

AMERICA'S BOATING CLUB  
VALLEY FORGE



# The Pilot

June 2024

## The 2024 Boating Season is Here!

A warm welcome to new members  
Jane and Scott Jones

### Summer Cruise 2024

June 21-30, 2024

Join the early birds in Annapolis on Friday, June 21st. We head to the Chesapeake Yacht Club the next day for two days, then on to Annapolis for two more. Next we head to the Baltimore Yacht Club — one of our favorites — and then we end our cruise at Haven Harbour Marina in Rock Hall with a BBQ dinner.

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## Commander's Message

The boating season has arrived and we have had fair winds! There were many boats out this past Memorial Day enjoying the bay. Our summer cruise will begin in a few weeks and our boat is ready to go. Thus far we have about ten boats signed up for the cruise, and it's not too late to join us.

We have had some very exciting news, Main Line Sail and Power Squadron, Inc. (our original name) is now a member of the Chesapeake Bay Yacht Club Association, see <https://CBYCA.org> for more information on the organization. It took us more than two years to join the CBYCA and it was a team effort. I would like to thank Russ Jones and Nick Montalto for their help in getting this done.

I attended their quarterly meeting on April 20, 2024 at Bodkin Yacht Club, gave an overview of our club, and we were voted in unanimously. What this means is that we, both as a group and individually, are now welcome at over 100 yacht clubs on the bay and receive favorable slip fees. There is a link to their roster on their home page, which has a great deal of information on the CBYCA.

We had ten people signed up for our May 30th fishing trip and we were excited to land fish. Given the busy Memorial Day week at the Jersey shore, the boat did not have enough seats for all of us, therefore I decided to cancel the trip. We will reschedule it for later this year. For our July 20th crabbing trip we will be using my boat and will not have an over booking problem.

A quick update on Sea Vester, our gift from the former Susquehanna squadron. The trailer was inspected on May 23rd and is ready to go. Our committee will meet soon to develop a plan for the boating education trailer exhibit and its mascot, Sea Vester. We are also looking for a permanent home for the trailer (Any volunteers?).

During the District 5 Commander's meeting, Jeff, the Commander of the Rockville, MD squadron, announced that they are about to fold. Membership and participation is very low, it is most unfortunate.

As you can see from the following articles and the log ahead, there is plenty to do, and we all need to enjoy our club and participate in at least one event per month. Please feel free to attend an ExCom meeting, in person or online — all are welcome.

*- John Juzbasich, AP*

## Let's Go Crabbing

The Chesapeake is famous for its blue crabs — they are really tasty! Yes, they are a bit of work to pick, but worth it. We will begin our outing in Pasadena, MD at Ventnor Marina about a 2 1/2 hour drive from Valley Forge. If you are thinking about it, email John Juzbasich [juzbasich@abcvalleyforge.org](mailto:juzbasich@abcvalleyforge.org) to reserve a spot.

Reserve one or both dates!

July 20, 2024

August 17, 2024



## D-5 Summer Rendezvous

The District 5 Summer Rendezvous activities will be at the “Safe Harbors Zahnisers” marina. Reservations should be made now at the marinas or hotel as crowds are expected during this 25 thru 28 July weekend. Boat slips are reserved for this event at the marinas listed below, and the nearby Holiday Inn Express has discounted rooms.

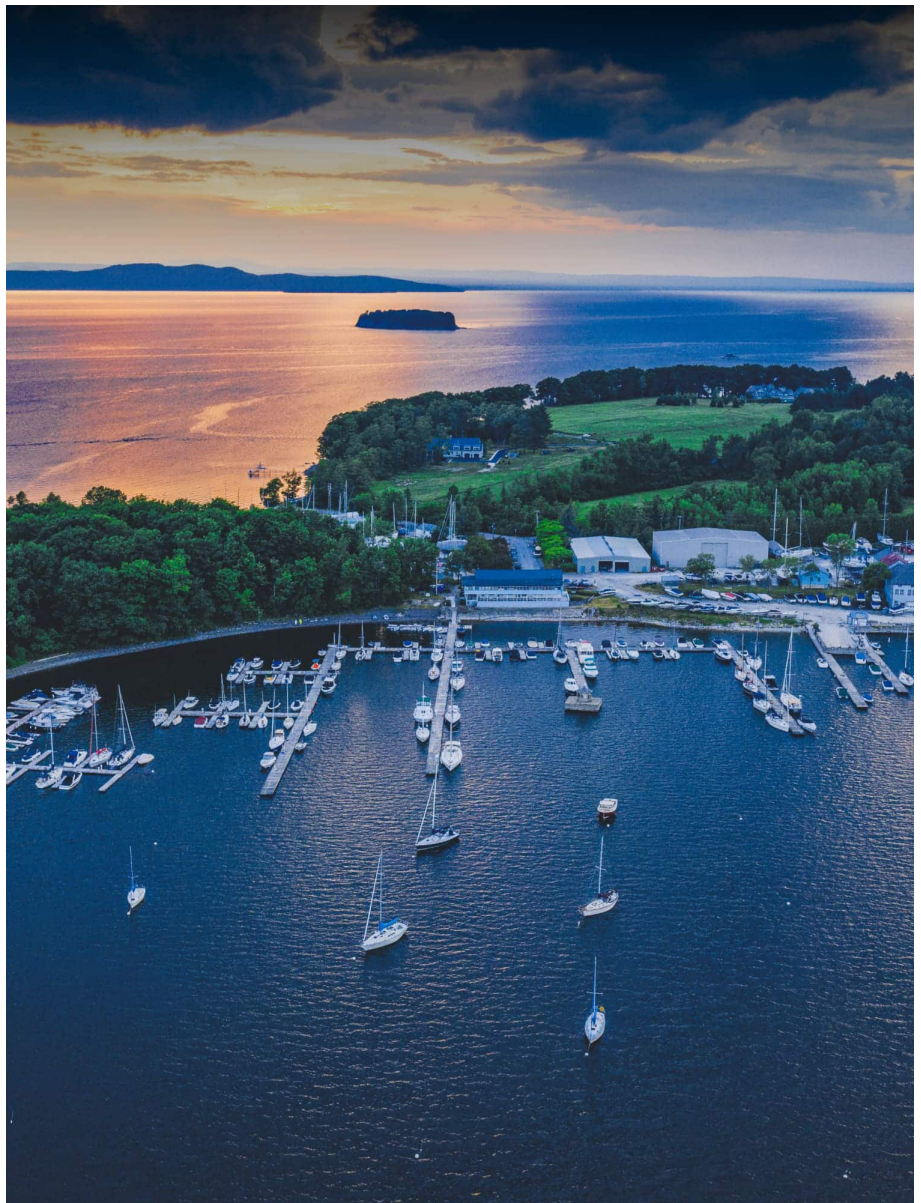
1. Safe Harbors Zahnisers; Dock Master is Dave Lipscomb at 410-326-2166 (host marina)

