

A photograph of two young girls sitting on a boat. They are both wearing red life jackets and smiling at the camera. The girl on the left has long dark hair, and the girl on the right has long, wavy brown hair. The background shows the white interior of the boat and the water.

Special Boat Show Edition

The Courier

February 15, 2023 Volume 23 Number 19

Boat show returns

A mid-winter tradition returns this weekend at the Ocean City Convention Center. The 40th Anniversary OC Seaside Boat Show kicks off Friday, February 17 and continues through Sunday, February 19.

Sponsored by the Ocean City/Berlin Optimist Club, the show attracts thousands of boater enthusiasts. This year there will be more than 140 exhibitors including over 50 boat dealers displaying about 350 boats including sport cruisers, center consoles, pontoons, cuddys and performance boats. There will also be dock builders, boat lift contractors, canvas makers, fishing tackle merchants and more.

Again this year, North Bay Marina has donated a Sweetwater Pontoon boat and motor that will be given away to a lucky ticket holder.

The show will be open 10 a.m. to 6 p.m. on Friday and Saturday, 10 a.m. to 4 p.m. on Sunday. Admission is \$10; children under age 14 are \$1.

Photo: **Riley Rawlings** on the left and **Stella Knight** on the right

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Knots & Knots by Dan Collins

Before Lindbergh

The sea is many things. It is alluring and challenging and dangerous. It can also be relaxing and fulfilling.

At the OC Seaside Boat Show this month there will be lots of new shiny boats on display and photos of used boats sitting in chilly boat yards patiently waiting for new owners. There

boat design, navigational electronics, and safe boating educational classes have made recreational boating and maritime adventures a lot safer; but that has not always been the case.

Knocking down the unknowns and mastering the sea has always been dangerous and romantic. Charles Lindbergh's first solo, non-stop flight over the Atlantic is a good example. It won him a sizable cash prize and a life time of notoriety. However, he was not the first to accept the challenge.

The actual first successful trans-Atlantic flight occurred eight years earlier in 1919 and was far more daring. It consisted of a flight of three Curtiss flying boats – each with a crew of six - and over fifty US Navy ships acting as navigation waypoints and rescue assets. Leaving from Rockaway Beach, New York, it took twenty-four days, May 8-31, with stops in Nova Scotia, the Azores, Lisbon and finally Plymouth, England.

Only one of the seaplanes, 'NC-4' (Navy-Curtis #4) commanded by Lieutenant Commander Albert C. Read, USN, and piloted by USCG First Lieutenant Elmer F. Stone, survived the ordeal. Lt. Stone was the Coast Guard's first pilot. He was trained by the Navy at Pensacola, FL, and designated Navy aviator #38 and Coast Guard aviator #1.

On the longest leg of the journey, Newfoundland to Azores, NC-1 got lost and had to make a sea landing to get its bearings. Unfortunately, twelve-

foot seas damaged the fragile seaplane and it eventually sank. Likewise, the NC-3 had a rough sea landing on the same leg of the journey. An engine mount collapsed and they had to motor/sail their flying boat the final 205 miles to the Azores - a spectacular demonstration of seamanship.

Despite unreliable compasses, sextants, and primitive radios, the NC-4 made it to Horta in the Azores in about 15 hours of flying. After an extended layover for repairs and better weather, NC-4 completed the trans-Atlantic flight when it arrived in Lisbon, Spain, on May 20 and then flying onto Plymouth Harbor, England to claim the big cash prize on May 31.

The technologies were maturing rapidly in the early days. The American feat was overshadowed only a couple of weeks later when two Brits (Alcock and Brown) flew the Atlantic non-stop and by Lindbergh's solo flight years later. Keep in mind that the Wright brother's inaugural 120-foot flight had happened in 1904, just 15 years before the first trans-Atlantic flights.

For humor, permit me to quote Wikipedia:

"Later in 1919, upon returning to

the U.S., (Lieutenant Commander) Read predicted: "It soon will be possible to drive an airplane around the world at a height of 60,000 feet and 1,000 miles per hour." The next day, *The New York Times* ran an editorial in reaction, stating: "It is one thing to be a qualified aviator, and quite another to be a qualified prophet. Nothing now known supports the Lieutenant Commander's forecast. An airplane at the height of 60,000 feet would be whirling its propellers in a vacuum, and no aviator could live long in the freezing cold of interstellar space."

I wonder what these *NY Times* myopic visionaries must have been thinking when Chuck Yeager broke the sound barrier or when Neil Armstrong walked on the moon. My guess is that they probably would have criticized the supersonic Concorde jetliner that used to cross the Atlantic at 60,000 feet traveling at 1300 miles per hour for serving inferior champagne.

See you at the OC Seaside Boat Show where we can dream the extraordinary.

Stay safe. Stay dry.

Dan Collins can be reached for comment at dancollins.oceanpines@gmail.com.



The NC-4 successfully concludes the transatlantic flight in May, 1919.



The NC-4 is currently on display at the Naval Aviation Museum in Pensacola, FL

will also be new electronics, new fishing gear, new water toys and lots of vendors selling everything from sunglasses to boat lifts. Personally, I am looking forward to that pirate who walks around and gives away free salt water taffies and the USCG Auxiliary's remote control boat that plays with the kids and delights the parents.

Recreational boating is fun and isn't very dangerous if you are prudent. Modern building materials and

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Annual Finnegan's Wake returns

Traditionally, an Irish Wake marks the end of someone's life, but this year in Ocean City it marks the start of the lively and rousing St. Patrick's festivities when the Friends of Worcester County Developmental Center (WCDC) holds its ninth annual Finnegan's Wake Saturday, February 25 in Seacrets Morley Hall.

The event is a mock Irish funeral inspired by the traditional Irish song of the same name. The doors to Morley Hall open at 5 p.m., and the evening's festivities will commence at 5:30 p.m. with the funeral procession winding its way through Morley Hall led by the Ocean City Pipes and Drums. Included in the cortege will be St. Patrick, clergy members, mourners, pall bearers and a leprechaun or two.

Music is an integral part of an Irish wake, and back again by popular demand are The Folk Heroes. The Folk Heroes have dedicated themselves to preserving Irish culture and history through folk and nationalistic music.

A Wake requires a bagpipe, and this wake has much, much more. Area legends The Ocean City Pipes and

Drums will not only lead the funeral procession, but they will also perform flawless sets of Highland and military songs that will make this an unforgettable evening.

Audience participation will be encouraged throughout the evening. Audience members will have a chance to become part of the show when viewing Tim Finnegan. If you can raise Finnegan from the dead by telling him a joke and making him laugh, you win a beverage. Those with strong voices can enter the Keening contest. Wealthy Irish would hire professional mourners called Keeners to cry for their dearly departed. Contestants will be judged on volume, style and feeling as they compete for cash prizes.

Admission is \$20. Happy Hour prices will be available at the bar and the Seacrets kitchen will be offering an Irish menu.

Event sponsors are Robert Nock Insurance, Cheers of Berlin, Robin Dannelly, Vicky Tillery and John Falcone. The entertainment is sponsored by, Malvern Collision Service, Michael Gallagher Family, Apple Drugs and the John Ferry Family.

All money raised from this event will go towards supporting adults with intellectual disabilities who attend the Worcester County Developmental Center (WCDC). WCDC provides employment opportunities, art-based day services, residential services and community-based supports for adults who live with an intellectual disability in Worcester, Somerset and Wicomico Counties. WCDC is a member of the United Way of the Lower Eastern Shore, and the Ocean City, Berlin, Ocean Pines and Snow Hill Chambers of Commerce.

Rearview Mirror / Chip Bertino

Julie Malinowski on her 1991 Geo Prizm as told to Chip Bertino.

My first car was a 1991 Geo Prizm. It was white and I bought it used for \$7,000.

This was my first car, purchased the summer before my senior year of college. As it does with most people, a car represented freedom, since it meant I no longer had to walk places or bum rides from friends. A car was also a necessity, as I would be doing my student teaching that year and needed a way to get to the school.

