

Sails & Tales

The Bay Region Mariners Sailing Association Newsletter

www.bayregionmariners.org

August 2021

CAMARADERIE CRUISE / JULY 24-25, 2021



Photo by Arleen Mauger

Whatever floats your boat

Good wind, good food, good conversation and a pleasant surprise. The club's first-ever Camaraderie Cruise was a winner in all respects. Pictured are, from left, Bruce & Dot Govan; Bill Poot, Doug Heikkinen, Ann Poot, Vince & Linda Wright, Debra Woodruff Capper, Marion Yarnall, Barbara Hoffman & Phil Dodge, and Jeff Pyle.

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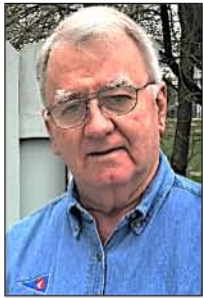
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COMMODORE'S PASSAGE

RAM3+ remote mic and AIS, DSC & MMSI



In my view, we have now reached the halfway point of the 2021 sailing season. So far, so good. The cruise captains and co-captains have done a yeoman job of carrying out the cruises and land events with good numbers of participation.

The social events have been very well attended which bodes well for our fellowship quotient. Regarding safety and education, we had three members participate and successfully complete the Engine Maintenance Course provided by the Kent Narrows Power Squadron and we had five boats receive a Vessel Safety Check provided by the Wilmington Sail and Power Squadron. Our members have also provided periodic technical articles for publication in *Sails and Tails*. We have an upcoming Symposium presentation on First Aid at Sea, which I'm trusting will provide the latest medications and procedures to give us more confidence if and when we have an incident requiring medical assistance on board.

Continuing with the topic of safety and education, I recently installed a RAM3+ Remote Microphone on *Stage Door* to give the helmsperson direct access to the VHF radio, which was upgraded to provide AIS and DSC capabilities. In reading the literature for the radio and remote, it indicated I needed an MMSI number to fully utilize the AIS and DSC capabilities of the radio. As usual, I called my technical go-to-person (Steve Pretti) to clarify what I was reading. He advised me I needed to obtain an MMSI (Maritime Mobile Service Identity number) from Boat US. With MMSI number in hand, I hooked up with Steve via iPhone and he attempted to guide me through the process of entering it. It became obvious after a few minutes, that Steve needed to stop by and do an in person assist. Once entered, he performed a DSC test transmission to the Coast Guard DSC test number to verify the DSC

function. At that point, still not sure what Ann and I had, I started asking Steve to clarify some terms associated with AIS (Class A and Class B), DSC, MMSI, and how they relate and interact. After a few minutes, we both recognized I needed to do some homework, where I quickly interjected the subject would be a great topic for a zoom presentation. Steve was careful to interject that he has an understanding and grasp of the subject, but he is no expert. He agreed to do an article for *Sails and Tails* with a possible ZOOM question and answer session if warranted. See his article in this edition of *Sails and Tails*. (Page 4)

I assume everyone is experiencing more windy days than not for the last couple of years. This year especially, I find myself religiously checking the weather and the wind forecast for our return to the marina before I commit to leaving the dock. I also find myself needing a dock assist or rendering the same to returning boats more often than previous. On a recent occasion, I witnessed ANAGO (Gil and Jackie Fitzhugh) returning on a particularly windy day with brisk winds out of the South. They appeared to have sufficient standby dock help, so I just watched them maneuver the boat into their slip using spring lines and boat controls, they made it look easy. I was impressed. I asked Gil where he gained the expertise. His answer was reading, web links and some practice. He provided me with a link that he found especially helpful (<https://youtu.be/PoGMAEjiHmU>). In talking with John Bailey of the Wilmington Sail and Power Squadron, who did the Vessel Checks, he said they do on the water instructions including docking. If enough of us are interested, I will pursue it with him.

Bill

Bill Poot
Stage Door Canteen

VICE COMMODORE'S RODE

Why is the wind always on the nose of *Rising Sun*?