[dlipscomb@shmarinas.com](mailto:dlipscomb@shmarinas.com)

2. Spring Cove Marina; Master is Addison Bishop; 410-326-2161 // [Addison.bishop@springcovemarina.com](mailto:Addison.bishop@springcovemarina.com)

3. Holiday Inn Express (240-237-1444) in California, Md. South on MD RT 4 across the bridge, left down RT 235 approx. 1 mile. State you are “a member of the District 5 Summer Rendezvous” to obtain the discount.

Additional details and registration information are available for both events on <https://abc-midatlantic.org>.



202 East King Street  
Malvern, PA 19355

610-296-3655  
FAX 610-296-9660  
wrenches13@aol.com

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## Bridge Officers 2024-2025

Commander	John (JJ) Juzbasich
Executive Officer	Ed White
Administrative Officer	Megan Weber
Educational Officer	Wayne Barrett -- year 2 of 3-year term
Assistant Educational Officer	Meridith Barrett
Secretary	John Beardsley
Treasurer	Emily Singer

## Executive Committee\*

James Friedrichs	Joe Pezely	Susan Friedrichs	Rich McLaughlin
Patty Pezely	William McManimen	Charles Rossi	Susan Beardsley
Cindy Gorge	Nicholas Montalto	Maryanne Boettjer	Jim Heckman
Rosemary Montalto	Rory Tucker	Clarence Cramer	Barbara Jones
Virginia Parry	Chris Dome	Russ Jones	Lance Parry
Lisa Fegan	Mike Gibson		

\*The complete Executive Committee includes the Bridge Officers.

Audit Committee: (2-year terms, alternating) James Herron (being re-elected in 2024) and Lisa Fegan, continuing in office

Rules Committee: (3-year terms, staggered) George Painter, being re-elected in 2024; Nicholas Montalto, entering 3rd year in office; Russ Jones, entering 2nd year in office



# Knowledgeable boaters have more fun!



Educational Officer's Report  
Lt/C Wayne Barrett, JN

Congratulations to the members of ABC VF who attended the Marine Electrical Systems, Americas Boating Course and the seminars that were held at Chester County Night School this spring. Also, many thanks to Nick Montalto, Russ Jones, Meridith Barrett and Rich McLaughlin who helped teach the ABC course, MES course and Seminars at CCLL. We had a good turnout for the courses and seminars with a total of 17 students completing the various courses and seminars.

We are always looking for help with the various courses. Even if you aren't a certified instructor, there are many ways to help with the courses and learn how to instruct alongside a certified instructor. If you are interested in becoming a certified instructor let me know, ([wrfbarrett@comcast.net](mailto:wrfbarrett@comcast.net)) and we can arrange an Instructor Development Course. Those who successfully complete the course will become certified instructors, which is required for all of those who teach during any of the public Americas Boating Courses. Not only will the Instructor Development Course help you in teaching, but it will also help you in giving any type of presentation. If you have previously held a instructor certificate; but it has lapsed; there is a short, one session refresher course which can be held for recertification. Becoming a certified instructor and helping teach, any of our boating courses and seminars, is a tangible way to contribute to the health and growth of the USPS organization.

## Boating club offering classes this fall 2024.

Whether you're new to boating or jet-skiing, or you're a sunburned, long-time sailor, America's Boating Club Valley Forge (ABC-VF) is offering a course or seminar of interest to you.

Courses this coming fall range from the basic boating course, including the state-required America's Boating Course, the Marine navigation course, and the Marine Weather Course.

We also have various 1-night seminars that we will be offering at CCLL and DARC, such as AIS, Marine Knots, Paddle Smart and Suddenly at the helm. We are going to offer more seminars going forward. They are a good way to get acquainted with important boating subjects without all of the details learned in the full courses.

We are still finalizing the schedule with Chester County Lifelong Learning (CCLL) and Downingtown Area Recreational Consortium (DARC). This is the tentative schedule of the courses that we will be offering in conjunction with Chester County Lifelong Learning (CCLL) and Downingtown Area Recreational Consortium (DARC) during the Fall. We will be offering the courses at CCLL, or at DARC, based upon enrollment. If there are more enrolled at one or the other, the course will move to the one with the greater enrollment. You can register for the courses listed below at [www.cclifelearn.org](http://www.cclifelearn.org) (CCLL) or at <https://downingtwnpa.myrec.com> (DARC).

1) Marine Navigation Course - Downingtown MS; Downingtown School District - Tuesdays, September 17 to November 14; \$110.

- 2) ABC Boating Certification Course - Stetson MS, West Chester School District - Thursdays starting September 26 to November 7; \$40
- 3) Marine Weather - Peirce MS, West Chester School District - Wednesdays, September 25 to November 13; \$90
- 4) AIS Seminar- Downingtown MS; Downingtown School District - Tuesday, October 8; \$25
- 5) Knots Seminar - Downingtown MS; Downingtown School District - Tuesday, September 24; \$25
- 6) Suddenly at the helm Seminar - Downingtown MS; Downingtown School District - Tuesday, October 22; \$25
- 7) Paddle Smart Seminar - Downingtown MS; Downingtown School District - Tuesday, November 12; \$25

All classes and seminars begin at 6:30 pm and end at 8:30 pm.

For further information, contact Wayne R. F. Barrett at [wrfbarrett@comcast.net](mailto:wrfbarrett@comcast.net), or 484-678-5137. Please help us advertise them to your family and friends! For more information go to our website (<https://abcvalleyforge.org/>).



