

# Scuttlebutt

Waterway Radio and Cruising Club

'Serving Radio Amateurs Afloat Since 1963'

Vol. 20 No. 4

## A Look Back: Ham Radio and WRCC ~ 1963

By Chuck Grey ND7K

When the Waterway Net started in 1963, ham radio was a lot different than it is today. SSB was just becoming popular, and transceivers were replacing transmitter/receiver "boat anchor" types. That year Heathkit introduced their first SSB transmitter, the Marauder, at 92 pounds and \$335 - and *you* assembled it. They also introduced their first single-banders designed for mobile use. These

transceiver kits, like the HW-22 for SSB 40 meters only, were a real breakthrough, costing about \$200 with power supply and other needed items like speaker, mic, and crystal calibrator weighing only about 20 pounds. Also in 1963, Drake introduced their first transceiver, the TR3 at \$550, ready to go and only 15 pounds.

The standard everyone looked

up to was the Collins KWM-2, released in 1959 at over \$1,100. (By 1972 the KWM-2A was \$3500, about the cost of a new car at the time.) Then in 1968 Heath came out with the HW-100 for \$250 and in 1970 the HW-101, full featured 5 band transceivers. In 16 years Heath sold about 40,000 of these radios, an all time record number. Swan had also been building radios and in 1969 came out with

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## Never Begin a Voyage on Friday

By Bill Gray WB5BNV

There's a boating superstition: "You should never begin a voyage on Friday." We ignored the superstition and paid the price.

I should have recognized the signs of an interesting voyage when Dickie called from the boat to ask us to stop and bring two cups of coffee. A well stocked, properly prepared, cruising sailboat, and no way to make coffee? Not good.

We left Mobile at 8 am Friday,

February 23. On the way out to the channel Dickie calmly said, "By the way, the depth finder doesn't work." If there is one electronic gadget necessary for the safety of the vessel and crew, particularly for coastal cruising, it's the depth finder. And ours didn't work.

We were only a mile from the dock when the engine quit. We anchored and John (our diesel mechanic) and Dickie worked on the fuel system and were

able to get the engine going again. We headed across infamous Mobile Bay for Pensacola. After a leisurely lunch at Lulu's (Jimmy Buffet's sister's place on the ICW) the accident happened. I was holding a dock line with tension on it when it suddenly let go. I fell backwards, luckily landing on the best part of my body to absorb a fall, my fat rear end. We graciously departed the dock at Lulu's, with all their customers observing the departure, one even videotaping the *(Continued on Page 4)*

## Commodore



Ron Knaggs N1GYX

First, let me thank Tom K4WJC for stepping in during the last two months while Shelley and I have been visiting our daughter and her family in San Diego. Grandchildren visits are fun, but tiring, and we will be glad to get home in mid October.

I want to thank those members who responded to our call for opinions and comments on the need to increase the annual dues for the WRCC. Jeanie, in her column, has given summary numbers and sample comments. We received nearly a 15% response, and even more sent in dues in advance and purchased burgees. A VERY big thanks to those members that simply sent in money to support our club! One member donated \$1,000!

Action is under way to reduce our club's costs. The first step is to convert our printed mailing of *Scuttlebutt* to email in those cases where it is appropriate. Unless you opted to continue to receive hard copy, you will receive a notice in your email that *Scuttlebutt* is available and a link to click on to go directly to the publication.

While that is the first step, we are also working on making an electronic roster available to those that prefer that media over the printed copy. However, at this point we believe hard copies will be mailed as normal this year. Interestingly, most members that responded favor the hard copy but are willing to do without the hard cover and color, but like the spiral binding. More on that as time progresses.

Coming up this quarter is the annual picnic, followed by the Melbourne SSCA gam, during which we will once again have a booth in the Vendors area to recruit new members. On that Saturday we will also conduct Ham Exams for those at the Gam. Again this year we will need volunteers to help man the booth and give exams. Let me know if you will be available to help out.

## Membership Drive Update

We gained 17 new members this summer! Don't forget, the person who sponsors the most new members in 2007 will receive one year's free membership and a burgee — not to mention the satisfaction of sharing the benefits of WRCC membership with new friends.

Do you know someone who might want to join? How about newly licensed hams in your area, or recent retirees who are going cruising. Make sure they know about the fun, fellowship and value of our Club, and *extend an invitation* to join.

**Check out the membership promotion aids on our web site:  
[www.waterwayradio.net](http://www.waterwayradio.net)**

## NEW!! Advertising With WRCC

**We are giving everyone an opportunity to advertise in our publications, the Roster, *Scuttlebutt* and the website.**

**Initially we will accept "business card" ad displays for all three publications, in color (except those in printed copies of *Scuttlebutt*, which will appear in grayscale), for the following rates on a per annum basis only.**

**Members \$50.00  
Non-members \$75.00**

**This rate will include 4 issues of *Scuttlebutt*, one Roster and either a link or display ad on the website of no greater than one half page, as determined by our webmaster. Art work must be approved by the WRCC and be submitted with the appropriate fee.**

# Sunshine

The following members or their families have received cards or flowers from the Sunshine Fund recently.

## AUGUST

### K4TCV

Jim & Elena Hirschman  
House fire

### WD4BTT

Liz McKusick  
Hospitalized

### KJ4EM

Sonny Gager  
Illness

The Sunshine fund is not funded through your dues, but is supported by donations collected over the year.

If you are aware of a club member in need of some Sunshine, please contact me via phone (correct in the roster), new email address kc4bgq@earthlink.net., or sunshine@waterwayradio.net.

Please provide me with as much information as possible and a point of contact. This especially holds true if someone is in the hospital. When you receive flowers, please let me know, so I can confirm they were received.

I want to thank the members of the WRCC for your support.

Jean Freeman, KC4BGQ  
Sunshine Fund Chairman

## Secretary / Treasurer—Jeanie Schreiber N4WFM



First of all, let me say **thank you** to all of you who helped out our money crunch by prepaying your dues and/or purchasing the burgees. Also, we are eternally grateful for those who just donated cash to help us out. One anonymous donor even sent us \$1000. You know who you are -- and we appreciate your generosity. We also got 17 new member applications since the last newsletter. Welcome! If you persuaded any of these new members to join, you need to let me know so that you get credit. You just might win something if we get a clear winner (a burgee and one year's dues).

Now for our financial status. Here are the actual checking account balances for the last 4 months.

Date	Balance
5/31/07	\$ 698.02
6/30/07	\$ 1000.32
7/31/07	\$ 972.79
8/31/07	\$ 5443.21

As you can see, after I returned from vacation on Aug 5, I was able to deposit a significant amount of funds. If we continue to reduce our expenses we should be fine. Raising the dues to \$16 hopefully should be sufficient to keep us in the black, but we won't really know until we get the actual costs of printing and postage for the new system.

