

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, seems summer is winding down, the kids have headed back to school, but the fishing should be heating up just like our chapter activities. Being on the waters of the Bay the last couple of weekends, the crabbing has improved, bait seems to be balling up in the rivers and breaking fish have been all over. It would be a great time to gather up some friends, grab your tackle (trolling & Light) and spend a few hours enjoying the beautiful resource we have at our heels. Oh Yeah, don't forget the beer!

As far as the chapter is concerned, quite a few things are on the near horizon, which represent what a fine chapter with a lot of activities we have. First, we have our annual fundraiser drawing at our next meeting. So, please be sure to sell those last tickets you have, as, it helps support the outstanding events our chapter puts on for all members that choose to participate. Be sure to turn in the stubs and money to Bob Pellicot before the meeting starts so we can pick the lucky winner during our normal monthly raffles.

Again, be reminded that our Crab Feast is on Saturday, September 13 at the Urbana Park, Pavilion # 1 starting at 1:00pm. If you've sold your ten tickets, be sure to get your free entry ticket from Bob at the meeting. If not, tickets will be available for \$35 at the meeting and there will be NO ticket sales the day of the event.

This is the last meeting to sign up for our annual "Tackle the Mackerel" tournament or to order T-Shirts and/or Sweatshirts. The order goes in on Thursday after the meeting and no additional items will be available afterwards. Also, plans and preparations have begun for our January 17, 2015 Expo. Fellas, this is a lot of work, therefore, we need some to step up and help this year. At the October meeting there will be sign up sheets for volunteering to again make this a huge success.

Fish Hard!

Ed

Next Meeting

September 10, 2014

Food Service begins @ 6:00 pm
Meeting starts @ 7:15 pm

Speaker:

Gary Ritchie
Fishing the Tides

Vendor:
Spankin Stripers

Menu:
Hot Turkey Sandwiches
Stuffing
Mashed Potatoes
Green Beans
Cake for dessert

August Winners:

Brian Conway – Food Saver
Emory Corner – Lure bags and Fish Towel
Jim Buenas – Hat and Filet Knife
Clay Pellicot – Tri ball hitch
Jim Bremer – Daisy Chain Lures
Tony Tolbard – Crimpers / Fishing Towel
Tommy Fouche – Lure Pack and bag
Tom king – Lure Pack and bag

50/50 Raffle – \$89

Bach Vu

Attendance at Meeting:

56

Fredrick Moose Lodge

828 E. Patrick St
Frederick, Md. 21707

Chapter News

ATTENTION !!!!!

The Cruise Drawing will be at this Month's Meeting

We are drawing the winner of the 2014 fundraiser Cruise at the conclusion of this month's meeting.

Please turn your tickets into Bob Pellicott, or one of the Chapter Officers, no later than September 10, 2014.

We want everyone who bought tickets to have an equal chance of winning so your cooperation in this matter is of utmost importance.

Crab Feast, Saturday Sept. 13

The Annual crab feast will be held on Saturday, September 13 at the Urbana District Park in Urbana MD.

This event will be FREE to anyone who sells ten (10) raffle tickets for the chapter fundraiser. For each ten (10) tickets you sell, you will receive one free ticket to the crab feast.

The menu will feature fresh steamed blue crabs, corn on the cob, fries, and cole slaw. Soft drinks will be provided free of charge. Feel free to bring your own beer.

For those that did not sell ten (10) raffle tickets, tickets are \$35 each, advance purchase only. There will be no tickets sold after the September 10 meeting. Friends and family are welcome as well.

N.C. King Mackerel Tournament October 4-11, 2014

We will continue taking money at the September meeting. Make sure to sign up. \$250 all in plus \$20 per person which includes two all you can eat meals

Fishing Reports

Chincoteague Action

By Charlie Koski

Tight lines.....

Ocean City Action

Sept 1st 2014

Water Temp: 74.5

Fishing Report by Sue Foster

Fishing this week picked up with snapper blues in the surf. Some schoolie stripers were reported up on the Delaware Beaches. Lots of flounder in the bay but lots of shorts! The larger flounder are offshore at the Artificial Reefs. Oceanic Pier saw lots of action though keeper flounder were hard to come by. Snapper blues on the Bridge, Piers, and surf added some new action. Croakers are still around though not always consistent. When anglers get into them, it is good! Offshore was good on dolphin, marlin releases, some tuna and wahoo.

