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UPPER BAY Boating

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photo by Donna Bedell
Check out our website for
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Upper Bay Boating

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Welcome

Dave & Molly



Spring – Finally

Dave Bielecki

Wow- it looks like spring is finally here. When we launched this new magazine in January, the weather didn't seem to be an issue at all; spring would be right around the corner-wrong! After the six weeks of absolutely horrible conditions, everyone is ready for boating weather. During that period, we saw multiple boats sink, some catch on fire, and the Coast Guard closed the upper bay to boating. Just remember, when we get into the dreaded Hazy, Hot & Humid period this summer, no complaints.

We received so many nice complements on our debut issue; readers seem truly thankful we are producing a publication all about their favorite part of the bay. The Facebook page and website are up and receiving attention. Remember, once fully developed, the site will have so much more content than the print edition.

As a reminder, UBB covers life on the bay north of Annapolis. We distribute around the waterfront of both sides of the upper bay from Baltimore around to Kent Island. You will also find us in Northern Delaware, and Eastern Pennsylvania from Harrisburg, to the Delaware River area of Philadelphia.

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Happy Boating, **Dave**

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By Wendy Hiester Gilbert
Features Editor

For the last few years members of various Chesapeake Bay yacht clubs have hosted a day-long event for Wounded Warriors. In addition to a little pomp and ceremony, gifts and great food, Wounded Warriors and their families enjoy a cruise aboard a volunteer's boat.



Last years event chairman, John Polek (Sunset Harbor), reported that the event was held at North Point Yacht Club in August.

The brainchild of veteran and commodore Jim Diven, the annual cruise and party involved about 150 volunteers from area yacht clubs and supported about 40 Wounded Warriors and their families.

The cruise begins on Jones Creek and winds past Fort Howard, Fort Carrol and up to Fort McHenry and back. "A lot of Wounded Warriors are not so much physically wounded, but they might struggle to hold a job or have PTSD. It's great for them to get out there and just have a day with no worries. They are all very appreciative of the day," Polek noted.

Not only are the veterans and their families appreciative, so too are the many volunteers. "Everyone who takes someone out, want to come back to do it again," Polek said. In fact, the event is so popular, they don't require any additional volunteers for this year's event.

Even vendors and businesses who supply donations for food and gifts, keep coming back. "We had a great donation committee last year," Polek reported, noting that much of the food and beverages were donated from area restaurants, Mars grocery store and Pepsi-Cola. "We raised about \$18,000."

The following Chesapeake Bay Yacht Club Association members participated with 32 volunteer captains and boats, as well as organizing and planning, event day set-up and clean up:

North Point Yacht Club, Pleasant Yacht Club, Galloway Yacht Club, Middle River Yacht Club, Red Eye Yacht Club, Baltimore Yacht Club, Eastern Yacht Club, Bush River Yacht Club, White Rocks Yacht Club, Veterans Yacht Club Association, Marley Boat Club, Sue Haven Yacht Club and Riverside Yacht Club.



Upper Bay Boating Business Announcements

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Maryland Marina in Middle River announces a brand new pier for 2015. It will feature longer and wider finger piers, and upgraded electrical service. This year marks 69 years of continuous operation under

the management of four generations of the family. The family looks forward to many more years of serving the community and the boating public. You can reach the full service marina at 410-335-8722.

Upper Bay Boating is proud to include **Leo Heppner** as a staff photographer. Later in April, Leo will have his own page on our website, featuring his wonderful work. For the male readers that keep asking us if we will have bathing suit models in the magazine, the answer is no. **HOWEVER**, Leo will include the models on his page, just a click away on our site, www.upperbayboating.com. His photos will start to grace our May issue.

Leo joins UBB's other two photographers, **Donna Bedell** and **Bill Ross**. We are fortunate to have these great professionals. Check out the site to see some bay photography that we just don't have room for in the print magazine.

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Welcome to Upper Bay Boating!

The winter of 2015 was cold, icy and lingered far too long. Images of frozen waves and ice-crusted pilings have at last been purged from our minds by the long-awaited albeit cool, spring breezes.

I spied my first sailboat on the Elk River this week and it warmed my heart if not my feet.

Dave Bielecki and I are looking forward to our first season with the Upper Bay Boating and a recurring theme will be ways to get out on the waters of the Chesapeake Bay and its tributaries. In addition to traditional boating, we want to encourage newbies to test the waters, old salts to try something new and for those who have suffered a loss to rethink the possibilities.

You don't have to be an expert in crewing, perfectly outfitted or even completely able-bodied to appreciate this fantastic estuary. I could wax on, but many eloquent writers have already expounded upon the water, waterfowl, and wonders to behold here.

Just get out on these often peaceful, restorative and focusing waters as much as you can this season and take a novice with you.

Introduce or reintroduce your friends, family members and acquaintances to the joys you've been experiencing for years or try something new like Stand Up Paddleboarding, wind-surfing, or kayaking.

The folks at Ultimate Watersports offer everything you need to

get into something new and fun, including lessons and equipment rental. Try a paddle board yoga class called BeachBee Yoga or stand up paddleboarding without the Zen flair.

The Baltimore Boating Center is a great place to get a look at new offerings this season. They are excited about the mini speed boat Phantom 15, which they say is incredibly safe compared to jet skis and other personal watercraft and costs a lot less to insure and transport. It's not only affordable, but easy to handle and maintain. And who doesn't want that?

There are lots of boat yards, marinas, museums, restaurants, nature centers and businesses to make your journey a safe and happy one. We look forward to the season and hope you all have a safe and enjoyable time – we know we will!

Wendy Gilbert



Be safe.

Wendy Hiestor Gilbert

Features Editor



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Spring Cleaning for Boat Sellers

Donna Bedell photo

It's springtime and we are all getting boats ready for the season. Preparing your boat that is for sale is just as important, if not more important, than getting a boat ready for your own use. Here are a few tasks to consider.

Interior - start from the bottom and work your way up. Wash/scrub out the bilge. Make it look and smell clean and dry. Vacuum and wipe down the floor, otherwise known as the cabin sole. Brighten up the teak and other furnishings. Consider cleaning the upholstery if needed. Remove everything from the shelves and cabinets. This includes everything from toothbrushes to flatware, clothes, and other personal belongings. The objective here is to make the lockers and shelves look as large, open, and fresh as possible, ready to accept the new owner's stuff.

