

FISHING TALES



Mary Karakas says "Sign up now for Dinner Dance!"

Detroit Area Steelheader 1995 Dinner Dance Chairperson Mary Karakas is already hard at work, getting an early start on our club's outstanding social event of the year, the Annual Steelheader Dinner Dance.

Mary reports that an early start will enable her to do a good job of planning and preparation. She is encouraging ALL members to come to the Bash, and to make their decision right now, so food and drink requirement estimates can be made accurately.

The 1995 Dinner Dance is scheduled for Saturday, February 11, 1995, and will take place at the St. Pius X Knights of Columbus Hall in Warren, the site of our monthly club meetings.

Along with plenty of drinks and good food that are fixtures of this affair, Mary is also inviting members and/or their spouses to donate homemade "arts and crafts" items, which

have been very popular prizes at prior Dinner Dances.

"Participation should not be limited to just our own members and their spouses," says Mary. "I would like to see the Steelheader Dinner Dance expand its popularity, with a big crowd and lots of non-club members attending."

Tickets for this popular gala event are \$50 per couple (including all you care to eat and drink, door prizes, great music, and a fun evening of socializing) if purchased by December 31, 1994. After that date, the price increases to \$60 per couple, so there is a good reason to make your plans, mark your calendars, and get your tickets NOW!

If you have any questions about the Dinner Dance, wish to contribute a prize, or purchase your tickets, please call Mary Karakas at (810) 545-1181.

"Cooler of Cheer" Raffle and Christmas Party will be held on December 13

The Detroit Area Steelheader annual "Cooler of Cheer" Raffle will take place at the Christmas Party/Meeting on December 13. Again this year, the winner will receive a 96-quart cooler, a big assortment of party snacks, and \$100 in cash. A chance to win all this costs only a buck per ticket!

As an incentive to sell tickets for the Raffle, the person who sells the most tickets will win a FREE charter for four fishermen aboard Capt. Bob Kring's "Drifter," certainly a great prize for the top ticket-seller! In addition, everyone will receive one entry in the Normark 50-lb. Electronic Scale ticket-seller prize drawing for each 15 Raffle tickets sold.

Once again, the "Cooler of Cheer" Raffle will probably be our biggest fund raiser of the year, so your club needs your support NOW in selling these Raffle tickets. Everyone should get busy and do their part to help keep the Detroit Area Steelheaders thriving!

Anyone needing additional tickets should contact Paul Nowak at (313) 469-8344. Thanks to all for helping!!



DETROIT AREA STEELHEADERS can have fun anywhere, even hip-deep in chilly water. Shown here at last month's Singing Bridge Surf Tournament are (l.-r.) Jim Boettcher, Doug Karakas, and Scott and Linda Obarzanek.

ATTENTION!
Our guest speaker for the November Membership Meeting will be Jerry Rakoczy, Great Lakes Creel Census Supervisor for the Michigan Department of Natural Resources. We expect that Jerry will have lots of interesting information to relate to us, so all club members are urged to attend and bring a friend along!

Candidates for Board election are sought

As in past years, Board of Director election ballots will be available *ONLY* to Detroit Area Steelheader members who are present at the Annual Meeting/Christmas Party, scheduled for Tuesday, December 13.

There are six openings on our Board of Directors at this time. So far, three Steelheaders whose pictures accompany this article have agreed to run for those seats, and our thanks and congratulations go to them.

The Board of Directors invites other Detroit Area Steelheaders who are willing to stand up and help our club to make themselves known to any board member as soon as possible. In addition, nominations for the Board seats will be accepted from the floor at the Annual Meeting.

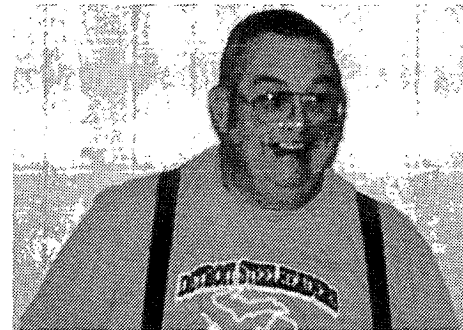
Ballots will be collected and counted during the meeting, and results announced near the end of the evening.

If you hadn't planned on attending this meeting, please think again. *ALL* members should plan to attend. Besides offering you a really fun evening with annual awards, "Salmon" Claus, etc., it's your opportunity to have real input into the future of your club. Several outstanding fellow Detroit Area Steelheaders will be offering their time and talents to help better our club by serving on the Board. We urge you to become one of them, or at least participate by voting???

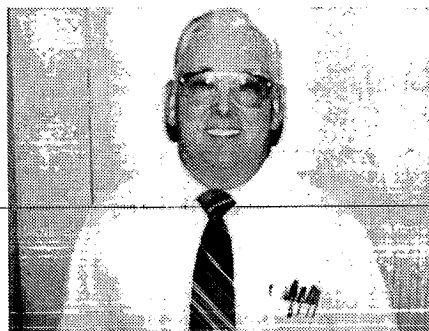
Please take the time to pick out your favorite candidates and show up on December 13 ready to cast an informed ballot for up to six candidates. We hope to see you all there!!



