



The Newsletter of the . . .

The Reel News



Serving the Northeast Florida Fishing Community Since 1959

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Presidents Castings

Captain Chris Rooney

Coming to the End of the Season

The end of our regular season is at hand the Banquet is next month and who can wait to see the prizes and raffle table this year. I know I'm looking forward to the festivities, including spending some quality time with the women who put up with my fishing this year during the tournament season. How quick we forget our chores and the lovely lady who makes our lunch or goes to C&H to get bait for us, (*my wife did that twice this year!*). This year we're going to have dancing and the cocktail hour will start at 6:00 PM with diner at 7:00 PM and the fun will last until at least 1:00 AM, I'll bet Miss Emily can still shake a leg. When this comes out all the arrangements will be final and the tickets will be for sale.

The fishing season ends with the third meeting in September, if you don't have your fish slip filled out at 8:30 say good bye until the boards open back up in October for the 2010 fishing year. The boards are a close contests this year and the competition is brutal, the gentleman and lady who win angler of the year this year will have earned it. The rest of the boards are also down to the wire so get out there and fish, they are still up for grabs.

On a less pleasant note we are on the last leg of the fight trying to keep our rights to fish the waters of N.E.

Continued on Page 5

First Sailfish!



This has been happening so rarely of late that I felt it deserves front page billing !

Above and below is 11 year old Preston Willingham, with his FIRST Sailfish. Preston caught it on July 21, 2009, and in accordance with JOSFC Tradition we threw him in the river at the club meeting on August 6, 2009. Preston gets to wear the coveted Club Sailfish Pin. Hay people, where is your pin?



This is OUR club, it belongs to you and me, and is by far and away the best fishing club in the area. It is that good because of the work done every month by the Board of Directors.

PLEASE consider running for the Board. Even if you are a new member, we always welcome new thoughts and ideas on how to improve our club.

We need people that are willing to work ONLY 3 days each month. At the Board meeting the first Monday of each month, and at each regular meeting. Editor



To the Right is Bob Houghton with a nice Cobia, 30 Lbs + that he caught and below is his son Bobby with a nice 27 Lb grouper that he caught.



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Loud Hailings Newsletter Editor Bill Breen



Anyone can submit an article for the Reel News just send or give it to me at any time. I really like to feature PICTURES of club members with some good catches, like these in this issue. Either give me a hardcopy at a meeting or Phone, Fax, or E-mail me your pictures at:

PH# 904 - 254 - 2791 Fax# 904 - 213 - 9786

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Rob's Fishing Lore

Tournament Diaries

Trials & Tribulations

Hot off a successful Kingbuster 400 comes the Tournament of Champions. The Tournament of Champions followed the very next weekend so little time and preparation was needed. All one really had to do was to fill up the gas tank and back the boat into the water and presto, you were kingfishing the SKA trail once again. Two long days were in store for the crew; however, the coconut telegraph was thumping away with news on the latest and greatest fishing spots. There was a brief thought on running offshore but that idea was nixed in favor of beach fishing.

Day 1 got off to a pleasant start at Mayport. The checkout was swift and the poogies were cooperating. We had a well full of blue runners and a few poogies were added to the mix. Our new destination was to run south toward the Captain's House and start in 45 foot of water. It was just after the Let's Go rounded the jetties a faint noise was heard. The beeping was faint but constant while intermittent. The noise warned us of pending trouble but the phone calls from friends and to the repair shop reassured us that trouble's ahead was still no where to be found.

The water at the Captain's House was dark green and just a little murky. Our typical bait spread went out and we began to chum with bits of cut poogies. It was not too long after that when it happened. It was an early morning bite and a bite that we were looking for. The boat and crew captured a mid size king nearing the twenty-three pound range. Since this is the targeted size and species, we were feeling quite good about our selves and having the remaining day lay ahead of us, we were looking forward into upsizing our catch. However, that pesky horn would not just go away yet it was about to.

True to Mike's observation, the volt meter on the dash fell to just above 9 volts causing concern to the crew. A quite call the repair shop only reinforced why we should be concerned. With hope against hope, we cranked in our baits and headed back to Mayport. There was even an irrational thought if the boat could make to the check in dock and just die there, we could manage something at that point but no need to ponder because the boat engine shut itself down just a hundred yards from where we just left. There was no power, there was no power to crank the engine, no power for the depth finder, the live well and even the radio. Having no radio is quite disconcerting because this is a life line of

communication and I did not want to think of this fact if we were fifteen miles offshore and out of cell phone range what might just happen. The only thing we could do was to toss out the anchor and start placing cell phone calls. Thank goodness for family because as stranded as we were, my brother came to the rescue. Scott on the *Scott Free* came from Mayport and towed us into St Augustine. Once tied up at the dock, I waited nearly three hours for my father to return with the car and trailer since they were parked at Mayport.

