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Feb/March 2015

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Upper Bay Boating

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So who is at the helm of this new magazine?

The first and last column all about Dave Bielecki

I hope my passion for your favorite past-time will be reflected in each issue of this magazine. Here is a little history on me, just this one time.....

My family moved from Arizona to Maryland when I was 10. Having lived in the desert, all this beautiful water right at my back door was new to me. The first thing we did was visit the Baltimore Boat Show in the old Fifth Regiment Armory. We looked at all of the boats, the salesmen did their job, and we were hooked. My dad purchased a 31' cruiser right away, and the boating lifestyle became part of my DNA.

From that time on, I spent my summers at the local yacht club. A few years later, my family bought a waterfront home. Boating and fishing were then a part of our family life all year. My new friends and I spent most days borrowing neighbor's boats, waterskiing, sailing, exploring the tributaries, or just fishing off the pier. I also spent a lot of time at the neighborhood marina. At 14, I thought the marina manager Don had the best job in the world. Imagine, getting paid to hang around boats all day!

In high school, I got lucky and landed a job at a boat dealership. While most of my friends had cool cars, I spent all my money on my boat. Over the years, I have owned 6 other boats. Fortunately for me, when I met my future wife Diane, she enjoyed being out on the water as much as I did. Rather than going on long family trips, our vacation money was spent on the boat, and our kids were raised on the water. Katie and Daniel were out on the boat before they could crawl. Now my daughter and son-in-law both work at marinas, and live in a waterfront community. They enjoy exploring creeks in their 14' skiff and in kayaks.

After selling a landscaping business several years back, I asked myself what I was going to do for my second act. What was my biggest passion at the time? Well you guessed it- boating. So I spent 15 years as a boating advertising rep. They included two stints with Ira Black at both the Mariner and Nor'easter magazines. Finally it was my turn to get paid to hang around boats all day! Well nothing good seems to last forever, and with the downturn in the economy I was forced to leave what I enjoyed doing, but vowed to return when I could make a living again in the boating world.

While deciding what to do with myself, I took a chance and followed another of my interests, classic and custom cars. I spent the last few years producing a regional classic car publication, Car Show & Cruise Guide. This publication was embraced by the car community, and is now well established. I hope to use the experience I gained by starting a successful automotive publication during one of the worst ever economies, and produce this nice local boating guide for you.

With the election over, lower gas prices, a good stock market, and some other factors, there seems to be renewed optimism out there. I think the time

Dave & Molly



is right to launch this new publication. My surveys with local boaters and businesses showed everyone missed our local boating magazines, so I'm here to fill that void.

Enough about me, let's make this publication all about your passion for the beautiful waters of the Upper Bay. I'm here to serve you, so let's make this happen together.

What is this new publication all about?

Often boaters and businesses from the upper part of the bay feel neglected with little coverage of their favorite part of the bay by most publications. Sure, there might be a special "Cruising to the area" or "Town Page" once a year, but that's about it. UBB wants to change that so we are offering a lifestyle magazine that exclusively covers the boating lifestyle, marine services, waterfront living, and events, based around the clean waters of the upper bay. That's right; there is life north of the Bay Bridge. So, if you live or boat on the waterways surrounding Baltimore, Harford, Cecil, Kent, or Queen Anne counties, this is all about you. We hope to fill the gap left by the demise of the Mariner and Nor'easter magazines. Now you have found the only boating source you need.

This is not part of any past or current publication. This magazine is solely owned by Dave Bielecki. It is not part of some large corporation, nor will I ever sell out to one. They typically buy up the small guys and suck the soul right out of them. This is just a small home-based company. I work in a small corner in my house, not some big cubical farm type office. No big staff, I'll be wearing many different hats! Fortunately for me, I'll be assisted in this endeavor by a commercial artist Paul Hutchins, who will be designing and editing the magazine. Paul has worked with me on our other publication, the **Car Show & Cruise Guide**. Also assisting will be Wendy Gilbert as the features editor. Wendy brings years of experience as a boating writer. I think you will be pleased with our efforts in making this new magazine all about your passion for the waters of the Upper Bay.

This **FREE** publication is advertiser supported. Without them, there will be no local magazine for you to read. So please support these dealers, marinas, and services. Let them know you saw their ad in the **UBB**- that's all you need to do to keep this coming. Simple- just say "I saw it in the UBB".

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Wendy Gilbert

Features Editor Wendy Gilbert welcomes you to the first edition of **Upper Bay Boating Magazine-** *Your local guide to happy boating!*

This new publication will cover the waterfront from Baltimore all the way around and down to Rock Hall. Look for area event listings, boat show information, updates on boating regulations and news, articles, photographs and much more.

I am thrilled to be back in the Chesapeake Bay boating community. In the past, I have served as editor of "The Mariner" and features editor of "The Nor'easter" and now am really looking forward to returning to the boating scene in 2015.

In the spirit of a new year and new beginnings, we invite all of you to take some time to appreciate the vast expanse of the upper Chesapeake Bay this season.

These waters feature not only the Bay itself, but many tributary rivers, creeks and coves. There's quite literally something for everyone. Power, sail, and paddle your way around and enjoy the many boating destinations and recreational activities.

Upper Bay Boating will cover the boating lifestyle, marine services, water front living of the area through articles, photos, event listings, in both our print publication and the online

presence at upperbayboating.com. The website will be updated regularly, so please make it one of your favorites.

Whether you motor across, sail atop, or fish below look for Upper Bay Boating at area marinas, boat yards, restaurants and markets.

Boat restoration projects, maintenance tips, cruises, rendezvous, seafood recipes, wine trails, town festivals, fishing reports, local business news updates are just the beginning of this exciting new project.

Event listings will be provided free for advertisers and non-profits.