We asked you to let us know how you felt about the dues level, emailing newsletters, and whether or not you wanted us to do something different with the Roster. I received 89 responses from members:

- 4.6% Keep Dues the same.
- 69% Raise dues to \$16 (includes those who said raise to \$18 and those that said raise it more)
- 50% Dues to \$18 (includes those who said to raise it more than \$18)
- 24% Increase dues more than \$18 (\$20 was suggested a number of times as was \$35 once)
- 57% Email the newsletter
- 18% Mail the newsletter
- 9% Skip the Roster a year
- 15% Keep Roster schedule
- 15% Simplify Roster
- 15% Put Roster Online or CD

Here's a representative sampling of quotes from responses I received. I will keep them anonymous to protect the innocent.

"*Scuttlebutt* is excellent. I believe we should be attempting to put the group on a sound financial footing, not just trying to break even. We should be trying for one year's cash reserves like any other association. \$18.00 is eminently reasonable, as is the distribution by email to those who so choose. I keep the roster in a prominent place on my boat and like it to be current. Raise the dues to \$18.00. Keep the roster as is."

"We have no problems with any increase in dues. We thoroughly enjoy both but if publishing the roster on a less expensive format will help, go for it. We enjoy our membership at the club and the *Scuttlebutt* with all its very interesting articles. It helps us keep track of our friends and we will do whatever it takes to help it "stay afloat."

"We would be excited to receive *Scuttlebutt* in electronic format, this way we would get it much quicker

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## A Look Back

*(Continued from Page 1)*

the Swan Signet for portable use at \$395 with built in 110 or 12 v power supply. In 1970 the Yaesu FT-101 appeared for \$560, all solid state except for tube finals. Swan was followed by Atlas, really small and 100% solid state.

All those radios had tube finals and had to be manually retuned when you went QSY more than about 50 Kc. They used more current, and had no memories or A & B VFOs built in.

To put the above prices in perspective, I have a 1963 chart H.O. 26-A "Great Bahama Bank N W Part" by the U.S. Navy Hydrographic Office, price \$1.20.

I'm sure these radios were well represented in the Waterway Net and their availability encouraged the net's growth. So did the Japanese radio "invasion" in the 1970's, but that's another story.

In 1963 there were 250,000 U.S. licensed hams, less than half the 656,000 we have now. It was harder to get a license then. Exams were given at FCC offices, located only in larger cities. You first had to pass the code; then they allowed you to take the written test. No question pool was published by the FCC, although some clever people published sample questions they knew about. If you failed either test you had to wait 30 days before you could take it again, including the code even if you had already passed it. There were no

Volunteer Examiners. After passing the tests you had to wait a month or so, until the FCC managed to send your license to you with your call sign, before you could get on the air.

Written logs were mandatory. If you went either mobile or mobile marine you had to notify the FCC in writing and tell them when and where you were going. If you changed your mailing address to a different call area, the FCC assigned you a new call sign so you would have the proper number in your call (that's how I got a 7). You had to have a home street address. Many of us live-aboards were "living" at friends' or relatives' addresses.

There were no home computers (introduced in the late 1970s) or cell phones (introduced 1983) or ATM machines. The Bahamas was still a British Colony and used pounds and shillings. There were no VHF marine or SSB marine radios – only low band AM marine radios. Loran was not available to the average yachtsman until the mid 1970s.

Chris and I first cruised the Bahamas January to April 1964, getting as far as Georgetown. We were not hams yet, and did not meet a single ham in the Bahamas that year. We became hams in 1971 and first checked into the Waterway Net in 1972. In those days I could list all the regular check-ins to the net on a 3 x 5 card; but then, I could print pretty small.

## Never Begin a Voyage on Friday

*(Continued from Page 1)*

event. Maybe I'll be on America's Funniest Videos.

About 1:30 the engine quit again. We anchored and John and Dickie, with supervision from Ernie, worked on the fuel system. Ernie, being a lawyer, approached the problem as he would present it to a jury. State the facts, state the results of the facts, and arrive at a conclusion. Dickie, being a retired state employee, couldn't deal with facts. But once again King Neptune allowed us to proceed.

At last we arrived at Pirates Cove, Roberts Bayou and anchored at dusk. Saturday morning brought much optimism. We were sure we had the engine problem cured. We left the anchorage and motored as far as the west end of Big Lagoon, where the engine quit again. This time, Ernie's argument to the jury carried no weight, and John's luck as a diesel mechanic had run out. The engine was kaput.

So, being on a sailboat, you simply put up the sails and proceed to Pensacola, right? Not so simple this time. A strong weather front was due in the afternoon. Small Craft warnings were to be posted. The wind was out of the East, dead on our nose, blowing about 10kts but due to build. To further complicate the issue, it took two big gorillas to roll out the jib. I guess it was stiff from not being used for a couple of years. The lines had been shredded by Katrina's 160 MPH winds to the point where the inner core —>

was exposed — not the kind of lines to be used when sailing in strong wind. And the east end of Big Lagoon narrows down so there's no room to tack. We discussed other options.

We couldn't anchor in the lee of the island on the south end of Big Lagoon; two crew members had to be at work on Monday, the head quit working, and there was no way to make coffee.

Just then the Coast Guard went by. I mentioned to Dickie it would be nice for them to come over to ask if we needed assistance. Dickie went bananas! "We don't need the Coast Guard, I'm not legal. I don't have my documentation papers with me."

After remembering he had towing insurance, Dickie called Tow Boat U.S. He asked them to bring some fuel in case that was the reason for the engine not running. Easy to determine if you're out of fuel, look at the fuel gauge, right? Nope. That didn't work either. We put in six gallons of fuel and caused a minor oil slick on Big Lagoon. (We *really* didn't want to see the Coast Guard then!)

Not out of fuel, engine won't run, can't sail, head broken, no coffee. We decided to ask Tow Boat # 3 to tow us to Dickie's dock. The ultimate humiliation awaited us at the upper end of Pensacola Bay, when we were towed across the sailboat racecourse. There were about fifteen boats racing by, spinnakers flying, all observing the beautiful 30' Island Packet sailboat being towed. Never begin a voyage on Friday.

## Secretary/Treasurer's Report

*(Continued from Page 3)*

and wouldn't have to get it forwarded with our regular mail so please put us down for that. On the dues issue we think an increase to \$16 would not be a hardship to anyone, the increase is less than a coffee at Starbucks. Hope our opinion helps."

"An increase of ANNUAL dues of \$4.00 to \$18.00 or a cup of Starbucks coffee is more than reasonable."

"Please send the *Scuttlebutt* newsletter to me via e-mail. I would prefer to leave the dues at \$14.00 per year and receive the *Scuttlebutt* via e-mail and an update of the roster every other year would be fine with me or you could send a PDF version of the roster by e-mail. Dues notices and other notifications would be acceptable to me by e-mail, which would save considerable mailing and printing expenses."