Maryland DNR Fishing Report

The upper bay region there is good trolling action going on from the general region of Hart Miller Island south to the Bay Bridge. Most are now trolling with small spoons and perhaps a bucktail or two due to the small bluefish that are in the region; they will of course make short work on the tail section of sassy shads and swim shad lures. Planers and inline weights are in order and the edges of major channels tend to offer the best opportunities. There continues to be a good number of 2011 year class striped bass in the upper bay which at this point are coming up about an inch or so short of 18". Chumming continues to be productive for those that can find a group of fish to set up on; Swan Point, Love Point, Podickory Point and the Dumping Grounds are good places to start looking. Breaking fish and diving birds are becoming more common this week and a mix of small bluefish and striped bass are usually involved in the fracas. Often allowing metal jigs to sink deep below the surface action can put you in the zone for larger striped bass.

The Bay Bridge continues to be a draw for many; as the bridge piers and the sewer pipe on the northeast side continue to hold striped bass. One typically stages up current and drifting live spot, chunking fresh baits or jigging are all favorite tactics at these piers once it is determined at what depth the fish are suspended at.

In the middle bay region the live lining crowd has been flocking to the Gum Thickets

area in recent weeks and it continues this week. The 22' edge tends to be one of the more productive depths for a mix of striped bass and bluefish. Most anglers are reporting that the bluefish can be thick at times and taking a toll on precious live baits. Other channel edges in the area are also good places to set up on striped bass at times. It often takes a little exploring to find a group of fish suspended on the channel edges. Locations such as Thomas Point, the east edge of Hackett's Bar, Bloody Point, the Hill and the Clay Banks are all good places to start looking.

There tends to be a good supply of spot for those who are savvy enough to find a good source. Most know to go shallow when starting to look for spot and finding good hard bottom such as sand or shell can go a long way to success also. Once September starts to cool down and water temperatures begin to drop; spot are going to begin their southward migration. At this point trolling and jigging will fill in as the preferred methods for catching striped bass. This action is already becoming noticeable as a mix of striped bass, bluefish and Spanish mackerel harass schools of bay anchovies out in the bay. Most people who are trolling are using small spoons behind planers and inline weights and trolling along channel edges during good tidal current periods.

Light tackle shallow water fishing for a mix of striped bass and white perch continues to gain speed in most areas of the middle bay region; a good strong tide (flood tide being best) during the early morning and late evening hours is important. Topwater lures tend to be a favorite for striped bass fishing due to the excitement of a surface strike and to keep from fouling lures in the grass but swim shads such as the Gulp Mullet can be very effective. This nice striped bass fell for a Smack- It Jr. popper near submerged rocks.

Small to medium sized spinners, small spinnerbait type lures and soft plastic jigs are good choices for white perch. When fishing for white perch around docks and piers few things can rival a grass shrimp on a simple one hook bottom rig fished close to pilings and deep structure.

The lower bay region continues to offer some exciting fishing opportunities this week for a variety of fish species. There is a mix of Spanish mackerel, striped bass and bluefish chasing schools of bait throughout the main part of the bay. The western shipping channel edge from Cove Point to Point Lookout is providing much of the action for boats trolling spoons behind inline weights and planers. Light tackle jigging under

breaking fish is becoming a more common occurrence as bait schools made up mostly of bay anchovies are being harassed by a mix of bluefish, Spanish mackerel and striped bass. Often the melee can be spotted by diving birds but slicks can reveal underwater action.

Bottom fishing for a mix of croaker, large spot and small bluefish has been very good in the general area around the mouth of the Patuxent River and Tangier Sound. The lower Potomac River is offering excellent fishing for medium sized blue catfish and croakers. The Tangier and Pocomoke Sound areas are holding some nice flounder along channel edges and a few speckled trout are being caught along the eastern marsh edges. Large Red Drum continue to entertain catch and release fishermen in the general area of the Mud Leads above the Target Ship.

Recreational crabbers are seeing better catches this week as more crabs reach adult size and put on some heft. Water temperatures are still warm enough for at least one more molt so those wonderful late September crabs that are extra-large and full are much anticipated. Generally speaking recreational crabbing in the upper bay is fair at best and good in the middle and lower bay regions.