Of course, we couldn't bring you such a great magazine without the support of our advertisers. Please do what you can to patronize these businesses. Drop in for a meal, a can of bottom paint or whatever you need. To submit your information, photo, article or recipe, contact publisher Dave Bielecki. dave@upperbayboating.com



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Sailing on the Upper Bay

A sailboat is visible on the water in the background, sailing towards the right. The sky is a mix of orange, pink, and purple, indicating a sunset or sunrise. The water is calm and reflects the colors of the sky.

It's winter, we are barely two weeks into the new year and as I write, it has snowed, it has been bitter cold for a week or so, and now it's doing the freezing rain thing. But, we are only a few weeks away from launching our boats for the 2015 sailing season.

Upper Chesapeake Bay sailing is somewhat unique. The water is somewhat fresh and the winds vary from near calm to those 25 knot plus days. We get to enjoy some of the best cruising waters in the world. Unlike many other areas there are generally speaking no nasty currents or treacherous ocean inlets with big rock jetties. There are many great destinations such as Havre de Grace, the Bohemia, the Sassafras, Still Pond, Worton Creek, Fairlee Creek, Rock Hall, and the Chester River. We can easily sail down the western shore to Baltimore's Inner Harbor, the Magothy, and Annapolis. Whether you want to do some marina hopping or you choose to anchor in one of the many quiet coves, the upper bay is here for you.

Over the years we have seen the upper bay sailing community grow and change. The trend has been toward larger boats, changing from the 27-33 foot range to the 37-45 foot range. The boats have become more sophisticated with in-mast furling sails, state of the art electronics, heat and air conditioning, and more capable AC/DC electrical systems. The sailor has also changed. Demographically speaking

many upper bay sailors are in that 50's and 60's bracket – in good shape physically and still ready to enjoy the sport. But, it is also refreshing to again see young families enjoying the bay. There are opportunities out there for all.

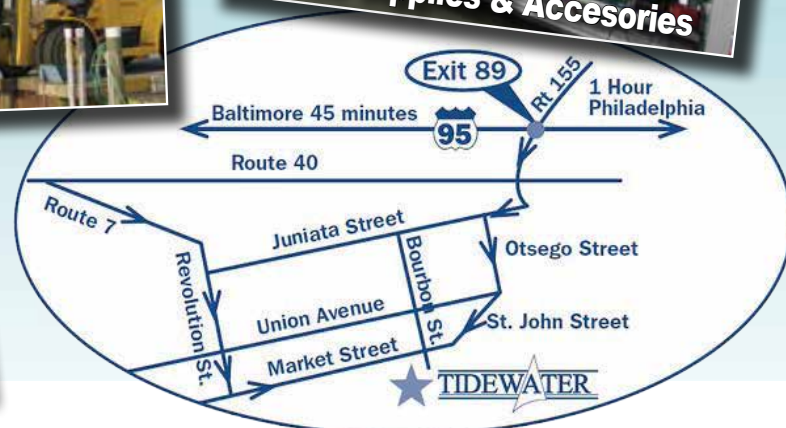
This is the first of what I hope will be many articles in Upper Bay Boating. It's been years since I have written much more than a short letter or sales report, so bear with me. My perspective is from the top of the bay in Havre de Grace where I have been helping people get into sailing for more than thirty years. I hung up my three piece banker's suit in the late 1970's to sell sailboats at Tidewater Marina. I promised my wife that I would go back to a "real job" when I turned thirty, but, it has never happened. When you can earn your living doing something that you enjoy and you get to meet many great people along the way, why change, stick with it.

As the year progresses we hope to write about the sailing lifestyle, talk about why people are getting into sailing or getting out, what seems to be selling, offer some tips on buying and selling, or anything else that seems to be of interest. We'll do our best to keep to sailing as opposed to selling.

Paul Matrangola
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Not-So-Common Sense

by L. Alan Keene

Whether at the wheel of a powerboat motoring out of Fairlee Creek or at the helm of a sailboat tacking off of Turkey Point, safe and competent boaters need a special set of skills that only experience can teach. But there's another component to safe boating that can't be learned so easily. It's called common sense and if you use it, you and your crew are in good hands. If you don't, all the sail trimming and seamanship skills in the world won't make for a safe and enjoyable ride. Here are 5 examples of poor decision making that can ruin your day, or worse.

1. Allowing ego to dictate your decision to venture out: If higher winds and seas will be extremely challenging for your boat and/or your boating skills, keep your boat in it's slip or on the trailer and wait for better weather. A decision to head out under those conditions is often driven by pride and we all know where pride can lead. Use common sense and stay put.