"Please put me down for preferring to get *Scuttlebutt* by email. And, while I love my roster just the way it is, it makes more sense to me to have it on CD while I am doing my winter thing in the Bahamas. My boat is way overloaded and I have been scanning in all my product manuals for three years, saving weight... I get way more than my money's worth from the WWRC no matter what you decide to do with the dues." *(Note: we are looking into the CD option for the Roster, as well as putting it online - protected of course.)*

"1. Distribute the *Scuttlebutt* via e-mail. - I think getting the "*Scuttlebutt*" as a PDF file via e-mail is preferable to US-mail for me and should be much cheaper. I

am a member of several other clubs that now do newsletters entirely via e-mail. Personally, I prefer this to US-mail, especially when cruising. -- 2. Less expensive Roster - Our roster has always been very nicely done. Although I like it the way it is, I think it would be better to publish it in a less expensive format (no color) than to skip a year or make a big change in dues. The spiral binder is nice and makes it easy to use at the radio or chart table. -- 3. A raise to \$16 would not be too bad. However, raising dues may be counterproductive to getting more members if it goes too far."

"Sorry that we were not able to listen in on the Round Table but do have one suggestion based on the write-up in *Scuttlebutt*. You might consider a two tier dues system with those desiring a mailed copy of *Scuttlebutt* paying more to defray the printing/ mailing cost. Also, is it possible to consider e-mailing the Roster? Don't know whether that is feasible but if it is the same approach could also apply. In any case, if a dues increase is needed, so be it."

"Our suggestion is to put the roster online and keep it up to date monthly, so that the changes would be applied whenever you looked someone up or printed it out."

"I cannot imagine any self-respecting yachtsman who would not be willing to pay at least \$20 for the privilege of membership. That's only about five gallons of fuel-- stateside! Let's not be timid about raising the dues. I will accept *Scuttlebutt* by email but would prefer not to have color to download-- just text would suit me fine. The leadership of our club has been superb. I am sure it will continue to be and in this money crisis good decisions will be made."

*Jeanie Schreiber, N4WFM  
WRCC Secretary - Treasurer*

## Around The Waterways

### New Eau Gallie Pier Open

Just in time for the annual WRCC Picnic and the SSCA Gam in Melbourne, the new Eau Gallie pier, located behind the Eau Gallie Public Library on the west side of the ICW, was recently inaugurated. The 404-foot pier replaces the previous structure that was destroyed during the hurricanes in 2004 and 2005. The pier includes five slips capable of accommodating boats in the 35 - 40 foot range. Two covered pavilions with benches are also provided. The \$588,000 project was funded by FEMA, the Florida Inland Navigation District and local sources.

Boaters anchoring in the area will find dinghy docking on the main pier to be impractical due to its height. However, the boat slips have lower finger piers, which should easily accommodate a number of dinghies.

As an alternative, the small dock at the old Conchy Joe's Restaurant, immediately south of the new pier, appears to be in usable condition. Conchy Joe's, more recently called Abaco Jack's, has been closed for several years and the property is fenced in. The dock is still accessible, but should be considered in the "Use at Your Own Risk" category.

*(Thanks and a tip of the captain's cap to Ned Buck W4KS for this info.)*

### Worst Shoaling on the AICW as of August, 2007

**Fields Cut, SC** (Mile 573.3-576.0): West quarter: 6.0 ft, Centerline: 6.0 ft, East quarter: 6.5 ft.

**Hell Gate, GA** (Mile 601.4-602.4): West quarter: 6.0 ft, Centerline: 2.0 ft, East quarter: 0.0 ft.

**Florida Passage, GA** (Mile 605.9-608.5): West quarter: 7.0 ft, Centerline: 6.0 ft, East quarter: 6.0 ft.

**Little Mud River, GA** (Mile 653.0-656.4): West quarter: 3.0 ft, Centerline: 6.0 ft, East quarter: 4.0 ft.

**Altamaha Sound, GA** (Mile 656.4-660.1): West quarter: 6.0 ft, Centerline: 6.0 ft, East quarter: 7.0 ft.

**Buttermilk Sound, GA** (Mile 660.1-661.9), at marker "216A": West quarter: 5.0 ft, Centerline: 7.0 ft, East quarter: 8.0 ft.

**Buttermilk Sound, GA** (Mile 662.1-664.5): West quarter: 2.0 ft, Centerline: 5.0 ft, East quarter: 5.0 ft.

**Jekyll Creek, GA** (Mile 680.9-685.9): West quarter: 2.0 ft, Centerline: 5.0 ft, East quarter: 5.0 ft.

**Umbrella Cut, GA**, NOT on the ICW: Only Centerline surveyed: Controlling Depth for the passage: 5.0 ft in Umbrella Creek.

"Not to be used for navigation." (But what else on earth would you use it for?) Check [www.sas.usace.army.mil/AIWWPROF-aug07.pdf](http://www.sas.usace.army.mil/AIWWPROF-aug07.pdf) for the complete survey dated August 7, 2007.

### Support H.R. 2550!!

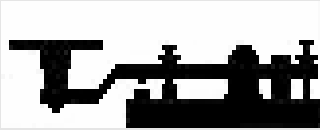
For 34 years the federal Environmental Protection Agency (EPA) has exempted discharges from recreational boats (such as deck washdown water, exhaust water and bilge water) from the Clean Water Act permit system. Regrettably, a recent court ruling cancelled this permit exemption. EPA is required by the court decision to develop and implement by September 30, 2008 a national permit system for ALL vessels in the United States for a variety of normal operational discharges. Although the court's decision was attempting to deal with invasive species from commercial vessels such as super-tankers and container ships, all recreational boaters have been swept up in its broad ruling which, if implemented, will have devastating consequences.

Fortunately, the Recreational Boating Act of 2007 (H.R. 2550) has been introduced by Representatives Gene Taylor (D-Miss) and Candice Miller (R-Mich) which would protect recreational boats from being swept into this unnecessary and expensive permitting system. Please contact your Congressman and Senators TODAY and ask that they co-sponsor or support H.R. 2550. Further info and a sample letter to your Representative may be found at: [www.boatus.com](http://www.boatus.com)

*(Our thanks to BOAT US for this information.)*



## What is the Waterway CW Net?



By Jay Stormer AE4MZ

I suspect many in the club have only the remotest idea of what the Waterway CW Net really is and who is involved. In this issue I would like to introduce and describe the CW net so that it may be more familiar to all club members. My intention is to better inform others in the club, whether they have an interest in operating CW or not. Of course, we hope the introduction may lead more of you to join us.

The CW Net could best be described as a "special interest group" within the WRCC. We meet very day at 0700 (ET) on 7.050 Mhz and have a "roster" of about 50 members. On any given day we have 15 to 25 check-ins to our net. The usual exchange is a brief weather report, or some comment about our activities, although occasionally we relay position reports to the WRCC Fleet Captain or handle other traffic.