#### Fleet Captain's Report

The collapse of the Francis Scott Key Bridge was a great surprise and has created navigation difficulties on the Potapsco river. The following pages, extracted from the recent Notice to Mariners, provides detailed information that will assist mariners navigating these waters.

*P/C Jim Friedrichs, SN*



## U.S. Coast Guard Sector Maryland-NCR

2401 HAWKINS POINT ROAD, BLDG 70

BALTIMORE, MD 21226-1791

[MTSRecoveryMDNCR@uscg.mil](mailto:MTSRecoveryMDNCR@uscg.mil)

### MARINE SAFETY INFORMATION BULLETIN 049-24

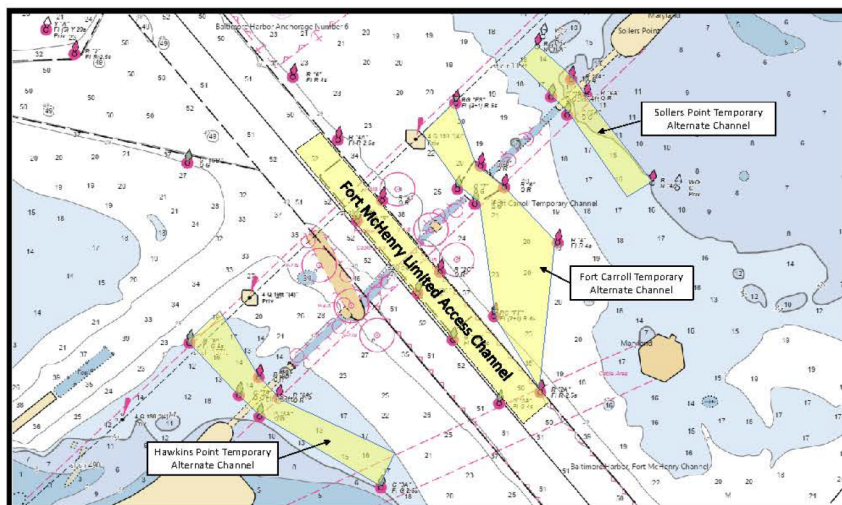
May 21, 2024

#### Port of Baltimore Safety Zone – Francis Scott Key Bridge Fort McHenry Limited Access Channel and Temporary Alternate Channels

**\*\* This cancels MSIBs 036-24 and 048-24 \*\***

**Fort McHenry Limited Access Channel:** Following the successful refloat and removal of the M/V DALI, the Captain of the Port (COTP) opened the Fort McHenry Limited Access Channel to commercial vessel traffic for 24-hour availability. This channel now has a depth of 50 feet, 400-foot horizontal clearance, and vertical clearance of 214 feet due to the adjacent BG&E powerlines.

Deep draft vessels still require a Maryland State Pilot and two escort tugs. The Maryland Pilots will impose a 3 ft under keel clearance (UKC) requirement. For container ships greater than a 1,000 ft in length and over 125 ft in beam, transits will be limited to winds being less than 15 knots; all other vessel transits will be limited to winds being less than 20 knots per [Weather Forecast for 39.22N 76.54W](#).



Deep draft traffic has priority use of this channel. Tug and barge traffic should make maximum use of the three Temporary Alternate Channels. Any use of the Fort McHenry Limited Access Channel by non-deep draft commercial vessels should be deconflicted with the Maryland Pilots at (410) 342-6013.

#### Temporary Alternate Channels:

Fort Carroll Temporary Alternate Channel is open 24-hours daily to non-deep draft commercial vessels with a controlling depth of 20 ft, a 300-ft horizontal clearance, and vertical clearance of 135 ft.

Hawkins Point Temporary Alternate Channel is open 24-hours daily to non-deep draft commercial vessels with a controlling depth of 14 ft, a 280-ft horizontal clearance, and vertical clearance of 124 ft.

Sollers Point Temporary Alternate Channel is open 24-hours daily to all traffic, to include recreational vessels, with a controlling depth of 11 ft, a 264-ft horizontal clearance, and vertical clearance of 95 ft.

The most current U.S. Army Corps of Engineers hydrographic survey data is available on the internet at [eHydro](#).

**MARINE SAFETY INFORMATION BULLETIN 049-24**

May 21, 2024

**Port of Baltimore Safety Zone – Francis Scott Key Bridge  
Fort McHenry Limited Access Channel and Temporary Alternate Channels**

**Francis Scott Key Bridge Safety Zone:** The safety zone identified in [33 CFR §165.89](#) established for all navigable waters of the Chesapeake Bay within a 2,000-yard radius of the Francis Scott Key Bridge remains in effect and is intended to protect personnel, vessels, and the marine environment. Except for vessels transiting in one of the four marked channels, no vessel or person will be permitted to enter the safety zone without first obtaining permission from the Captain of the Port (COTP).



- The Maryland Pilots will resume their regular coordination of deep draft traffic and are available at (410) 342-6013.
- Within the safety zone, recreational vessels must transit at a no wake speed; commercial vessels must transit under 10 knots. All vessels transiting the safety zone must remain within the marked channels and well clear of vessels engaged in salvage and safety operations.
- All commercial vessels not associated with salvage operations shall make a Sécurité broadcast on VHF channel 16 at 30-minutes prior to passing the remaining structure of the Key Bridge.

**Fort McHenry Limited Access Channel operational constraints and limiting factors:**

1. All traffic must be one-way, restricted to less than 10 knots, and require two escort tugs.
2. Limited availability of harbor assist tugs during heavy traffic times due, in part, to current escort requirements.
3. Outbound/inbound vessels must clear the Fort McHenry Limited Access Channel before any inbound vessel comes above the Chesapeake Bay Bridge.
4. Westbound vessels cannot enter the Brewerton Eastern Extension Channel until the outbound/inbound vessel clears the Fort McHenry Limited Access Channel.

