receiving the most attention from anglers, and with good reason since specks are one of the only species available right now. Luckily some decent catches of these beauties are still coming from the Elizabeth River. Live bait and cut bait continue to work in the Cove, but shad are now swarming in these same areas, confusing some anglers who are mistaking the haphazard "bumps" in their lines as missed bites. Many anglers are also scoring with decent trout by casting with lures. The larger fish are still hanging out on ledges in deeper water within the River, so a slow retrieve with a sinking lure is the key. Plenty of spunky puppy drum and some school-sized striped bass are also hitting in the Elizabeth River.

Near shore, most tautog hunters are faring well on wrecks and structures up to around 20-miles off the beach. Boats squeezing in trips between recent weather windows were rewarded with a few dozen fish per boat this week. Many of the tog are on the small side, with some ranging up to around six-pounds. Crabs are the top bait but they are very difficult to find, so plan ahead if you are organizing a trip. Most anglers are resorting to clams and frozen bait lately. Remember, you can only keep three fish at 16-inches or longer. Tautog are also active on deeper wrecks, but seabass, which are not legal to keep right now, are making catches a challenge. A few cod are also hitting on some of these same structures on clams.

When boats can venture out to scour the deeper ocean floors via deep dropping, plenty of blueline tilefish, black bellied rosefish, and scattered grouper and wreckfish are around, but the invasion of dogfish is discouraging to many anglers. Metal jigs are a good alternative to bait, and can help keep some of the annoying dogfish at bay.

[www.drjball.com](http://www.drjball.com).

### **Delaware Action**

By Eric Burnley Sr. \*

**Updated: February 7, 2014**

**ADVISORY:** Anglers are reminded that the recreational black sea bass season closed in Delaware coastal waters Jan. 1. Federal waters, which begin 3 miles from shore, also closed on Jan. 1. Open season dates, minimum size and harvest limits for 2014 will be announced when finalized.

**DELAWARE BAY** The ice is leaving the bay, but it will be a long time before any decent fishing will occur. The best bet in the near future is yellow perch in the tidal creeks and

spillways. Small minnows on a jig under a bobber is effective in the spillways while earthworms fished on the bottom will work in the creeks.

**INDIAN RIVER INLET** Still plenty of ice in the back bays, but it is receding. Perch fishing should return to the upper Indian River soon.

**INSHORE OCEAN** Boats running from north Jersey ports are finding fair action on tog, ling and cod while Delaware boats are trying to get out. The head boats at Fisherman's Wharf have posted a schedule on their web site ([www.fishlewes.com](http://www.fishlewes.com)), but to the best of my knowledge they have not been able to sail.

**SURF FISHING** The snow is gone and the beaches are open, but the fish are still a long way off.

## Tips and Tackle

### **Selecting a Battery Charger**

#### **What do batteries want?**

Battery power is a baffling topic to most boaters, but is also critical for starting engines and running lights and accessories. If you don't happen to have an abundance of "smarts" when it comes to managing your charging needs, it helps to have a system with the "smarts" built-in. Fortunately, modern "smart" charging options are available to make proper care of batteries almost idiot-proof.

Marine deep-cycle batteries last the longest and charge the fastest if they are charged in distinct phases, which we refer to as the "Ideal Charge Curve," the charging schedule recommended by virtually all makers of marine batteries. In the description that follows, remember that recommending precise voltages for batteries is subject to at least two caveats: 1) Gel batteries charge at different (and lower) voltages than flooded-type and AGM batteries. 2) The voltages stated are temperature-dependent.

This makes it difficult to recommend precise charging voltages, since they vary according to the temperature of the battery. Most of us generally operate our boats in temperatures between 50°F and 90°F, and the values used in our West Advisors reflect that. Higher temperatures require lower voltages, and lower temperatures require higher voltages. Note: In the following section, we define the capacity of the battery bank (in amp-hours) as C.