Membership is open and informal, there are no dues, and the only officer is the Net Manager "elected" each year (I am it this year). As on the voice net, any amateur radio operator is welcome to join in, and anyone may get on our "roster" simply by checking into the net regularly (once a week or so).

About 22 of those on the WWCW net roster are also cur-

rent WRCC members. Some names and call signs will be very familiar to all of you who listen to the voice net. Chuck ND7K, the WRCC Rear Commodore, is a mainstay of the CW net as well as of the WRCC. Sam N4UAU, who is active with the WRCC weather reporting, is a regular CW net operator and is Sunday CW net control. Dr. Jim K4TCV, the WRCC Fleet Surgeon, is also a regular CW net participant. You may be surprised to learn that Winlink guru Steve K4CJX is also on our roster and checks in occasionally.

We have members regularly checking in from Northern Ontario to the Virgin Islands and Texas to Maine. Many on our roster own boats, and quite a few check into the CW net /MM from their boat. A number of others are often /M land-mobile. Forrest AG4ND and I do regular CW net control duty from our boats while cruising.

Some members are "big guns" with amps and impressive antenna arrays. Most, like me, are limited to the power in our rigs (50-100W) and whatever wire we can put up. We even have two QRP (<5W) regulars. Some of us send with a keyboard and computer interface, some use paddles and electronic keyers. We have at least one regular with a mechanical "bug", and a couple "purists" like me that run

with a "straight" key. Some can operate upwards of 30wpm (Sunday is our "all out" speed day), and some like me are much slower ("Straight Key Fridays" are much slower).

The WWCW net originated, in part, as a "training net" to get up to speed for the old 13wpm General Class license test needed to get on the WRCC voice net. That is history, but CW net participation has actually grown since the elimination of the requirement. However, we remain dedicated to helping anyone develop CW proficiency. If you are interested in starting out with CW, or in brushing up old skills, please contact me, or any of the other WWCW/WRCC members and we will be glad to help you get going.



AE4MZ operating CW/MM from Cranberry Island, ME with view of Mt. Desert Island.

## UNDERSTANDING YOUR SSB CHANNELS AND FREQUENCIES

### By Gordon West, CMET

Your marine single sideband transceiver operates on frequencies in the shortwave spectrum between 2 MHz and 26 MHz. These short wavelength frequencies refract radio signals off the ionosphere, reflect off sea water, and may easily skip hundreds and thousands of miles around the earth.

Marine SSB channels and frequencies are managed by the International Telecommunications Union (ITU), encompassing all emergency distress channels for the Global Maritime Distress Safety System (GMDSS). This international agreement insures the marine SSB radio purchased in the United States will have the same international safety and distress channels for use everywhere.

Here is a simple formula to figure an approximate range of reception.

- MHz x 100 = expected minimum range
- MHz x 200 = expected maximum range

Marine SSB channels, and their approximate range, are listed here:

- 2 MHz 0-200 miles very short range, local
- 4 MHz 400-800 miles popular race and regatta channels
- 6 MHz 600-1200 miles excellent skywave short range
- 8 MHz 800-1600 miles medium range, day and night
- 12 MHz 1200-2400+ miles long range "high

seas", days and evenings

- 16 MHz 1600-3200+ miles long range "high seas," days
- 22 MHz 2200+ miles very long range, days
- 26 MHz 2600 + miles few skywaves until 2009

Within each ITU BAND are specific marine SSB channels. Most channels are separate transmit/ separate receive (duplex), associated with worldwide land shore and telephone stations. Unfortunately, most are off the air, other than 1 remaining powerful USA Public correspondence station, WLO, in Mobile, Alabama, with companion transmission and reception near Seattle (KLB).

Domestic and international GMDSS rescue stations, like our US Coast Guard, may still use a duplex channel in each band for weather broadcasting and routine working. Duplex ITU channels are identified with 3 or 4 digit designators, such as ITU no. 411 and ITU no. 2203.

Most marine SSB transceivers are loaded with all worldwide ITU channels, beginning at 401, and ending at 2510, and RARELY will you hear anything but static. Sound familiar?

Some ITU channels have been "split" to offer ship-to-ship and ship-to-shore SIMPLEX communications. The US Coast Guard and other rescue agencies throughout the world, GUARD these ITU simplex channels that

end with "50:" ITU 450  
ITU 650 ITU 850 ITU 1250  
ITU 1650

Ship-to-ship simplex channels end with an ITU number like "51", "52", and "53", i.e. 451, 851, and 1252. But then again, ship-to-ship channels may also be listed by frequency in kilohertz, and then AGAIN, with a designator, like "4 ALPHA", and then again, "4-1".

CONFUSED WITH ALL THESE NUMBERS? You go to the instruction manual, and you nearly go over the edge when popular ship-to-ship channel "4 ALPHA," regularly used by race committees, is listed as "bus and op." Say what? (Business and Operational)

LOGICAL USER CHANNELS  
Manufacturers like ICOM, with their flagship radio, the ICOM M-802 and M-710, were in complete agreement on the absolute mystery of which channels go where, and who needs which frequencies cruising from the United States to far off places. A list of the top 160 USER CHANNELS was recently developed by coast-to-coast marine radio experts, prioritizing and making common sense out of those channels that will regularly lead to meaningful radio reception, with instant access to ship-to-ship and ship to Coast Guard channels in case of an emergency.

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## Help for FM-ing And DC NOISE

By Chuck Grey ND7K

MFJ has a new product out, a black box called "Voltage Conditioner" part number 4403. Your 12 v power goes into the box and then leads out to your transceiver. It contains (amongst other things) 6 big capacitors that store up energy when there is low power demand and then supplies extra power if there are peaks in demand. This should help radios that are distorting on peaks because of low power. The capacitors recharge between peaks. They also smooth out any ripples (noise) coming into the radio via the 12 v power - such as refrigerator or alternator noise (maybe). This "Voltage Conditioner" also protects against voltage spikes over 15v, reverse polarity and short circuit. I have not used or seen this gadget and have seen no reviews except for a mention in September CQ Magazine. The capacitors in this marvel (?) are so big - 4 Farads - that they store a dangerous amount of power, so I would not take the lid off this thing when plugged into 12 v. It has a bleeding resistor. There is an on/off switch, fuse and 3 LED's to indicate what is going on. Price \$120.

The manual is available on MFJ web site; put 4403 in the search box. Not recommended for slow CW, packet or other key down modes. I hope this cures some common MM radio problems. If it doesn't help, do *not* send me the bill.  
-Chuck ND7K



### For Sale

**WATERFRONT HOME FOR SALE.** 3 bedroom/2.5 bath. 1/2 acre. Port St. Lucie, FL Deep water 40' dock with utilities, no fixed bridges to ICW. Contact Chris 772-340-7489

**The Annual Picnic will be held at Wickham Park in Melbourne on November 8. Complete information is in the Summer edition of *Scuttlebutt*, and at [www.waterwayradio.net](http://www.waterwayradio.net)**

*Please bring a covered dinner dish to share.*



"Sorry, I'm uninsured."