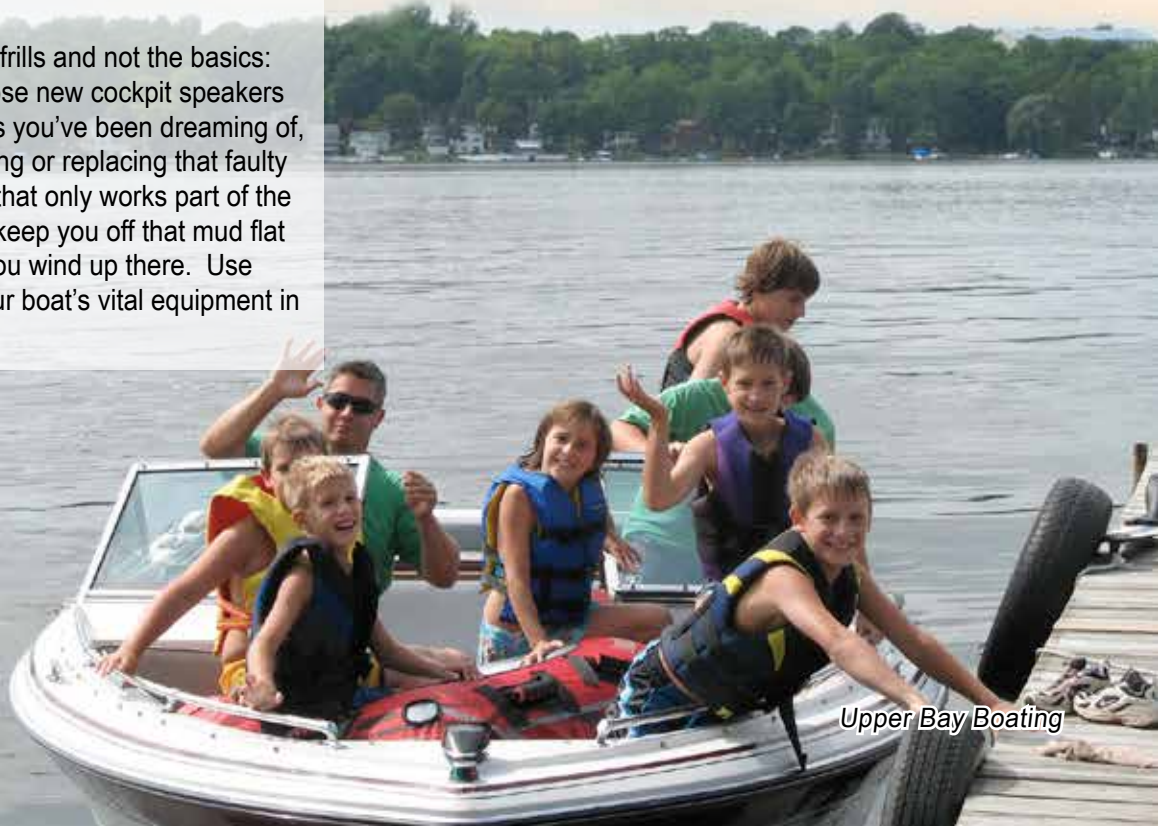
2. Failure to insist that non-swimmers aboard wear pfd's: A boat deck is rarely a stable environment. People can, and often do, fall overboard. Safely retrieving a strong swimmer is often difficult. Saving the life of a non-swimmer is, sadly, often impossible. Allowing a non-swimmer to board your boat unprotected is putting their life at peril. Use common sense and insist that they wear a pfd. And, while you're at it, why not insist that everyone does?

3. Spending money on the frills and not the basics: Before you purchase those new cockpit speakers or color coordinated cushions you've been dreaming of, spend your money on repairing or replacing that faulty depth sounder or VHF radio that only works part of the time. Those cushions won't keep you off that mud flat or call for assistance when you wind up there. Use common sense and keep your boat's vital equipment in good working order.

4. Unwillingness to give way, no matter what: We've all experienced being on a collision course with another boat and waiting for him or her to change course. It sometimes becomes a battle of wills. Before you find out whether the other boat's captain is preoccupied and doesn't see you, or simply wants to be a jerk, use common sense and veer off or tack away. There's no value in being dead right. Use common sense.

5. Beginning the party too early: Many boaters, who would never get behind the wheel of their car after 4 or 5 beers, don't think twice about operating their boat in that condition. Maybe it's the vastness of the water and the scarcity of other boats that makes them feel safe but, whatever the reason, they're endangering themselves, their crew, and other boaters in the area. Why not wait until you arrive at your destination to start the party? And, while you're at it, pick a "designated Captain" to bring you and your crew safely home. It's only common sense.

As we approach another boating season out on the upper Bay, let's do each other a favor and make the smart choices. We owe it to everyone who loves to spend their free time out on this great body of water. Boating is a safe and enjoyable sport, but becomes less so when we make careless and impulsive decisions. Let's all work together to put the "common" back in common sense.



Upper Bay Boating Events

Area Boating and Waterfront Activities

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Four Tips for Picking the Best Boatyard



How can you tell if a boatyard is good to work with? Boat US has some helpful tips

1 Use what your eyes are telling you: Sometimes it's the little things that give you a sign that the yard you are entering isn't the best. One Boat US member took his boat to a repair facility and thought that the abundance of boats in the lot meant that the boatyard was popular. It wasn't until after the yard started giving odd excuses for delays and then made him pay for hundreds of dollars of ineffective engine repairs before releasing the boat, did the member notice that few, if any, of the boats in the lot had been moved in years.

2 All recommendations aren't the same: Online recommendations are a mish-mash of good and bad: more reliable ones have real names attached and specific details in postings. Fellow boaters are likely the best folks to recommend a yard, but go one step further: be sure that the repairs are similar to what you need. Another option is to ask a marine surveyor. These professionals are often knowledgeable about the quality of work in local repair yards, as long as they're impartial and unaffiliated with any shop or boatyard. Look for a boat surveyor having SAMS or NAMS credentials as these surveyor associations require their members to be independent. Another good sign to see is a shop that follows American Boat and Yacht Council (ABYC) guidelines for repairs, which ensures that crucial safety standards are met. ABYC technicians also get specialized certification in a range of boat systems.

3 Dealerships may offer more, but don't write off independents: There are certain benefits to taking an out-of-warranty boat or motor to a dealership, with the best training and equipment being at the top of the list. Dealerships also enjoy better parts connections. On the other hand, most well established independent repair facilities also produce high quality work – especially those run by former or current factory-trained technicians. And unlike a dealership, they must compete on repair business alone and their prices are usually lower.

4 Look for shops that specialize: Boats vary in type, size and complexity and so do repair facilities. Don't bring a 34-foot trawler for repairs to a shop that mostly works on trailer boats, and don't expect the guy living in a van down by the river to fix your high-tech outboard.

Always check around first before doing business," said Boat US Director of Consumer Affairs Charles Fort. "Many boaters only have the summer to enjoy their boats, so any problems could lead to a premature end of the boating season.

Article supplied by the Boat Owners Association of The United States



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Live Aboard

by Don Elwell

I was musing about this the other day: maintaining health and weight while living aboard. Now if you were expecting an article bemoaning how much weight we've gained while living on this boat, I hate to disabuse you of that notion. It's not like that.