Virginia Beach Action

By Dr. Julie Ball

05 September 2014

The Labor Day weekend marks the unofficial end of summer for many, but the summer fishing trend is still going strong. We are also seeing fall species becoming more active, so it is the best of both worlds right now.

Flounder have been a hit for most of the latter half of the summer, and now the bite is evolving into a more fall-like pattern. Fat flatfish are gathering in the lower Bay area in preparation to leave for the season.

Productive areas include the CBBT, many lower Bay and inshore structures, and deep channel edges and drop-offs. Good reports are coming from the 3rd and 4th islands of the Bay Bridge Tunnel, Back River Reef, and near Buoy 42, with good numbers of fish ranging from 21 to 23-inches. Live bait, jigs, and fresh strip baits are all working. Lower Bay inlets are also giving up some limits of keeper fish, with flatties ranging from 18 to 20-inches coming from both Lynnhaven and Rudee Inlets. Offshore wrecks are also becoming more productive. Nice keeper-sized seabass are also providing action on many offshore structures, you can keep

them for a while longer until the season closes near the end of the month.

Cobia action is right on track as these fish also transition into their fall trend. Look for good opportunities for casting to fish concentrated in schools and pods on the surface in open water near the mouth of the Bay and along the ocean front as they stage to migrate south. Many of these fish are exceeding 50-pounds lately. Nice fish are also pausing on bridge pilings and buoys, which is typical for this time of the year. Chummers are also still having luck on lower Bay shoals.

Big red drum encounters are happening throughout the lower Bay. Schools of reds continue to delight sight casters near the CBBT and off the Virginia Beach shorelines, while the surf action is still good on the Eastern Shore barrier islands. These fish will also begin showing in numbers in the surf along Sandbridge and the wildlife refuge soon.

Big sheepshead are still taking late season offerings along the span of the Bay Bridge Tunnel, with the action on the tubes escalating. Trigger fish are also in the same vicinity, as well as on several inshore wrecks. Spadefish ranging around 3 to 4-pounds are still hanging around the 3rd and 4th islands, but the bite is about over. Anglers are finding bluefish, some grey trout, and schoolie-sized striped bass while casting, jigging, and drifting baits around the HRBT and the CBBT, especially at night. Speckled trout are making a good showing in Lynnhaven Inlet, the Poquoson flats, the seaside of Oyster, and the Elizabeth River. This bite will continue to improve over the next months. Plenty of aggressive puppy drum are responding for anglers casting jigs or offering fresh bait within Lynnhaven, Rudee, and Little Creek Inlets.

Nice spot and croaker are infiltrating the lower Bay and local inlets. Pier anglers are taking advantage of the abundant spot and croaker ranging from Buckroe to Sandbridge, toting away coolers of spot ranging to 3/4-pound and croaker pushing to over 14-inches this week. Croaker are still a mainstay out of Oyster, but this bite will wind down soon. Good numbers of spot are also coming from within Rudee and Lynnhaven Inlets, with bloodworms the best choice.

King mackerel are a possibility along the shorelines from Rudee Inlet to False Cape, and around coastal wrecks. These lightning-fast fish are responding to both trolled lures and live bait lately, but finding clean water is the key. Plenty of ribbonfish and some sharks and cobia will also compete for your

offerings. Spanish mackerel are still hitting near the CBBT, the mouth of the Bay, and along the ocean front. False albacore are also a possibility, while bailer mahi may also present in cleaner inshore waters, especially near the wrecks.

Deep droppers are still faring well off Virginia. Boats continue to bring home content anglers toting a variety of nice tilefish, rosefish, barrelfish, grouper, and big seabass. A few big amberjack are still available at the South Towers, and jack cravelle could make a brief showing at the Chesapeake Light Tower over the next few weeks.

Offshore billfish bite is still very good, although the action is spread out. If you can find a concentration of fish, the white marlin bite can be amazing, with live-baiters releasing the most fish. A few blue marlin, sailfish and spearfish were also reported this week. Tuna are rare, but an increasing number of wahoo, and plenty of nice dolphin are rounding out catches.

www.drjball.com.