One of the things I liked about my Prizm was the boxy style – I wasn't interested in cars with the more streamlined design, which was just starting to appear. It was barely used when I purchased it and was pretty nice for my first vehicle. It was fun to drive, but maybe too fun since I got my first two, and only, speeding tickets within the first year of owning it!



Why Presidents' Day actually goes by another official name

An official list of federal holidays in the United States won't feature Presidents' Day among the observed holidays. Some may say that's preposterous, as they're certain that post offices and other federal entities are closed on such a day each February. While the third Monday of February is commonly referred to as Presidents' Day throughout the United States, the day is legally referred to as Washington's Birthday.

According to the U.S. Office of Personnel Management, this holiday is designated as Washington's Birthday in section 6103(a) of title 5 of the United States Code, which is the law that specifies holidays for federal employees. Though other institutions, such as state and local governments and private businesses may use other names, it is OPM policy to always refer to holidays by the names designated in the law.

History of Washington's Birthday. The idea to give presidents a little extra fanfare originally was established in 1885 in recognition of George Washington. After his death in 1799, Washington's birthday on February 22 became a day of remembrance, according to History.com. Its observance as an official holiday was signed into law in 1879 by President Rutherford B. Hayes. Originally, the holiday only ap-

plied to the District of Columbia, but in 1885 it was expanded to the entire country.

Abraham Lincoln, another revered American president whose birthday was February 12, also was largely celebrated during the month of February as a state holiday, particularly in his home state of Illinois. In the 1960s, when Congress proposed a measure known as the Uniform Monday Holiday Act that designated Monday as the day to celebrate various federal holidays, the proposal also included a provision to combine the celebration of Washington's and Lincoln's birthdays to provide more equal recognition of these two influential leaders. The name Presidents' Day was proposed at that time. However, when the bill moving the celebration of Washington's birthday to the third Monday in February went into effect in 1971, Congress rejected the name change, so it remained Washington's Birthday. That name stands to this day.

Why Presidents' Day? Even though federal calendars will list February 15 this year as Washington's Birthday, it will largely be referred to as Presidents' Day. This unofficial moniker developed in the 1970s due largely in part to retailer's use of that name to promote sales and the proximity of the

please see presidents on page 22


The Courier

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For the love of boats

From the time I was young, boats have been a fascination and passion of mine. Whether playing with toy boats in the bath tub as a child, pulling behind me a plastic boat on a string along the beach or being on the water

quite understanding why she was going. My boating memories start with that boat which was white, trimmed in red with a heavily shel-lacked mahogany engine compart-ment cover. I caught my first fish on her, well it wasn't a fish really. It was a baby sand shark. But it still counted.

That blustery afternoon I stood at her bow, express-ing my sadness that she was leaving but assuring her that I would remember her forever and that I would not like the new boat. I think she understood, at least I hope she did.

The new boat arrived with the warm weather several months later. Despite my promises to *Jo Lin*, I im-mediately fell in love with the new boat which never really had a name. She was always referred to as the *Big*



It's All About. . .

By **Chip Bertino**

chipbertino@delmarvacourier.com

in my current boat, I am the most at peace when I'm near, on or playing with a boat.

I've always felt that boats, all boats, have a soul, a personality, an identity all their own. A boat is not an inani-mate object, at least to me. Such a sentiment originated when I was



Gramps and the Jo Lin

young. Let me take you back for a mo-ment to a wintry afternoon. I was about six or seven and visiting my grandparents in Villas, NJ. Walking around the yard bundled in a heavy winter coat, a cold wind sweeping across the bay, I spent time talking to *Jo Lin*, my grandfather's boat at the time. She was resting on concrete blocks and covered by a heavy, olive-green tarp tied down with lines that stretched under her hull. She was a 17-foot wooden boat powered by a 90 horsepower OMC stern drive. Built by my grandfather in 1965, she would soon be traded in for a new 19-foot Chaparral with a 120 horsepower Mer-cruiser purchased at the Philadelphia boat show.

I was sad *Jo Lin* was leaving, not

Boat. She was roomier, cut through the water more gracefully thanks to her deep vee hull and was much faster than her predecessor. She was also a bow rider which added a new dimen-sion to our boating experience.

My brother and I spent a lot time fishing with our grandfather on that boat on the Delaware Bay. We re-lished the reality that the *Big Boat* was faster than all the other boats in the area, a fact of which we liked to re-mind our friends. Gramps often let my brother and me take the helm. We'd love to push the throttle down as we headed toward fishing spots at Bug Light and Fourteen Foot. Gramps would normally reach over to pull the throttle up. Although truth be known, he was a speed demon too.

At least once during the summer, we'd pile on the boat, my brother and me, our mother and grandfather, with a food-and-drink-filled cooler. We'd spend the day cruising through the Cape May Canal taking in the sights of Cape May, Wildwood, Stone Harbor and Avalon. I look back on those cruises nostalgically. We ate ham and cheese sandwiches and washed them down with Shop Rite cream soda. Gramps would point out different landmarks while my mother pointed out interesting landscape designs of the "hoity toity" houses in Stone Har-bor and Avalon. My brother and I would comment to each other about the boats we passed. "That one has a 55 Johnson." "Look at that cabin cruiser." "That one looks like Hap's brother's boat."

Those were memorable cruises.

When I was 12, Gramps bought my brother and me our own boat. It was a fiberglass 15-foot, 1957 Newport that was sitting on a trailer beside the Villas Tackle Shop. It was \$200. My brother and I were ecstatic sitting in the back-seat looking out the window of Gramps' '65 Barracuda as we trailered the boat home. Gramps had a 15 horsepower, '57 Johnson outboard

that he put on the boat. At first the steering wasn't connected so we had to use the tiller to steer. We didn't care. We were loving life.

It's been a lot of years since those Cape May Canal cruises on the *Big Boat*, the freedom of plying the waters behind the house in that '57 Newport and when a little boy lamented the de-parture of an old wooden boat on a winter day. Through the years though, the essence of those experiences has been the primer on a canvas painted many times over by boating experi-ences I've enjoyed with my children and now grandchildren.



My grandchildren aboard the Susan B.

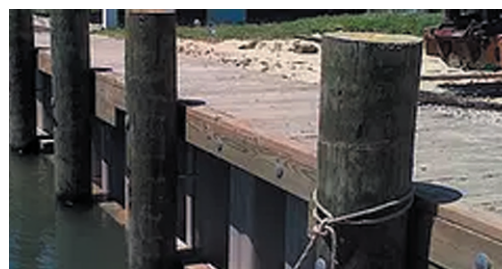
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Too much money

General Manager John Viola created quite a dilemma for the Ocean Pines Association Board of Directors.

For many years association members bemoaned the negative bottom line numbers for our major business amenities. Let's not forget the

own as an interim General Manager - a young, popular, well-spoken businessman who seemed to have all the answers.

Result? A complete and utter disaster, causing perhaps the largest amenity operational losses in the his-

and also held the position of OPA Chief Financial Officer.

Unfortunately, or perhaps fortunately, Viola's tenure as General Manager has brought new problems and new debates to the forefront.

Gone are the days of great consternation over how much to raise the assessment. Lately, the debates rage over how much the assessment should be lowered. In February of 2022, the Ocean Pines Board of Directors unanimously approved the fiscal year 2022/2023 budget, setting the basic annual assessment at \$896, a \$100 decrease from the prior year.

Very soon the board will be voting on the budget and assessment amount for the 2023/2024 fiscal year. Viola initially proposed an assessment reduction of around \$25. Committee reviews, board reviews, and a public hearing now have the Viola suggested reduction at around \$8.

Here's the rub. OPA will close out the current fiscal year at the end of April with a \$1.6 million favorability, according to comments at a Town Hall meeting by Viola. Should OPA consider reducing the assessment by perhaps another \$100, representing about half of that \$1.6 million?

