

## COMMANDER'S COLUMN AHOY THERE.....AHOY THERE!!!

Can't believe it is 2023 already. Time seems to really fly as you get older.

All those folks that attended the Thanksgiving-Christmas potluck meeting last month seemed to have a great time. Fun and a great meal were had by all! Special thanks to the Fisherman's Grotto and all those who helped with the preparations and decorations.

Our next meeting will be at the Fisherman's Grotto on Sunday afternoon January 15 @ 1400. Hope to see you there!

Give Al Swanson a call if you would like to help out with instruction.

We are considering offering another Piloting class in the late winter/early spring if we can get enough students and secure a teaching location. This will be an excellent opportunity to review the basics of coastal piloting. Invite a friend to join you in this class as non-members are now able to take these advanced classes.

We may have lost our building but the Port can't take away our zeal for our mission of "Safe Boating Through Education".

Remember we're a team....that's **Together Everyone Accomplishes More!!!**



*Craig M. Beyer*

Cdr Craig M Beyer AP



## Meetings & Events: Board/Squadron meeting January 15 @ 1400(2PM) Fisherman's Grotto Charleston

### Winter boating Jan2023

Winter boat checks get your boat ready for spring

In the winter, I visit my boat or have a friend "put an eyeball on it" regularly. During these winter boat checks, I make sure the jack stands are tight, the tarp is still on and, if necessary, use a plastic sheet to clear snow from the partially covered cockpit.

Every few weeks, I go below to look things over and crank the engine a couple of revolutions. This keeps the engine's moving part lubricated and the water pump impeller from being squashed in one spot the whole winter. While below, I refresh my memory about the things I observed at haul-out that need taken care of before the next boating season.

Winter is a great time to deal with items that need repair or other servicing (like replacing the EPIRB batteries). You can get better and quicker service now than in June. Sailmakers and repair technicians will soon be busy as more people think about spring commissioning. Marine suppliers will start sending out catalogs and spring sale fliers. Take the time now to start planning your repairs, replacement and new gear additions; you can take advantage of early season deals and be ready for spring launch.

Now's a great time to get some better life jackets you might actually wear. If you don't already have them, consider adding a carbon monoxide detector in your cabin and a DSC VHF radio to your run station.

Don't forget your compass. If it has an air bubble in the dome or the damping fluid is all gone, fix it now. A good compass isn't cheap, so if yours needs help, think about repairing it.

And while you've got some downtime, tune up your boating skills; take an America's Boating Club course or seminar. —Brian Nelson

Enjoy having the water all to yourself in the off season? Be sure to check that your safety gear is in working condition and on board your vessel prior to departure. #OperationDryWater

Have you heard of a float coat/jacket? This is a valuable piece of clothing to wear when boating during colder months. A U.S. Coast Guard approved float coat could provide additional protection from cold-water immersion if you fall into the water, especially if worn over a drysuit.

#PleaseWearIt

**AMERICA'S BOATING CLUB**  
For Boaters, By Boaters™ 

America's Boating Club® is a trademark of the United States Power Squadrons®

## How Vessel Users Contribute to and Benefit from a Federal Trust Fund

U.S. Government Accountability Office Recreational Boating: GAO-23-105729 Published: Dec 15, 2022.  
Publicly Released: Dec 15, 2022.

**Fast Facts** The Sport Fish Restoration and Boating Trust Fund, managed by the Fish and Wildlife Service, provides federal grants that support recreational boating activities such as safety programs and boat ramp installation. About half of the funding for the Trust Fund comes from taxes on motorboat fuel. Import duties and other taxes, such as taxes on sport fishing equipment, also support it. The taxes are imposed on businesses but may be passed onto consumers—via increased costs on these products. Anyone can buy products like sport fishing equipment, so the extent to which boat users are contributing to the fund is unknown.

**What GAO Found** Over a quarter of the U.S. population engaged in recreational boating in 2018, according to a survey commissioned by the U.S. Coast Guard. The survey also estimated that more motorized vessels were used (5.0 million) at least once in 2018, compared with nonmotorized vessels, such as kayaks (3.9 million). The Sport Fish Restoration and Boating Trust Fund (Trust Fund), managed by the Fish and Wildlife Service (FWS), received tax and import duty revenues averaging about \$713 million for fiscal years 2012 through 2021, adjusted for inflation. Motorboat fuel taxes make up about 49 percent of this funding.