Delaware Action

By Eric Burnley Sr.*

DELAWARE BAY Flounder were caught over bay reef sites last weekend, but expect this action to diminish as we get closer to fall. Flounder will migrate out of the bay into the ocean to begin their fall spawning. This is not to say no more flounder will be caught in the bay, but the cooler the weather and the shorter the daylight hours the more flounder will be moving into the ocean. Strips of fish or squid with a shiner or Gulp! trailer remain the best bait either on a bucktail or a Delaware Bay Green Machine.

Croaker are another species that move to the ocean for spawning in the fall. There are still plenty of these fish left in the bay with the larger fish staging at the mouth. Squid and cut fish will be the best baits.

Big spot have been caught out of tidal rivers and creeks on bloodworms. Last September my son Roger and I caught the biggest spot I have ever seen in Delaware. We were fishing the Broadkill River with bloodworms.

Spot and croaker have been caught from the pier at Cape Henlopen State Park. Last week the best action was at night, but as the weather gets cooler and the water temps begin to fall daytime action should improve. Bloodworms are the leading bait from the pier.

Bluefish continue to please anglers who use light tackle or fly rods to cast lures to feeding fish under diving gulls. The blues are in the 1- to 3-pound range and can be

found at the end of the Outer Wall on outgoing water. They may also show up anywhere in the bay at any time of day.

Anglers fishing along the Inner and Outer walls have been finding a few nice flounder. Those who toggle off the walls have caught triggerfish, sheepshead and spadefish. With tog season closed until the end of the month fewer boats will be fishing the walls.

In the upper bay white perch and catfish will be leading the parade as the croaker move out and before the fall rockfish run begins. Perch will take bloodworms while the catfish like cut bunker, chicken livers or homemade stink baits.

INSHORE OCEAN The Old Grounds and reef Site 10 produced some very good flounder fishing over the weekend and during the first part of the week. I was at the Old Grounds on Wednesday with two friends and we put eight nice flounder up to 4.85 pounds in the box, along with one keeper sea bass and a 2-pound bluefish. Baits were squid strips with a shiner or cut strips of bunker fished on a Delaware Bay Green Machine. We fished in 90 to 100 feet of water, but I saw other good flounder catches taken at Site 10 and in the shallower water closer to B Buoy.

We were drifting pretty fast in the morning with an outgoing current and a north wind. The wind laid down when the tide started in and drifting conditions were much better. This is when we caught most of our fish.

I saw several catches of big croaker made from Site 10 on out to the Old Grounds. These are the big fall spawners and they will jump all over chunks of fresh fish or squid. The croaker will be found in schools and once discovered you can short drift the area until you have all you need.

Triggerfish are on Site 10 and over inshore wrecks. Most are caught by accident, but if you use small bits of clam and keep drifting or anchor over structure you can catch considerably more of these fine tasting fish.

I have heard very little about the trolling action at the inshore lumps. With a red hot marlin bite in the canyons I expect most boats are running the extra distance for more exciting action.

OFFSHORE OCEAN The marlin bite was very good at the Poor Man's over the weekend. Whites and blues were caught in good numbers.

The best tuna action was in the Washington Canyon where both bigeyes and yellowfins were caught on the troll and on the chunk.

Dolphin were found along any weed line or under any floating object. There were plenty of gaffer fish taken on the troll.

INDIAN RIVER INLET Reports indicate most anglers who joined the holiday weekend crowds did not fare very well. Some flounder and bluefish were caught, but not in any great number or size. Now that the vacation season is over we should see fewer boats on the water and perhaps a few more fish in the box. The best fishing will still be early in the morning or on overcast days. If these times coincide with a high tide so much the better.

SURF FISHING From the reports I saw blues and kings were in good supply over the weekend. Cut fresh mullet was the prime bait.

With large schools of mullet leaving the marsh and moving down the oceanfront we should see even larger blues and perhaps a few red drum in the surf. An east wind will help things along, but nothing above 10 to 15 knots.

Tips and Tackle

Selecting an Autopilot

Need an extra pair of hands to help steer your boat? Autopilots are self-steering devices for power or sailboats. They can hold your vessel on a pre-set compass course (even the most basic pilots do this) and sophisticated pilots that connect to GPS receivers or gather data from your boat's instruments can handle a lot more advanced tasks.

What autopilots do best

Autopilots do a great job of holding a steady course in light to moderate conditions with minimal helm movements. They don't get tired like their human counterparts and have an infinite attention span. They will open up opportunities to use your boat that you would otherwise miss due to lack of crew, lack of interest or lack of time. And because they steer so accurately, they will save fuel and get you to your destination faster, especially when interfaced with a GPS.