Exterior - start from the top. Wash the decks and then the hull. If needed, compound and wax the hull and the cabin sides. Pay particular attention to the waterline, that area between the bottom paint and the boot stripe. The waterline is like the white wall stripe on your automobile tires. If it is clean, bright and shining, it makes the whole boat look better! Last but not least, scrape and prep the bottom and keel for a smooth dress coat of paint. Assuming that the boat is on display out

of the water, it is the first part of the boat that the prospective buyer sees. First impressions are lasting.

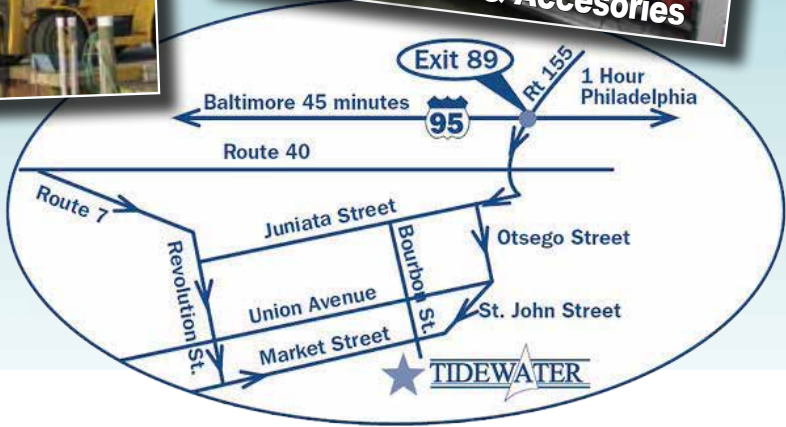
On deck, pay particular attention to the lockers and locker edges. Empty the lockers and clean the interior. The lip around the edge of the locker access needs to be detailed. It seems to be a nesting area for spiders and other accumulated dirt from the decks. It is often an area similar to gutters and downspouts at home, but is more visible. A little time here goes a long way. Look into the anchor well. Clean and hang the line so that it stays dry and is neatly organized.

Nothing noted above is particularly new or earth shaking. It's just a basic outline of tasks that should be completed before you can move on to that next boat or to the other adventures of life. When it is time to sell, many owners want to just walk away, but doing these basic tasks may mean the difference between a sale this spring versus next year. There is a time cost of continued ownership. So, once you have decided to sell you want to make that time as short as possible. Have a great spring!

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Docking Under Power

by L. Alan Keene

Like It or Not, It's Show Time

Few maneuvers strike more fear in the hearts of new (and often, not so new) sailors than docking in front of a knowledgeable crowd. As you sit there, waiting for a spot to open up at the busy fuel dock, you're reminded of how you felt just minutes before delivering that oral report in Mr. Miller's 10th grade world history class. The mouth gets cottony, the palms sweat, and the stomach starts to growl like an angry grizzly.

But why the performance anxiety? You're an adult, for Pete's sake; not an insecure teenager looking for approval from his adolescent classmates!

Well, it's simple. You're terrified of embarrassing yourself in front of all those seasoned sailors.....terrified of ramming the dock or, even worse, ramming that gorgeous ketch refueling just ahead. And the thought of floating there, 10 feet off the dock, unable to get either bow or stern to cooperate, just makes you nauseous.

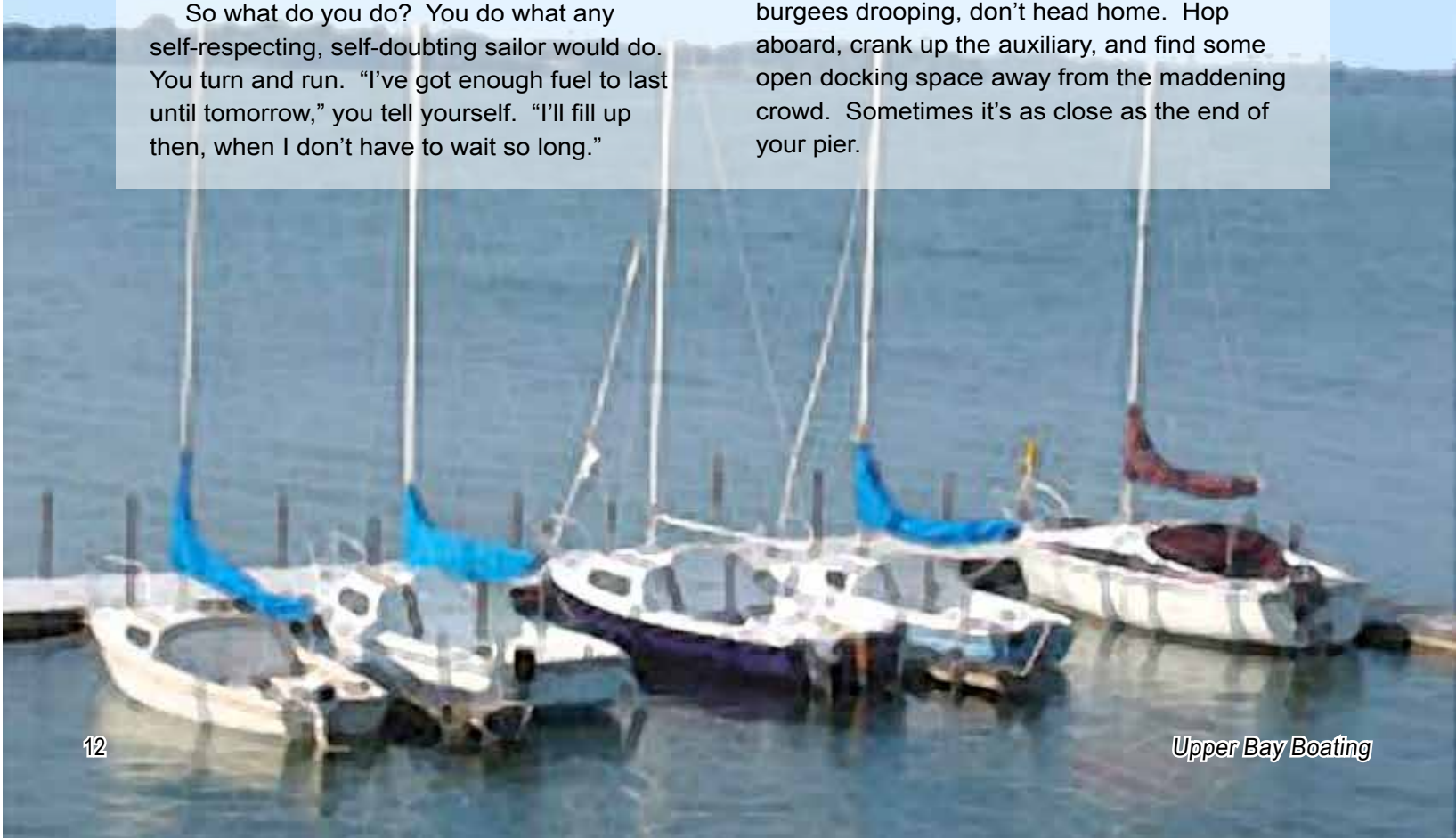
So what do you do? You do what any self-respecting, self-doubting sailor would do. You turn and run. "I've got enough fuel to last until tomorrow," you tell yourself. "I'll fill up then, when I don't have to wait so long."