If you want to know which direction the wind is coming from, just ask the crew of *S/V Rising Sun* – it seems we are heading directly into it far too often in order to reach our destination. For example, we motored (no sails) to the Gibson Island Club on Sunday – the wind was on our nose the whole time with 2'+ chop and 10-15 kts. with higher gusts, until we entered the Magothy. But then on the return trip on Tuesday morning, the wind was behind us at 0 – 2 kts. And did I mention it was hot? Sometimes we just have to be flexible when sailing on the Bay.

August is now here, and we have three events scheduled this month – the Anchorage / Town Cruise, the Crab Feast / Symposium, and the Perseid Meteor Cruise. Details of each event can be found in the flyers you have all received and that are also posted on our BRMSA website. The updated Cruise & Event Schedule is included in this edition of Sails & Tales.

The first ever joint cruise with the Worton Point Yacht Club occurred this past weekend in Cornfield Creek. Eleven boats attended (8 from BRMSA and 3 from Worton) and a good time was reportedly had by all who attended.

Cruise Co-Captains are still needed for Bill & Ann Poot's Town Cruise on July 31 – August 3, and **the Labor Day Weekend Cruise needs Cruise Captains**. Check your calendars, give me a call, and see if you can help make these two events succeed.

Be reminded that Cruise Captains should fly the big BRMSA pennant at each event and to pass it along to the next Cruise Captain at the end of the event. Also, be sure to keep track of all boats attending on-water events and send the list to me after each cruise so that I can keep track of boats vying for the Vice Commodore's Cup. The cup is awarded to the boat attending the most on-water events each year.

See you soon,

Jack
Jack Evans
S/V Rising Sun

Marine VHF Alphabet Soup – What does it all mean?

By Steve Pretti

Glory Days

Spring Cove Marina

We all should have operational VHF radios onboard. Usually we have one or more handhelds, and a stationary unit in the vicinity of the nav station. VHF radios are the marine communication standard, even though many of us rely on our smartphones to hail marine services, most marinas and the US Coast Guard. Marine services also continue to monitor VHF. This makes sense as coverage areas for smartphones can be spotty, and smartphone battery life pales in comparison to even the lowest cost handheld VHF.

In recent years we have seen new acronyms associated with VHF, and it is easy to get confused about what they are and what they mean. The acronyms I will talk about today are all related, and complement each other, so let's dive right in.

All of the information here is for introductory purposes and is gleaned from the United States Coast Guard Navigation Center — <https://www.navcen.uscg.gov>, where you can read in-depth about all of these topics.

These are the three acronyms I'll deal with in this article:

- Maritime Mobile Service Identities (MMSIs)
- Digital Selective Calling (DSC)
- Automatic Identification Systems (AIS)

MMSIs are nine digit numbers that identify a vessel or a Coast Guard station and other official craft and entities. The complete list is available here— <https://www.navcen.uscg.gov/?pageName=mtmmsi>

Most recreational boaters will obtain the MMSI number from BoatUS or the U.S. Power Squadron. If your vessel travels outside of the United States you must apply to the Federal Communications Commission (FCC) for the required license and MMSI.

MMSIs are required in order to use DSC features on a DSC equipped VHF radio. MMSIs are entered into our VHF radios so that radio is automatically associated with a particular vessel.

Although MMSI entry to a VHF radio can be changed, it is intentionally not easy to do. Sometimes it requires sending the VHF radio back to the manufacturer. It is probably best to think of a VHF radio as a permanent part of your boat once you enter your MMSI into it.

DSC – “DSC acts like the dial and bell of a telephone, allowing you to "direct dial" and "ring" other radios, or allow others to "ring" you, without having to listen to a speaker. New VHF and HF radiotelephones have DSC capability.” – quoted from <https://www.navcen.uscg.gov/?pageName=AboutDSC>

I couldn't have said it better myself.

Once you have an MMSI number, you can enter the number into your DSC equipped radio to enable a lot of cool features for calling and locating other DSC equipped radios in the fleet. Most DSC equipped radios allow you to build a directory of MMSI numbers so you can easily hail those vessels using your radio.

Continued next page

Marine VHF Alphabet Soup & the need for a radio with GPS

Continued from the preceding page

Since DSC is most effective when paired with position information, it is important to have a GPS equipped VHF radio, or to make sure you have your radio connected to a GPS receiver such as your chart plotter. Refer to your equipment owner's manuals for NEMA 0183 or NMEA 2000 wiring instructions.