**Why GAO Did This Study** Recreational boating is a popular activity in the U.S. It includes the use of both nonmotorized and motorized vessels. The Trust Fund provides federal funding for boating recreation activities, including improving boating access and promoting boating safety. There have been discussions on the equitability of contributions to the Trust Fund, including which vessel users pay the taxes that fund the Trust Fund, according to stakeholders.

The Infrastructure Investment and Jobs Act includes a provision for GAO to examine recreational boating, along with the use of certain funding from the Trust Fund related to this activity. This report examines (1) the use of nonmotorized and motorized vessels; (2) the extent that users of these vessels have contributed to the Trust Fund; and (3) the extent that the Trust Fund has been used for boating access and safety activities to benefit users of these vessels.

GAO reviewed laws, regulations, and FWS and Coast Guard documents. GAO analyzed two surveys commissioned by the Coast Guard conducted in 2018 (the most recent data available). In addition, GAO analyzed data from the Department of the Treasury. GAO also interviewed FWS and Coast Guard officials; two federal advisory groups (the Sport Fishing and Boating Partnership Council and the National Boating Safety Advisory Committee); nongovernmental organizations involved with boating issues; and boating officials from five states, selected based on geographic diversity and other factors.

**For more information, contact Cardell D. Johnson at (202) 512-3841 or johnsoncd1@gao.gov.**

**A Boat Access Site in Jacksonville, Florida, with amenities that serve different types of recreational boat owners.**



Source: City of Jacksonville, FL. | GAO-23-105729

**Tara Wallace, branch chief, Marine Chart Division,**

**Daily DUTIES**

How Tara Wallace, branch chief, Marine Chart Division, spends her time.

- 40% Manage production of nautical charts
- 23% Respond to internal and external inquiries
- 25% Attend meetings
- 10% Administrative tasks



The Office of Coast Survey's Marine Chart Division maintains over 1,000 nautical charts, detailing over 95,000 miles of shoreline and 3.4 million square nautical miles of U.S. waters. The charts give mariners the information they need to navigate safely, including how deep the water is,

where the shoreline is, and the locations of dangers to navigation (like shipwrecks) and aids to navigation (like buoys and lighthouses). The Marine Chart Division is made up of six regional teams of cartographers, plus support staff that provide data management, quality assurance, distribution, and other services.

What are your basic job duties?

I'm responsible for managing a staff of ten cartographers. Our team covers the Southeast region, including handling charting services and activities and producing nautical charts for the area from Florida to South Carolina. I also handle Freedom of Information Act requests for our division and represent NOAA on the U.S. Board on Geographic Names.

How did you know you wanted to pursue this line of work?

I have always loved reading maps, especially the Rand McNally Atlas. I got the opportunity to go back to school to pursue a degree in cartography. After only one semester, I knew this was what I wanted to do.

When has your work felt most exciting or rewarding?

Anytime I interact with the public and hear someone say they "love our charts." Getting that positive feedback from people who use our products makes me proud of the agency and the services we provide.

What NOAA project have you enjoyed working on the most?

I was part of a team that helped implement a new nautical chart system (called NCSII). We needed a way to simplify our processes so that we could produce and update nautical charts faster and more frequently. At the end of the project, we had the new system that we use today to create Electronic Navigational Charts.

What would you recommend to those who want to pursue a career in your field?

Focus on completing your bachelor's degree, but stay abreast of the latest software and technologies. Branch out and take that Python class! Don't be afraid to seek new and different opportunities.

- **NAME:** Tara Wallace
- **LOCATION:** Silver Spring, Maryland
- **EDUCATION:** Bachelor of Business Administration; Associate of Applied Science in Applied Geography
- **NATIONAL OCEAN SERVICE PROGRAM OFFICE:** Office of Coast Survey

## How To Rig A Fishing Rod And Reel

Once you choose a fishing rod and reel, it's time to get rigging. Here's the step-by-step process of rigging a fishing rod. You've watched a bunch of videos and read all you can find online before visiting the local tackle shop and making your final choices. You've gotten close to filling the cooler with those fresh-caught fish, but before you can set a line, you'll have to rig up your gear. No worries, anglers, this isn't a terribly complex process. Just stick to these six main tasks, and you'll be heading in the big one before you know it.