How they work

Autopilots all include three main components: a **heading sensor** that is usually a fluxgate compass, a central processing unit (a **Course Computer**) that is the "brain" of the autopilot, and a **drive unit**, a motor or hydraulic pump that applies force to your boat's rudder. More complicated pilots connect to additional sensors; data sources that may include a masthead wind vane, a rudder reference that tells the pilot's processor where your rudder is pointed, a rate gyro that keeps track of momentary yaw and pitch movements, a GPS receiver or a speedometer. The drive mechanisms,

matched with your boat's type of steering, are how autopilots vary the most from one another. We'll discuss how to choose the right one later.

Operation is simple: you put the vessel on the desired heading, hold the course for a few seconds, press AUTO, and release the helm. The autopilot will lock the course in memory, and will respond with helm corrections to keep your boat on this course. Modern autopilots have various methods of maintaining a more accurate course than their predecessors: auto-trim, auto sea-state, and integration with GPS. The latest developments include SmartSteer software algorithms from Raymarine, which use a rate gyro to more accurately detect off-course deviations, and an algorithm that learns your boat's handling characteristics to improve steering over time.

When autopilots have trouble steering

Here's a basic rule: If you have a hard time holding a course, your autopilot will too. Unlike a windvane (a stern-mounted mechanical self-steerer used on cruising sailboats), autopilots work harder as seas build and wind gets stronger. Eventually, the limits of the pilot's power output are reached, and the device gets overwhelmed. According to cruising expert and naval architect Steve Dashew, a correctly-sized autopilot uses 10% of its power (or less) about 75% of the time, and all its power less than 1% of the time. If you use your boat on a calm lake, this won't matter. If you are a bluewater cruiser, that 1% of the time might be when you really want your pilot to work for you, in nasty weather when the conditions in the cockpit will be the worst for both you and your steerer.

When cockpit autopilots fail

Over the years we've learned quite a bit about what works and why things fail. By sharing this information with you, we hope you can avoid the inconvenience of autopilot failure. Probably the biggest problem with autopilot reliability is that long-distance sailors frequently buy small, cockpit-mounted autopilots, and then expect them to operate flawlessly over a multi-year cruise.

When their autopilots need repair, and they will need repair eventually, our customers find themselves in a location where it is difficult or impossible to get the unit serviced. Many cruisers sail short-handed and rely on the autopilot for much of the steering, so they are in a pickle when it fails. Common reasons for failure include saltwater intrusion in the central processing

unit, water in the drive motor and corrosion in the power supply socket.

Therefore, we do not recommend cockpit autopilots for long-distance sailing unless one of the following applies:

- You have a backup autopilot in case the first one fails.
- You have a windvane steering system and don't depend solely on the autopilot.
- You love steering by hand for long hours.

What are the displacement and length of your boat?

How can you estimate the limits and correctly size your autopilot? Boat design, length and displacement are critical. In general, long, narrow boats, boats with v-shaped forward sections and long-keeled sailboats are more directionally stable. How easy is your boat to steer? Keel-hung rudders of the "barn door" configuration require more power to move them than light-steering balanced spade rudders. If your boat is not well balanced, your pilot may have to fight weather helm (and you might want to throw a reef in your mainsail or change to a smaller jib to balance your helm, for example). Remember that a tiller-mounted pilot is trying to steer about 18" away from the axis of the rudder. An autopilot is not a solution for a hard-to-steer boat. Below-deck autopilots are far more powerful, more reliable, and better at steering, so they should be your first choice for long distance cruising.

How to buy the right size autopilot

To purchase a correctly sized autopilot, start with manufacturer's recommendations. They don't always work, but begin by finding out which autopilot is recommended for your type of boat. If you are near the upper limit of the manufacturer's recommendations, especially in displacement, go up one size. Remember that your boat's displacement may increase by 20% when loaded for cruising.

The easiest job for an autopilot is to steer a boat under power in calm seas. The smallest autopilot we offer could steer a 75' ocean racer under these conditions. But that example is misleading, since you'll want an autopilot that works well under more demanding conditions.