Transparent as that attempt at self-deception may be, it beats the heck out of making a fool of yourself, you figure.

But, believe it or not, there are sailors out there who don't get sweaty palms. In fact, they relish the opportunity to slip into those tight spots, and the more experienced onlookers around, the better. And no, they don't have bow thrusters. They're simply sailors who have done it hundreds of times before. Sailors who chose to have their embarrassing moments in the relative privacy of some remote dock.

While you've read the instructional articles on docking, and you have your spring lines, dock lines, breast lines, and fenders all rigged and ready to go, what you haven't done, I bet, is practice. Docking a keel boat in a confined space with changing tides and wind conditions is like parallel parking in downtown Chicago at rush hour. To be successful at it, you have to do more than just read about it. You've got to practice. Repetition is the key to success.

So, on those disappointing days when you arrive at the slip to find the water flat and the burgees drooping, don't head home. Hop aboard, crank up the auxiliary, and find some open docking space away from the maddening crowd. Sometimes it's as close as the end of your pier.





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Spring Commissioning

Spring commissioning is just around the corner, marking the un-official start of the boating season. Many of us look forward to spring commissioning as much as we dread the end of the year haul out, and winterizing.

With the lure of the boating season ahead, these first few hours in the spring can make or break your boating season. This process is so much more than hooking water to the engine, cranking her up quickly, and calling it ready for the season. We all know this, but once that motor runs, the boating adrenaline starts to pump and immediately we are thinking about bringing her up on plane. She was running fine last season, she was winterized properly, everything is fine. Unfortunately, sitting unused for months is the hardest thing for any boat.

There are several excellent pre-season checklists out there. BOATUS, www.boatus.com/seaworthy/spring_checklist.asp, and The American Boating Association www.americanboating.org/springcommissioning.asp both offer excellent checklists that you can use to step through the process.

Now is the time to spend some quality time with your boat. Invest a little extra time now, and you will greatly increase your chance of a trouble-free season. It would take me several pages to even scratch the surface of what your spring commissioning should include. These checklists are excellent tools, but much of the process comes from the gut. The experience of knowing how things should sound and feel is crucial. This is something that can't be picked up from any article or any checklist.

I cannot stress the importance of a proper commissioning for a successful, trouble free season. Please take the time to



Leo Heppner photo

carefully inspect and observe the operation of your vessel. If you don't want to take the time to do this, or don't feel you are qualified to do the needed inspections, please consider having a trained professional help with the process. Any local shop, mobile service, or marina would be glad to help. Some are willing to go through the process side-by-side with you, so you're ready to handle it alone if you decide.

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Live Aboard

by Don Elwell

From Winter Stillness to Spring Cacophany

It was the ducks that first announced it: the end of the quiet. 3AM and it was quack, quack, quack, quack, quack, quack, quack, quack, along with attempts to nest on top of the boat (futile with the slick membrane of our roof, but startling in the middle of the night), walk across the stern, and in general make a nuisance of themselves. Having just made it through a somewhat difficult winter, we were delighted.

Winter at the Marina is quiet and private. As the only liveaboards, we've had the entire place more or less to ourselves. Now with summer on its way, the boat crowd is back, the boats are beginning to come off the hard, and the round of social meetings, meals, and parties is gearing up. We've enjoyed the winter, the quiet and watching the birds over the Middle River, but now we're ready for some company.

There are, of course, a whole host of things to do as we move into spring. Winter clothes and heaters and bulky comforters and blankets can go to storage. Things that normally would live on the deck but for fear of freezing can now go outside so we can stop tripping over our water containers, pumps, and assorted liquids. Cleaning that had to wait for better weather can now commence.

Of course, some of the things to be done are a lot less prosaic and a lot more necessary. As we move into summer, prevailing winds will shift from the NNW to the Southerly. Ultra low tides here on the river that complicate the winter will be replaced by high tides driven by southern winds. Lines will need to be reset, frayed ones replaced, fenders moved to accommodate the new wind direction. Maintenance that simply wasn't possible in the dead of winter now needs to get done, hopefully before people and boat traffic make it complicated. There are things to sand and paint, and we'll be adding more floatation as soon as the water warms.

But still and all, it's the birds that dominate the spring here. The fall was sounded by the honking of flights of geese, the winter by the lone flights of herons and bald eagles. Now the ospreys are coming back (we saw the first one this week, a bit of an earlycomer), and the ducks and crows are presaging the noise that humans and their boats and parties will soon bring to the river.

We heard the ice cream truck for the first time the other day.

We can't wait.

*Don & Gail Elwell built and live on their boat.
Follow his blog at www.floatingempire.blogspot.com*

Scott Sezz...

The Missing Wife

A husband went to the DNR police station to report his missing wife.

Husband: I've lost my wife; she went for a cruise yesterday in my boat and has still not come home.

Officer: What is her height?

Husband: Oh, 5 something. . .

Officer: Build?

Husband: Not slim, not really fat.