Where does the board stand on this? There is no way to know until a final vote on the budget, perhaps in a week. However, there is no surprise that board members seem to have varying opinions, possibly split along

the fault line of the majority/minority makeup of the board.

Generally speaking, the minority of Colette Horn, Steve Jacobs, and Frank Daly seem to favor not lowering the assessment beyond some minimal amount like five dollars. Horn and Daly were in the majority last year when they reduced the assessment by \$100.

Stuart Lakernick, a member of the current majority along with Doug Parks, Rick Farr, and Monica Rakowski, questioned why the projected \$1.6 million surplus would not be partially used to reduce the assessment. "Going forward, we're still going to have a surplus based on our assessments. I don't understand why we only have a \$4 proposed reduction in our assessment," Lakernick said during the recent budget public hearing. Doug Parks, as is typical, expressed an opinion leaving listeners wondering what he meant.

Recent financial history indicates a loss of \$1.3 million in the fiscal year ending April of 2018; a \$26,000 profit in 2019; \$571,000 profit in 2020; a \$1.5 million profit in 2021; \$1.9 million profit in 2022; \$1 million projected profit in 2023, plus a \$600,000 surplus carried over from prior fiscal year. Viola runs a money-making machine.

Lakernick's position is the proper position - use some of those surplus

please see commentary on page 22



Commentary

By Joe Reynolds
OceanPinesForum.com

so-called "structural deficit," a focus some twelve years ago of then-director Pete Gomsak and the subsequent never-to-end five-year plan to recover that deficit. There were the usual yearly budget battles about how much to increase the assessment. The endless debates over "operational" profit or loss, versus measuring the real bottom line profit/loss by including "depreciation" dollars for each amenity.

For those paying close attention to the OPA budget process, the yearly budget debates were one of the more interesting aspects of living in Ocean Pines. Finally, board members became fed up with the constant budget loss battles and operational profits debates. They fired the General Manager and replaced him with one of their

tory of OPA. Unfounded accusations about some staff members. Illegal audio recording of conversations in the Administration Building. Lie detector tests for a few Administration employees.


An exposure of theft at the Yacht Club. Staff resignations. An expensive forensic audit pointed to deposit thefts originating at OPA's bank, not the Administration Building. In short — a complete mess.

Fortunately, two things happened. One, in April of 2018, OPA hired Matt Ortt Companies to manage food and beverage services at the Yacht Club and Beach Club. Two, in April of 2019, John Viola was appointed General Manager. He was formerly chairman of the Budget & Finance Committee

OPA making too much profit under Viola

Courier Almanac

On February 15, 1903, toy store owner and inventor Morris Michtom placed two stuffed bears in his shop window, advertising them as Teddy bears. Michtom had earlier petitioned President Theodore Roosevelt for permission to use his nickname, Teddy. The president agreed and, before long, other toy manufacturers began turning out copies of Michtom's stuffed bears, which soon became a national childhood institution.



Data from the Centers for Disease Control and Prevention indicates that as much as 5 percent of older adults living in the general community are suffering from clinical depression. Those figures are even higher among older adults who are hospitalized (11.5 percent) and those who require home health care (13.5 percent). The National Council on Aging reports that older adults are at an elevated risk of developing depression, though there's no single, specific cause increasing that risk. Chronic conditions, which the CDC estimates affect as much as 80 percent of older adults; decreased functional ability; reduced mobility; loneliness; and financial issues related to retirement are among the potential causes of depression in older adults. As difficult as depression can be, the NCOA notes that treatment has been found to be just as effective for seniors as it is in younger populations. Aging individuals or those concerned about an aging relative are encouraged to visit the American Psychological Association website at psychiatry.org to learn more about the many ways depression can be treated.

The Courier

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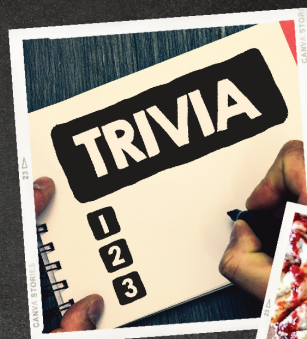
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Time for financial 'spring cleaning'

Submitted by **John Bennish**
Financial Advisor, Edward Jones

Now that we've looking toward spring calendar it's time for us to think about sprucing up our homes, inside and out. But it also may be time to do some *financial* spring cleaning.



John Bennish

Some of the same ideas involved in tidying up your home can also be used to help put your financial house in order. Here are a few suggestions:

Dust off your investment strategy. As you look around your home, you might find that many items — tables, desks, bookshelves, and computer and television screens — could benefit from a good dusting. And, once you've accomplished this, you'll get a clearer view of all these objects. Similarly, your investment strategy needs to be "dusted off" every so often, so you can see if it's still working to help you move toward your financial goals, such as a comfortable retirement. Over time, your personal circumstances and risk tolerance can change, and these changes may lead you to reexamine your future financial and investment decisions.

De-clutter your portfolio. if you took a survey of your home, would you find duplicates or even triplicates of some things — brooms, vacuum cleaners, toasters, and so on? If so, it may be time to do some de-cluttering. And the same could be true of your portfolio — you might have several identical, or substantially identical,

investments taking up space. If so, you might want to replace these redundancies with investments that can improve your diversification. While diversification can't guarantee profits or protect against losses in a declining market, it may help reduce the impact of market volatility on your holdings.

Get organized. If your closets are overstuffed, with clothes and miscellaneous items crammed on shelves and the floor, you may well have trouble finding what you're looking for — but with a little straightening up, your searches will become much easier. And when you're trying to locate financial documents, such as investment statements or insurance policies, you'll also benefit from having everything organized in one central location. Even if you get most of these documents online, you can save what you need and keep them in a file on your desktop, laptop or tablet. (And it's also a good idea to tell your spouse, adult child or another close relative how these documents can be accessed, just in case something happens to you.)

Protect yourself from dangers. If you look around your garage, shed or other storage area, you may well find some objects — such as gardening tools, paint thinners, engine fluids and leaning ladders — that could be dangerous if they aren't stored properly. As part of your spring cleaning, you'll want to remove these hazards to safeguard yourself and your family. But have you addressed the various financial risks that could threaten your loved ones? For example, if something were to happen to you, could your family members maintain their lifestyle? Could your children still go to college? To guard against this risk, you may want to discuss protection strategies with a financial professional.

Spring cleaning can pay off — in a cleaner, safer home environment and in helping ensure your financial strategy continues to work hard for you.

This article was written by Edward Jones for use by your local Edward Jones Financial Advisor John Bennish, Ocean Pines. He can be reached at 410-208-9083. Edward Jones, Member SIPC.

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You're thinking about buying a boat

During my many boating years I have learned a great deal about buying a boat and thought I would share with you some of the pros and cons of entering the world of recreational boating so that your purchase is a good experience. In this month's column I will only be addressing a boat purchase to be used in our Coastal Bays and not offshore.

Boating can be great fun for you and your family particularly living here on the Eastern Shore. However, I will caution you that it can also be expensive and at times quite frustrating. First you will need to consider a few very important questions. Buying a boat without considering these could result in many unpleasant surprises. They are as follows:

-Will you be using the boat for pleasure boating or fishing or both?

-Will you be taking children on the boat?

-Are you interested in speed or simply a boat that will get you around at a comfortable pace?

-How big a boat are you interested in?

-Are you interested in a new or used boat?

-Will you have a slip in a marina to keep your boat during the boating season?

-Will you trailer the boat or will you have it stored and launched by someone else?

-Where will you winter store the boat?

-Do you have a vehicle equipped and is it capable of towing the boat?

Since I obviously would not be able to address each question in this month's column I will address generalities that I believe to be very important. First please be certain to take a safe boater's course either offered by the Maryland Department of Natural Resources, Power Squadron or U.S. Coast Guard Auxiliary. Here you will

learn boating talk, safety, rules of the road, navigation, knot tying and proper identification of various locations on your boat. It may also help you decide what type boat you are interested in purchasing. Also, become familiar with Maryland boating regulations available through the Maryland Department of Natural Resources (DNR).