Speed of helm adjustment

Downwind, autopilots have to throw the helm over to counteract overtaking seas. A

sailboat with a spinnaker up must have fast response to avoid round-ups, or worse yet, round-downs! Powerboats need responsive pilots downwind as well, since they tend to slew and yaw as they run down seas. Slow pilots get out of synch with the waves, and oversteer as a result.

The best way to measure the speed of an autopilot is the number of degrees per second of helm correction, not handover time, which may include more or less throw for different models. We suspect that a 25' boat may require 15° per second; a 40' boat may require 10° per second; and a 70' boat may require 5° per second. Steve Dashew recommends a turn rate of 8° to 15° per second, under the heaviest of loads.

Our former company powerboat, a Fortier 26' traditional northeast inboard lobsterboat, yawed strongly in following seas. The autopilot seemed to magnify this yawing, since it couldn't anticipate the waves like a person can. We found that by using a fast enough pilot with AutoLearn (an adaptive program that enables rate gyro equipped pilots to "AutoLearn" the vessel's steering characteristics, simplifying calibration and allowing the autopilot to constantly "adapt" to changing sea conditions) and by adjusting our boat's speed, we could get the boat to work with the autopilot in waves, but we often resorted to hand steering.

Powerboats: Raymarine, Garmin and Navico (which includes Simrad, Lowrance and B & G) make complete below deck systems for your hydraulically steered outboard or inboard boat. Garmin's GHP 10 and GHP 20 autopilots include a unique "Shadow Drive" that automatically disengages the autopilot if the helm is turned, allowing you to maneuver the boat. The autopilot automatically re-engages when you hold a steady course.

Choosing a below-deck pilot for either a powerboat or a sailboat is a three step process, involving 1) selecting a drive unit, 2) selecting a corepack and 3) selecting a control head.

What type of steering system does your boat use?

1) Selecting a drive unit

Selecting a drive unit is based on the type of steering in your boat.

- **Linear drives:** Most common type for mechanically-steered sailboats, move the rudder directly from the tiller arm or rudder quadrant. Mechanical drives operate using an electric motor with a clutch

(disengages drive to limit the backdrive force when on standby). Hydraulic linear drives use a self-contained system with a bypass valve to move the rudder.

- **Rotary drives:** For chain and cable steering systems (cable and rod systems like Edson and Whitlock pedestals). May require selection of a sprocket from among sizes including gears with 13, 15, 17, 19 and 25 teeth.
- **Hydraulic drives:** Used for boats with hydraulic steering systems. Select the right hydraulic drive unit based on the capacity (in cubic inches) of your hydraulic steering ram.

Raymarine P70 control heads with either a traditional P70 two-button system (commonly used on sailboats) or a P70R rotary control that works as a remote power steering control for powerboats.

If your steering is hydraulic, what is the ram size?

Select the right hydraulic drive unit based on the capacity (in cubic inches) of your hydraulic steering ram, since the drive unit is a supplemental pump that actually moves your ram. Note that Garmin's GHP 20 system uses a one-size-fits-all drive unit, removing the need for this choice.

2) Selecting a Corepack

Corepacks include three necessary components: the Course Computer, the fluxgate compass, and a rate gyro, so functions like "AutoLearn" will work. Raymarine's Evolution and Simrad's AP24 and AP28 core packs are available with different levels of completeness; some include drive units and displays.

- Select the corepack that matches the amperage draw of the drive unit and the displacement of your boat.
- Select a rudder reference sensor if your steering system has excessive play that makes it difficult for the Rate Gyro to predict your heading. (Note that Simrad pilots use Virtual Rudder Feedback for outboards and stern drive boats up to 40'.)

What control interfaces (displays, remotes, etc.) do you want?

3) Selecting a control head

Control heads combine autopilot controls and an LCD display in a waterproof cockpit-friendly enclosure. They plug into the course

computer with an NMEA 2000, SeaTalk or SimNet cable.

System Packs

If you own one of the more common types and sizes of vessel, you can save money by getting the whole package made for your type of boat.

Using your autopilot safely

- Be sure that all the members of your crew know how to disengage the autopilot (by pressing the red STANDBY key on Raymarine units, for example).
- Be aware that any autopilot can fail, possibly at the most inconvenient time such as when you are inside a narrow channel. Autopilots can be subject to interference from a transmitting SSB radio, for example, which could make your boat execute an alteration in course. Never put yourself in a situation that could become dangerous should your autopilot stop functioning.
- Always keep a proper watch so you can respond to unexpected situations.