### Where the WRCC

#### Meet to Eat



**Bahamas, Nassau - Lunch**  
Thanksgiving-June, every Thursday, 12:30  
Green Parrot Restaurant  
**C6AGG—Carolyn**

**Bahamas, George Town, -**  
Lunch Weekly Jan-Mar  
Details on the Net

**FL, Marathon—Lunch**  
Wednesdays @ 11:30  
Marathon Yacht Club \$14  
**ND7K—Chuck Grey**

**FL, Melbourne – Lunch**  
**Dragons Lunch 2nd Wednesday 11:30**, Conch Key Grill, US Rt 1 North of Melbourne.  
Contact **W4KS** or **KN4RB**

**Melbourne, Wickham Park**  
Early November.  
General gathering and picnic

**FL, Pensacola Beach—Lunch**  
2nd Tues every month —  
Hemmingway's on the Beach Contact Chuck Cook—**KE4KEA** —  
(850) 380-4217

**FL, St. Petersburg - Lunch @**  
2<sup>nd</sup> Sat 1300 MIDTOWN Sundrys, 200 1st Av S  
**WB4GQK** (727) 823-3200

**NC, Oriental - Breakfast -**  
Last Sat 0900 @"Village Restaurant" -(Repeater 147.210+ tone 151.4)

*Listen to the Net for details: 7.268 MHz at approximately 0755 ET. Please contact the Editor with any changes or modifications to this list.*

## SSB CHANNELS AND FREQUENCIES

*(Continued From Page 8)*

The national Marine Electronics Association (NMEA) recently published this list of 160 important SSB frequencies, in an effort to standardize a customized “user programmable load” in nearly any manufacturer’s model of marine SSB equipment.

The user programmable load normally begins at “user channel” 1, and may end at “user channel” 100 or “user channel” 160. The user channel load is normally stored after the succession of ITU 4 MHz through 26 MHz duplex channels. Refer to table “A” 1-160 channels and their associated frequencies, in this article. Cross reference YOUR user memory programmable load with THIS to better understand how you may already have an excellent frequency lineup but in a slightly different order than what appears here.

**Channel 1** 2182 kHz This is an ultra short range distress channel, likely having no further range than VHF Channel 16.

**Channels 2-6** These are simplex distress channels, monitored continuously by our US Coast Guard at various locations throughout the country. Medium range frequency 8291 kHz, and longer range frequency 12,290 kHz, are best when cruising well offshore.

**Channels 8-12** Here is where you can tune in US Coast Guard automated Weather broadcasts. These

are not continuous, so dial around on the hour and half hour until you pick up a local or distant weather report.

**Channel 13-20** These are USA and Canadian powerful time signal frequencies. This is a good way to check your antenna’s reception capability-10,000 kHz (10 MHz) and 15,000 kHz (15 MHz) time signals from WWV should come in relatively strong throughout the USA during the day and evening. Cycle off refrigerator, battery charger, fluorescent light, and small motors to see how reception can improve with noise makers shut down!

**Channels 21-34** This is the last remaining high seas voice long range telephone service on the air in the United States. Station WLO transmits from Mobile, Alabama, and station KLB transmits from the Pacific Northwest and favors the Pacific. For more information on their regular weather forecasts on these channels, go to [www.WLORadio.com](http://www.WLORadio.com). WLO welcomes radio checks.

**Channels 35-61** These are your weather facsimile frequencies. “PAC” is for Pacific coverage, “ATL” for the Atlantic, and “GUL” for the Gulf. Alaska is “AK”. Hawaii is “HI”. These are not continuous weather-fax signals, but at least 4 times a day you should hear activity for up to an hour. Listen for twice a second rhythmic sweeping of the weather fax signal. A simple patch cable takes your SSB audio output to your laptop’s sound

card INPUT, and running a program like MSCAN ([www.MSCAN.com](http://www.MSCAN.com)) makes that twice a second sound turn into lines of weather fax imagery! Your laptop does all the work without the need of an expensive “black box” between your computer and your SSB’s audio output.

**Channels 62-67** These channels contain randomly selected international shortwave broadcast stations, many using the English language. Your SSB can also change to other nearby transmitting world news frequencies, in case you want to listen to other programming coming in from around the world. These channels are a great way to stay up to date on current events when you are far from home.

**Channel 68-75** These are fascinating aeronautical channels to receive broadcasts from airplanes, local and thousands of miles away. Many times they will transmit observed weather, so you have a bird’s eye view of what the pilots are seeing all around you.

**Channels 76-128** These are ship-to-ship marine SSB channels. Authorized shore stations may also use these channels as well. This could allow you to talk thousands of miles away at sea to other boats, or to your local yacht club if they have the marine SSB station license.

Ship-to-ship channels labeled with “A”, “B”, and “C” are primary racing channels, in regular use by long range cruising

mariners, as well as race committees.

The FCC authorizes shared use of 4 MHz and 8 MHz radio channels, and these frequencies are spelled out in kHz. These ADDITIONAL ship-to-ship channels are popular in coastal and Caribbean congested radio-traffic areas where the "A", "B", "C" primary ship-to-ship channels are regularly tied up.

Remember the x 100 rule about how far your radio signals will bounce. If you select a ship-to-ship or ship-to-shore channel too high in frequency for short and medium range communications, your signal will actually skip over the station you want to contact. 8 MHz and 12 MHz are the primary medium range and long range ship-to-ship channels. 4 MHz and 6 MHz are primarily the short to medium range ship-to-ship channels.

**Channels 129-160** These are Ham frequencies. Unless it is a true life and death emergency, do not transmit on these channels until you have passed your General Class license exam. In an emergency, ham radio operators would always take your distress traffic if you simply say your vessel name and your FCC assigned ship station call letters.

*(Ed. Note: Gordo has kindly provided a detailed table of all Marine SSB channels. It's too lengthy to include here. Contact me if you want a copy.)*  
-Peter K3PKC

## Building a Galley Shelf

By Ed Napoleon KC4JKW

Ever needed extra counter space in the galley? Who hasn't! A good friend of ours, Chuck KB2JRC, added a shelf to their galley, next to the sink. Chuck used a swinging support to hold the shelf up, but I decided to use the locking style hinges that are also used to support the legs on some folding tables.

First, decide how large a counter addition you can get away with. This will depend on the configuration of your galley, whether you can afford to block a passageway or not, etc. On MYST, we could use a shelf 16 x 17 inches. I decided to add the same molding around the edges that I had used on the counter top when we redid the Formica.

I cut the shelf out of a scrap of 1/2 inch plywood. After cutting the shelf to size, allowing space for the molding, I shaped the outside corners to take the rounded molding.