When we started this boat project, I had spent years on the road, both as a theatre geek and as a restaurant maven. I'd had a lot of road food, a lot of car time. . . .not healthy. My weight was up around 220, and I had a bit of a paunch. I was greying rather rapidly, I was borderline hypertense, and the rest of my health, not too put too fine a point of it, wasn't that great either.

My weight currently is around 185, my BP is well in the normal range, the rest of my health woes have seemingly evaporated, and my greying, strangely, has actually somewhat reversed itself. And, all this while moving aboard a 220 sq. foot space over the course of less than a year! How is this possible?

There are a couple of reasons. First of all, think of the first time you spent any time aboard a boat. I'm betting you sailed somewhere or motored somewhere, put out anchor, hung out, and then headed back home. When you got there you were amazed at how tired you were, right? I mean, all you did was sit on the boat, right?

Therein is a lot of the secret: Boats move. Think about it, even the largest, most stable vessel in the calmest, most protected waters, moves. This forces you to maintain your body in a kind of coiled state of constant dynamic equilibrium, constantly adjusting for the shifting deck under your feet, holding yourself in place while doing work or even just sitting there typing like I'm doing now. Unless some idiot goes by in a jet ski at full speed, you're barely aware of it, the shifting, but your body is still constantly compensating, moving, adjusting. . . . Work, work, work. . . .

Then there is the normal amount of work that has to happen on a boat: getting on and off the vessel, going up and down stairs and ladders. As an example, this morning I dumped the garbage, dumped our compost from the composting toilet, then went up and fetched water. Each of these involved getting up and off the boat, going up the dock, up a hill to the parking area, lather, rinse, repeat. Carrying water is a particular joy, water weighing some 8.35 pounds per gallon (1 Kg per Liter). Hauling 6, one gallon water containers are hauling 50 pounds. Add to this moving provisions and kerosene in from the parking area, and you've got a good deal of exercise that is organic to the boat experience.

And then there's the stress thing, did I mention that? Leaving Academe, leaving the corporate world, leaving the desperate would-you-like-fries-with that scramble to make ends meet for a simpler, far less expensive to manage life has made a world of difference.

Add to all this, the occasional walk to explore our neighborhood, hikes to the grocery store or the wine shop in good weather, and some general stretching, Qui Gong, and Yoga just to keep things loose, and you have a formula for a pretty active lifestyle as sedentary lifestyles go. I like the way I feel now, and like the way I look a lot more than I did. This is just one more plus to living on the water.

*Don & Gail Elwell built and live on their boat.
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SETTIN' the HOOK

with Dave Kilby

Perhaps the best part of residing in the region of the Upper Chesapeake Bay is the privilege to take advantage of its diversity. Boating opportunities are provided in every shape and size and the same holds true for the fishing.

Canoes and kayaks are ideal for exploring the narrowest passages of the Upper Bay's many rivers and creeks which offer some of the best fishing opportunities as well. Runabouts and skiffs are an ideal choice for Upper Bay fishing because of their versatility. These vessels are perfect for casting for rockfish in the shallows, running trotlines for blue crabs, or jigging deep for perch.

Pontoon boats, such as the Hampton FX4 are becoming more popular with Upper Bay anglers and not just recognized as a "party barge" anymore. These "toons" are equipped with all of the latest electronics, trolling motors, and livewells and with comfy furniture replaced with strategically placed fishing chairs you have a serious fishing machine!

Bass boats have become extremely hi-tech with regard to construction, performance, and equipment. The popularity of tournament bass fishing on the Upper Chesapeake Bay is rapidly growing as is the bass boat market. Hi performance boats like the new Charger 797 are built for speed, comfort and durability.

It's not unusual for a tournament angler competing in a tournament in the North East River to make long boat runs to Middle River on the western shore or Worton or Fairlee Creeks on the eastern shore. Equipped with a 250 horsepower outboard, down-imaging and sidescan electronics, and hydraulic shallow water anchoring systems the Charger will run in the mid-to-high 70's with two people, all their gear, and 50 gallons of gas.

FISHIN' CONDITIONS

PERCH

After a harsh winter last year's yellow perch run on the Upper Bay was miserable to say the least. This season looks to be a complete turnaround as anglers began catching large yellow perch in the mouth of

the Susquehanna around Christmas. Small jigs, shad darts, and even Silver Buddy type blade baits are top producers along with live minnow rigs.

CRAPPIE

The docks in Joppatowne along with most marinas north of Baltimore seem to be loaded with big crappie this winter. Without a doubt the hottest bait of the year for these slabsides is the Reins 3" Bubbling Shaker rigged on a small jighead according to Herb Weichmann from Precision Tackle in North East. This imported bait from Japan is available in several colors and requires little effort to be productive.

BASS

Large and smallmouth bass can be caught regularly through the winter and this year is no exception. Savvy angler's can expect to catch them in low-to-mid 30 degree water temperatures if they know where to look and what to use. Smaller baits such as Zoom plastic grubs, tubes, and blade baits will produce results on gradual drop-offs and especially docks and pilings. The key is to look for still water with little or no current. Find one bass and you'll find several, usually. Bridge pilings at the mouth of the Susquehanna and dock pilings and bulkheads offer the best opportunity to land your bass of a lifetime!

Speaking of bass, the Bassmaster Elite Pro Series, as seen on ESPN, has selected the Upper Chesapeake Bay as one of their 2015 tour stops August 16-18. This week-long tournament will be held in North East and is expected to draw over 30,000 spectators as the pro anglers vie for a \$100,000 top prize.

A 2-day Bass Festival will be held at North East Park (Cecil County) and will include fireworks, crafts, kid's activities, tours, and more! Put this event on your calendar as you won't want to miss it. For more information visit www.seececil.org.

The author is the owner of **PAYCHECK Bass Tournament Series** and Regional Sales Manager for **Charger Boats**.



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Baltimore Boat



2015 Progressive® Insurance Baltimore Boat Show® Provides Ideal Winter Escape to Prepare for Fun on the Water, Expanded 20 Percent!