It is amazing what one might learn just hanging around the dock chit-chatting to people coming off their boats. It also pays to be helpful in assisting some with docking as well. It was during these three hours that I had learned that a significant bite had taken place at Matanzas and it was there where we were heading the next day, hopefully. During those three hours I was waiting, my father and Mike were rounding up options on



fishing the next day. It was a friend and fellow club member that came to our rescue by lending us his boat.

With a new chance on this tournament, a new game plan was enacted. We relocated our bait pick up to St Augustine and we were off to Matanzas's first thing in the morning. On the back of the replacement boat was a chum chopper! Oh what a glorious piece of equipment. The larger faster boats only showed us the way to the Pogy pods. With three casts we had enough for the live well and for the chopper. At 7:05 am, the baits were out and chumming began.

The bait spread was altered from the previous day. The ribbon fish was still hanging out at the bottom and two blue runners were out on the surface but a lone Pogy was added on the second downrigger about sixty feet behind the boat and down about fifteen feet below the surface. It was this lone little Pogy that enticed our kingfish to strike. As most of you know by now, this kingfish was no ordinary fish! The speed in which it ran far out did all the other kingfish to date. The pressure on the rod from its initial run told all of us that this fish was what tournament dreams are made of. As the fish fought, it came and circled back around the bow of the boat showing itself to the angler. The quick view only increased the volume in which



Top's Tips Safety First

**Top Ingram
Safety Officer**

Rules of the Road

Since we are in the middle of the summer vacation and boating season, I think it is appropriate, at this time, to remind everyone of the need to adhere to the rules of the road when on the water for pleasure or fishing. Many new boaters, and some old ones, do not appear to have a working knowledge of the rules of the road. If you are operating your vessel on inland waters or the high seas, one way to insure a safe voyage is to adhere to the "Navigation Rules". The rules cover all aspects of Navigation including lights, sounds, shapes, distress and privileged vs giveaway vessel, etc. All vessels, from the smallest PWC to the largest supertanker, must obey the navigation rules. It takes a whole book to cover all the rules, so in this article I want to discuss only the privileged and burdened vessel aspect of the rules.

There are important differences in legal liability between Maritime Law and Civil Law. When driving, one automobile often has the legal right-of-way over another. For instance, at an intersection, if car A has a green light and car B runs through the red light and collides with car a, then car B is usually found to be at fault.

Unlike the highway, at sea no one has the right of way. Depending on the situation, when two vessels are closing one vessel is privileged or the stand on vessel and the other is the burdened or give way vessel. The privileged or stand on vessel must maintain course and speed and the burdened or give way vessel must alter course and/or speed to avoid the privileged vessel. If the burdened vessel does not take action as required by the rules and the two vessels reach "extremis" (that point where a collision will occur without evasive action by either vessel), the privileged vessel must depart from the rules and take evasive action.

In a crossing situation, you are the privileged vessel if the other vessel is from dead ahead to 22.5 degrees abaft your port beam, and you must maintain course and speed. If the other vessel is from dead ahead to 22.5 degrees abaft your starboard beam, you are the burdened vessel and must alter course to pass astern of the privileged vessel. NEVER speed up to pass in front of a privileged vessel. In a meeting head-on situation, both vessels are burdened and must alter course to starboard. In an overtaking situation, the vessel overtaking the other is the burdened vessel and must avoid the other.

Remember, courtesy and common sense is as important as the navigation rules. If the other captain is rude, don't use it for rudeness on your part. If the other vessel does not treat you in accordance with the rules, sound the danger signal (5 or more short blasts on you horn) and yield. More than likely the other captain may be ignorant of the rules. By engaging in

brinksmanship, you could win the argument and ruin your whole day and possibly damage your vessel.

Remember, you are in imminent danger of collision when the bearing of another vessel is constant and the range is decreasing and evasive action will be required regardless of who is privileged or burdened. If you are not sure of the federal or state navigation rules, you can check the rules by looking at a copy of the "Federal Requirements & Safety Tips" and/or "The Florida Boater's Guide" in the rack by the door of the clubhouse. Follow these simple navigation rules and continue to enjoy safe boating throughout the year.

Top Ingram
Fish tales

Trials & Tribulations Continued

directions were given. The fish speed off on another blistering run. The fish's course was clear and obvious because it was heading into oncoming traffic. A large go-fast boat named the *Bullet Proof* was heading north while our fish was heading east. The collision course was set. Adeline coursed through my veins know what was on the end of the line while fearing the worst. As predicted, our fish avoided the dangers of the downrigger lines and props but tangled in one line from *Bullet Proof*. It was the *Bullet Proof* struck first by cutting their entangled line so we may save our fish. This was a great display of sportsmanship on their part. The fight did not last too much longer and after that is when the great fish started to circle just off the bow. It took only one shot with the gaff and our fish laid upon the deck. The whole fight took about twenty minutes and our tournament woes were forgotten. Just like the day before, the fish was in the bag by 7:30 am and now our thoughts turned to upgrading. Having a 36.10 pounder in the boat could it be possible we could upgrade but upgrade we did with the next strike.