Officer: Color of eyes?

Husband: Never noticed.

Officer: Color of hair?

Husband: Changes according to season.

Officer: What was she wearing?

Husband: Dress/shorts/blue jeans --

I don't remember exactly.

Officer: OK, what kind of boat was it?

Husband: 2002 Sea Ray Sundancer 320, with blue canvas. Blue and gold graphics, twin 8.1 Mercruiser engines, Radar arch with radar, extended platform, and a small scuff on the bow. At this point the husband started crying.

Officer: Don't worry, Sir. We'll find your boat.

Scott Karg is a boat broker and administrator of upper Chesapeake Recreational Boaters Facebook page.



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SETTIN' the HOOK

with Dave Kilby

For the second consecutive winter there has been very little open water on the Upper Chesapeake. On those rare days when local diehards could find a ripple or two around Joppatowne or Perryville they have been rewarded with a few nice yellow perch and crappie. Most of these fish fell prey to Panfish Assassins, hair jigs, or minnows, when available.

Instead of sitting around watching fishing shows on television, savvy anglers know, "It's all about that preparation". From your tackle, to your gear, to your boat there's several things you can do to make your 2015 fishing and boating season a successful one.

Beginning with your rods and reels, make a thorough inspection of both. Check your rods for loose or broken guides or cracked reel seats. Look closely at the ceramic inserts in your guides to make sure they are not nicked. Replacing them now could make the difference between landing that big fish or watching it swim away. **TIP: NEVER** hook your lure directly to the center of your guide as this will create nicks that will damage and weaken your line.

This is the perfect time to replace your line on your reels, especially if you're still using line from the beginning of last season. Also, you can increase the life of your reels with a quick "lube and grease". There are several videos on You Tube that can walk you through this process. **TIP:** Make sure the grease and oil go where they should and don't get them mixed up!

You will want to keep a bottle of line and reel conditioner in your boat and tackle box to keep your reels operating smoother. The best on the market in my opinion is Reelsnot Line and Reel Conditioner. Reelsnot can be used on Mono, braid, and flourocarbon with no worries about your line becoming brittle.

It will add distance to your casts, keep your line supple, and it's organic composition is environmentally friendly.

Another pre-Spring activity suggestion is learn to tie new knots. You will soon appreciate the strength of braided line coupled with the sensitivity of a flourocarbon leader. This all means nothing without the proper connectivity.

Regardless of what type of boat you own you may want to consider some preventative maintenance to ensure a trouble-free boating season. Check and change your lower unit oil often. This is a tell-tale method to determine if water has found it's way into your lower unit plus it will keep it running smoothly. Replace the impeller while you're at it; this is an inexpensive procedure that will keep your lower unit or outdrive trouble-free.

Take a moment to inspect your safety equipment. Life preservers can accumulate mildew in the winter and can make for a nasty first day of boating in the spring. Check your fire extinguisher to make sure it hasn't expired and also your flares and horn.

All of your battery and electrical connections deserve a quick inspection for corrosion, loose wires, etc. This is a perfect time to check your fuses and circuit breakers, especially on your trolling motor. Nothing like deploying it and discovering it is inoperable.

TIP: Regularly pull the propeller on your outboard and your trolling motor and look for old fishing line you may have inadvertently picked up. This will cut into your seals and allow water to enter the lower unit and that's an expensive repair.

A little preparation while the water is hard will make for a great season on the Upper Bay in 2015!

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

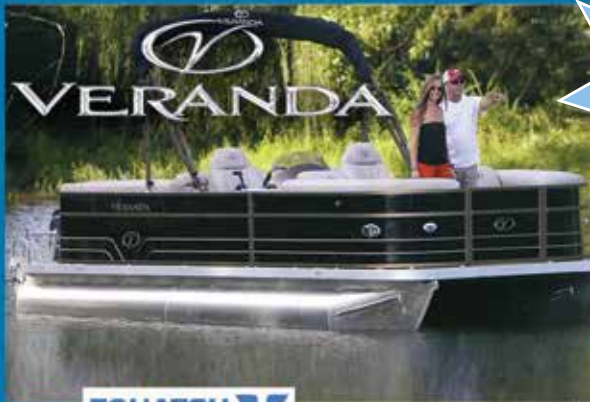


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Returning to Stevensville, Maryland on April 17-19, 2015, the Bay Bridge Boat Show has already secured commitments from more than 200 powerboats.

The boat list on the Annapolis Boat Shows website includes new and brokerage boats, almost all available for immediate sale. Demo boat rides, sponsored by PropTalk, will allow boat show goers to 'try before they buy.'

"Each year as the show concludes, boat buyers complete their boat deals and are on the bay the next day," said the show's general manager Paul Jacobs.

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Boats by leading powerboat manufacturers representing every imaginable size and style, including Center Consoles; Trawlers; Express Cruisers; Down East Cruisers; Pontoon Boats; Luxury Offshore Cruisers; Jet Skis & Jet Boats; Ski Boats; Bowriders; Bass Boats; Inflatables, Kayaks, SUPs and Canoes.

Lots of fun activities will provide something for everyone, including:

Free Opening Day BBQ Bash Sponsored by Trident Funding Corporation and Black Dog Propellers featuring: Hemingway's Carolina-style Barbecue Buffet; Live entertainment by the popular rock band, A Classic Case; Pool-side cash bar serving local craft beers including Dogfish Head Ale and Fin City Brewing; Gourmet chocolates courtesy of Perfections Chocolate; and Local craft brewers on-hand to discuss their specialty brews. The BBQ Bash begins at 5pm and is free to all ticket holders, exhibitors, and staff.

Lifetime Anglers Offer Fly Fishing & Casting Lessons and Demonstrate How to Build a Custom Rod: Joe Cap and Bill O'Brien of Shore Tackle and Custom Rods will illustrate fly fishing techniques, demonstrate how to cast a spinning rod, and explain the value of custom-built rods.

Eastern Shore Style Grilled Fish Cooking Demonstration: Brandon Gentry, Exec. Chef of Hemingway's will prepare mouth-watering whole grilled fresh Chesapeake Bay rockfish fillets. Daily at 3:00 pm

Focus on Fishermen: An impressive selection of new fishing boats, the latest center consoles, and affordable brokerage boats for immediate sale. Tackle shop discounts include fishing gear and accessories.