**Due to the above constraints and limitations, the following processes are in place by the COTP in partnership with the Maryland Pilots for all Baltimore traffic:**

1. Pilot and tug scheduling will generally be coordinated on a first-come-first serve basis.
2. Outbound and shifting vessels must sail within 15 minutes of their ordered sailing time or the assigned tugs will depart for the next scheduled movement. The movement may be rescheduled when traffic permits and necessary tug assets are available.
3. The below matrix establishes the times between all vessel movements within the Port of Baltimore for each direction combination to most efficiently use available tug assets.

Outbound - Outbound: 2 hours (1 hour if separate tugs)  
Inbound - Outbound: 2 hours (1 hour if separate tugs)  
Inbound - Inbound: 2 hours  
Outbound - Inbound: 2 hours

*Baxter B. Smoak*  
**BAXTER B. SMOAK**  
COMMANDER, U.S. COAST GUARD  
USCG SECTOR MARYLAND-NCR



# JOIN US FOR AN EDUCATIONAL CRUISE ON THE DELAWARE RIVER



Enjoy a Narrated Cruise and  
Buffet Dinner Aboard the Benjamin Franklin Yacht

Wednesday, July 17, 2024

Boarding: 1800

Departure: 1830

Rain or Shine

Traditional and electronic methods of navigation will be presented.

During this trip you will enjoy a delightful dinner on the lower dining deck of the Ben Franklin. The informative and exciting narration will focus on aids to navigation, piloting, and chart work using a hand-held compass, GPS, and plotting our position on Delaware River Chart 12312. On the return trip you will see lighted aids, ranges and navigation lights on the big ships.

## **Bring your neighbors and friends**

Make reservation by sending a check in the amount of \$35.00 for each adult payable to ABC-DV to Lt/C Robert Tafel, PO Box 585, Hatboro, PA 19040 (215-441-4154). List the name of each guest and e-mail address. (Sea Scouts & children under 12 at \$15.00).

Directions: The Ben Franklin departs from 101 S. Columbus Blvd. which is just south of the Ben Franklin Bridge. South on I-95: take the right hand lane at exit 22 for Callowhill St. At the bottom of the off ramp, turn left on Callowhill St. and then right on N. Columbus Blvd. Turn left onto Penns Landing and the yacht will be on the left. There is ample parking at the location.

**Sponsored by Americas Boating Club --Delaware Valley**

## Fishing the St. Lawrence River

There's Always More to Experience

*By: John M. Juzbasich*

One of the coolest aspects of boating is continually experiencing something new. This spring, I had the opportunity to experience an entirely new aspect of boating that is becoming the fastest growing segment of the paddle sports industry: kayak fishing. I am an alternate member of the Fisheye Fishing Club, which meets twice a year in Alexandria Bay, New York for a week each year to fish the spawn seasons for two species of fish. In the spring, before Memorial Day, we fish the Perch spawn, and in the fall, after Labor Day, we fish for Walleye. Alexandria Bay, also known as the Thousand Islands Region of New York, is on the Saint Lawrence Seaway, northeast of Lake Ontario, New York.

A fishing kayak is a different type of beast from any other type of paddle craft. I came to paddle sports from a white water and ocean kayaking background. A typical white water kayak is designed for maneuverability and agility. A typical ocean kayak is designed for long-distance touring, sacrificing stability for speed. In both cases, you 'wear your kayak,' with a spray skirt which seals you into your boat, and the boat is fitted to your body to become an extension of your will. A fishing kayak has none of these features. My first experience with Artemis, as we have christened the fishing kayak, was very different from my paddling background.

Understanding the limitations and capabilities of a fishing kayak was my first priority, so I did what any responsible boater should do: I took it to a safe area for a sea trial. For those in the area who are looking for a great place to paddle, the Lock 60 Loop in Phoenixville, part of the Schuylkill River Trail, is one of the best places to paddle. It is an easy 2.1-mile paddle down the river, a .1 mile portage across the cycling path, and a 2.1-mile paddle back up the working canal section to the parking lot for a total distance of 4.2 miles. The entire loop can be done in less than 2 hours. I learned some really important aspects which prepared me for using the kayak to go fishing.

- A fishing kayak is more of a "Mobile Fishing

Platform" than a kayak. Does it use a two-bladed paddle as the primary propulsion method? Yes. Do you feel "connected" to the kayak as an extension of your body? No.

- A fishing kayak is inherently very stable. It does not want to flip except in one very important (especially for fishing) instance: when you lean over the side. This is important for netting a fish. When you lean over the side of the kayak, your center of gravity shifts from the flat bottom to the vertical gunwale, making an exciting situation- reeling in a fish- an even more potentially exciting situation by ending up in the water and losing all your stuff.

- Therefore, anything not tied down securely will inevitably end up becoming property of Poseidon. This can be frustrating, because as I learned, there is a \*lot\* of stuff you end up using on a fishing kayak. You are constantly using, stowing, and re-securing gear on a semi-stable platform and it becomes nerve-wracking.

- A short fishing rod is better than a long fishing rod. This was advice given to me by another kayak fisherman on the canal that day. My initial thought was that a longer rod would be better but having a short fishing rod made bringing the fish closer to the boat much easier and much safer for netting, because you don't have to lean so far out to reach the fish.

- A fishing kayak is \*really\* slow. I average 3 knots/hour paddling at a relaxed stroke cadence. A fishing kayak fully outfitted weighs over a hundred pounds, not including your body weight. My average speed was 1.5 knots/hour. Knowing my speed allowed me to make a safer decision regarding my range of potential fishing spots. Kayaking in the St. Lawrence Seaway with an average 6 knot current with a maximum propulsion of 2 knots meant I had to select my fishing spots with careful consideration of distance and conditions. It's one thing to get somewhere. You must be able to get back from somewhere.

Armed with this knowledge and experience from a successful sea trial, I felt confident that I could take Artemis and fish for five days straight.

The drive was horrendous. It rained for 4 hours straight. Once we arrived though, we couldn't have

(continued on page 12)



**AMERICA'S BOATING CLUB**

**UNITED STATES POWER SQUADRONS®**



# Fall Governing Board

## September 24 - 29, 2024

### Pittsburgh, Pennsylvania

*Fellowship & fun await in Pittsburgh*

Join your friends—new and old—in Pittsburgh for the 2024 Governing Board Meeting of United States Power Squadrons, America's Boating Club, Sept. 22–30. When you register, you can choose to customize your experience with meal choices, events on your time and more.