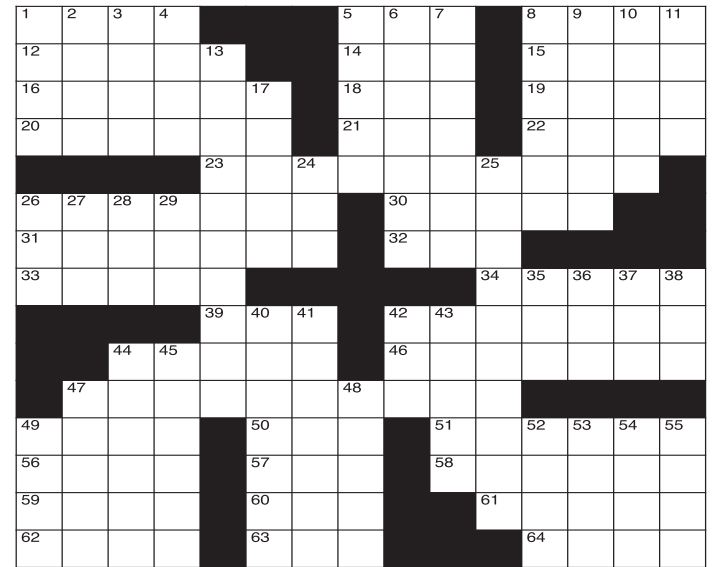
Now you are ready to consider a purchase. Remember we are discussing a boat to be used on the Coastal Bays. I would not consider anything smaller than 17' or larger than 26' for ease of handling. Don't be afraid to negotiate for price and include accessories. Although there are many types of boats the center console, walk-around cuddy, deck boats and pontoon boats are most commonly used on the bay. If you decide to purchase a new or used boat from a dealer, they will help you select a boat for your particular needs, and will give you a demonstration ride and instructions on operation. They will also suggest an engine to meet your needs. Today most new boats will have 4-stroke engines that do not require mixing oil with your gas which is an added convenience. If you are purchasing a used boat, I will address what you should be considering later in this column. The dealer can also advise you on purchasing a trailer although most new boats today come with a trailer as a package.

Possibly you have decided to purchase a used boat. There are many great deals on used boats today. However, you do need to evaluate your prospective purchase thoroughly before the actual sale. Here are some of my recommendations:

Take a friend along who knows boats and who can help you evaluate your potential purchase.

Determine the age of the boat and look over the general condition including the hull for blistering which is

please see capt. ron page 22

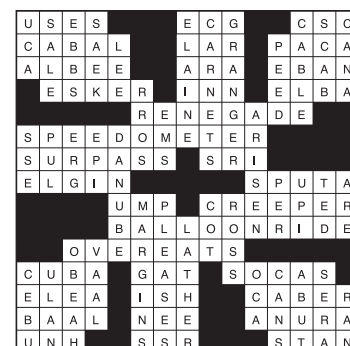


CLUES ACROSS

1. River in Tuscany
5. A way to represent
8. Rocker's guitar
12. Civil Rights group
14. Brew
15. Scratch
16. W. Asian country
18. The Eye Network
19. Clarified butter
20. Part of the Cascade Range
21. Downwind
22. A way to steer
23. Loop
26. Not ingested
30. Swampy coniferous forest
31. Musician
32. Signing
33. Containing iron
34. Part of a theorem or proof
39. Veterans battleground (slang)
42. Of enormous proportions
44. Italian city
46. Come before
47. Balm
49. Undergarments
50. Male parent
51. Ropes
56. Ear part
57. Investment vehicle
58. Dictator
59. Cain and ___
60. A type of code
61. Border river along India and Nepa
62. It's what's for dinner
63. Consume
64. Christian ___, designer

CLUES DOWN

1. Cuckoos
2. Skin issue
3. City in central Japan
4. Sorrels
5. Twinned diamond
6. Canadian province
7. Monetary units
8. Head honcho
9. Goddess of wisdom
10. Part of a play
11. Get rid of
13. Applicant
17. Bowling alleys have many
24. Explosive
25. "The Say Hey Kid"
26. Ultrahigh frequency
27. No (Scottish)
28. Make a mistake
29. Credit card term
35. Keyboard key
36. Woman (French)
37. In the middle of
38. Score perfectly
40. Coat a metal with an oxide coat
41. Deadly disease
42. A place to dock a boat (abbr.)
43. Belch
44. Member of U.S. Navy
45. "In ___": separate from others
47. Examine extensively
48. Adjust
49. Tattle
52. Actor Pitt
53. Gulls
54. Within
55. Exceptionally talented performer



Answers for February 8

The U.S. Coast Guard serves a unique role

The United States Coast Guard is one of the nation's oldest and most respected federal agencies. It was established in 1790 and continues to serve a dual role both domestically and internationally.



The U.S. Coast Guard is comprised of roughly 42,000 men and women. Unlike other branches of the government, the Coast Guard has distinct roles during times of peace and war. In times of peace, the Coast Guard is part of the Department of Homeland Security, which also oversees the U.S. Customs and Bor-

der Protection agency. The Coast Guard protects marine environments, enforces laws at sea, helps guard the coastline, and engages in life-saving missions at sea. During conflicts and time of war, the United States president can direct the Coast Guard to serve as part of the U.S. Navy, defending the nation against terrorism and foreign threats at sea. The Coast Guard technically is both a federal law enforcement agency and a branch of the military.

The Coast Guard is often the first responder on the ocean or other waterways. The Coast Guard protects the water and coastline through 11 official missions. These include:

1. Search and rescue
2. Marine environmental protection
3. Drug interdiction
4. Aids to navigation
5. Living marine resources
6. Defense readiness
7. Port and waterway security
8. Migrant interdiction
9. Marine safety
10. Ice operations
11. Law enforcement

The service motto of the Coast Guard

is "Semper Paratus (Always Ready)," and members of the USCG are on duty in many different capacities every day of the year.

The U.S. Coast Guard is always looking for new recruits. A person can enlist in the Coast Guard right out of high

school or apply to the U.S. Coast Guard Academy. Graduates earn a bachelor's degree as well as an officer's commission. That can result in higher pay and greater responsibility over time. Learn more about the United States Coast Guard at www.uscg.mil.

Safe boating course offered

Preparation is everything in boating. Start the season off by taking the Maryland Safe Boating Course March 7, 8, and 9.




Certified instructors from the Ocean City Coast Guard Aux. will offer a comprehensive class to all boaters at the Ocean Pines library between 6 p.m. and 9 p.m. All the required material is covered along with time for questions.


The Maryland Boating Safety Education Act requires that anyone born after July 1, 1972 must possess a Maryland Basic Boating Safety Certificate to operate a boat in the state of Maryland. Those attending the class,



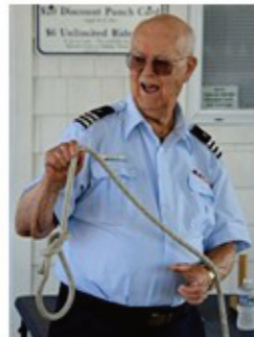

and passing the test will receive a Maryland Boating Certificate which is NASBLA approved and valid in all states.

A fee of \$20.00 covers the cost of the course and materials. Checks should be made payable to: USGCAUX 12-05 and mailed to CGAUX 12-05, PO Box 1682, Berlin, MD 21811. Payment via PayPal is also accepted. For more information or to register please contact Barry Cohen at 410-935-4807 or E mail CGAUXOC@gmail.com.