Hundreds of boats and accessories for sale, new Progressive Boat School, a chance to try stand up paddle boarding indoors, and “Wicked Tuna” appearances highlight annual boating event

The 2015 Progressive Insurance Baltimore Boat Show, docking at the Baltimore Convention Center January 29 - February 1, 2015, is getting bigger, offering boaters, fishing fans and fun-seeking families more of the best in boating and a break from the weariness of winter. Visitors of all ages can climb aboard and shop hundreds of new boats, learn the latest boating techniques at the new Progressive Boat School, sharpen stand up paddle board (SUP) skills in an indoor pool and rub elbows with a National Geographic TV star.

“With the passion for recreational boating continuing to grow in Maryland, we’re excited to expand the Progressive Insurance Baltimore Boat Show 20 percent and provide the region’s boaters and families an ideal destination to enjoy the boating lifestyle with more boats to shop and more fun for all ages,” said Tara Davis, show manager.

New boat brands: More than 275 boats on display in over 180,000 square feet of show space makes one of the region’s largest shows the best place for browsers and buyers on any budget to see the latest innovations in boats, gear and accessories from the area’s leading dealers, retailers and manufacturers.

New Progressive Boat School: Attendees have an opportunity to practice the fundamentals of boat handling and safety while having fun. Classes and seminars, which feature hands-on demos and simulations, are led by local top-notch boat education experts from the Annapolis School of Seamanship. Courses cover an array of topics including general boating safety, proper docking procedures, a boating simulation experience, line handling and tips and tricks when on the water.

Get on the water indoors at the new stand up paddle board pool: Fitness and watersport enthusiasts have an opportunity to learn paddle tips and exercise techniques with daily, free SUP demonstrations and classes. In between scheduled seminars at the show, visitors are welcome to walk-up and try out a SUP board in the pool.

Special appearance by **Captain Dave Carraro of National Geographic’s Wicked Tuna**: Area anglers and reality TV fans alike can meet Captain Dave Carraro from National Geographic TV’s Wicked Tuna. Dave, Captain and owner of the FV-Tuna.com boat, is universally regarded as one of the most successful fishermen in the Bluefin tuna fishing industry in Gloucester, Massachusetts.

Appearance schedule:

Thursday, January 29, 1 p.m.-3p.m. and 5 p.m.- 7p.m.

Friday, January 30, 11 a.m.-1 p.m. and 3 p.m.-5 p.m.

Saturday, January 31, 12 p.m.- 2 p.m.

Show

**Baltimore Convention Center
January 29 - February 1, 2015**



Fred's Shed Interactive Learning Center:

Visitors can watch, learn and do at Fred's Shed, where certified marine technicians provide practical advice for maintaining boats and motors. Free daily demonstrations, discussions, and hands-on clinics make Fred's Shed a great boating resource, covering topics including installing electronics and boat maintenance.

Miss GEICO Offshore Race Boat: Visitors can get up close with one of the fastest offshore race boats as it takes a detour on its route to record setting championship race wins. The recently redesigned and much lighter Miss GEICO Race Boat is a 44-foot neon green catamaran made of carbon/kevlar and is powered by 1075 Mercury racing engines equipped for reaching speeds of up to 170 mph.

Women at the Wheel: Women seeking the skills and confidence to safely and effectively take the helm can participate in this two-hour, women-only workshop by the Annapolis School of Seamanship. Women will learn the fundamentals of docking, close quarters maneuvering, line handling and navigation from professional instructor captains.

Fun for the kids: Children at the show can build a one-of-a-kind vessel using pieces of wood, a little glue, and a lot of creativity at the Kids' Create-a-Boat. Also making an appearance is award-winning author of the Blackbear the Pirate adventure series, Steve Buckley, who leads kids in constructing their own pirate hats, coloring pages and reading books.

Prizes for crab pickers: The 5th annual Crab Pickin' Contest gives contestants seven minutes to pile up as much crab meat as possible, and one lucky show-goer will win a Pro Angler Hobie Kayak, compliments of Backyard Boats.

Show Information and Details:

The Progressive Insurance Baltimore Boat Show drops anchor at the Baltimore Convention Center Thursday, January 29, 11:00 a.m.–9:00 p.m.; Friday, January 30, 11:00 a.m.–9:00 p.m.; Saturday, January 31, 10:00 a.m.–9:00 p.m.; and Sunday, February 1, 10:00 a.m.–5:00 p.m.

Admission to the Baltimore Boat Show is \$12 for adults and FREE for kids 15 and under.

Advance tickets can be purchased online. Group discount tickets can be purchased by contacting Mary Steen at 617-472-1442 or msteen@nmma.org.

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You just bought your first boat – Now what?

You did the right thing, starting off with a small boat, rather than buying something larger that may overwhelm you, and take the fun right out of boating. After taking the right safety course and getting familiar with how to operate your new boat, Upper Bay Boating suggests you read this column by Boat US.

The Top 10 Pieces of Gear for Runabouts

There's a lot to be said for owning small runabouts, center consoles or bow riders. While they are affordable, easy to store, and can keep everyone in the family happy, they have their limits, though, if you want to venture into coastal waters. But these journeys can still be done, with the right ten pieces of equipment. Here's what Boat Owners Association of The United States (BoatUS) recommends should be aboard every boat 20 feet or smaller:

Paddles: If your engine quits, paddles are your propulsion. Keep the outboard or sterndrive down for a rudder, and if you've got a buddy or a spouse aboard, you can make decent headway. A T-handle paddle, the kind used for whitewater canoeing, gives you a great grip. The aluminum shaft is light and strong, as is the high-impact plastic blade. Those materials don't mind sitting out in the weather, either. Make sure they're at least five feet long.

Dry box: Small boats typically lack dry storage. Large, plastic marine dry boxes with lids with O-rings seal out moisture and an extra-deep model can hold the radio, smartphone, flashlight, GPS and more, leaving them dry when you need them.