For more information on the Fall Governing Board go to <https://www.usps.org/>

asked for better weather. We unpacked our gear into our cabin, and I set about preparing my kayak for fishing and doing some reconnaissance. Other members of the Fisheye Club said that the fishing was hit or miss, so I took the time to ask about various fishing spots. Since we arrived in late afternoon, I went for a leisurely paddle to scope out two potential spots in a secluded bay, each about half a mile away.

There is something serene about paddling at sunset. Feeling the wind calm down, seeing the dying sunlight hit the water, and experiencing the utter peace and tranquility of being on the water in a silent boat. Nothing to concentrate on except your stroke and the horizon, gliding through the water on silent wings. Feeling your solitude settle gently upon you while simultaneously recognizing your cosmic insignificance, and somehow feeling content. It is a feeling difficult to describe in words.

I scoped out my two fishing spots, settled on one, and paddled back during evening twilight, excited to try my hand at kayak fishing. Instead of fishing for Perch, I decided I would switch it up and catch a fish called a Bullhead. Bullheads are a species of catfish, growing up to 14 inches long, and I am told are quite tasty. During the spawning season they are typically in water no more than 6 feet deep and can be identified by the mushroom-shaped mud clouds they create while digging their spawn nests. Of the two areas I scouted, one had significantly more mud clouds, so I selected that location. I spent the evening tying fishing rigs and finalizing my gear.

7 A.M., I made coffee in a travel mug, hopped into Artemis and paddled to my spot. One of the new experiences I had is how to anchor a kayak. A fishing kayak has an anchor trolley. Essentially, it is a stainless-steel ring on a continuous loop of line that runs bow to stern along the side of the kayak. An anchor is clipped to the ring from amidships, and then the trolley line is used to move the anchor rode to the bow or stern. Thus, enabling you, while sitting in the center of the kayak, to anchor either from the bow or stern. When you're fishing, you almost always anchor a kayak from the stern so that your fishing line does not become entangled with your anchor.

The fishing setup I chose to use was a three-and-a-half-foot ultra-light rod with 6 lbs. test monofilament with



Stern Anchor Rig

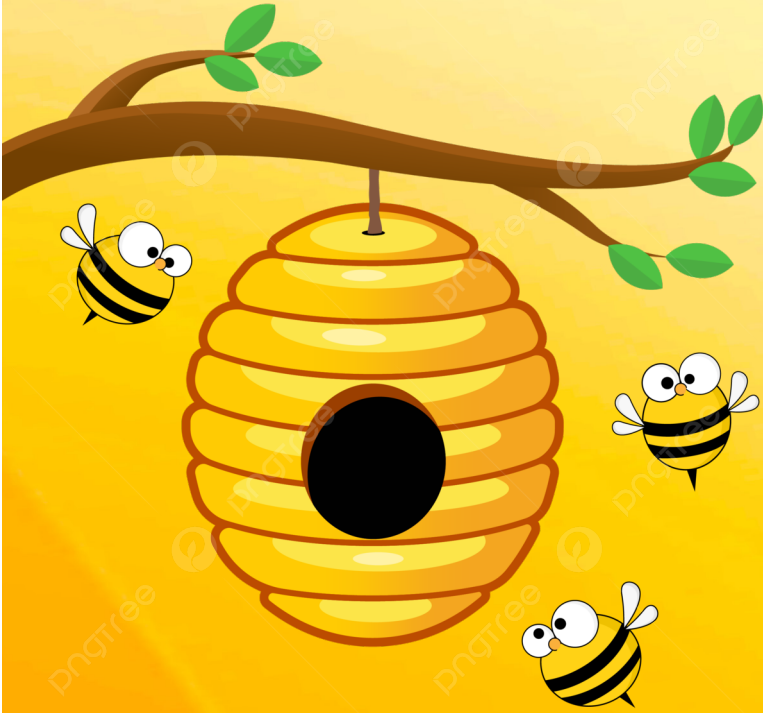
a double dropper rig. That's fancy fisherman-speak for: cheapest rod and reel from WalMart that has two hooks and a lead weight. Using worms for bait, I cast into my selected location and had a hit immediately.

"Wow! This is awesome!" I thought to myself. Fish On! Fish On! Fish On! I had hooked a monster! Pull up, reel in on the down stroke. Pull up, reel down. Pull up, reel down. The fish was taking out the drag and I let it take what it wanted. Pull up, reel down. "Wow, these little fish really put up a fight!" I thought to myself. "Let it take the drag out." "Let it tire himself out. Don't force the fish" I say to myself. Pull up, reel down. Adrenaline is pumping, the fish is coming in. Bring it in slowly. Here it comes to the boat- it's going to make a last-ditch effort. Let it take the line out. Bring it back in. Here it comes. What do we have here? That's not a Bullhead!

Whatever it is, time to get the net! Holding the rod in my left hand, I slowly maneuver the tired fish to starboard amidships and reach out with the net. Slow and steady. "Maintain your balance" I think to myself. Damn...there he goes again. Put the net down, bring it back in. Pull up, reel down. Let it tire itself out.



(continued on page 14)



Honey from Valley Forge, PA  
Devon Apiaries

To order email: [Beekeeper@YYHLLC.com](mailto:Beekeeper@YYHLLC.com)

**ONLY \$10 a pound**

Pure unfiltered honey  
Contains natural pollen  
Licensed PA Apiary #4033  
Registered PA DOA #208742  
Craft/Independent, Non-GMO  
Employee-owned, local small business

Here it comes. Let's try this again. Slow and steady. Maintain your balance. You can do this. I reached out and "Gotcha!" I shouted! My first fish caught on a fishing kayak! I unhooked the fish and stopped to take a good look at what I've caught flopping around in the net between my knees. Whatever it is, it's big. About 20+ inches I estimate. I know it's not a Bullhead, but whatever it is, I'm keeping it (free crab bait for our upcoming crabbing trips). I set it on a stringer, and resumed fishing. Later that night, I eventually found out that the fish is a Great Redhorse, a sucker fish (crab bait).