USCG Auxiliary



The USCG Auxiliary is the volunteer component of the US Coast Guard that is focused on recreational boat safety. Among our many missions, we:

- Backup the regular Coast Guard by standing watch,**
- search & rescue, and crew augmentation**
- Perform free vessel safety inspections**
- Teach the Maryland Safe Boating Class**
- Participate in public awareness events**
- Conduct on-the-water patrols**



Help Us Make Boating Safer

For more information about other activities and joining the Auxiliary, visit our booth at the OC Seaside Boat Show or our Website:

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They are exclusively paired with Yamaha outboards & Garmin marine electronics, both products we have represented and serviced for years. The addition of Pursuit will allow our customer base to continue to grow with us as we expand our portfolio to include this high-quality brand.



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Some things to think about

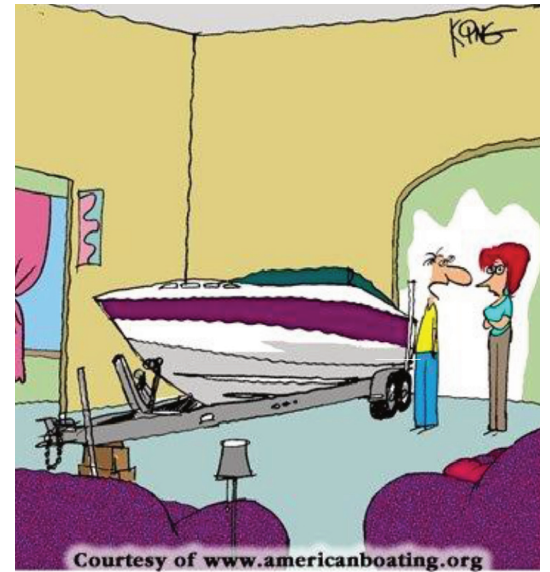
Gathered from the internet by **Jack Barnes**



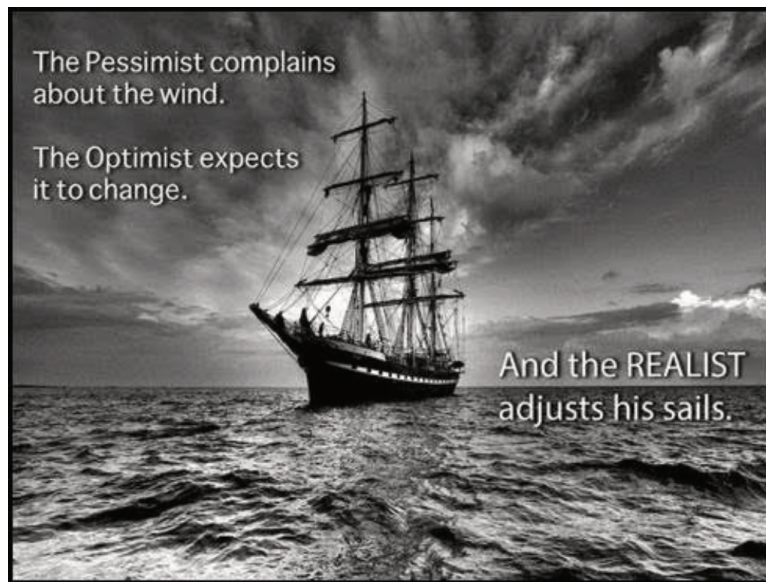
They can keep raising them gas prices if they want to but I'm still going fishing!!! 🍷



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Motor Boating/January 1968

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Fishing boats used to be pretty much alike. Then Sears and a marine engineer came up with "The Gamefisher."

Sears wanted to take a scientific approach to fishing boat design. So they asked a marine engineer to do something unusual: design a 12-foot boat—in fiberglass. It worked. He came up with a unique hull design that makes this boat ride steadier in any kind of water.

Then Sears had a boatload of extras built in—all the things a fisherman needs. Tomorrow, see "The Gamefisher" in the Sears Sports Center. Or the Sears, Roebuck and Co. Catalog.

Sears SPORTS CENTER
where the new ideas are

Practice safe boating at all times

Boating is a recreational activity enjoyed by thousands of people. Spring and summer are prime times of year for boating, though people who live in temperate climates may be able to enjoy boating all year long.



viewing the rules of the water.

Boating safety goes beyond learning basic operation and navigation. Safety guidelines also involve getting a vessel safety check. The U.S. Coast Guard Auxiliary offers complimentary boating examinations. They can verify the presence and condition of safety equipment required by federal and state organizations. Boaters also may be able to conduct virtual vessel exams. This means boat owners can perform a self-inspection of the boats based on digital prompts.

Everyone who takes to the water, novices and experienced boaters included, should be familiar with boating safety guidelines. In fact, it is a good idea to take a boating safety course prior to boating for the first time or as a refresher if it has been a while since re-

viewing the rules of the water. People who reside in Canada can contact the Office of Boating Safety to confirm whether vessel checks are required and how to get one.

Licensure and registration of boats are part of responsible boat ownership both in the U.S. and Canada.

Along with boating inspections and water rules, some other ways to stay safe involve educating oneself of the larger dangers on the water. These generally involve risky boater behavior, such as failing to wear a life jacket or having an inadequate number of life jackets for passengers. Alcohol use while boating also can be problematic. Being under the influence can adversely affect boaters' reaction times and decision-making abilities. According to the 2018 U.S. Coast Guard Recreational Boating Statistics Report, alcohol continued to be the leading known contributing factor in fatal boating accidents in 2018, accounting for 100 deaths (19 percent) of

total fatalities. Curbing alcohol use while boating can help avoid accidents and deaths.

Excessive speeds also can derail nice days on the water. The Texas Parks and Wildlife Department says that, although there are no numerical speed limits on the water, excessive speed can cause accidents in crowded areas. Speeding makes it difficult to react to obstacles, including underwater wildlife, and bring the boat to a stop within a safe distance of others.

Boating season is heating up, and that means making safety a big part of operating and enjoying a vessel

Understanding how to use a compass

Global positioning systems have revolutionized the way people get from point A to point B. Utilizing satellites and orbital data, GPS devices can ping these satellites and compute location anywhere on the planet. GPS-enabled maps are used in smartphones, car navigation systems and elsewhere. But before GPS became the primary navigational tool, people relied heavily on other aids, such

as a compass.

Understanding how to use a compass can prove invaluable, especially when boating, hiking or engaging in other activities in the great outdoors.

Parts of a compass. Compasses feature various components. The most basic will have a ringed needle housing

*please see **compass** page 20*

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From Senator Mary Beth Carozza

Maryland General Assembly Update

Senator Mary Beth Carozza participated in the 27th Annual State Police Polar Bear Plunge on Saturday at Sandy Point State Park alongside Governor Wes Moore, Lieutenant Governor Aruna Millar, and Delegate C.T. Wilson (D-District 28).



Senator
Mary Beth
Carozza

Every year, thousands of plungers jump into the freezing winter waters of the Chesapeake Bay in support of Special Olympics Maryland, including the Unified Teammates of Special Olympics athletes who train and compete year-round throughout Maryland. Senator Carozza is a board member of the Maryland Special Olympics providing athletic opportunity for athletes with intellectual disabilities.

“It is so exciting to be a part of this amazing organization which supports some truly inspiring athletes,” said Senator Mary Beth Carozza, who represents Wicomico, Worcester and Somerset Counties. “The Polar Bear Plunge is a Maryland tradition that supports our Maryland Special Olympics athletes, and I’m focused on increasing our numbers of Special Olympics athletes on the Eastern Shore.”

Hearing held on Wicomico Sanitary District Bill

Senator Carozza, Wicomico County Executive and County Administrator Julie Giordano and Bunky Luffman, and Chesapeake Bay Foundation Eastern Shore Director Alan Girard testified on Thursday in strong support of Senate Bill 246 before the Senate Education, Energy, and Environment Committee. The purpose of the bill is to enable Wicomico County to create a Sanitary District Commission which is the first step for Wicomico County to implement its Water and Sewer Master Plan which was finalized in 2021.

Wicomico County has approximately 18,000 septic systems with many of the residential wells installed prior to 2000 in unconfined aquifers. Should any of these septic systems fail, the drinking water could be contaminated and cause a public health emergency.