Applying the Formica to the shelf was easy; light sanding and a wipe-down was all the preparation needed. I applied the contact cement to both the wood and Formica, let it dry, then re-applied it to both of them again. After letting it dry for the second time, I bent the Formica a bit to bow it in the center, carefully pressed the bow onto the shelf, then pressed the Formica from the center out to the edges to ensure it had full contact. A small roller can be used to press it

down; I used a can as a roller.

After the Formica had been applied I used a bench sander to trim the leftover down to the finished edge. If you have a router and straight bit with a pilot, or a Formica bit, you can trim it like you would any counter work.

Next step was to cut the molding to fit. I first applied the corners, which fixed the length of the rest of the pieces. Cut and fit, miter them carefully, teak comes dearly! After a light sanding I applied a finish of Cetol (I can hear the varnish crowd screaming now!). After finishing, the molding was screwed to the shelf with brass screws.

The hinges can be found on the Internet or in a well-stocked hardware store. With help from the Captain, I held the hinges to the side of the cabinetry, had her hold the shelf on the hinges and we located the height of the shelf. After marking the location, pilot holes were drilled and the hinges were screwed to the cabinet. Then we located the shelf in relationship to the rest of the counter, and checked for interference when folded down. The shelf was then screwed to the hinges.



# LETTERS

SB EDITOR: While listening to the Net Controls, Relays and Fleet Captains suffering through the repeats and confusion due to generally poor propagation this summer, it occurs to me that we should ALL rethink and reeducate ourselves on phonetic alphabets.

I suppose that there is no particular magic about the words chosen to represent letters in a phonetic alphabet. I know those used by the US armed forces in WWII were different from the current International Phonetic Alphabet (i.e. "Baker" is now "Bravo", "Dog" has become "Delta", etc.). In a local law enforcement agency, my son uses a different set even today. In casual amateur radio communications we also tend to use "humorous" or "cute" word combinations instead of the "standard" set. (I admit to being as guilty as anyone in this.)

However, the magic of a phonetic alphabet is that it is a *standard* set, each letter-word having a distinct sound. If we use phonetics from several different sets interchangeably, then that particular magic is lost. If we are unable to use the standard phonetics when they are necessary, we lose an important communication tool. In an emergency this could be critical.

Let me suggest we all check our fluency with the standard International Phonetic Alphabet. As corny as it may sound, even a little practice spelling with it (to

ourselves) wouldn't hurt.

I hope the editor will include the alphabet below, so we won't have to look it up in order to check ourselves now.

Alpha Bravo Charlie Delta  
Echo Foxtrot Golf Hotel  
India Juliet Kilo Lima Mike  
November Oscar Papa Quebec  
Romeo Sierra Tango Uniform  
Victor Whiskey X-ray  
Yankee Zulu

When spelling a plain text word or phrase in a message, protocol calls for the phrase, "I spell..." preceding the phonetic spelling.

73 - Jay Stormer AE4MZ

SB EDITOR: Near North Carolina MM 238, at Brown's Inlet in Camp LeJeune, we picked up some radio news about a problem spot at G61A where boats had grounded. We confirmed it with Towboat US and were warned by the bridge tender at the Onslow Beach Bridge. Both warned us to stay off the Greens. We passed the inlet today at a 3 foot high tide and read 7.1 feet about 100 feet off of G61A. Fifty to 75 feet off of R60 and R62 showed 10feet. R60, R60A and G61A are NOT on some of the older chart books, nor on our C-Map chip. They are however, on the latest NOAA chart download.

Barbara and Barry Kipnis

## Roster Update (Continued from Page 13)

### Additional Callsigns Since Summer *Scuttlebutt*

W5	BJC	G	Barrett Clisby
KB3	CWY	G	Kathy Bearden (See KB3CXZ)
KB3	CXZ	T	Jim Bearden (See KB3CWY)
KA1	EUI	G	Jim Tovet (See KB1IKH)
K3	GH	E	Gerry Helldorfer
N2	GKU	T	Cecile Johansen (See K2VQ)
W4	GRG	G	Greg Snyder (See K14YGR)
WA1	HHK	E	Steve Sozanski (See KB1OCD)
KB1	IKH	T	Elayne Tovet (See KA1EUI)
WX4	J	E	Earl Leach
W3	JAL	G	Jim Lovell
KG4	KXS	G	David Hutchison
KB1	OCD	T	Alice Sozanski (See WA1HHK)
KB1	ORA	G	Carol Siegel
KJ4	PR	A	Kevin Gerard
VA3	SSH		Sharon Sandercott
KI4	UEC	G	Rodger Wrona (See K14UNB)
KC8	ULX	G	Pablo Prieto
KI4	UNB	G	Darlene Wrona (See K14UEC)
KG4	VFM	G	Alan Robinson
K2	VQ	E	Chuck Johansen (See N2GKU)
KI4	YGR	G	Gail Klosterman (See W4GRG)
AA1	ZL	E	David Lynn (See AA1ZM)
AA1	ZM	E	Marcie Lynn (See AA1ZL)

**BoatU.S. membership  
with our group discount  
is only \$12.50 per year.  
Sign up using our  
GROUP ID:  
#GA84618B**

# WRCC ROSTER UPDATE

## New Members

KB3CWY (G) KB3CXZ (T) *Charm*  
**Bearden, Kathy & Jim** Liberty 38' Cutter  
 201 Mastons Wharf Rd (804) 462-5032  
 Lancaster VA kb3cw@amsat.org  
 22503-2456 kb3cxz@amsat.org

W5BJC (G) *Island Girl*  
**Clisby, Barrett** Gulfstar Sailmaster 50  
 P O Box 240 (662) 281-1593  
 Oxford MS oxfordms@watervalley.net  
 38655-0240 captain\_clisby@yahoo.com

KJ4PR (A) *For Reel*  
**Gerard, Kevin & Delia** Pro Sport Bluewater 22'  
 20787 Sixth Ave West (305) 745-2557  
 Cudjoe Key FL kgerardkw@msn.com  
 33042-4010 kj4pr2003@yahoo.com

K3GH (E) *Ragtime*  
**Heldorfer, Gerard** Catalina 42 sloop  
 6 Royal Oak Court  
 Potomac MD ragtime99@comcast.net  
 20854-2654

KG4KXS (G) *Menability*  
**Hutchison, Davis S. & Lesley A.** O'Day 32 center  
 cockpit sloop  
 16 Roslyn Hills Dr (804) 282-7078  
 Richmond VA davidhut@juno.com  
 23229-7913

K2VQ (E) N2GKU (T) *Prophecy*  
**Johansen, Charles & Cecilia** Pearson 323 sloop  
 267 White Birch Lake Rd  
 Windsor NY chuckjohansen@tds.net  
 13865-2632

WX4J (E)  
**Leach, Earl**  
 798 Worth Rd (904) 287-8169  
 Switzerland FL wx4j@comcast.net  
 32259-9020 wx4j@winlink.org