One of the most important DSC features on your radio is the distress calling feature. If you are in trouble you can lift the red safety cover and press the distress button on your radio for 3 seconds. This automatically hails all DSC equipped radios and Coast Guard within broadcast range of your radio and sends your position information along with the alert. When a receiving station acknowledges the alert, both the transmitting and receiving radios switch to channel 16 so you can continue to broadcast the nature of your emergency. This allows all DSC equipped radios within range to be alerted of a distress situation without anyone actively monitoring the radio.

I recommend reading the DSC section of your radio owner's manual to learn about other DSC features it may have, such as group calling or position requests.

Most DSC equipped radios allow you to test the DSC function of the radio by transmitting a test DSC call to the Coast Guard DSC test MMSI 003669999. The Coast Guard asks that test calls be limited to once a week, to avoid overloading the system. <https://www.navcen.uscg.gov/?pageName=DSCTesting>.

It is important to note that it is illegal to send a false distress signal without canceling it. Most DSC radios have the ability to cancel a distress call initiated before it is sent. If you do send a false distress signal immediately contact the Coast Guard and let them know you sent an errant alert. Follow the procedures in your VHF radio owner's manual for canceling the false distress alert.

AIS – AIS Operates on VHF frequencies and since some VHF radios include AIS receivers, AIS functionality is sometimes confused with DSC functionality. AIS systems include DSC receivers, but they do not transmit DSC. The AIS receiver in your VHF radio allows you to see AIS transmitting vessels on your VHF radio display or on your chart plotter connected to your VHF radio. A fully functioning AIS system constantly transmits a ship's name, course and speed, classification, call sign, registration number, MMSI, and other information. Maneuvering information, closest point of approach (CPA), time to closest point of approach (TCPA) and other navigation information can be calculated by the AIS receiver. You can read about AIS in depth here — <https://www.navcen.uscg.gov/?pageName=AISFAQ>

Three types of AIS are:

Receive- Only. Most recreational cruisers will only use an AIS receiver to see what commercial or other large traffic is around them, this is known as receive-only. This can be built into your VHF radio, or you can purchase a separate receiver.

Class B. Transmitting and receiving is becoming affordable in the form of Class B AIS systems. Cruisers who want to be seen as an AIS target can install a Class B AIS system.

Class A. Commercial traffic uses Class A AIS and that is probably more complex and costly than most cruisers would consider, but I bet there are a few Class A systems installed on cruising vessels.

I hope you find this information helpful. I wish everyone fun and safe times on the water!

August 11-13, 2021



PERSEID
2021 METEOR CRUISE
(to Still Pond & Turner Creek)

WEDNESDAY, AUG. 11

a.m. Sail to Still Pond

p.m. Relax

- Play on Churn Creek Rapids on cushion, raft, or dinghy
- Explore one of several creeks in dinghy
- Watch for the eagles

5:30 Meet for drinks (BYOB) and meteor-themed appetizers (bring to share)

7:00 Return to own boat for dinner

8:00 Reconvene for dessert and coffee (provided by hosts)

- Test your knowledge of astronomical events

9:00 Return to own boat to start watching for meteors

THURSDAY, AUG. 12

a.m. Continue enjoying Still Pond and/or day sail

p.m. Proceed to Turner Creek **OR**

a.m. Proceed to Turner Creek

Motor up Sassafras for late lunch at Kitty Knight House or
Fish Whistle at the Granary

5:30 Meet for drinks (BYOB) and appetizers (bring to share)

7:00 Return to own boat for dinner

9:00 Continue to watch for meteors

FRIDAY, AUG. 13

a.m. Return to home port

RSVP:

to website

Cruise Captains:

Vince and Linda Wright
Wright Aweigh
267-566-5585 or
267-566-5587
skisailwright@aol.com

Jack & Debby Evans
Rising Sun
215-370-1253 or
215-370-4452
lehigh68@msn.com

**Please include a cell
phone number for last-
minute changes.**

We will monitor Channel
68.

September 11, 2021
**BRMSA Cruise to Annual Shaw Bay
on Water Concert for Shore Rivers**
4:00 p.m.