LARRY BOYER – Member for eight years, states he is eager to "work at all Steelheader events."



DON REDMOND – Member for nine years, served on board for last several years, avid boat troller, helps at boat tournaments and many other club projects and activities.



DICK SHIRK – Active member for many years, six years on Board, avid boat troller, served as Boat Trolling Tournament chairman, assists with numerous club activities.

Coming Events

MEMBERSHIP MEETINGS

Last Tuesday of month at 7:30 p.m. K. of C. Hall, 6177 Chicago Road, Warren
NOVEMBER 29, 1994 • DECEMBER 13, 1994 • JANUARY 31, 1995

FALL/WINTER TOURNEY SCHEDULE

DATE	EVENT	CONTACT
December 3	PERE MARQUETTE	Doug Karakas, 545-1181
January 14	SAGINAW BAY (Ice Fishing)	Doug Karakas, 545-1181
February 4	HIGGINS LAKE (Ice Fishing)	Doug Karakas, 545-1181
March 4	W.A.T.A. (Big Manistee)	Doug Karakas, 545-1181

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FOR YOUR INFORMATION...

BOARD OFFERS SAMPLE COMMENT LETTER ON LORAN ELIMINATION

Enclosed with this issue of *Fishin' Tales* is a sample comment letter addressed to the Commandant of the U.S. Coast Guard regarding rumored possible future elimination of the LORAN system.

Since many Detroit Area Steelheaders have significant dollars invested in LORAN units, we believe that the LORAN system should continue to operate.

If you agree with what the letter says, please sign it, fold it into thirds and tape shut, stamp and mail it so you will be heard on this important question. Feel free to make any changes to the letter that you deem necessary. You may wish to make additional copies of your letter before mailing, and send them to your U.S. representative and/or U.S. senators.

We hope this kind of effort is what you want. Let any Director know what you think of this project.

—Board of Directors

STEELHEADER PHOTO CONTEST DEADLINE IS NOVEMBER MEETING

All submissions for the 1994 Detroit Area Steelheader Photo Contest are due at the November Membership Meeting. Entries will be judged by the Board of Directors at its December meeting.

Prizes will be presented at the Annual Meeting/Christmas Party on December 13. There will be three Tackle Pack prizes awarded: a \$50 Tackle Pack for First Place, a \$25 Tackle Pack for Second Place, and a \$15 Tackle Pack for Third Place.

Please contact Les Jump to submit your entries, or if you have any questions concerning the Photo Contest.

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Powerboat manufacturers prepare for government regulation of outboards

"The Environmental Protection Agency is going to regulate outboards just the way it is doing with lawn mowers. It's just a question of when."

That's the word from Greg Proteau, spokesman for the National Marine Manufacturers Association. The marine world has been buzzing lately with questions about the future, ever since the Environmental Protection Agency (EPA) fired its first salvo against two-cycle engines recently with several studies criticizing lawn mowers.

An interview with Proteau made it apparent that the outboard manufacturers have been preparing for new regulations.

"You would have to have been living in a cave if you made something that put out some sort of exhaust and didn't expect the EPA to come knocking," Proteau said.

A severe tightening of regulations would be extremely painful for many members of the powerboat industry, so manufacturers have been working with the government to establish a reasonable timetable, Proteau explained.

One of the most promising technologies is four-stroke outboards, with many models introduced recently at the International Marine Trade Exposition & Convention in Chicago. Four-stroke outboards would be a little heavier, cost a little more and perhaps use a little less gas than their two-stroke counterparts.

Outboard Marine Corporation (OMC), which makes Evinrude and Johnson outboard motors, introduced models from 8- to 15-horsepower. Mercury/Mariner and Yamaha had 9.9- and 50-horsepower models. Honda exhibited 75- and 90-horsepower engines, while Suzuki announced 9.9- and 15-horsepower introductions for the 1996 model year.

Two-stroke outboards, mixing oil with gas and producing hydrocarbon emissions, and the EPA's main concern. Four-stroke engines, with oil in a crankcase, put out fewer emissions and get better gas mileage than two-stroke motors. The four-strokes aren't under EPA fire.

Yamaha and Mercury/Mariner (Brunswick Corporation) have a joint venture project which, according to Yamaha's Mike Walker, will eventually have four-stroke outboards from 5-horsepower through 50-horsepower offered by both companies in the U.S. market. Both Mercury/Mariner and Yamaha now have 9.9-horsepower four-strokes. Yamaha's version has been on the market since 1985.

The big jump for both companies is the introduction of their 50-horsepower four-stroke model. Yamaha's will be manufactured in Japan, while Mercury/Mariner's will be put together in Fond du Lac, Wisconsin using a power head made to Mercury specifications by Yamaha.

With 40 models ranging from 2- to 90-horsepower, Honda Marine leads the U.S. market in four-strokes, not having sold anything but outboards with crankcases in the company's American marine history.