#### ***The "Ideal Charge Curve"***

**Bulk phase:** this is where the heavy lifting takes place. Charge at a rate up to 20 percent to 40 percent of C to a voltage of

about 14.6 volts (gel: 14.1 volts). For example, a 200 amp-hour battery would be charged at 40-80 amperes. This will bring the battery to about 75 percent of full charge, and is efficient (more amp-hours replaced per hour of charge time) since the battery accepts more current when it is discharged. AGMs require slightly different voltages, and unless there is an AGM setting, should be charged using lead-acid settings.

**Acceptance phase:** maintain battery at 14.6 volts (Gel: 14.1 volts) while the amperage is steadily reduced. This will restore the next 25 percent of capacity at a declining rate. Your battery can be considered fully charged if it will accept current equal to 2 percent of C at 14.6 volts (a 200 amp-hour battery will only accept four amps).

**Float phase:** when the battery's acceptance declines to two to four percent of C, the voltage is reduced to 13.4 volts (Gel: 13.8 volts) to maintain the battery without losing electrolyte from the cells. This is a maintenance phase, not a charging phase.

**Equalization:** this stage is used to prevent flooded lead acid batteries from aging prematurely, and is an optional, frequently omitted phase. After the battery reaches the end of the acceptance phase, the battery continues to be charged at four percent of C until the voltage stops rising, usually around 15.5 to 16.2 volts. This forces the battery to its highest possible state of charge, boiling the electrolyte in a controlled manner and dissolving the lead sulfate crystals that have collected on the battery's plates.

In industrial applications where maximum energy storage is important, this phase is done every charge cycle. In the marine environment, it is more likely to be done every 20-50 cycles to extend the life and capacity of wet batteries. Gel and AGM batteries should not be equalized. Since electrical equipment and light bulbs can be damaged by high voltage, the battery should be disconnected from all loads during equalization.

This type of battery charging, consisting of multiple stages, is not possible with automotive-type alternator regulators, unregulated solar panels, ferroresonant chargers, or taffrail generators. We strongly encourage the use of efficient charge devices, both for shorepower charging and alternator regulation, that use modern multiple-step regulation.

#### **What size charger do I need?**

Deciding how big your charger needs to be is determined by the size and type of your

batteries, and whether your boat has a continuous or intermittent source of AC power to run your charger. Boats that spend most of their week at a dock, constantly hooked up to shore power, require smaller chargers. You need enough capacity to run the continuous loads on your battery system, like DC refrigeration (frequently the biggest user of battery power) and lights, plus enough power to float-charge your batteries. A good rule is to have enough amperage to equal the sum of the DC loads plus 10 percent of the amp-hour capacity of the batteries.

If you're cruising or anchored out, and aren't plugged in except intermittently, you will want enough capacity to recharge in the time you have available, if possible. You need enough juice to replace the power consumed by all the DC loads, as above, plus an average charge rate equaling the amp hours required divided by the hours available. Maximum amperage that batteries can accept during the Bulk Phase of the charging cycle vary depending on battery chemistry: flooded batteries can accept a charge rate of up to 25 percent of C; gel batteries have a higher acceptance rate of as much as 30 percent; AGM batteries accept the highest charging amps, as much as 40 percent of C.

#### **How long does it take to charge?**

If you operate your house bank between a 50 percent and 85 percent state of charge, as many experts recommend, and charge once daily, you should be able to return the 35 percent of battery capacity by operating a properly-sized alternator for slightly over an hour. More deeply discharged batteries, or smaller alternators, will require more time. Surprisingly, using a massive charger or monster alternator to pour on the current can be counterproductive, and can shorten your battery life. Excessive current makes batteries heat up and gas excessively (when the electrolyte dissociates into hydrogen and oxygen). Soon the voltage limit is reached, causing a downshift from the Bulk to Acceptance Phase. Adding more battery capacity is a better solution, and may even decrease the needed recharging time. Bigger battery banks can accept more charging amps, so they replenish more quickly and you don't need to run your engine as long.