Anchors and line: Some small-boat manufacturers barely leave space for a lunch hook. But what happens if your engine quits, or you want to anchor overnight in a quiet cove? Stowing two anchors with different line lengths gives you options. Chain between line and anchor also helps. And don't forget a few dock lines.

Wearable life jacket: Luckily, life jacket design has evolved and you can find Type III vest-style models that are comfortable to wear all day. Plenty of small-boat owners wear inflatable jackets. They're more buoyant, but more costly and require some care. Your best choice is any life jacket you'll always wear.

Compatible power source for electronics:

When your cell phone runs out of juice during a nautical emergency, that's a crisis. Same goes for your flashlight, handheld GPS unit and VHF radio. Get devices that run on the same power source such as AA batteries and stow an extra sealed pack of batteries in the dry box.

Manual bailer: Small, closed-deck boats rely on a single, submersible pump to keep the bilge dry. But if that pump fails, or seawater comes over the gunwales or stern, or there's heavy rain, you've got a problem. Keeping a hand-operated bilge pump aboard is cheap insurance.

Air Horn: The US Coast Guard says small boats must have a "sound-producing device" for distress signaling, capable of a four-second blast that's audible one quarter-mile away. While a plastic whistle or an installed electric horn may meet the letter of the law, a better choice is a handheld, gas-powered air horn, which can be heard at much greater distances.



Spare prop and fix-it tools:

A submerged ledge or log can whop your prop and cripple your boat. Having a spare prop and the right wrench is common advice, but changing a mangled wheel while afloat is easier said than done. Dents in aluminum props can be put back into serviceable shape, at least enough to get home. Beefy, vice-grip-style locking pliers and slip-joint pliers are essential for this repair.

Have a charging source: Cell phones don't run on AA batteries. That's why you need a marine rated 12-volt receptacle with a weatherproof cap. Mount it away from spray and rain, and don't forget the charging cords for other electronics.

Paper chart in plastic cover: Even a waterproof chart is hard to manage underway in an open boat. But by putting it in a clear, plastic holder, wind and water won't matter it will always be ready when you need it. You can buy one or make one with clear plastic from the hardware store and duct tape.

*Article supplied by the
Boat Owners Association of the United States*

Photo supplied by the publisher- Dave's first boat!

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On the Waterfront

with George Waters

"Real Men Don't"

There has been a lot of debate lately, mostly in my head, about what constitutes a "real man." I have decided it is unrelated to what a man says, for a real man never says much, except maybe "Ow" if a falling anvil is involved, and even then it is under his breath. It is what a man does, or, even more importantly, what he does not do, which decides the matter. So I have spent minutes, literally, making up this list of "don'ts" for your enlightenment, if you are a man, and for your pre-nuptial checklist, if you are a woman:

Real men don't wear Crocs. Crocs are those colorful plastic shoes with the big holes in them, which are supposed to allow your feet to "breathe" and to look like they stepped in Technicolor Munchkin poo. If God had wanted a clog on a man's foot, he would have created a man's foot in a drain.

Real men don't read "Twilight." This is that teen vampire romance novel with which your teen daughter is obsessed, and it has been documented that the reading of even one paragraph by a man can produce an estrogen shock so powerful it can take at least 20 viewings of "The Longest Yard" (Burt Reynolds edition) to return to acceptable manly baselines.

Real men don't watch "Grey's Anatomy."
(See above).

Real men don't drink anything with the words "Mocha," "Frappu," "Chai," "Caramel," "Tazo," "Cinnamon," "Truffle," "Drizzled," "Creme" or "Passion" in the name. Unless they have a coupon.

Real men don't wear jewelry above the shoulders. This includes lip rings, nose rings, earrings and anything ending in "-stud." If God had wanted a man's head to be adorned with metal chunks, he would have splashed cold water in his face and thought better of it.

Real men don't cry. With these exceptions:

- 1) While watching "Brian's Song," a movie about a football player suffering from terminal cancer, which is the saddest thing a man can imagine, unless it is a football player suffering from terminal cancer who totals his truck.
- 2) If he comes upon an accident in which Scarlett Johansson is lying unconscious on the ground, obviously requiring mouth-to-mouth resuscitation, and then he wakes up.
- 3) While golfing.

Real men don't dodge weddings. True, there aren't many occasions more painful for a man to endure than weddings, because weddings involve a veritable trifecta of woe (relatives, dancing, and being required to wear long pants), but a real man appreciates a test of his fortitude, especially when there is a chance to video, for YouTube, his mother-in-law doing the Chicken Dance.

Real men don't eat quiche. (Some clichés are in the bylaws, plain and simple).

Real men don't color their hair. Unless a man has Johnny Depp's colorist, it is going to look fake, too dark, like his head was inexplicably attacked by a squid. The mark of a real man is his willingness to let nature take its natural course, and don't let his 23 year old third wife tell you any different.

Some say there are no real men any more, and they note as evidence the extent to which men's facial moisturizers now compete for supermarket shelf space with women's. Don't believe it. The popularity of NASCAR is proof alone that for every well-moisturized, vegetarian, carbon-footprint-conscious man out there; there are two lugs who have never even heard the word "solar." (Or "dentist"). I think the best definition of a real man is one who is comfortable in his own skin, slightly balding, and who writes jokes for a boating magazine.

But that's just me.

Copyright 2014 George Waters Find more of George's humor at TheWaBlog.com

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PAYCHECK

Winter Open Tournament Series

Open Tournament at Anchor Marina on the Upper Chesapeake December 27th, 2014

Mike Sentore and Mike Iaconelli
Finish On Top



by Dave Kilby



Mike & Mike



Adrian Avena 6.06 lb



Chris Savidge and Kyle Cassellini. 3rd place- 20.09 lb

Thirty teams entered the **PAYCHECK Winter Open Tournament at Anchor Marina on the Upper Chesapeake on December 27th, 2014.** Twenty nine of them were there to slay the dragon that was former Classic Champion and AOY Mike Iaconelli and his partner, Mike Sentore. How often does one get the opportunity to compete

against one of the legends of the sport on their home waters for \$100 bucks?