Stand Up Paddleboard: Discover the newest fitness craze--SUP. Watch Capital SUP perform daily dockside demos of the "gym on the water." Learn more about night paddling with LED lights illuminating the water from underneath--unlike anything you've experienced before!

Restored Historic Wooden Boats: See wooden classics, vintage race boats, and other antique boats displayed by Chesapeake Antique Classic Boat Society.

Visit our website to see more than \$3000 in valuable door prizes donated by sponsors and exhibitors.



Bay Bridge Boat Show



- On-Site Parking: \$3 donation to Kent Island High School Athletic Boosters
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- Children's Area with Face Painting and Moon Bounce
- Free Seminars Provided by Chesapeake Bay Magazine and Annapolis School of Seamanship

The Bay Bridge Boat Show Stevensville, Maryland

Friday, April 17, 2015 | 10am - 6pm
Saturday, April 18, 2015 | 10am - 6pm
Sunday, April 19, 2015 | 10am - 5pm

Adult One Day - \$12
Adult Two Day Combo - \$19
Children - 12 & under FREE

The Annapolis Boat Shows is a premier event management company that has produced grand in-water boat shows since 1970. Each year more than 130,000 travel to the Chesapeake Bay to attend these nautical exhibitions.

For More Information: AnnapolisBoatShows.com
Follow us Facebook and Twitter
410-268-8828
info@annapolisboatshows.com



Upper Bay Boating Events

Area Boating and Waterfront Activities

Havre de Grace First Friday Starts in April. Downtown Havre de Grace 5-9 pm www.mainstreethdg.com. Historic Walking Tour- Downtown Havre de Grace - April 4 starts at 10 am <http://www.mainstreethdg.com>

Nautical Flea Market & Craft Show April 11-12, Crescent Yacht Club - 1840 Cape May Road, Essex Md.

Friends of the Bohemia Project Clean Stream April 11 at 9:00am Bohemia River Bridge Public Access, Rt 213, Chesapeake City

Mainline Squadron Boating Course at Clews & Strawbridge April 11 in Frazer, Pa. Nick 610-308-1235

Susquehanna Lock House Museum 2015 Opening Day **April 11** 1-5 410-939-5780

Paycheck Tournament Series - Pro Tour - April 12, Weigh-in 3 pm Anchor Marina in North East, MD. getpaidfishing.com.

Bowleys Quarters VFC Safe Boating Course April 14 & 15 from 6-10 pm \$ 35. 410-800-8420

Bay Bridge Boat Show April 17- 19 at the Bay Bridge Marina in Stevensville, 410-268-8828 info@annapolisboatshows.com - see ad in this issue for more info.

Rock Hall Car Cruise Night by Smilin' Jake's April 17 starts @ 5:30 on Main St. Jack 443-480-3615

Chestertown Earth Day Festival at Memorial Row April 18 from 9-1. 443-480-1987

Mainline Squadron Boating Course April 18, at Stolzfus Marine West Chester Pa. Nick 610-308-1235.

BRYC Car Show April 18 from 11 - 3 @ Bush River Yacht Club Abingdon, MD 443-371-3293.

Red Eye Yacht Club BBQ Cook-off & Corn Hole Tourn. April 18 starts @ 11 am www.reyc.org

Safe Boating Course at Havre de Grace Maritime Museum April 18 & 19 starts @ 9 am 443-504-3880

Wounded Warrior Fundraising Event April 19 at the Crab Deck House in Edgewood. 410-241-8653

Betterton Beach Clean-up April 25 from 9-12 410-778-1948 www.kentparksandrec.org.

Upper Bay Boat Show May 1-3 Held at Anchor Marina in North East, Md. 410-287-8280 see ad in this issue for more info.

Havre de Grace Decoy and Wildlife Art Festival May 1-3 Three locations, shuttle bus avail. Only \$10 for all three days! 410-939-3739 www.decoymuseum.com

Championship on the Chesapeake Tournament MSSA May 1-3 www.mssa.net 410-255-5535

Mainline Squadron Boating Course May 2 at Clews & Strawbridge in Frazer, Pa. Nick 610-308-1235

Bowleys Quarters VFC Safe Boating Course May 2 & 3 starts @ 9 am \$35. 410-800-8420

Rock Hall Car Cruise Night by Smilin' Jake's May 8 starts @ 5:30 on Main St. Jack 443-480-3615

Ultimate Watersports Paddlefest May 16 from 11-4 410-335-5352

Marines Helping Marines Fishing Tournament - May 16, Check-in: 4:30 am Huge Party / BBQ/ 1 pm Anchor Marina, North East, MD. www.woundedmarinesfishing.com

Chestertown Tea Party Festival May 23 from 9-5 Downtown Chestertown 410-810-3890 chestertownteaparty.org

Beer, Wine Tasting and Raft Race May 24 12-4 at Wilmer Park Chestertown 410-810-3890

Bowleys Quarters VFC Safe Boating Course May 30 & 31 starts @ 9 am \$35. 410-800-8420

Space is provided free of charge to Advertisers, Clubs, Boat Courses, Fishing Tournaments, Waterfront Museums, and any Non-Profit Organizations. If you hold an event on the upper bay waterfront, or have any boat related activity, please send us the information. Events will be updated on our website each month. Visit www.upperbayboating.com or email dave@upperbayboating.com

Anita C. Leight Estuary Center-Spring Boating Events

The Anita C. Leight Estuary Center is the research and education facility of the Otter Point Creek component of the Chesapeake Bay National Estuarine Research Reserve in Maryland. The Estuary Center and surrounding park are open to the public and offer many opportunities to explore and learn about the Chesapeake Bay.

Canoe Trips

Children under 13 must be with an adult. All trips meet at the Estuary Center unless otherwise noted. Wear shoes that can get wet. All equipment supplied.

Clean Up the Creek Canoe Trip-April 18 Celebrate Earth Day; Kids 'n Canoes | **May 3** Get paddling basics under your belt | **Full Moon Paddle Series April 3 & May 31** Let the full moon light your way | **Sunset Paddle Series April 17 & May 15**

Kayak Trips

Children under 13 must be with an adult. All trips meet at the Estuary Center unless otherwise noted. Wear shoes that can get wet. All equipment supplied.