W3JAL (G) *Saint*  
**Lovell, James** Reg Freeman Seadog 30'  
 320 Five Farms Dr (410) 643-2357  
 Stevensville MD jalovell@verizon.net  
 21666-3338

AA1ZL (E) AA1ZM (E) *Nine of Cups*  
**Lynn, David & Marcie** 45' Liberty Cutter  
 c/o 17 Woodland Rd  
 E. Walpole MA aa1zl@winlink.org  
 02032-1212 nineofcups1@yahoo.com

KC8ULX (G) *Star Struck*  
**Prieto, Pablo** Freedom 40/40 sloop  
 PO Box 521 (419) 433-3594  
 Huron OH pprieto839@aol.com  
 44839-0521

KG4VFM (G) *Sinbad*  
**Robinson, Alan** Morgan OI 146 Ketch  
 PO Box 174 (305) 394-2436  
 Tavernier FL sinbadalan@yahoo.com  
 33070-0174

VA3SSH *About Time*  
**Sandercott, Sharon** Beneteau First 405 40'sloop  
 109 McElderry Rd (519) 826-6906  
 Guelph ONT va3ssh@winlink.org  
 N1G 4J7 dsandercott@rogers.com

KB1ORA (G) *Carina*  
**Siegel, Carol & Jules** Kadey Krogen 42 Trawler  
 30 Turning Mill Rd (781) 862-3519  
 Lexington MA crsiegel@rcn.com  
 02420-1318

W4GRG (G) K14YGR (G) *Yoo-hoo*  
**Snyder, Greg** Tartan T-40 40' Sloop  
**Klosterman, Gail**  
 PO Box 4336  
 Hampton VA gregathome@french.toast.net  
 23664-0336 gklosterman@toast.net

WA1HHK (E) KB1OCD (T)  
**Sozanski, Stephen & Alice**  
 PO Box 511 (207) 633-9898  
 East Bootbay ME wa1hhk@verizon.net  
 04544-0511

KA1EUI (G) KB1KH (T) *Jiminy Lane*  
**Tovet, James & Elayne** Catalina 350 - 35' sloop  
 115 Abington Ave (781) 589-6641  
 Holbrook MA jim@ka1eui.net  
 02343-1523 jim@jiminylane.com

K14UEC (G) K14UNB (G) *Rollsdoc*  
**Wrona, Rodger & Darlene** 1981 Marine Trader  
 49' PH  
 PO Box 385 (954) 494-8477  
 Estero FL k14uec@winlink.org  
 33928-0385 trawler\_trash@hotmail.com

## Member Address Updates

KO4WF (A)  
**Berlin, Jodi**  
**Fifield, John**  
 933 SW Grand Reserves Blvd (772) 873-0365  
 Port Saint Lucie FL 34986-2344  
 CaptJodiMD@msn.com

N4SSV (G) KC4LBZ (G)  
**Carlen, Ralph A & Claire**  
 1581 Pioneer Dr (321) 795-3515  
 Melbourne FL 32940-6738

N3HSS (A)  
**Doyle, Robert**  
**Connell, Patricia**  
 2301 SW Rosario Pl (360) 720-2672  
 Oak Harbor WA 98277-8416 n3hss@aol.com

N1XVR (E) *Take It Easy*  
**Gimble, Ted** Dufour 27 Sail  
 PO Box 1 (727) 515-1599  
 Clarks Hill SC 29821-0001  
 n1xvr@winlink.org  
 tedgimble@cs.com

KD7YPO (G) KD7YPP (G) *Cinnamon Teal*  
**Howard, Vicki & Porter** Trintella 45 sloop  
 PNB 238 (206) 356-1111

1916 Pike Pl, Ste 12  
 Seattle WA 98101-1097  
 vhoward2@mindspring.com

KG4OYY (G) KG4OYX (G) *Windstar 4*  
**Kristofs, Charlie & Lee** Morgan Classic 41  
 Ocean Harbor North (772) 461-1387  
 5163 N A1A #319 kg4oyx@winlink.org  
 Fort Pierce FL 34949-8229 windstar4@ocens.net

AG4ND (E) *Trident*  
**Myers, Forrest** Willard Vega 36' trawler  
 411 Walnut St # 975 (954) 646-5336  
 Green Cove Spgs FL 32043-3443 ag4nd@winlink.org  
 fmyers@hughes.net

W0HRI (E) K0SAP (T) *Sea Amigo*  
**Parsley, Thomas & Stephany** Pearson 367 Cutter  
 19203 N 29th Ave #180  
 Phoenix AZ 85027-4942 W0HRI@winlink.org  
 seaamigo@att.net

K18ID (A)  
**Small, Dave & Judie**  
 2259 E Marcia St (352) 586-9143  
 Inverness FL 34453-9528 dgsml1@tampabay.rr.com

VE7DTZ / VE0KA VE1SSS *Kaiulani*  
**Taylor, Don & Sharon** CS 36 Sloop  
 1303-1238 Melville Street (778) 330-6502  
 Vancouver BC V6E 4N2 yachtkaiulani@yahoo.com  
 CANADA taylors@shaw.ca

KD3BV (A)  
**Thompson, Bob**  
 933 Edgewood Rd Apt 107 (410) 295-5454  
 Annapolis MD 21403-8103 kd3bv@verizon.net

NOLTA (G) *Morning Star*  
**Wheeler, Janet** Ocean Alexander 50 Trawler  
 Plantation Yacht Harbor (305) 852-4620  
 87000 Overseas Hwy #335 janwheeler@bellsouth.net  
 Islamorada FL 33036-3110

## New or Changed E-Mail Addresses

C6	AID	chrisandjillp@yahoo.com
K1	CHC	coopsail@verizon.net
N3	DEK	jamboe@gmail.com
N2	DFO	gdsage@cfl.rr.com
K14	JDE	skidawayisland@ec.rr.com
KD4	JOW	wtedford@suddenlink.net
ND7	K	nd7k@bellsouth.net
KG4	KMX	macepo@marcocable.com
AF2	L	jimlindaevans@msn.com
WB6	LNH	pelago177@yahoo.com
N4	OWP	n4owp1@embarqmail.com
KG4	PMD	fthayman@bluebottle.com
KC4	TAZ	rpwormell@embarqmail.com
AF4	VZ	topechal@bellsouth.net
NT4	W	Dave.Sargent@comcast.net
KA6	WPG	oldflathead@bshmarine.com

## New Callsigns and Upgrades

VE7DTZ Don Taylor Old Call: VE1DST  
 A14TO John Ferguson Old Call: K14NGH

(Continued on Page 10)

## From the Log of *Scarlett* By Peter Colket K3PKC

Charleston was a delight! We arrived on October 21, where Cy and Debbie (from Oxford) met us to spend 10 days traveling on *Scarlett*. We spent a few days doing tourist stuff; saw two plantations, took a carriage tour of old Charleston, and visited Fort Sumter.