Bullhead, a member of the catfish family

A really unique aspect of kayak fishing is that because you have a 2 inch draft, you can get into some really unique places to fish. The location that I was fishing in had a depth of about 18 inches, but the shoreline was 50 feet away buffeted by a wide swath of reeds and grasses that would have made this location impossible to fish from the shore.

Having now caught and landed a fish successfully from the kayak, I proceeded to spend the next two hours catching Bullhead. Bullhead are bottom feeders, and are rather timid. They suck the bait in slowly, so you must maintain concentration and really 'feel' the fish before they commit to taking your bait. They are a fun 2-3 minute fight, and on a ultra-light rod and reel setup, I had a lot of fun catching them. The real pain was that they have sharp spines so taking the hooks out was an opportunity to get gored or sliced by their razor-sharp fins. I only managed to land three, but I was having the time of my life. Around lunch time, I headed back to camp, dumped my fish into the designated fish refrigerator and took a break.

No one else had any luck during the morning session.

While I took some good-natured teasing and trash-talk for catching a 'sucker fish' ("That's not a real fish!"), it was the biggest fish caught so far, and I had managed to catch more fish than most people. By any measure, I could always respond with: "You may have caught a few Perch, but mine is bigger." or "Wait...how many have you caught? Zero." All in good fun.

That afternoon was just as exciting. Since my location was producing, no need to change spots. I paddled back, set down the anchor and cast my line. Two more Bullheads. Then a big hit. Not timid, but an actual bite and run. Another sucker fish? No, it didn't feel like it. No, this was bigger. I could see it fighting on the surface, trying to flip out the hook. Another fight on my hands. Pull up, reel down. My mind switches into 'fishing-mode' and I tune out everything except me, the rod, and the fish. The fish is fighting so hard I can feel the boat being pulled toward the fish and tugging the anchor line. Pull up, reel down. Focus, tire the fish out. Let him take the drag. Pull up, reel down. 15 minutes later! What on earth have I caught? I had no idea what I had caught again. Whatever it was, it was even bigger than the Great Redhorse. I estimated it at 28 inches long, with visible teeth. Carefully, I managed to extract the hook, and get it on the stringer. Time to head back. It was around 4:30 anyway. Always end on a high-note.



Bowfin

I paddled back to camp with two more Bullheads and another unknown fish which was identified as a Bowfin. I was worried that I had caught a snakehead. The fish depicted below is a snakehead. This species of fish is native to Asia and is an extremely invasive species. It can live in fresh and brackish water and is also an invasive species on the Chesapeake Bay. They can live for up to 30 days breathing air on land, they have voracious appetites, eating almost any species of fish, as well as disturbing nesting spawn beds and eggs

(continued on page 16)

## *Flex your inner teaching (or helping) muscles!*



We need more instructors! If you are interested in becoming a certified instructor, contact Squadron Educational Officer Wayne Barrett to arrange an Instructor Development Course. If teaching isn't your thing, there are many ways to help with the courses and learn how to instruct alongside a certified instructor.

You'll need to complete the Instructor Development Course successfully to teach any of the public America's Boating Courses. A bonus – the course will also help you make any type of presentation.

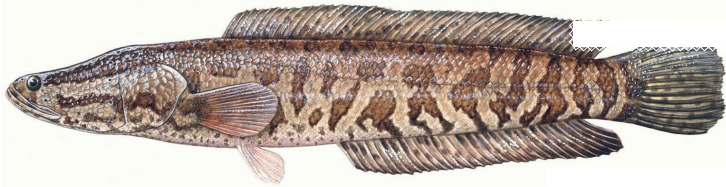
If your instructor certificate has lapsed, you can take a short, one-session refresher course for recertification.

Becoming a certified instructor and helping teach any of our boating courses and seminars are tangible ways to contribute to the health and growth of our Valley Forge club and the national America's Boating Club organization. We will be offering an online version of the instructor recertification session soon.

If you are interested in teaching or helping, please contact Wayne R. F. Barrett at [wrfbarrett@comcast.net](mailto:wrfbarrett@comcast.net), or 484-678-5137. Don't miss this opportunity to help non-boaters become boaters, and boaters become better boaters.



of many native fish species. In many states, such as New York, snakeheads must be killed on sight and the location of your catch must be reported to the Fish & Wildlife Commission. The Bowfin, on the other hand, is native to North America.



Snakehead

Overall, it was a great first day. The tally, which put me in the lead, was 1 Great Redhorse (21 inches), 6 Bullhead, and 1 Bowfin (29 inches). Of course, since none of my fish were species the fishing club cared about, so, I didn't win anything but an 'Attaboy.'

The next day was similar. I woke up, paddled out, dropped anchor, cast my line, and fished. With one exception. Turtle happened. In a rather ironic twist of fate, I was taken advantage of. By a turtle. I had been having a successful morning. A 10" Bullhead was on the stringer, and I'm reeling in another when I hear a "thunk" sound through the hull of my kayak. "That's odd" I thought to myself so I look around and there's nothing near me, like a log or rock which would have caused that sound.

My momentary inattention to the fish on the line caused me to lose the fish so I reeled in my line to re-bait. Just for curiosity's sake I pull up the stringer to which the one fish is attached to ensure it's still there and as expected the fish is still there. What I did not expect was for my fish to be clamped in the jaws of a turtle the size of a car tire! Seriously—it was that big. There's no way to mitigate my reaction. Straight up, I panicked. I remember screaming something that sounded like "WhaYHelptheFk?!" and then grabbed my paddle and started hitting the turtle to release my fish. Honestly, not my proudest moment. The turtle hung on for a surprisingly long time before giving up.

After my heart rate and breathing returned to normal, I felt a little bad about it. In the grand scheme of things, that turtle was pretty smart. If you're hungry, why not go after the fish that's tethered to a chain and can't escape? Easiest meal the turtle probably ever would have had, if I hadn't panicked. The funny thing



about it is that when I went back again the following day: that turtle actually \*did\* manage to eat one of my fish!

Even with the turtle eating one of my fish, I managed to catch the most fish. My final score was 1 Great Redhorse, 2 Bowfin, 10 (11 if you count the one the turtle ate) Bullhead, and 2 Largemouth Bass.