#### **Multi-stage smart charging while under way**

When it comes to efficient battery charging, a multi-stage smart shore power charger is only part of the story. You need a voltage regulator with intelligence, plus a high-output alternator, to maximize the efficiency of your charging system. In automotive

applications, the alternator's function is to keep a starting battery happy while supplying power to electrical/electronic systems needed to operate the car (headlights, CD player, vanity mirror lights, etc.). In this environment, a simple, internally-regulated alternator is usually more than sufficient to get the job done.

Onboard a boat the alternator and regulator must support a much greater battery capacity to fulfill engine starting and house battery loads. The alternator and regulator must be able to charge effectively at lower rpms and live in an inhospitable environment. In addition, the alternator and regulator may sit for long periods between uses (surprisingly, one of the toughest aspects of alternator life). At the same time, this system must meet the expectations of boaters who want to have their batteries charged with the least amount of engine running time.

Intelligent voltage regulation meets the needs of newer battery types, and the added load that modern electronics and inverter technology demand. Intelligent regulation matches the output of the alternator to the specific needs of your batteries (AGM, gel, Optima, deep-cycle flooded, etc.) so batteries charge faster based on the needs of their unique constructions, and so the charging system can most effectively utilize the increased voltage high-output alternators provide. Max Charge and ARS-5 regulators are equipped with engineered programs for each battery type—just tell the regulator what battery type you are using and the regulator handles the rest.

In addition, many smart voltage regulators are equipped with the ability to monitor both battery and alternator temperature, and respond by increasing or decreasing voltage levels to maximize both safety and performance. In the event of a condition that poses danger to the system or the vessel, the regulator has the ability to discontinue charging completely.

#### **Tips for battery longevity**

- Shallow discharges lead to a longer battery life.
- 80 percent discharge is the maximum safe discharge
- Don't leave batteries deeply discharged for any length of time
- Charge batteries after each period of use
- Don't mix old batteries with new ones

**How to rapidly kill a battery**

**Undercharging:** consistently failing to fully recharge batteries leaves them with lead sulfate that hardens on their plates—they become sulfated—and gradually lose their ability to perform. Increased resistance when charging causes falsely elevated voltage readings, essentially fooling the battery charger, leading to further undercharging, in a downward spiral. Beyond a certain point, a sulfated battery cannot be returned to a healthy state, and you need a replacement. Keep your batteries charged, and equalize your wet cell batteries every six to eight weeks in temperate climates, and more frequently in the tropics.

**Overcharging:** especially fatal to Gel and AGM batteries, consistent overcharging (NOT equalization) boils the electrolyte out of the cells, and can even lead to thermal runaway, with the battery becoming hotter and hotter. One of our writers experienced thermal runaway on his liveaboard Catalina 30, caused by a ferroresonant “dumb” charger, with nearly catastrophic results.

**Excessive deep discharge:** don't completely discharge a deep cycle battery if it can be avoided. The deeper the discharge the less life you will get from the battery. The ideal method is to charge and discharge the batteries through the middle range (50 percent to 85 percent) of their capacity and, if they are flooded batteries, to equalize them periodically. Leaving the battery in a fully-discharged state, for example during winter storage

**DNR in the News**

**Recreational Gear — Repeal 3 Rod Limit in Tidal Waters**

The Department will proceed with an emergency regulation in February 2014 to remove the three fishing rod limit per person that was established for tidal waters nearly 7 months ago. This decision is based upon new information that suggests this regulation may have a negative socio-economic impact on tackle shops and sports fishermen, and because the primary objective of this regulation was to address a statewide inconsistency in rod limits rather than conservation obtained since the regulation became effective.