Latitude 38-51'23"N
Longitude 076-10'54"W



Come enjoy an evening of music on Shaw Bay off the Wye River.
It's a benefit for Shore Rivers.

- Arrive at Shaw Bay by 4 p.m.

It should be noted that the Eastport Oyster Boys are not performing this year.

The band this year is The Wye River Band.

Please provide your name, name of your boat and cell number so we can reach you in case of inclement weather.

Cruise Captains

Phil Dodge & Barbara Hoffman

The Blue Note

pdodge@ptd.net

908-963-2382 Phil's cell



Past Concert: BRMSA dinghies are at center right.

ShoreRivers, the beneficiary of the Shaw Bay concert fundraiser, is a clean water advocacy group that employs riverkeepers for the Miles, Wye, Chester, Choptank and Sassafras rivers. The following is extracted from a June 11, 2021 article posted on the ShoreRivers website and from theswimguide.org website.

Is it safe to swim in the rivers of the Chesapeake Bay?

That is one of the most common questions ShoreRivers hears from members of the public.

That is because bacteria- and toxin-laden water can cause eye, ear, and respiratory diseases, skin rashes, gastrointestinal issues, or even brain and liver damage to people and pets.

ShoreRivers riverkeepers, with the help of volunteers, conduct weekly tests Memorial Day through Labor Day, at 34 sites throughout the middle and upper Eastern Shore to assess the health of the rivers and potential risks to human health. Sites tested are primarily at public access locations, as well as at some marinas, yacht clubs, and town fishing piers. Test results are posted each Friday at theswimguide.org.

According to data posted on the website, as of July 29 water samples taken from the Miles River Yacht Club and from Skinners Neck Landing on Grays Inn Creek failed to meet quality standards. Worton Creek and Broad Creek on the Magothy both met quality standards, as did Drum Point on Wye Island. Broad Neck Landing, just upriver from Cackaway Island on Langford Bay, only passed water quality tests 60%-90% of the time as of July 22. No current data is available for Rock Hall's Ferry Park, where the swimming beach is located. Go to theswimguide.org for complete results.

The good news is that in 2020, the majority of the 34 sites ShoreRivers monitored passed. Five sites, however, failed nearly half of the season, exceeding the EPA's threshold for safe water contact. Once ShoreRivers identifies areas with repeatedly elevated bacteria levels, it can focus on the next most frequently asked question from the public: Where does bacteria pollution come from?

"Once we know where the bacteria is coming from—whether it's leaking sewer lines, failing septic systems, over-application of fertilizer, or people not picking up after their pets—we can start implementing real solutions," says Choptank Riverkeeper Matt Pluta.

ShoreRivers also works with local and state government health agencies to monitor toxic algal blooms and inform the public of potential health risks. Algal blooms occur naturally, but increased levels of nutrient pollution in waterways from fertilizers, septic systems, and wastewater plants fuel larger, more toxic, and longer-lasting blooms. Toxic blooms occur most frequently on the Sassafras River, due to its lower salinity levels. In 2020, a toxic algal bloom on the Sassafras lasted almost three months.

—Jean Kortzen

Tips for Safe Swimming

From ShoreRivers.org

There are inherent risks associated with coming in contact with river water, but you can lower your risk by following these guidelines and staying informed about the current health of your river.

1. **Check theswimguide.org** for current information.
2. **Do not swim within 48 hours of a major storm event.** A major storm event is any storm that creates runoff, which provides a vehicle for bacteria to be transported from land into the rivers.
3. **Do not swim if you have open wounds, scratches, skin lesions, an ear infection, or a compromised immune system.**
4. **Do not swallow river water.**
5. **Always shower or rinse off** after swimming in open water.
6. **When in doubt, stay out**—Never swim in cloudy or murky water, or if the water has an odd smell or appearance described as being more green or more brown than usual. Avoid areas where oil slicks, fish kills, or scum is visible in the water.

July 24-25 Camaraderie Cruise featured 11 boats, plenty of wind & dolphins!

July 24-25 was a beautiful weekend for the Camaraderie Cruise. We had a cool breeze, wind 10-18 knots and dolphins! There was a very good turn out with 8 BRMSA boats and 3 Worton Creek boats.