"As regards the EPA regulations, four-strokes are just one of the technologies," said Yamaha spokesman Dennis Phillips. "Yamaha has exhibited a catalytic converter on their bigger outboards to reduce emissions. That's an offshoot of motorcycle technology that Yamaha, obviously, has access to."

Proteau points out that two-stroke outboards, for example, have been getting cleaner. All of the new ones burn unleaded gas. Advancing technology also requires them to mix less oil with gas, further cutting down on emissions.

Many larger outboards now feature electronic fuel injection, which is a cleaner method of fuel delivery than standard carburetion. And OMC made a splash this year announcing Project LEAP (Low Emission Advanced Propulsion).

OMC says that in the 1996 model year, LEAP3, a design that changes fuel delivery in outboards from 20- to 200-horsepower with a proprietary "pressure surge direct-injection system" for two-cycle engines, will be introduced. The OMC initiative also plans to reduce emissions in outboards of 200-horsepower and larger with LEAP2, an air-assisted direct fuel injection design. Project LEAP, according to OMC, will reduce emissions by 70- to 80-percent across its outboard lineup.

When tougher regulations come, Proteau said he expects manufacturers to weather the new rules.

"We've been working behind the scenes in collecting a lot of detailed info on (outboard) effects on the environment," says Proteau.

"We have an idea of what (the EPA is) going to tell us and as far as we know, we'll be able to meet their requirements without a great deal of pain. But there is always pain, and that's going to be the additional price the consumer is going to have to pay."

—Reprinted from the *Ann Arbor News*.

VHF radios will soon be obsolete

A simple acronym, DSC (Digital Selective Calling), represents far-reaching government-mandated changes in communications at sea. The concept began about 20 years ago, and starting in 1997, all new VHF radios sold in the United States must be DSC-capable. By February 1, 1999, all SOLAS (Safety of Life at Sea) vessels (mainly deep-draft ships in international service) must be DSC-equipped.

What happens to a SOLAS vessel without a DSC radio? Nothing... literally. You will be unable to call other DSC radios, and unable to call anyone in an emergency.

VHF Channel 16 and HF 2182 kHz will be useless for distress calls by the year 2000 without DSC. The Coast Guard will discontinue watchstanding on distress channels. If a distress call comes through without DSC notification, no one will hear it at Coast Guard stations.

DSC radios will have a built-in automatic identifier that immediately tells Search and Rescue teams critical information about the vessel in distress, including the name and address of the owner. Immediately means just that - within a microsecond.

Another reason for establishing DSC is to relieve stress on watchstanders on VHF and HF radio. Nationally, the Coast Guard receives over 26,000 distress calls annually. There is so much radio traffic that it is very difficult to separate serious emergency calls from routine radio traffic. With DSC, watchstanders will only hear distress calls.

From Inland Seas Angler

Boaters face rising costs as VHF radio license fees triple

Thanks to a recent act of Congress, recreational boaters must now pay three times more to license their marine radios.

The 10-year licensing fee for VHF marine radios jumped from \$35 to \$115 according to the Federal Communications Commission. Boaters can be fined up to \$8,000 for using an unlicensed VHF radio (although fines for such an offense are usually under \$2,000), according to the Boat Owners Association of the United States (BOAT-US), which represents 500,000 recreational boaters.

The higher license fee was ordered by Congress in 1993 to "make up" for the repeal of the 10-percent luxury tax on new boat purchases, said Tom Sullivan of the FCC's radio division.

Sullivan said the new charge includes a \$45 "application fee" and a \$70 "regulatory fee," as required by Congress.

Boating groups are incensed by the steep license fee, which they say will discourage boaters from buying marine radios.

"We are very concerned that boaters will choose not to have a radio on board in order to avoid the high cost of the new fees," said BOAT-US president Richard Schwartz.

"Without a radio, a person cannot call for help in an emergency, listen to weather forecasts while out on the water or hear another's call for help when they might be near enough to assist," he said. "These exorbitant fees are a clear example of government policies out of

touch with average citizens."

VHF radios cost about \$100, so the higher license fee effectively doubles their purchase price, noted Arlene Sloan of the National Marine Manufacturers Association of Chicago, Illinois.

Boaters could use citizen's band (CB) radios, which are not licensed by the FCC, but CB channels are not routinely monitored by the U.S. Coast Guard. The Coast Guard annually responds to more than 26,000 calls from mariners over VHF radios.

Hunt Anderson, chief of boating education for the Coast Guard, said the agency opposed the higher license fee. "We want to promote the use of radios by the public for emergencies," he said.

Some boaters might decide not to purchase or renew an FCC radio license, but others fear that scoffing at the law could come back to haunt them, said Pat Kearns of the American Boat and Yacht Council of Millersville, Maryland.

"People are concerned that if they have a problem at sea and they are not in compliance (with the licensing law), they'll encounter problems with emergency services," she said. "They would prefer to not have a radio than to violate the law."

BOAT-US is urging Congress to either repeal the license fees or grant waivers to recreational boaters, said Schwartz.

From the Ann Arbor News

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The **DEADLINE** for the
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