The weather was perfect...a little frosty in the morning but the mercury quickly rose to the mid-50 degree mark. There was virtually no wind and the water clarity was perfect. There are not many days out of 365 that are this beautiful.

For many teams, however, the bass didn't share the same enthusiasm as our **PAYCHECK** contenders. One team wished they were in a carp tournament while others report the yellow perch run should be phenomenal in the next month or two. That doesn't mean the bass were scarce for everyone, however.

PAYCHECK

Tournament Series

Winter
Open
December 27th, 2014



Herb_Weichmann



Jack Rinkers and Adrian Avena. 4th place- 18.13 lbs



Jason_Barrow_and_Charlie_Harvey



Joe Hunt 3 for 11. 13 lbs

In addition to **Mr. Iaconelli** this tournament also featured **Adrian Avena**, an FLW "Rising Star" who has banked over \$200,000 in his young FLW career. Several of the local favorite "big sticks" were also on hand as well as a few teams who just wanted to compete against their professional heroes.

There was a huge crowd of spectators on hand to witness what was sure to be an

exciting weigh-in. The procession of teams visiting the scales began slowly as the first few team produced fish but no 5-bass limits. That was soon to change.

Former Elite pro **Travis Manson** and **Kevin Baker** claimed the final check in 7th place with 4 nice bass that weighed 15.39 pounds. That's a great weight especially since it was one shy of a limit. They received \$120.

Finishing in 6th place with 16.26 were **Joe Booker** and **Larry Moore**. This power team can always be found near the top of any **PAY-CHECK** tournament they compete in. They won \$160.

Winning \$200 for a 5th place finish was the team of **Ron Lutz** and **JR Schoener**. They bagged 5 bass that totaled 17.74 pounds...a nice limit any time of the year!

PAYCHECK

Tournament Series

Winter Open

December 27th, 2014



Keith_Cowan



Kevin_Baker



Larry Moore and Joe Booker. 6th place- 16.26 lbs



Ron Lutz and JR Schoener. 5th place- 17.74 lb

Congratulations to **Jack Rinkers** and **Adrian Avena** for their 4th place finish. Their sack of bass weighed 18.13 pounds and was anchored by a hefty 6.04 largemouth. In addition to the \$300 prize money, they were the second place "Double Up" team which added an additional \$150 for a \$450 payday!

Third place and \$400 went to the first team to crack the

famed "20 Pound Barrier" as **Chris Savidge** and **Kyle Casselinni** dropped 20.09 pounds on the scale. They had a great day and certainly gave the "big boys" a run for their money!

The big bass parade continued as the next team to weigh was **Ryan Smith** and **Tom Pierce**. They unloaded five big bass from their weigh bag that totaled 23.11 pounds, a weight that would

win most tournaments on the Upper Bay. However, Ryan and Tom fell just a bit short of the first place crown but still had a stellar payday. They were awarded \$520 for second place, \$350 for first place Double Up bonus cash, and second place in the regular option pot for a grand total of \$950. Perhaps their most gratifying prize of the day was being the teams that "almost" beat **Mike Iaconelli** and **Mike Sentore!**



Ryan Smith and Tom Pierce. 2nd place- 23.11 lb



Scott and Josh 2 nice ones.



Where's Ike... Can you spot him?

Mike and Ike did not disappoint the spectators as the first bass they pulled out of their sack was the tournament lunker that lowered the scales to 6.56 pounds. One by one they placed their 4 remaining largemouth bass onto the scale which finally settled at 24.39 pounds, giving them the victory by just over a pound. They were presented \$1000 for first place, \$300 for lunker, and an additional \$190 for the regular option pot for a cash total of \$1490. Congratulations!

Thanks to **JT Lang, Walt Ross, and Chris Anderson** for their help during weigh-in the including photos.

The Tournament payout breakdown is as follows:

90% payout for 30 teams	\$2700
100% Lunker payout for 30 teams	\$300
100% regular option pot payout	
for 27 teams	\$270
100% Double Up payout for 5 teams	\$500
Total Payout At Ramp	\$3770

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George Hazzard.

It is one of 27 built that year. She has all new planking, bottom, and decks. She will be ready for this spring.

His shop, **Wooden Boat Restoration** does the nicest work in the area. I love to visit the shop and step back in time. All the old boats and a few cars that are in different phases of restoration sure bring back some great memories of slower times on the bay. George is currently the President of the **Chesapeake Bay Area of the Antique & Classic Boat Society.**

This column is available for owners of both wooden and fiberglass classics to show off your pride and joy.





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Tech Tip: Sunbrella Care

Use Ivory Snow, Dreft, or Woolite laundry detergent. Rinse thoroughly. Use a triple-load washing machine. **DO NOT DRY IN A DRYER.** Must be clean and thoroughly dry for storage. Sunbrella fabric should be cleaned regularly before substances such as dirt, roof particles, etc. are allowed to accumulate on and become

embedded in the fabric. The fabric can be cleaned without being

removed from the installation. Simply brush off any loose dirt, hose down and clean with a mild solution of soap in lukewarm water (no more than 100 degrees). Rinse thoroughly to remove soap. **DO NOT USE HARSH DETERGENTS.** Allow air-dry.

- For more stubborn stains: Soak the fabric for approximately twenty minutes in a solution of no more than ½ cup (4 oz) of **NON-CHLORINE** bleach and ¼ cup (2 oz) mild soap per gallon of water at approximately 100 degrees. Rinse thoroughly in cold water to remove all of the soap.

NOTE: Excessive soaking in non-chlorine bleach can deteriorate sewing threads. This method of cleaning may remove part of the water repellency and the fabric should receive an application of an air-curing fluorocarbon water repellent treatment, such as 303 Hi Tech Fabric Guard, if water repellency is a factor.