High Tide Marsh Paddle April 11 & May 1 Follow the rising tide into Otter Point Creek marsh | **A Mother's Day Paddle May 9** Spend time with mom while kayaking around the creek

Bird-tastic Scavenger Hunt Kayak

May 16 Celebrate International Migratory Bird Day. Water Strider Pontoon Boat Rides Children under 13 must be with an adult. Meet at the Estuary Center's Pontoon Pier parking lot on Rt. 40 just west of Otter Point Rd. unless otherwise noted.

Birding By Boat April 19 & May 17

Search for the beautiful marsh birds of Otter Point Creek | **Explore the Bush River May 2** at the Center | **Mother's Day Sunset Pontoon May 9** at the Center

Breakfast with the Birds Pontoon

May 16 Binoculars and continental breakfast provided. Go to our website, www.otterpointcreek.org and choose "Click here for online registration" and follow instructions. 410-612-1688 or 410-879-2000 x1688. 700 Otter Point Road, Abingdon, MD 21009.

Additional Center event schedule, details and fees can be found on the Upper Bay Boating website www.upperbayboating.com



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Baltimore Boat Show Stats!

- Total Attendance: 13,752 ↑17%
- 30% first time attendees
- 56% considering buying a boat in the next 12 months
- 68% have a HHI of \$75K or higher
- 79% age 25+

The show was 20% larger this year and included so many activities to keep the whole family engaged.



Accidents will happen.

by Thomas Valkenet

There are a lot of us out on the water. The State of Maryland reports that we share the water with over 178,000 pleasure boats, 2,600 commercial boats, and 8,200 federally documented vessels on Maryland's 23 rivers and the Chesapeake Bay. Our shores are populated by 550 marinas, over 40,000 in-water slips (not including boatels), and 240 public boat ramps. That means a lot of folks are competing for space to launch, cruise, fish and anchor on any given summer day.

Among this large boating population, we must be on guard for the boaters described by a July 2012 Baltimore Sun article titled "An inside look at Baltimore party boat culture" where one boater remarked having a boat is like taking a boozy, floating vacation every weekend. Just writing his comment makes me shudder because accidents will happen, and they happen more often where boozy boat operators are involved. In fact, the Department of Natural Resources reported in

2013 that over 70% of reportable accidents were caused by combinations of speed, alcohol, operator, and skier negligence. Over half of these accidents involved open motorboats and cabin cruisers, and most of these accidents occurred on Sunday.

And whether you carry insurance or not against an accident, recovery of damages by a plaintiff depends on his showing that negligence on the part of the defendant either caused or was the moving factor in the accident. The primary defence against a claim of negligence is to assert that the plaintiff acted with contributory negligence, perhaps himself acting under the influence of alcohol, or navigating too fast for conditions.

A plaintiff's contributory negligence can act as a partial or complete bar to his recovery depending on whether the law of Maryland applies, or the general maritime law of the United States. And the difference is huge. Under Maryland law, a plaintiff who is even 1% additionally negligent will not recover from a defendant who was 99% responsible for an accident. But under general maritime law, that same plaintiff's recovery would merely be reduced by 1%, leaving the defendant responsible for the bulk of the plaintiff's damages. This is called comparative fault.

Well, doesn't maritime law apply to any accident involving a boat? And shouldn't comparative fault operate in all boating accidents so the plaintiff is reasonably assured to recover something? It depends.

It is not enough for an accident to occur between two boats in the water to trigger application of maritime law. Our U.S. Supreme Court requires that there must also be a "connection" to navigation. For example, in a case involving the collision of two water skiers towed by separate boats the federal courts concluded that maritime law, with its rule of comparative fault, did not operate. Because the accident did not involve a navigational error on the part of the boat operators, maritime law was not applied. But in a more recent case, the drowning death of a motor boat passenger on the Chesapeake Bay triggered application of maritime law because the operator was drifting, and was arguably operating the boat in a negligent manner. In both cases, the accidents involved

motor boats on the water, but maritime law and the rule of comparative fault was applied in only one of them. And that meant 1% contributory negligence by the plaintiff would operate to bar any recovery in the case involving state law, while the same contributory negligence of the plaintiff in the case involving federal maritime law would permit a recovery.

There are also other areas where the mere involvement of a boat on the water will not automatically trigger application of maritime law.

A contract to sell your boat in Maryland, for instance, is covered by Maryland law. But if you have a disagreement with the buyer over who holds title ownership of a boat located in Maryland, you may still end up in federal court which has jurisdiction to arrest, or seize, a boat until ownership is determined. In this instance, Maryland law might apply to the terms of a contract to buy or sell, but the boat may be under the federal court's control until the issue is resolved.

But this is not cause for worry or concern! It is enough to know that these issues exist, and there are qualified maritime lawyers in Maryland ready to assist you. So travel safe, party in moderation, and keep your lawyer's phone number in your smart phone- just in case an accident happens.

See you on the Bay! - Tom

Tom is a lawyer who has practiced maritime law and general litigation for 28 years. YOUNG & VALKENET (410) 323-0900 www.youngandvalkenet.com



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The following happened to one of our Members this past fall.....Heads up!!

"I don't know if these bits of info will help anyone else next season, but I finally got my boat back from the mechanic, they had it for a couple of months, at least. I lost track of the time.

They had to order a new optical Eye for my engine and it was hand delivered from a Yamaha District Rep. Upon removing the flywheel to install it, they found a severe stink bug infestation. The stink bugs are what was causing my boat to run so poorly. Once they clean them out, cleaned the toasted stink bug guts off of the flywheel and the existing optical eye, the boat ran flawlessly. They even dunked it and ran the hell out of it as they said, and had no problems.

Lead mechanic said that while he was having his younger guys clean up my boat and put it back together, another



boater brought his boat in with the same symptoms as mine, same vintage engine albeit smaller, and with the boat owner there, they pulled the flywheel and there they were...congregation of stink bugs filling the notches in the flywheel that the optical eye reads to control timing, fuel flow, etc." -- **Ray H.**

This is just one example of the many reasons for a mechanical breakdown or a situation when you would require assistance on the water.