We did not have to wait too long when the next fish choose to consume one of our \$10 baits. Instantly, we knew what we had as the tarpon leaped from the water not once but twice. Having a good fish already in the bag, it was now time to have some fun and it was my father who had all he wanted. The fight lasted nearly two hours. During this time, we keep looking inshore to see if we could spy a glimpse of the Wing Out weigh-in boat because this fish could stack up with any of those top five fish on the PTT. It was at the end of the fight when the leader was popped at the boat. The great fish swam away into the depths to recover and recoup.

With a sixty plus mile run up the beach to weigh-in, we decided to pack up around 11 am and head in early. With one brief stop at the Jax Pier, we managed to tag and release a teenage king for the GJTK and one shark. Just after releasing the shark, our engine died. Having been mild mannered during yesterday's snafu, I was about to come unhinged if we could not get this fish to the scales. Fortunately the problem was just a flat fuel bulb and this was quickly handled and off we speed to the weigh-in line.

Our fish was good enough for 8th overall and third in the 23 & Under class. To add an extra layer of icing on the cake, Bryon took top honors in the Jr Angler division. It was

Trials & Tribulations Continued

also great to see Jessica from Team Big Bobberz place 3rd in the Jr Division as well. The next tournament is the Ancient City and that was nearly three weekends away.

Best Wishes for Fishing,
Rob Darner

PS

Oh yea, it was the alternator that went out on the engine on day 1 leaving us stranded with a fish on board. That was going to have to be fixed before the next weekend came around as well.

End of season Cont.

Florida. Our efforts have been heard but the question remains weather they will be enough to sway the Secretary of Commerce. Even if the interim Snapper closure goes into effect we need to redouble our efforts to stop Dr. CRABTREE and the SAMFC from taking away the right to fish in the ocean. Stand up and shout, call your congressman, call your representative, send the e-mails, send the letters and anything else you can think of because they really want to stop all bottom fishing in N.E. Florida. Until they do get out there and enjoy the fishing while we still have the opportunity.

Captain Chris Rooney JCSFC President



Chuck Darner with a nice 30.5 Lb kingfish that he caught on August 16, 2009, backed up by his grandson Byron.

Below are Chuck, Rob, Byron, and Andrew, Chuck's other Grandson from Maryland, weighing Chuck's fish. Chuck caught it at "R.L." on a TINY spinning reel with 15 Lb test line!



Here are some new numbers for everyone.

The Spike = 30.22.489 N / 81.35.692 W
 New Concrete = 30.10.034 N / 81.09.322 W
 New Reef Balls = 30.10.070 N / 81.09.337 W

Captain of the Year Race

With one Club Tournament to go, it looks like Andy has it all sown up! The only question now is who will be second or third? Any of the next three could move up with the Light Tackle Tournament!

1st - Andy Proescher - 47 Pts
 2nd - Chris Rooney - 35 Pts
 3rd - Greg Wallace - 34 Pts
 4th - Steve Kalaitus - 26 Pts

Captains Shack

Note the Date change for the Awards Banquet! It will be October 24, at the Marriott Hotel at JTB & Hwy 95



Instant Crew, Just Add Water

<u>Name</u>	<u>Phone</u>	<u>Availability</u>	<u>Can call the Night before.</u>
Pete St.Laurent	220-9199	Most weekends	Up to 8:00 pm
Gene Fulgham	641-9970	Any day	Up to 8:00 pm
Frank Grassi	234-7369	Weekends & Some days	Up to 8:00 pm
Richard Fisher	- H = 221-9629 - Cell 738-1010	Nearly every day	Up to 8:00 PM the day before.
John Porcella	- 610-3855	Nearly any day	Up to 10:00 PM
Matt Ennes	- 536 - 7450	Friday through Monday	Up to 9:00 pm
Joe Esparza	- C = 536 - 4114	Any Day	Up to 10:00 pm
Mike Gyutsisin	- C = 296 - 3494	Any Day	Up to 10:00 pm
Ronald Cowart	- H = 879-4724 C = 469-4618	Fri. Sat. Sun	Up to 9:00 pm
Phillip Ferdon	- H = 879-0184 C = 887-6736	Fri. Sat.	Up to 9:00 pm

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Sun	Mon	Tues	Wed	Thur	Fri	Sat
		1	2	3 Club Meeting Meeting Nomination of Officers & Board	4	5
6	7 Board Meeting	8	9	10	11	12
13	14	15	16	17 Club Meeting Speech night for candidates. Fishing Boards Close	18	19
20	21	22	23	24	25	26
27	28	29	30	<h1>September</h1>		

Coming Events:



Sept. 3 - Nominations for Officers & Board members for next year.

Sept. 17 - Speech night for candidates for Board and Officers

Sept 17 - 8:30 PM the Fishing Boards Close for the 09 year.

October 1 - Fishing Boards Re-Open for the 2010 year

Date Change!

October 24 th - The Annual Club Awards Banquet at the Marriott

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