“Wicomico County is among the only counties in Maryland that does not have a county-wide department dedicated to managing wastewater,” said Carozza. “I personally have participated in several Wicomico County meetings with the Maryland Department of Environment and other state officials, county and municipal elected officials and their engineers, developers, realtors and homeowners to work together to address failing septic systems and outdated, at-capacity municipal wastewater treatment plants.”

Senate Bill 1: Gun Safety Act of 2023

The Senate Judicial Proceedings Committee held a marathon hearing on Tuesday that lasted over 11 hours. Among the bills heard was Senate Bill 1, the Gun Safety Act of 2023, which would greatly restrict where those who have been issued a carry permit may wear, carry, or transport a firearm. Senate Bill 1 also makes changes to the application process for a concealed carry permit by requiring applicants to give the Secretary of State Police their personal information and waive confidentiality of all private records.

“This bill places unnecessary regulations on our constitutional right to keep and bear arms,” said Carozza. “I am disappointed that the General Assembly is pushing for ineffective gun control measures; the focus should be on the repeat, violent offenders using guns, not law-abiding citizens who have had extensive training before being approved for a gun carry permit.”

During the hearing, the sponsor of the bill, Senator Waldstreicher (D-District 18) offered amendments that explicitly state where firearms cannot be carried and further restricts the application process for concealed carry permits. A first-time violation could result in 3 months in prison and/or a fine not exceeding \$3,000. Subsequent offenses could result in 15 months in prison and/or a fine not exceeding \$7,500.

Eastern Shore Delegation: Ag Secretary Atticks and the Maryland Farm Bureau

Highlights from this week’s Eastern Shore Delegation zoom included a visit with Acting Secretary of Agricul-

ture Kevin Atticks, who will be among the nominees that the full Senate will vote to confirm on Monday. During the Delegation zoom, Senator Carozza requested that the Agriculture Secretary visit and hold regional meetings on the Shore after the Maryland General Assembly adjourns in April.

Maryland Farm Bureau Director Colby Ferguson presented the MFB legislative priorities, including several bills assigned to the Senate Education, Energy, and Environment Committee where Senator Carozza is a member.

-Senate Bill 34 would establish a State Ombudsman for Value-Added Agriculture within the Department of Agriculture who will be the primary point of contact for anyone interested in engaging in value-added agriculture in Maryland. Value-added agriculture generally refers to the manufacturing process which adds value to the raw material, such as packaging, processing, cooling, drying, or extracting. This bill was heard on January 25th in Senator Carozza’s Committee and is supported by the Maryland Farm Bureau.

-Senate Bill 158 would severely limit the use of pesticides in Maryland, negatively impacting our farmer’s ability to grow their products. The bill specifically targets PFAS, which stands for Perfluoroalkyl and Polyfluoroalkyl Substances, and there are currently no accurate tests for these substances. There also are currently no accurate drinking water tests which are validated by the EPA for testing pesticides. This bill was heard on February 2nd in Senator Carozza’s Committee and is **not** supported by the Maryland Farm Bureau.

-Senate Bill 262 would increase the current limit for on-farm composting from 5,000 square feet or less to 40,000 square feet or less and will allow the incorporation of food scraps to the feedstock used in the compost pile. Farmers want to do their part to assist in the new demand for removing food scraps from landfills and increasing the square footage available before extensive permitting becomes required will allow more farmers to participate. This bill was heard on February 9th in Senator Carozza’s Committee and is supported by the Maryland Farm Bureau.

-Senate Bill 224 would require Maryland to enact the California Air

Resources Board’s vehicle standards, which would establish requirements for the sale of new zero-emission medium and heavy-duty vehicles in the State. Unfortunately, there are no requirements, initiatives, or programs available to initiate the necessary charging infrastructure to meet this new demand, leaving many farmers hauling their products at the mercy of truck stops and rest stops offering charging options. This bill was heard on February 9th and is **not** supported by the Maryland Farm Bureau.

Executive Nominations: Cabinet Secretaries

Nine of Governor Wes Moore’s high-profile Cabinet appointees had their confirmation hearings before the Senate Executive Nominations Committee on Monday, Helene Grady as the Secretary of the Department of Budget and Management, Dr. Laura Scott as the Secretary of the Department of Health, and Josh Kurtz as the Secretary of the Department of Natural Resources.

“Our commercial watermen have been left behind,” said Carozza in an exchange during the DNR Acting Secretary’s confirmation hearing. “I urge you to ensure that our commercial watermen, who know the water better than anyone else, are at the table on the early end of decisions affecting the livelihood of our watermen and Shore family.”

Senator Carozza questioned Dr. Laura Scott and Helene Grady on emergency State funding for TidalHealth Peninsula Regional, a non-profit hospital located in Salisbury. The Trauma Center requires an influx of \$17 million each year for the next two years in order to continue operations and maintain the high level of care offered to residents of the Eastern Shore and across the State of Maryland.

“We are in a very urgent situation right now on the Shore,” said Carozza. “TidalHealth is a Statewide asset with the number of people that come to the Shore during the season.”

During the Floor Session on Monday, the full Senate voted to confirm all 15 District Judges, including Worcester County District Judge Cathi Coates. Several other local officials

Safe boating renewed

By Dan Collins

February is a very busy and optimistic month despite its brevity. There is Valentine's Day, and President's Day, and a Super Bowl and Super Wednesday that this year celebrates both Ground Hog Day and the State-of-the-Union. By the end of the month, daylight will be getting noticeably longer, Mardi Gras will be one day away and Punxsutawney Phil, like Santa Claus, will be done for another year.

But the big event – bigger than the Super Bowl's half time extravaganza – is the return of Ocean City's own winter half time extravaganza – the OC Seaside Boat Show, February 17-19 at the Roland Powell Convention Center.



Curiously, the pandemic has affected recreational boating in a very strange way. Despite the boat show's cancellation in 2021 there was a surge in first time boaters caused by travel restrictions and the need to social distance. As one fisherman told me, "I feel pretty safe from Covid when I'm 20 miles off shore." Unfortunately, the Coast Guard reported dramatic increases in the number of boating accidents and on-the-water casualties. Recreational boating fatalities rose by 25% during that boating season.

Many rookie misfortunes can be rectified by new boaters attending a Safe Boating Class offered by either the USCG Auxiliary or the US Power Squadron and practicing good common sense on the water. Sure, boats have to be registered and operators born after July 1, 1972 must have passed a safe boating class and infants need to be wearing life jackets as do children under the age of 13 on boats under 21 feet and bow riding and boating under the influence are no-nos. That's the law but the spirit goes

further.

Common courtesy and adherence to traditional protocols and the softer regulations goes a long way to make it truly recreational. Just doing the legal minimum can take some of the fun out of boating for others. It's not cool to make wakes that endanger other boaters and speeding through shallow water tears up the bottom and damages the ecosystem and it goes without saying that you should never pollute.

Every boat should get an annual, free vessel safety inspection. Everyone should know where the emergency gear is stowed and the helmsperson should know and follow the rules of the road. Everyone should also know how to use

VHF channel 16 for hailing and for communicating in times of emergency.

Besides common courtesy, there is common sense. Boat safety, requires a conscientious effort. Before you push off, you should go through a mental checklist of your safety gear – life jackets, anchor, paddle, bucket, flairs, radio. How about docking lines, water, fuel, sun screen, first aid kit? Did you check the weather forecast? Is the engine

running smoothly? Are you over capacity? Are you going to need charts? Did you leave a float plan with someone? Is there someone else on board who can get the boat to safety if you become incapacitated? And – most importantly – are you sure you're not sinking?

Also, wearing a personal floatation device (PFD), a life jacket, even when it is not absolutely required by law is a good idea since most recreational boat fatalities are drownings and about 86% of the victims are not wearing a PFD.

In the safe boating class, we recommend that everyone dons his/her PFD whenever there is any unusual occurrence because that's when bad things happen. So if the weather turns ugly, or you spring a leak, run aground, run out of gas, catch fire, get lost in the fog, have a medical emergency, need to help a fellow boater or have a man overboard; make everyone put on a life jacket.