Fortunately, this Sea Tow Member didn't have to pay for towing. If you'd like to learn more about the benefits of becoming a Sea Tow Member, go to www.seatow.com or call 1-800-4SEATOW and get 'Peace of Mind' on the water this season!

Happy Boating!

Bay Bridge Boat Show
April 17-19
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Winter sees boats sinking for a variety of reasons...

Scuppers fill with debris, snow and ice, producing a clog that won't allow drainage, or getting water in the sea strainer that freezes and cracks. Hose clamps on seacocks (that are below the water line) can rust away, and some boats are equipped with plastic through-hull fittings that eventually crack and leak. A non-working bilge pump can always attribute to a boat sinking as well.



Boaters who didn't get the chance to winterize, sometimes will install electric heaters in an attempt to keep engine rooms above freezing during the cold months. This often times leads to power cords or heating units to short circuit and start fires.

As Capt. Gary will tell you, he's been a boat owner for 25 years, and when he goes away on winter vacation he never worries about his boat sinking- because it's on land.

On the Waterfront

with George Waters

The “Man Purse”

A man-purse. Right there in the supermarket, the guy was carrying a man-purse. He excused himself to move my cart, so he could reach the rice cakes. Rice cakes! Man-purse! Rice cakes! I wanted to shake him by the shoulders and say “What did they DO to you, man? Dude – a man-purse? Do you think this is 1970? Do you think this is the Renaissance Faire? This is the cereal aisle. Have some self-respect.”

I should talk. In my twenties, I was called “effeminate” by a stranger in a restaurant. True story. I was halfway through my enchilada when a man in another booth leaned over and informed me that I was effeminate. (He had been drinking). He based his opinion, apparently, on the fact that I was eating a meal in public with my mother, and also the fastidious flourish with which I brandished my fork. Luckily, I was possessed of a powerful cool in my twenties, and simply turned to my refried beans. Had this happened today, with my temper rendered less steady by a decade raising children, he might have worn my effeminate fork home.

But it’s true, I have always been a little precious with my cutlery. Plus, I don’t watch sports. I don’t eat steak. I don’t drink beer. I like to listen to classic literature while I drive to work (Mr. Darcy and Ms. Bennett are parrying for each other’s affections this week on disc six). So I am kind of an authority on effeminacy. Man-purse dude was not gay, though. No gay man would have worn a suede man-purse with those shoes.

But I can’t imagine what he had to carry that was so cumbersome he needed a man-purse. A tub of fine-wrinkle reducing cream, maybe? A hardcover copy of “Confessions of

a Shopaholic”? See, there I go again, mocking the masculinity-challenged, when I am not exactly Stanley Kowalski myself. At least I did not call rice cake boy “effeminate” to his face, even though, clearly forkless, he was no danger to me. A guy on a rice cake diet throws one punch, maybe two, and he’s done. But he got me thinking about the very different ways we men define manliness.

Handshakes are a big deal to some. Some guys will crush your mitt to make sure you know just how manly they are. This smacks of insecurity to me, though. I always want to frisk them for rice cakes. But then a guy who hands you the limp fish is not even trying. The middle ground is best, I think, a firm but modest handshake which says “I’m a man, and I could kill you with the paper umbrella from the frilly drink you undoubtedly order when you are out with the little woman, but I don’t have to prove it with this squeeze.”

You could argue that Mr. Man-Purse was so secure in his masculinity he didn’t care what other people thought. Fair enough. But go with me here—unless you work for the Pony Express, lose the satchel! God gave you four pockets for a reason: keys, wallet, phone, mascara. (Ha ha, look at the manly way I kid this guy! I like him more every minute). Look, men have crossed over into many formerly-feminine domains already. Earrings. Hair coloring. Watching “Grey’s Anatomy” with the sound on. Fine. But come on, not handbags!

Whooo, this whole column has made me feel a little weak in the knees. I think as soon as my pedicure finishes drying I’m going to grill me up some sirloin.

Donna Bedell photo



Donna Bedell photo

✓ Spring Check List

by Doug Dawson

Spring Boat Check and Inspection

Boating is supposed to be fun! But, on their first few outings in the spring, many boaters experience disappointment or even disaster.

Forgetting to bring the corkscrew, can opener or fly swatter isn't too serious; but, having water leaks, broken VHF, or loose windshield wiper could put a damper on your outing.

More serious problems like transmission or engine problems, leaky holding tanks, electronics not working, or missing safety items could easily result in disaster.

All of these problems are preventable with a simple.....

Inspect all the equipment aboard your boat this spring. If it doesn't work, repair or replace. A few minutes testing

everything first thing in the spring is one of the best investments you can make. It can prevent anything from disappointment to disaster.

Make a Check List and Use It

Go through the boat area by area; so that nothing gets overlooked. Organize the list in such a way, that you can start at the top of the list and walk through the boat. Each time you use it, make it more complete.

No two boats and no two boaters are the same. Depending on the size and type of your boat, as well as what kind of boating activities you do, your list may vary significantly. Here are a few suggestions to get your check list started:

Before Launch

- Props
- Antifouling Paint
- Shaft and stuffing box
- Sacrificial anodes
- Gelcoat damage

After Launch

- Safety Equipment
- Expiry dates on flares and fire extinguishers
- PDF's
- All safety equipment

Helm

- Shift, Steering and throttles.
- Gauges
- VHF
- Electronic equipment
- Lights and horn

Engine

- Fuel fittings
- Oil and other fluid levels.
- Batteries
- Engine mounts
- Gaskets
- Belts
- Hoses
- Bilge Pump

Galley & Head

- Water Pressure
- Toilet
- Frig
- Stove

Trailer

- Bearings
- Brakes
- Lights

Exterior

- Carpet
- Canvas
- Shore cord
- BBQ
- Anchor
- Sails
- Outboard motor

Once everything is inspected, tested and operational, you can boat with the confidence that your boat's equipment won't let you down. Instead of dealing with breakdowns, you can enjoy the fun of boating!

About the author: Doug Dawson is a 5th generation Boating Industry Professional. He is author of docking and other "how-to" e-books found at www.boatingwithdawsons.com. Doug is well known for his docking and boat handling expertise--a boat docking expert.