There's always more to experience when it comes to boating. I was initially skeptical at first about fishing from a kayak. I thought that it wasn't "real" kayaking and in a way that is true. It isn't kayaking. It's kayaking to go fishing. However, I kept an open mind and tried out a new experience that was surprisingly fun. This year, we have a lot of different boating activities on our club calendar in addition to our summer cruise, such as charter fishing, crabbing, and paddling. Keep an open mind, there's always more to experience.

*-John M. Juzbasich*

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## 2024 ABC Valley Forge Summer Cruise

Our ABC Valley Forge (aka Main Line Sail & Power Squadron) 2024 Summer Cruise itinerary is set. The dates and the four marinas were chosen by our cruisers. We are estimating that about 8-10 boats will join us this summer. If you would like to crew on a boat, please let me know.

There will be many interesting activities on the cruise, all of which are optional. Look for details about the cruise activities in a subsequent mailing. We always have fun activities, and hopefully that will influence your decision to join us this year. These will include a beach party, a cookout, dinner at great restaurants, and several guest speakers, more of our celebrated boat crawls, the infamous “forward throttle award” ceremony of course, and other interesting activities still in development.

Don't miss this annual cruise! Something exciting always provides wonderful memories. If you are new to boating, we can team you with another similar boat.

The marinas have requested a list of the boats that will require slips. Please complete this form indicating the marinas for which you will require a slip. The list of boats that we will provide to the marinas is NOT official. You will need to reserve a slip directly with each marina.

Please email your response to [wrjones3@verizon.net](mailto:wrjones3@verizon.net) or send the completed form to P/C Russ Jones, 115 Oak Street, Downingtown, PA 19335. No deposit required.

Boat Name: \_\_\_\_\_ Captain: \_\_\_\_\_ Cell number: \_\_\_\_\_  
Boat Make: \_\_\_\_\_ Boat Model: \_\_\_\_\_ Length: \_\_\_\_\_ Beam: \_\_\_\_\_ Draft: \_\_\_\_\_  
Type:  Power;  Sail    Electric:  Single 30;  Dual 30;  Single 50;  Dual 50

- Friday, June 21 – The Yacht Basin OR on a mooring, Annapolis  
<https://www.yachtbasin.com>                      410.263.3544
- Saturday, June 22 – Chesapeake Yacht Club, Shady Side  
<https://www.chesapeakeyachtclub.org>                      410.867.1500
- Sunday, June 23 – Chesapeake Yacht Club, Shady Side
- Monday, June 24 – The Yacht Basin OR on a mooring, Annapolis  
<https://www.yachtbasin.com>                      410.263.3544
- Tuesday, June 25 – The Yacht Basin OR on a mooring, Annapolis
- Wednesday, June 26 – Baltimore Yacht Club, Baltimore  
<https://www.baltimoreyachtclub.org/>                      410.682.2310
- Thursday, June 27 – Baltimore Yacht Club, Baltimore
- Friday, June 28 – Haven Harbor Marina, Rock Hall  
<https://www.havenharbour.com>                      410.778.6697
- Saturday, June 29 – Haven Harbor Marina, Rock Hall,,

***Captains, make your slip reservations directly with the marinas.***

# Sail a Tall Ship!



**Step back in time, matey. You can haul lines, set sails, or just relax and enjoy.**

**Take a 1.5-hour cruise on the Kalmar Nyckel — a full-scale replica of the ship that brought colonists in 1638 from Sweden to what is now Wilmington.**

**Saturday,  
Oct. 26  
1:30-3 pm**

- Cruise tickets: \$45 for adults; \$25 for children 12 and under
- Learn more at [KalmarNyckel.org](http://KalmarNyckel.org)
- Plus, explore the Copeland Maritime Center and its museum next to the dock
- For more info or to sign up, contact Ginny Parry at [ginnyparry@gmail.com](mailto:ginnyparry@gmail.com) or text at 610-220-6827
- On a map: [Kalmar Nyckel Shipyard, Wilmington, DE](#), (about an hour from Paoli)

## **Book Reviews-Great Gifts**

Are you looking for a present for that boater in your life? Maybe one of these books would do the trick:

### **The Practical Mariner's Book of Knowledge by John Vigor**

Just like the subtitle says, it offers 420 Sea-tested rules of thumb for almost every boating situation, including John Vigor's famous ceremony for renaming your boat. An interesting read, and a handy reference to keep on the boat.

### **Longitude by Dava Sobel.**

If you ever wondered how early navigators found their way across the oceans, out of sight of land, this book will fascinate you. It details the history of navigational techniques, including the difficult problem of determining longitude on a boat at sea.

### **The Prize Game by Donald A. Petrie**

A story about lawful looting on the high seas in the days of fighting sail. This non-fiction book delves into the historical evolution and the development of maritime laws involving capture of sea-going vessels by pirates and privateers.

### **In the Heart of the Sea by Nathaniel Philbrick**

This is the incredible true story of the whale ship Essex, which left Nantucket for the Pacific Ocean on a whaling expedition. An angry sperm whale sunk the ship and the 30 crew members set out in rowboats for South America, 3000 miles away. Only two of the crew survived in the end.

### **The Hungry Ocean by Linda Greenlaw**

This is another true story written by a sword-fishing captain out of Gloucester, Massachusetts. Linda Greenlaw was the captain of one of the vessels caught in the "Perfect Storm", the storm described in the bestseller written by Sebastian Unger, which was later made into a movie. An interesting read about the life aboard a sword fishing boat.

### **Between 2 Bays and the Sea by Howard Walker Schindler**

This is the tale of a sailboat adventurer who circumnavigated the Delmarva Peninsula, while exploring all the nooks and crannies the bays and tributaries had to offer. Even if you are a power boater, you will find this book an interesting read.

### **One Day Celestial Navigation by Otis S. Brown**

Are you intimidated by the USPS Navigation courses? Don't want to spend several months learning about celestial navigation? Try this book. In the space of a day you will be able to determine your latitude by using the sun and a sextant.

### **Fatal Storm by Rob Mundle**

The riveting story of the famous Sydney to Hobart sailboat race of 1998. When all was said and done, seven boats were abandoned at sea and five sank. Fifty-seven sailors had to be rescued and 6 died. An absolute must read for anyone who likes an exciting story about boating.