Another point of awareness is the relatively new federal law requiring the use

*please see **safety** on page 20*

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Health Watch

The benefits of music therapy

By **Chaplain Gail S. Mansell**
Director, Supportive Care Services

It's safe to say that most of us have experience with music as restorative. After a long day, we put in our favorite CD or turn to a relaxing station as we're stuck in traffic. It's comforting, soothing and can help us put aside the stress of the moment. Researchers have latched onto that emotional "release" concept and pursued the physiological and neurological effects of listening to music. In studies, subjects who listened to music before a stressful event showed lower blood pressure levels for more than an hour following the event when compared to those facing the same stress without music. Furthermore, not only does music help us reduce stress; it shows evidence of improving cognition and memory function. Most studies demonstrate that it doesn't matter what kind of music is used, as long as it's preferred by the subjects.

Beyond the easing of everyday stresses, however, researchers have found more profound, curative impacts when they've studied music's effect on those facing serious illnesses and chronic conditions. In addition to alleviating pain in a wide variety of patient groups, music also reduces anxiety in both children and adults facing surgery and illness. Following impressive results from a Cleveland Clinic study, music is also being used to reduce anxiety in patients who need to stay awake dur-

ing certain brain surgeries. Another study showed that critically ill patients, who listened to music, required decreased amounts of sedative medication. Research has shown that music improves early recovery in stroke patients, particularly in the areas of focused attention and verbal memory. Incorporating "active" music therapy during physical therapy sessions helps stimulate multiple sensory pathways and improve both the mobility and emotional well-being of Parkinson's patients. Other clinical trials have revealed a reduction in heart rate, blood pressure, breathing rate, insomnia, depression, and anxiety with music therapy. Finally, music also has the power to mitigate the impact of stress on those with cancer by actually boosting anti-tumor response in studies.

Music therapy is like food for the soul. It can bring joy to the heart and fresh air to the lungs. Singing songs and letting rhythm move both body and mind to better health and happiness is a therapy we all should practice daily.

Atlantic General Hospital and the Regional Cancer Care Center are currently searching for volunteers who would like to provide Music Therapy for patients. If you have experience playing the guitar, flute or keyboard, and have a passion for brightening the lives of others, please contact Chaplain Gail Mansell at gmansell@atlanticgeneral.org or 410-641-9725.



The link between a healthy diet and a healthy heart

Heart disease is a leading cause of death across the globe. According to the World Health Organization, ischaemic heart disease is responsible for 16 percent of the world's total deaths. The WHO also points out that, between 2000 and 2019, deaths due to ischaemic heart disease rose by more than two million.

Though not all deaths due to heart disease are preventable, many are, and researchers have discovered various ways individuals can reduce their risk for heart disease. One way individuals can protect their heart health is to eat a healthy diet. The link between diet and heart health is significant. Recognition of that link can help people concerned about heart disease develop a dietary plan that reduces their risk for this all-too-common killer.

A healthy diet, weight and heart health. The Centers for Disease Control and Prevention note that a healthy diet is balanced and includes a variety of nutritious foods. In fact, one easy way to determine if a plate is healthy is to see how colorful it is. The CDC notes that "eating the rainbow" means a plate is filled with an array of colors, which typically means an individual is eating healthy foods. Such a plate may include dark, leafy greens; bright red tomatoes; colorful fruits like oranges; and even fresh herbs. Such foods tend to be loaded with vitamins, fibers and minerals and low in added sugars, sodium, saturated fats, trans fats, and cholesterol. That makes it easier for individuals to achieve and maintain a healthy weight, which in turn reduces their risk for heart disease. A recent study from researchers at Johns Hopkins found that obesity itself can lead to heart failure, even in the absence of markers for heart disease like high blood

pressure, diabetes and elevated cholesterol that have long been used to determine an individual's risk for heart disease. So, by using a nutritious diet to maintain or achieve a healthy weight, individuals are thus lowering their risk for heart disease, even if they do not presently have any of the established markers indicating that risk has been elevated.

A healthy diet, cholesterol and heart health. Of course, many people already have learned that they are at an elevated risk for heart disease due to certain lifestyle choices, including poor diet. A poor diet can cause a host of health problems, including elevating cholesterol levels. According to the Heart & Vascular Center at Valley View Hospital in western Colorado, a diet high in saturated fat can lead to heart disease because it can increase cholesterol levels. The Mayo Clinic notes that, when a person has high cholesterol, fatty deposits can develop in the blood vessels. Those deposits eventually grow, making it difficult for sufficient blood to flow through the arteries. The deposits also can break and form clots that can cause heart attack or stroke. Though Harvard Health notes that some people are genetically predisposed to high blood cholesterol, a diet that limits intake of saturated fat can help most people maintain healthy cholesterol levels, thus reducing their risk for heart disease. Foods high in saturated fat include pork, beef, lamb, cream, butter, and cheese.

Heart disease claims the lives of millions of people across the globe every year. Diet is an undeniable ally in the fight against heart disease, and individuals who commit to eating right can greatly reduce their risk for heart disease.

Did You Know...

The Centers for Disease Control and Prevention has estimated that millions of Americans experience traumatic brain injuries each year. In addition, each year around 1.5 million registered hospital admissions are related to traumatic brain injury in European countries. Studies indicate 69 million cases of traumatic brain injury are reported worldwide each year. Recovery from a traumatic brain injury can be lengthy. However, each incident is different and recovery rates and levels of disability after injury vary. A person with traumatic brain injury may need specialized medical attention and therapy. Recovery rates are higher in cases of mild to moderate traumatic injury. TBI further reports recovery statistics in moderate cases are approximately 60 percent, and about 25 percent are left with some disability. Mild injury cases often have good prognoses, but persistent neuropsychological deficits. Severe cases have the worst prognosis, with only around 25 to 30 percent resulting in positive outcomes.



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safety
from page 17

of an engine cutoff switch (ECOS). This device will stop the engine if there is no helmsperson. Typically, the helmsperson will be attached to the switch on the console by a lanyard. If the helmsperson should leave his/her post such as to attend to an emergency elsewhere on the boat or if the helmsperson was accidentally thrown out of the boat, the motor will shut off.

If any of this seems a bit foreign to you, consider taking the Safe Boating Class (SBC) even if you have been boating for years. I can say personally that it is worth it. I had 15 years' experience with sailboats when I took

the SBC on a lark and I was blown away by how much there was to learn to be a good boater and I'm still learning!

So before you take the covers off and hope the batteries will come back to life and the engine will start on last year's gas, stop by either the USCG Auxiliary or US Power Squadron booths at the boat show and sign up for a Maryland Safe Boating Class.—

Recreational boating is great fun. Enjoy the OC Seaside Boat Show in February, National Safe Boating Week in May, and the offshore Ocean City Air Show in June but stay safe and stay dry.

Dan Collins can be reached for comment at dancollins.ocean-pines@gmail.com.

compass
from page 15

that is printed with the cardinal points N E S W for North, East, South, and West. Some also have degrees as markings; a compass pointing due North is at 0 degrees. A rotating ring with arrows or other line markings will be on the outer facing of the compass as well. Other compasses also may have a clear baseplate into which the compass is attached. The baseplate may have rulers for helping to calculate distance when used with the map's scale and a directional arrow.

The compass has a magnetized needle that always points to magnetic North. It will be colored red or white. Magnetic North is not the same as True North. In fact, the two can differ by up to 20 degrees depending on where a person is on the surface of the Earth. For the most ac-

curate reading, compass users will account for this difference, which is called "declination;" otherwise, they may end up many miles away from their mapped destinations. There also will be an orienting arrow. This arrow allows the base plate to be aligned with the magnetic needle. A travel arrow tells the direction a person should head.