Article supplied by **Canvas Plus**, located in North East, Md.

Next issue, look for tips on care of Strata Glass

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Mariner Point Park Paddle Routes

One of my favorite launch sites in the upper Chesapeake Bay is Mariner Point Park; a small, well-kept county park on the Gunpowder River. Located on the lower edge of Joppatowne between the Big and Little branches of the Gunpowder and the Foster Branch, this Harford county park provides access to multiple types of paddling routes.

These range from short paddles up the Bird or Gunpowder Rivers, longer open water paddles out to the Chesapeake Bay proper. The park contains two dedicated launch areas. One is a concrete boat ramp, the other is explicitly designed for kayak and canoe use. The latter is a sandy, shallow water beach front landing that provides a soft landing site and is friendly to both plastic and fiberglass boats. The park is open all year round. Park hours are sunrise to sunset, but the gates to the parking area do not close. During the summer, I frequently like to paddle through dusk and into the night. I have never returned to find my car locked in. If you choose Mariner Point Park as your launch site for a multi-day paddle, please contact the park office and request overnight parking. In the past, I have found the park rangers to be friendly and cooperative.

Which route from Mariner Point you choose to paddle depends on your paddling preferences. If you like to kayak fish, the wide bay beyond the entrance to Mariner Point's main channel contains a variety of game fish. The smaller channels that separate the islands making up Days Island are ideal for fly fishing and spin casting. If you like quiet paddles with lots of wildlife, try the Big or Little Gunpowder rivers. Both of these rivers empty into the Bird River just a few hundred yards to the west of Mariner Point. You will have to consult a nautical chart (or Google Maps) to find the best entrance into the area you intend to paddle. The Big Gunpowder river may be followed to the bridge that crosses route 40. The best seasons to paddle this route is spring and winter. The river may be passable during fall, but in late summer when water levels drop it will likely be too shallow for passage. The Gunpowder is home to dozens of osprey, bald eagles, and other birds of prey. Wild flowers abound.

If you are more venturesome, a good paddle is from Mariner Point to the Gunpowder State Park. The high point of this route is the 1.5 mile open water crossing to Oliver Point which can be fun on a windy afternoon. Longer distance paddlers can use the beaches of the Gunpowder State Park as a rest stop for extended routes to Dundee Creek, or Rickett Point. Both routes are about 14 miles round trip distance.

Things to keep in mind when choosing where to paddle from Mariner Point Park:

Gunpowder River: The eastern shoreline of the Gunpowder River from the Amtrak Bridge to Rickett Point and the western shoreline from Gunpowder State Park to Carroll Island Point is US Army property and off limits to civilian traffic. Between 8 AM and 5 PM weekdays, you may be greeted by a patrol boat and asked to turn around if the Aberdeen Proving Ground Firing Range is in use. Travel restrictions

are lifted on weekends from 5:00 PM Friday afternoon to 8:00 AM Monday morning. If you are paddling with a party, keep in mind that these shorelines present few opportunities for rest stops.

The unpopulated nature of the shorelines along the Gunpowder make the river ideal for observing nature at its finest. By the same token there are few reference points for navigation here and it is quite easy to become disoriented. Inlets and tributaries may be missed because the marshy vegetation hides them from view. On several paddles I have come across lone paddlers who have taken a wrong turn and become lost. I suggest that if you are paddling into some of the more isolated regions of the Gunpowder, take along a detailed marine chart, a compass, a marine VHF radio, and a GPS.

The Gunpowder River offers an opportunity to do long open water crossings. Before attempting long crossings, make sure you consult marine weather and know where potential bail points are located. Winds, storms, and waves change rapidly in spring and summer.

Hunting season

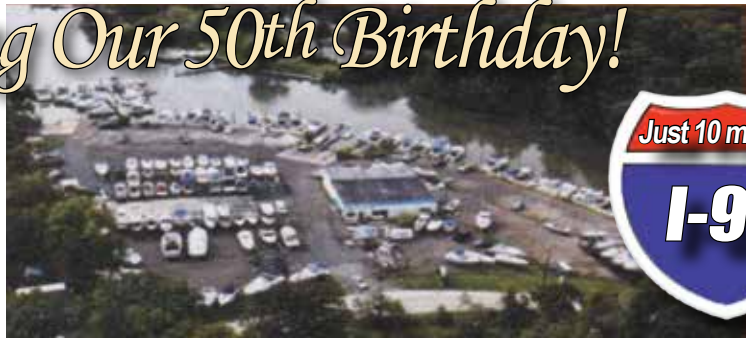
Goose and duck hunters hunt from small boats run into and camouflaged by the marshes along the channels of the Days Island. These areas are best avoided during hunting season. If you encounter a large group of decoys during a return to port, let the hunters in the area know that you are paddling through.

Historical

The waterways of the Chesapeake Bay and its tributaries form the main transportation routes used by early settlers. It may be difficult to imagine, but Joppa, the community upon which Joppatowne is based, in colonial days, was the largest shipping port on the Chesapeake Bay. Ocean going ships landed here to offload goods for settlements in Maryland and Pennsylvania and to take on tobacco shipments bound for European markets. With England's growing tobacco addiction in the late 1600's, colonial farmers looking to get rich quick clear cut trees from the banks of the Bird and Gunpowder rivers to cultivate tobacco crops and harvest lumber. They did so without prior knowledge of how these actions would affect soil erosion. By the early 18th century trading ships were choosing to stop off at the newly created Baltimore harbor rather than attempting passage through the silted waterways of the Gunpowder River. The original port of Joppa lay several miles to the north west of Mariner Park. The islands between the numerous channels that comprise drainage for the Big and Little Gunpowder Rivers are the result of that silting process. As you paddle the waterways surrounding Days Island and the Gunpowder Rivers you may see the remains of old foundations or an occasional chimney. These are all that remain of the original colonial sites.

Follow Dave Wilson's adventures on the bay on his blog, the Weathered Paddle.com

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