### **Ship of Gold in the Deep Blue Sea by Gary Kinder**

What could be more basic and ingrained in the lore of the sea than the treasure hunt? This is a modern-day tale of treasure hunter Tommy Thompson who invented the technology to find and recover treasure in deep-water locations. He located the vessel Central America in 4000 feet of water over 200 miles off the Carolina coast. When the ship sank in 1857, it went down with over 21 tons of gold from the California Gold Rush. Life magazine called it "the greatest treasure ever found."

### **The Sea Hunters II by Clive Cussler**

Novelist Cussler uses the royalties from his novels on a real-life search for lost ships and wrecks. Unlike Thompson, he does this for historical purposes and for the personal fulfillment of finding a lost ship that no one else had been able to find. Cussler makes each story lively and interesting.

(Continued on next page.)

## 2024-2025 Bridge

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## More Book Reviews

### Inland Passage by David W. Shaw

More true stories of a sailor who plied the lakes, rivers and bays of the northeast United States. The author reveals the natural history of the waterways from Cape May to Lake Ontario and many places in between. Interesting stories about some of the areas we live and boat in.

### Power Cruising by Claiborne S. Young

This is a factual, how-to book geared for the novice boater. It covers a lot of what you need to know to select, outfit and maintain your powerboat. It's an excellent companion to the Power Squadron public boating classes.

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**Bud Haly - President**

## *Vessel Safety Examinations*

The VSC Committee welcomes two new VSC examiners—both Meridith and Wayne Barrett!! They recently passed their online examination and completed their 5 supervised inspections.

Our annual Rock Hall Day on June 1st was a great success, six examiners completed 32 vessel examinations. Haven Harbour was kind enough to set up a tent and table for us and we brought our signs.

Each of us will seek out opportunities to perform inspections during the course of the summer, at our own marinas, at other marinas where we have made contacts to offer inspections, on the cruise, etc. Our goal is to complete 100 VSEs this year and we are well on our way; 59 completed thus far in 2024.

***Go America's Boating Club—Valley Forge!!***

Maryanne Boettjer, John Juzbasich & Chris Dome

***JOIN US, Become a VSE!***





## America's Boating Channel™ Warns of Electric Shock Drowning

Electric Shock Drowning (ESD) is a little-known and often- unidentified killer, severely injuring and killing people every year. It occurs when faulty wiring sends electric current into water, which passes through the body and

causes muscle paralysis that can result in drowning.

Faulty wiring or the use of damaged electrical cords and other devices on docks and boats can cause the surrounding water to become “energized,” with no visible warning. Avoid getting in the water within 150 feet of where AC power is in use and learn how to test if dangerous electrical currents are in the water around your boat.

To help boaters understand the danger of Electric Shock Drowning (ESD), Season Four of America’s Boating Channel offers the video “[Electric Shock Drowning \(ESD\)](#).” The video shows how ESD causes deaths and injuries at marinas nationwide, including many undetected incidents. Viewers also will learn about ESD prevention and how to install ground protection on docks and boats. Also featured are differences between ESD dangers in saltwater and freshwater.



Follow the above link or visit

<https://www.youtube.com/@AmericasBoatingChannel> to find these and other safe boating videos, which are an excellent tool to help recruit participants to our educational program and to membership. Invite your friends and neighbors to watch, like and subscribe to America’s Boating Channel to introduce them to what our organization has to offer.

In addition to YouTube, these professionally produced high-definition safe boating and boater education videos are available via the America's Boating Channel free, on-demand app on Apple TV, Roku or FireTV. [America’s Boating Channel™](#) is produced by the United States Power

Squadrons® (USPS) under a grant from the Sport Fish Restoration and Boating Trust Fund administered by the U.S. Coast Guard.

## Log Ahead

<b>June</b>	
21-30	Annual Summer Cruise! – several locations; come by boat or car
<b>July</b>	
3	Hybrid ExCom Meeting, Paoli Presbyterian Church*, and via Zoom, 7 pm
15	Deadline to submit items for the next Pilot
17	Educational Cruise
20	Crabbing outing Pasadena, MD
25-28	D5 Summer Rendezvous and Conference, Spring Cove Marina
<b>August</b>	
7	Commander's Picnic and ExCom meeting, details to come
17	Crabbing outing Pasadena, MD
<b>September</b>	
4	Hybrid ExCom Meeting, Paoli Presbyterian Church, and via Zoom, 7 pm
19	Monthly Membership Meeting, details to come
24-29	Fall Governing Board in Pittsburgh, PA
28	Kayaking at St. Michaels on San Domingo Creek
<b>October</b>	
2	Hybrid ExCom Meeting, Paoli Presbyterian Church, and via Zoom, 7 pm
17	Monthly Membership Meeting, details to come
26	Kalmar Nyckel, Tall Ship sailing cruise, near Wilmington, DE, 1:30-3 pm
<b>November</b>	
6	ExCom Meeting, Paoli Presbyterian Church, Paoli, 7:00 pm
21	Monthly Membership Meeting, TBD
<b>December</b>	
4	ExCom Meeting, Paoli Presbyterian Church, Paoli, 7:00 pm
11	Holiday Party, TBD

\*Paoli Presbyterian Church, 225 S Valley Rd, Paoli, PA 19301

### Zoom meeting information

The Zoom link can be found in the Monthly ExCom Agenda.

The Zoom session begins at 6:30 (because it always takes some time to actually set up that connection). Social time begins at 6:45, and the meeting at 7.

***Please keep phones and mics on mute when not presenting***

# Advertise in the Pilot

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## Publications and Articles of Interest

Chesapeake Bay Magazine

<https://chesapeakebaymagazine.com/>

MD Department of Natural Resources

<https://dnr.maryland.gov/Pages/default.aspx>

has a wide variety of articles that may be of interest



MD State Police heading out on patrol



### *The Pilot*

Editor: John Juzbasich ([juzbasich@abcvalleyforge.org](mailto:juzbasich@abcvalleyforge.org))

Assistant Editors: Ginny and Lance Parry

Photographers: Meridith Barrett and Rita Rossi

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