Cornfield Creek is a protected cove from all directions except the south, which was the wind direction that weekend. In order to keep us from drifting apart during the dinghy raft up, I dropped a 75' tow rope off *The Blue Note* so everyone could tie up to it. It kept us from floating all over the place in the wind. It also made the dinghy float a bit more relaxing. Also, there was a slight cloud cover to keep us from burning up during the float. There were plenty of appetizers for all to share and we actually had a few leftovers. Everyone was having such a good time the Happy Hour lasted for 2 hours.

The wind kept up all night and into Sunday. *The Blue Note* had to leave early on Sunday for our return trip to Rock Hall and experienced 18-knot winds out on the bay. As we approached the range towers and sand bar, Barbara was keeping a watch out for crab pots when she spotted a pod of dolphins in about 12' of water. She did not expect to see them this far north.

All in all, it was a good first Camaraderie Cruise and we should plan one for next year, too.

BRMSA Attendees

Scott & Louise Ulrich	<i>Rising Tide</i>
Yvonne & Lee Craven	<i>Luna Sea</i>
Jeff & Carla Pyle	<i>Wings</i>
Bill & Ann Poot	<i>Stage Door Canteen</i>
Vince & Linda Wright	<i>Wright Aweigh</i>
Al & Arleen Mauger	<i>Arion</i>
Debra Woodruff-Capper, Doug Heikkinen, Marion Yarnall	<i>Flying Tiger</i>
Phil Dodge & Barbara Hoffman	<i>The Blue Note</i>

Worton Point Yacht Club

Marc, Jenel, Halina Zawadzki	<i>Zea Therapy</i>
Dave Ellis	<i>Bri-Nei</i>
Bruce & Dot Govan*	<i>Long Reach</i>

* Members of both BRMSA & Worton Point Yacht Club

—Submitted by Phil Dodge, *The Blue Note*

CAMARADERIE CRUISE IN PICTURES



Ann & Bill



Photos by Arleen Mauger

Carla does the wave.





Luna Sea making headway

Once in a blue moon, we encounter a member making it look easy.

Lee and Yvonne on the way to Cornfield Creek for the Comradery Cruise. If memory serves, they were cutting 6 Knots through the water.

Stage Door did the Swan Bar cut and were prevented from setting a proper course for the entrance to the Magothy.

Missed a great sail but gave us the chance to capture Luna Sea doing the dance.

Bill and Ann
Stage Door Canteen

Picture taken on 7/24/2021

Deadline for the September issue of Sails & Tales is Sunday, August 29.

Please submit articles in Microsoft Word format.

Send articles and photos to:

Jean Korten
Sails & Tales Editor, at:
danu34@windstream.net

2021 BRMSA Cruise & Event Schedule

7/28/21 update

Date	Event	Location	Cruise Captains
July 31- Aug. 3	Anchorage / Town Cruise	Wye River St. Michaels	Bill & Ann Poot, <i>Stage Door Canteen</i>
August 8	Crab Feast & Symposium	Odessa, DE	Margie Caplan & Jim Semmler, <i>Tuesdays Child</i> / Bill & Ann Poot, <i>Stage Door Canteen</i> / Carla & Jeff Pyle, <i>Wings</i>
August 11 - 13	Meteor Cruise (mid-week)	Still Pond, Turner Creek	Vince & Linda Wright, <i>Wright Aweigh</i> / Jack & Debby Evans, <i>Rising Sun</i>
Sept. 4 - 6	Labor Day Weekend Cruise + Frits Bekker Nautical Skills Challenge	?	Cruise Captains needed
Sept. 11	Shaw Bay On-Water Concert Cruise	Wye River	Barbara Hoffman & Phil Dodge, <i>The Blue Note</i>
Sept. 24 - 28	Northern Bay Cruise	Worton Creek, Sassafras (marina), Still Pond	Pat & Ed Land, <i>Finistere</i>
Oct. 9-10	Goose Cruise	?	Tom Lillis & Stephanie O'Connor, <i>Dragonfly</i> / Bruce & Dot Govan, <i>Long Reach</i>
Dec. 4	Annual Meeting	?	Bill & Ann Poot / Jack & Debby Evans

To sign up to help run a cruise, contact Jack Evans at lehigh68@msn.com or 215-370-1253

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