Then we took two days to get to "Beautiful Beaufort," SC, anchoring out in the marshes en route. In Beaufort we enjoyed a carriage tour of the historic district, walked the shops, etc.

The night at Downtown Marina was OK except for "Raymond" and his sportfishing boatload of male and female drinking companions. Raymond's boat was permanently festooned with party decorations, including little hanging lanterns around the perimeter of the aft deck -- pumpkins for Halloween. The party began mid-afternoon, and may have ended around 1:00 AM, with the brawl between Raymond and his girl friend about whether or not she would have any more kids.

The next day, Cy and I were to go fishing while the ladies shopped. We borrowed the marina's courtesy car and followed directions across the swing bridge to the only known place to get live shrimp for bait.

The bait shop turned out to be a small shack on pilings, with a rusting tin roof and holey walls that had once been pale blue. A young woman was perched on the remaining section of porch railing; she chose not to acknowledge us in favor of her cell phone, leaving it to the old man engaged in patch-

ing the roof to attend to our business. When informed of our desire for live shrimp, he gradually made his way down a dangerously inadequate ladder to our level, whereupon we discussed the matter of what kind, what size, and how many live shrimp would be required for our mission.

The reason for the old man's heavy attire (blue jeans, long sleeves and high boots) became clear as we all made our way, at the bait man's shuffling pace, some 50 yards into the weeds toward the shrimp tank. Before long Cy and I in our shorts were doing the familiar mosquito dance, to the amusement of Nancy and Debbie sitting safely in the car. Upon reaching the tank, Mr. Baitman paused thoughtfully and allowed as how we'd need something to carry the shrimp in, whereupon he left us dancing among the bugs to shuffle back to the shack for a container.

Eventually we got out of there with most of our skin and three pounds of wiggly shrimp critters in a cut-off Clorox bottle. They cost us eight bucks. By the time we stopped for a few groceries and drove back to the boat, most of the live shrimp were live no longer, having sadly depleted their oxygen and expired; but we figured, what the heck, they still smell bad, so something will probably eat them. Cy and I woofed down sandwiches, loaded up the dinghy with live shrimp, dead shrimp and assorted implements of fish destruction, and headed for the grass islands.

I had a couple of strikes, and

Cy caught a smallish trout, which he released. A few minutes later we drifted out of a little cut toward open water, and darned if Raymond's sportfish wasn't coming out with all his buddies. As soon as he saw us in our mighty 11-foot rubber boat, he changed course to head straight at us, and goosed the throttle to increase his chances of a direct hit. I fired up the outboard and we high-tailed it back into the weeds where Raymond couldn't go...Nya, nya, can't catch me!

Little while later we were working the edge of the grass islands when a 22-foot Grady White-type thing approached us slowly and drew alongside. The sole occupant was a pleasant-looking 30-something gentleman in camouflage clothing, whose name (we were to learn) was Robbie Smith. Robbie said something in a soft southern drawl, which I couldn't quite make out, so he inched a little closer, shut down his 75-horse Johnson, and said softly, "I'm jes' out checkin' fishin' licenses."

You either have the piece of paper, or you don't. We didn't. We 'splained to Robbie that we were just passing through on a sailboat, and Robbie 'splained to us (softly) that the maximum penalty for fishing without a license in the great state of South Carolina is a fine of \$1,000. Each. He asked if we had life jackets (we did) and inspected them for the Coast Guard approval mark. He said (softly) that the particular type we had must be *worn*, unlike some others which must simply be *aboard*, and since Cy wasn't wearing his, we could be subject to another fine. *(Continued on Page 15)*



He asked to see the dinghy's registration, which I had with me, thank God, or I'm sure we would have learned even more about South Carolina law.

Eventually we motored back to the marina, followed at a respectful distance by Ranger Smith. After some further conversation (I believe Robbie enjoys developing warm personal relationships with his detainees) the good Ranger disappeared into the dockmaster's shack with our drivers' licenses to "do a little business." In due course he returned and 'splained to us his intentions, along with some more education on the law:

"Ah've written you each a summons to appear in court. As Ah said, the Law requires me to fine you any amount in mah dis-

cretion up to \$1,000." (Long pause.)

"Now, if this were a traffic ticket, Ah could jes' write it up and let you go, 'cause all the states have reciprocals on automobile infractions. But the states don't have no reciprocals on fishin' licenses an' like that, so the Law requires that Ah collect from you a cash bond, and the least amount is \$80.

"Now if it was up to me, Ah'd let you boys off, but the Law requires a minimum fine of \$80. So you can pay your cash bond, and if you don't want to come back to court, you'll jes' forfeit your bond and that will be your fine."

Then Robbie said, "Now, if y'all don't *have* \$80, the Law requires that Ah take you to the

Detention Center, and you'd have to stay there until court opens on Monday morning."

This being a Saturday, Cy weighed the alternatives in both hands: "Eighty dollars, two days in jail.... Eighty dollars, two days in jail...."

Beaufort is a very nice town, and I'm looking forward to visiting it again. Until that opportunity comes around, my most lasting memory will be of \$168 spent for a glimpse of a 12-inch spotted trout and the opportunity to be run over by Raymond and the boys.

Speaking of which, the dockmaster said we got off real easy. Seems Robbie nailed Raymond and his pals last week on everything he could find, and charged 'em \$400 apiece. Wonder if that's what made them so mean.

**Waterway Radio and Cruising Club**

*Scuttlebutt* is published quarterly to inform membership about Waterway Net news, activities and items of interest.

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**Contributions** should be sent to: Jeanie — **N4WFM**

**Membership Application** may be downloaded from the **WRCC** web-site:

[www.waterwayradio.net](http://www.waterwayradio.net)



On behalf of all the officers and staff, a sincere "Thank you" to all those who responded to our Club's financial issues with feedback, prepaid dues, purchases and outright gifts. It's great to belong to an organization whose members are dedicated to its vitality.

This marks the first issue of *Scuttlebutt* to be prepared in two separate editions — one for print, the other electronic. In consideration of all the extra work involved, the Commodore offered to triple my salary. Considering the dues increase and all, I thought that was exorbitant, so we agreed to just double it. I thought that was fair.

The e-version contains everything the print version has, and more. There you'll find Gordon West's detailed explanation of Marine SSB frequencies, an article and photo about making a galley shelf, and an excerpt from the log of *Scarlett* (once your editor's sailboat) about our first trip down the ICW. And yes, the fish story is true.

My thanks to Jeanie N4WFM, and Bill N4UMS for figuring out how best to get *Scuttlebutt* to you electronically. *Scuttlebutt* will reside on our web site and you'll receive a link to it in your email. Then you can download it at a time and place that's convenient for you. We're doing all we can to minimize the file size so it won't take all weekend to download. Let us know how it works for you.

Heading south again soon...See you on the waterway!

-Peter K3PKC