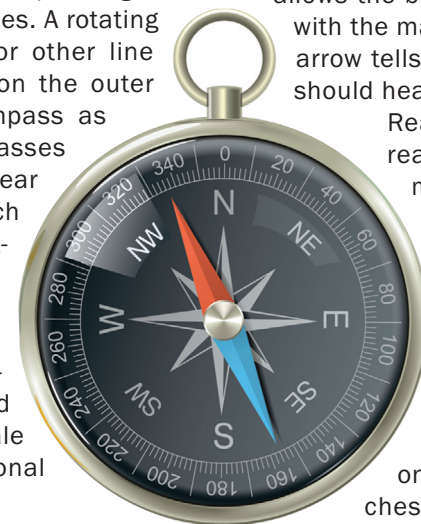
Reading a compass. To read a compass, users must first make sure they are away from structures that can interfere with the compass reading, such as large metal structures or high-voltage power lines.

Place the compass on the palm of a hand at chest level. Watch for the magnetic needle to rest with the red tip pointing to North.

Turn the dial surrounding the compass until the orienting arrow is completely lined up with the magnetic needle. Once it is, the direction arrow on the baseplate of the compass will now indicate your heading.

Beginners should always practice using a compass and test their map-reading and navigational skills in a place they visit frequently. When using a compass, always be sure the direction traveled coincides with the direction of the travel arrow.

Despite the prevalence of GPS and other digital navigation software, understanding how to use a compass is a handy skill, particularly should one lose battery power, be out of satellite range or lose a map when enjoying the great outdoors.



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Life jacket designations matter

By **Mort Brown**

The US Coast Guard has come out with new labeling for approved life jackets or Personal Floating Devices (PDF). If you purchased in the past or have older life jackets, the life jackets or PFDs are of one of five approved types:

TYPE I Used mainly for off shore, rough water boating as you would find in the ocean. Its' main feature is that it has a collar that will turn your face up in the water. The inherent buoyancy for this type is 22lbs and 34lbs for an inflatable Type I.

TYPE II Used for calm, in-land water ways near shore. They have no collar, and they will often cause you to tread water to keep your head above the water.

TYPE III Used for taking part in activities in protected, inland waters where chances of immediate rescue is very good. This life jacket is good for a wide range of activities such as, sailing, dinghy races, water skiing, fishing, kayaking and more.

TYPE IV Are throwable devices meant to be thrown to someone in need. Such as; Man Over Board (MOB) situations where someone falls into the water and you throw them a Type IV device to hold on to.

TYPE V Are Special Use, Automatic Inflation, and Hybrids. Type V life jackets are designated by their use type; sail-board harness, deck suit, commercial whitewater vests, or float collars. They are more comfortable than their Type I counterpart, but they provide far less floatation. When it comes to automatic inflation devices, these are usually things that look like fanny packs. Again, these are meant to be worn specifically for the intended use.

The "old" nomenclature devices are still good to use as long as they meet the useable condition requirements.

New Life Jacket Labels

Traditional "type" categories are being retired to be replaced with a new labeling system that relies more on icons and less on wording. Older life jackets and floatation devices labeled by "type" still meet regulatory requirements until no longer serviceable. Two new categories are being added, "Wearable" and "Throwable." Wearable life jackets will be divided into five buoyancy categories: 50, 70, 100, 150, and 275 Newtons (metric to complement with Canadian standards.)

Type I will become 100 N or 150 N and Turns Head.

Type II will become 70 N and Turns Head.

Type III will become 70 N and doesn't Turn Head.

Type IV will be called a Throwable.

Type V (special purpose) - check label icons. This vest will meet either Type I, II or III standards.

Visit the Ocean City Power Squadron website at ocusps.org for additional safe boating information.

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presidents
from page 4

holiday to both the birthdays of Washington and Lincoln. Indeed, a Washington's Birthday furniture sale doesn't have the same ring to it as a Presidents' Day sale.

No matter what the holiday is called, Presidents' Day offers citizens a chance to learn more about the history behind Washington and Lincoln — two pivotal statesmen in American history.

commentary
from page 6

funds to reduce the assessment. A \$100 reduction seems appropriate. If the budget next year requires an increase, so be it. Don't take association member money in advance to avoid potential future increases. The budget should be 100% transparent, and not based on taking association member money beyond what is needed for publicly stated, budgeted operations and any specifically allocated reserves.

The final assessment amount is a board decision. If General Manager John Viola would stop making so much money, OPA's Board of Directors would not be faced with these problems.

Trivia returns to library

Trivia returns to the Ocean Pines library on Wednesday, February 15 at 3 p.m. The theme will be "Snowflakes and Valentines" with questions related to the theme plus other brain teasers. The contest is open to everyone and teams or individuals are more than welcome. Prizes will be awarded to the top three teams and refreshments will be served. There is no cost and no pre-registration. Just show up, have a great time, get together with friends and meet new trivia enthusiasts.

update
from page 16

were confirmed to their positions as well, including Anthony H. DiPaolo and Gregory C. Sterling Jr. to the Advisory Committee to the Rural Legacy Board, Stephan Pastusak to the Amusement Ride Safety Advisory Board, and Michael Hall to the State Board of Well Drillers.

Locals in Annapolis

Several local officials visited Annapolis this week including Wicomico



Rings - The annual Junior Ring Ceremony took place at Worcester Preparatory School on February 8. Senior **Caitlyn Hoen** presented her brother, **Baylor Hoen** with his class ring. They both stand with their father, alumni **Chris Hoen '90**.

County Executive and County Administrator Julie Giordano and Bunky Luffman; Wicomico Judge of Orphans Court Jim Jester of Salisbury; Zach Evans representing Worcester Farm Bureau and the Delmarva Chicken Association; members of Rural Maryland and members of the Somerset and Worcester Soil Conservation Association; 2A members and representatives from several gun shops and clubs from the Lower Shore; members of the Coastal Association of Realtors; Dr. Heidi Anderson, Dr. Ronnie Allen, and pharmacy students from the University of Maryland Eastern Shore; Pat Schrawder, District Representative of Senator Carozza, tourism and business members, and elected officials from all three Lower Shore counties to partici-

pate in the 19th Annual Taste of the Eastern Shore.

Preview

The Senate Judicial Proceedings Committee will hold a hearing on Senate Bill 252 sponsored by Senator Carozza on Tuesday. This bill will require a person charged with a reckless or negligent driving offense that contributed to the death of another to appear in court.

"Not only does the bill ensure that the charges are reviewed by a judge, but it would allow the opportunity for closure for the survivors," said Carozza. "Anyone whose actions caused someone to lose their life should not be able to simply pay a fine without facing the victim's survivors."

capt. ron
from page 10

a sign of real trouble. Check the steering to determine if it is working properly.

Ask how long the boat has been setting? This can be a problem if it was stored with ethanol gas. The tank could have water or phase separation which are two big problems.

How old is the motor and how many hours does it have on it? Is it a two-stroke engine, requiring an oil fuel mixture or four stroke? In what condition is the propeller? Who performed regular maintenance on the boat and motor?

What accessories are included such as VHF radio, depth finder, fish finder, GPS, life jackets, fire extinguisher, etc. and what is the working condition of each?

In what condition is the trailer and tires and will it pass Maryland inspection?

Finally, be certain to insist on an on the water demonstration while at the same time checking out all the accessories. Also, ask if you can have your mechanic check out the boat before purchase.

Failure to properly review all of these can result in considerable expense later on. I hope these guidelines help as you consider your purchase. Boating is fun but consider all your expense before you jump into purchasing your first boat.

Note: Navigating the Coastal Bays can be very challenging as there are many sandbars and shallow areas. I would highly recommend you go out the first time with someone who is experienced and can instruct you as to how to follow the navigation markers and point out some of the hazardous areas you should avoid.

Remember to take a kid fishing,
Capt. Ron

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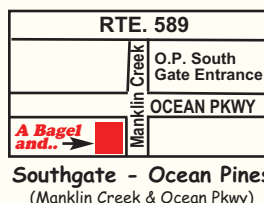
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