**Fishing Regulations**

**2014 Md. Flounder Season**

Minimum Size –

Season –

**2014 Va. Flounder Season**

Minimum Size -

Season -

**Classified Ads**

**Indoor Boat Storage** – \$150 month in Frederick 14' door  
Call Rob @ 240-586-5201

**Charter Services**

**Island Queen Inland Charters**

Bay and Sound Fishing & Cruises  
Chincoteague Island, VA  
Captain Charlie Koski - 757-990-2404  
[www.islandqueeninlandcharters.com](http://www.islandqueeninlandcharters.com)

**Fishing Equipment**

**Commercial Supporters**

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**FREDERICK MSSA CHAPTER - 2014 CALENDAR OF EVENTS**  
[www.mssafrederick.com](http://www.mssafrederick.com)

<b>JANUARY</b>	<b>11</b>	- <b>Dinner Dance</b> - Frederick Moose Club
	<b>17</b>	- <b>Frederick Board Meeting</b>
	<b>18</b>	- <b>Frederick Chapter Fishing Expo – Frederick Fair Grounds</b>
	25-26	- Kent Island Chapter Flea Market
	23-26	- Baltimore Boat Show – Baltimore Convention Center
<b>FEBRUARY</b>	1-3	- MSSA Convention, Annapolis, MD
	1	- Tri State Marine Flea Market – Free in Deale MD
	<b>12</b>	- <b>Frederick Meeting -</b>
	<b>19</b>	- <b>Frederick Board Meeting</b>
	15-16	- Pasadena Flea Market – Earleigh Heights Fire Co, Pasadena, MD
	22	- Dorchester County Flea Market – American Legion Post 91 – Cambridge, MD
22	- Saltwater Fishing Expo Annapolis Elks #622 – Edgewater MD	
<b>MARCH</b>	<b>12</b>	- <b>Frederick Meeting</b>
	<b>19</b>	- <b>Frederick Board Meeting</b>
	15-16	- Essex/Middle River Flea Market
	22-23	- Southern MD Fishing Fair – Solomons Fire Hall
<b>APRIL</b>	<b>6</b>	- <b>Frederick Shakedown Cruise/Brunch</b> – Sandy Point
	<b>9</b>	- <b>Frederick Meeting</b>
	<b>16</b>	- <b>Frederick Board Meeting</b>
	19	- Opening Day - Striped Bass Season
<b>MAY</b>	2-4	- 30th Annual MSSA Spring Tournament – Solomons
	<b>7</b>	- <b>Frederick Meeting</b>
	<b>14</b>	- <b>Frederick Board Meeting</b>
	<b>15-18</b>	- <b>Chapter Flounder Tournament</b> – Chincoteague
<b>JUNE</b>	<b>11</b>	- <b>Frederick Meeting</b>
	<b>18</b>	- <b>Frederick Board Meeting</b>
	20-22	- 21th Annual MSSA Tunament – Ocean City & Wachapreague
<b>JULY</b>	<b>9</b>	- <b>Frederick Meeting</b>
	<b>16</b>	- <b>Frederick Board Meeting</b>
<b>AUGUST</b>	<b>13</b>	- <b>Frederick Meeting</b>
	<b>20</b>	- <b>Frederick Board Meeting</b>
	23	- 4rd Annual MSSA Beach N Boat Flounder Tournament – Ocean City
<b>SEPTEMBER</b>	<b>10</b>	- <b>Frederick Meeting</b>
	<b>13</b>	- <b>Chapter Crab Feast and Picnic</b>
	<b>17</b>	- <b>Frederick Board Meeting</b>
<b>OCTOBER</b>	4-11	- <b>Chapter North Carolina King Mackerel Tournament</b>
	<b>15</b>	- <b>Frederick Meeting</b>
	<b>22</b>	- <b>Frederick Board Meeting</b>
<b>NOVEMBER</b>	<b>12</b>	- <b>Frederick Meeting</b>
	<b>19</b>	- <b>Frederick Board Meeting</b>
	22-23	- 19 <sup>th</sup> Annual MSSA Fall Tournament
<b>DECEMBER</b>	<b>10</b>	- <b>Frederick Meeting</b>
	<b>17</b>	- <b>Frederick Board Meeting</b>