DNR in the News

NRP, Coast Guard Shut Down Three Kent Island Charter Boats

Two Kent Island fishing boat captains were charged Thursday with operating passenger vessels without required safety equipment and failing to have the appropriate licenses, following a lengthy investigation and enforcement action by undercover Maryland Natural Resources Police officers and the U.S. Coast Guard.

A third boat, the "Fishing Lady," was removed from service after it was found to have numerous safety violations and was taking on passengers despite an order earlier this year from the Coast Guard not to do so.

"The public needs to have confidence that the commercial boat they step onto for a day of fishing is safe. We also want to protect the reputation of our law-abiding head boat and charter boat captains, who work long hours to maintain the integrity of their vessels," said Col. George F. Johnson IV, NRP superintendent.

Head boats, also known as party boats, charge a per-head fee compared to other types of charters that involve renting an entire boat.

NRP officers posing as paying customers boarded the 35-foot "Miss KeKe" and a 40-foot unnamed vessel Thursday to observe the operation. When the boats returned, they were met at the dock by other officers and a Coast Guard special agent and inspectors.

Tyrone Antone Meredith, 53, of Stevensville, and Herlen Vernon Lynch, 63, of Dover Delaware, each face maximum fines of \$4,000 for violations discovered during an inspection by NRP and the Coast Guard. They have been charged with operating as an unlicensed commercial fishing guide, failing to obtain federal licenses to operate a vessel, failing to have a license on board while charter fishing, and using a consolidated sport boat license on a boat hired for recreational fishing.

Additional Coast Guard charges are pending. Both men are scheduled to appear in Queen Anne's District Court on October 29.

Partners Program

Don't have a boat? Want to fish?

Many of us who have boats go fishing and have vacancies. Get your name on the list and we will give you a call when we are going fishing if we have vacancies.

Stan Mordensky - 301-639-8584

To get your name on the list, send your contact information to Clyde Hunt at clyde.hunt@verizon.net

Classified Ads

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FREDERICK MSSA CHAPTER - 2014 CALENDAR OF EVENTS

www.mssafrederick.com

JANUARY	11	- Dinner Dance - Frederick Moose Club
	17	- Frederick Board Meeting
	18	- Frederick Chapter Fishing Expo – Frederick Fair Grounds
	25-26	- Kent Island Chapter Flea Market
	23-26	- Baltimore Boat Show – Baltimore Convention Center
FEBRUARY	1-3	- MSSA Convention, Annapolis, MD
	1	- Tri State Marine Flea Market – Free in Deale MD
	12	- Frederick Meeting -
	19	- Frederick Board Meeting
	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	
MARCH	5	- Frederick Board Meeting
	12	- Frederick Meeting
	15-16	- Essex/Middle River Flea Market
	22-23	- Southern MD Fishing Fair – Solomons Fire Hall
APRIL	2	- Frederick Board Meeting
	5	- Frederick Shakedown Cruise/Brunch – Sandy Point
	9	- Frederick Meeting
	19	- Opening Day - Striped Bass Season
MAY	2-4	- 30th Annual MSSA Spring Tournament – Solomons
	7	- Frederick Board Meeting
	14	- Frederick Meeting
	15-18	- Chapter Flounder Tournament – Chincoteague
JUNE	4	- Frederick Board Meeting
	11	- Frederick Meeting
	20-22	- 21th Annual MSSA Tunament – Ocean City & Wachapreague
JULY	2	- Frederick Board Meeting
	9	- Frederick Meeting
AUGUST	6	- Frederick Board Meeting
	13	- Frederick Meeting
	23	- 4rd Annual MSSA Beach N Boat Flounder Tournament – Ocean City
SEPTEMBER	3	- Frederick Board Meeting
	10	- Frederick Meeting
	13	- Chapter Crab Feast and Picnic
OCTOBER	1	- Frederick Board Meeting
	4-11	- Chapter North Carolina King Mackerel Tournament
	15	- Frederick Meeting
NOVEMBER	5	- Frederick Board Meeting
	12	- Frederick Meeting
	21-23	- 19 th Annual MSSA Fall Tournament
DECEMBER	3	- Frederick Board Meeting
	10	- Frederick Meeting