**Tip:** Always refer to the instructions that came with your equipment. These will often have specific recommendations on which oil and grease should be used.

1. Choose the right type of fishing line for the fishing technique you plan to try. There are two main types: braided and monofilament. As a general rule of thumb, braided is preferred for fishing with lures, while monofilament is preferred for fishing with most techniques (excepting live or cut bait).
2. Choose the right size line. This is measured in "pound-test" (breaking strength rated by the pound). Your rod and reel will have suggested size ranges printed right on them, often stamped just above the grip on the rod and on the spool of the reel. Beginners commonly choose line sizes in the heavier side of the range, while more advanced anglers may want lighter line that requires more finesse when playing a fish but also cuts further and cuts the water better.

3. Have the line wound onto the reel by a professional at your local tackle shop. The store has a machine that can put the line on under tension and will do a much better job than you can at home.

4. Once the reel is spooled up and the end of the line has been threaded through the rod guides, it's time to prepare a leader, which is a special section of line between the lure and the main fishing line. This is commonly monofilament or fluorocarbon (a type of monofilament that's less visible in the water but is also more expensive). In areas with clear water, fluorocarbon is considered a must-have by many anglers. The leader is usually two to three times the pound-test of the mainline. For general multipurpose live fishing, 3 or 4 feet of leader is plenty, although for trolling and some other specific techniques, leaders up to five times that length are utilized.

5. Tie the leader to the end of the fishing line. There are a number of knots that can be used to make this connection, but the uni-to-uni knot (also called the double-uni) is one of the most widely accepted, and we recommend learning that one. (See "The Double Uni Knot" below for step-by-step instructions.)

6. After the leader is attached, you can either tie directly to your lure using a knot like an improved clinch or a loop-knot, or you may want to tie a snap-swivel or a dip onto the end. On smaller lures, or when chasing fish with excellent eyesight, it's best to avoid hardware like snaps and clips. But if you plan to go bottom fishing with bait or go live-fishing (live bait on your hook) or use some other style which incorporates pre-made rigs, adding a clip will make for quick and easy rig changes.

### Rigging a Fishing Rod and Reel

#### The Double Uni Knot

1. Overlap the ends of the two lines to be joined. Take the end of the line from the left, double back, and make three to five wraps around both lines and through the loop that you formed. Pull the tag end to tighten. (Note: When tying mono to braided line, make five turns with the mono and eight turns with the braided.)
2. Repeat with the end of the line on the right, making the same number of wraps unless tying with braided line in which you should double the number of wraps.
3. You have now tied two uni knots, making this a double-uni. Pull the standing lines in opposite directions to slide the two knots together, then trim the ends close to the knot.



#### The Improved Clinch Knot

The improved clinch is very easy to tie, which is the main reason it's so popular for connecting monofilament to terminal tackle. It's most effective on lines under 20-pound test.

1. Pass the line through the eye of the hook, swivel, or lure. Double back and make five turns around the standing line.
2. Holding the coils in place, thread the tag end of the first loop above the eye, then through the big loop.
3. Hold the tag end and standing line while pulling up the coils. Make sure the coils are in a spiral, not overlapping each other. Slide against the eye before clipping off the end close to the completed knot.



#### The Nonslip Loop Knot

1. Make an overhand knot in the line about 10 inches from the end. Pass the tag end through the hook eye and back through the loop of the overhand knot.
2. Wrap the tag end around the standing part five or six times. Bring tag end back through overhand knot, entering from same side it exited from before.
3. Moisten the knot then pull slowly on the tag end to cinch the wraps loosely together. Then pull the loop and the standing line in opposite directions to seat the knot before trimming back the end.



Published: June 2018 Author Lenny Rudow

New Boats, Fishing & Electronics Editor, BoatUS Magazine Top tech writer and accomplished sports fisherman, BoatUS Magazine Contributing Editor Lenny Rudow has written seven practical boating books, won 30 awards from Boating Writers International — many for his marine electronics articles — and two for excellence from the Outdoor Writers Association of America. He judges the NMMA Innovation Awards, and is Angler in Chief at FishTalk, his own Chesapeake-based publication. A great teacher and inspirational writer.



Photo: Lenny Rudow