These Fire Extinguishers May Not Put Out The Fire!



Recall for Affected Models Include Mariner 10, Mariner 110, Mariner 5, and Mariner 5 G

As boaters are about to begin the spring ritual of getting their boats ready for the season, Boat Owners Association of The United States (BoatUS) is advising they will need to pay extra attention to the fire extinguishers aboard. A well-known fire extinguisher manufacturer, Kidde, in conjunction with the US Consumer Product Safety Commission (CPSC), has announced a voluntary recall to replace certain Kidde fire extinguisher units. A faulty valve component can cause the disposable fire extinguishers not to fully discharge when the lever is repeatedly pressed and released during a fire emergency, posing a risk of injury. About 4.6 million extinguishers are affected that were sold nationwide between August 2013 and November 2014.

To see if you have an affected fire extinguisher and arrange for a replacement, go to www.cpsc.gov/en/Recalls/2015/Kidde-Recalls-Disposable-Plastic-Fire-Extinguishers.

According to the CPSC, Kidde has received 11 reports of fire extinguishers that failed to discharge, but no injuries have been reported. A February 12, 2015 safety notice from Kidde stated, "Due to our commitment to quality and safety, we have corrected the issue for production going forward, and are working with customers to obtain all recalled units currently in stock". Thirty-one models of the disposable fire extinguishers are affected. The extinguishers are red, white, or silver with black plastic valves and ABC or BC rated and manufactured in Mexico between July 23, 2013 and October 15, 2014 and sold at department, home, and hardware stores as well as some marine supply stores. Some of the affected extinguisher models were designed for the boating market and have a nameplate on the front with the names Mariner 10, Mariner 110, Mariner 5, and Mariner 5 G.

If you'd like to know more about how fire extinguishers work, the types needed for boating as well as how many to keep aboard, go to BoatUS.org/fire-extinguishers.

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US Sail and Power Squadrons Education

By Captain Mark Galasso AP

We are a product of our education and our experiences. That fact is no more evident than when it comes to boating. My parents were children of a different time than I. Though formal education was important to them, they were being raised on the heels of the Great Depression and the subsequent World War II. These two events dominated almost everyone's lives from the early thirties to the mid-forties. Instead of looking forward to college, most teenagers were looking for work to help support their families; many people of that generation like to say they "learned from the school of hard knocks". Vacation homes were only for the rich and the only courses people attended were the rows in victory gardens, so unless you lived near the water, swimming and fishing in the local Creek was the best you could hope for.

Fast forward a couple of decades. It's now in the fifties. The work ethic that sustained people during the War now has generated some wealth to the middle class, enough perhaps to purchase or rent that little beach or lake house. Being that close to open water, boats were inevitable. In my case, the scene was set. My parents both worked in the hustle and bustle of North Jersey. First, they were determined that their two boys were going to college and receive a formal education. Second, and more importantly as far as I'm concerned, we would always have a place at the Jersey Shore: one that they could escape to when things got overwhelming, and one that we as young boys could enjoy. Long Beach Island was our second home as my brother and I grew up. We became wharf rats. We surfed. We swam. We fished. And we BOATED.

At first our boating was relegated to renting a rowboat in Harvey Cedars. I think I was three the first time my Dad took me out on the

water. A few years later, my father bought a rowboat of our own. It was great. He'd take me out fishing for Blowfish and Flounder. If the tide was low enough, we'd dig clams. As the years went on the only thing that changed was the size of the motor. By the time I was twelve we were up to 9.9 hp. We could go anywhere we wanted. It was heaven. School up in North Jersey became insufferable. I was just killing time until school let out and summer released my spirit. The day after school let out, we would pack up the old Chevy and hit the Garden State Parkway to head for the Shore.

I was thirteen. School had just let out and I think we were at the Freehold exit, stuck in traffic. My brother and I were so wound up, we were literally fighting in the back seat, oblivious to the traffic OR our parents plea to knock it off. Threats of turning around went unheeded. Then, something snapped me out of my euphoria. I realized my parents were talking calmly. To me. It must have been their work ethic. Or maybe it was the frazzled nerves. But the meat of the one sided conversation was I, Gilligan the surfer dude, was about to become a working member of the Galasso household. Starting tomorrow. For the next hour I sat in stunned silence. It took me the rest of the trip to contemplate what that meant. Over dinner we discussed it; I had one week to find a job at the beach or I could go home with my father to work. I didn't sleep that night. I spent the night thinking about what a thirteen year old could do to make money and still spend every day fishing, swimming and surfing. Forty four years later I'm still having the same thoughts! As a thirteen year old, I could only come up with two ideas. One was painting beach houses with my uncle. The other was borrowing the family boat and digging clams to sell on the

street corner. Since my Dad was only at the beach weekends the clamming would have to be done part time. My thirteenth summer on Long Beach Island I became a painter and a part time clammer.

When that summer ended, and the cool Nor'easters arrived, I went back to school in North Jersey. I took three important things home that autumn. One, which faded quickly, was a tan. The second that sustains me through the troubles we all endure is fond memories. Thirdly, I'd saved some money in the bank; a few dollars of which were to be spent on my 14th birthday on a United States Power Squadron class called "Make Sure Make Shore". It was decided by my parents that if I was to use the family Yacht next summer, all 12 feet of her, to dig clams I was to be an "Educated" Boater. So in March of 1971, I became a Skipper- Junior Grade having passed the New Jersey Safe-Boating Course offered by the Watchung Power Squadron.

Though most of the members of that Squadron had me by fifty years, I found it fascinating listening to their boating adventures. To that point, boats were just a tool to get me to the clams and fish. Now I was truly excited about boating, and my boating season was only a couple months away. No painting for me! I was going to be a commercial clammer during my fourteenth summer on LBI. In subsequent summers, I became a deckhand on headboats, a lifeguard on the beach patrol and always had clamming to fall back on. My future summers on Long Beach Island were secure!

I later went on to receive a BS in Marine Zoology and went on to work as an Oceanographer for NOAA. I took a few classes and became a certified diver. It became obvious that a little education in conjunction with experience would get me to where I wanted to be. So when the urge to operate my own Charterboat became too great to ignore, I en-

rolled at Sea School in Annapolis in hopes of getting my Captains License. Since memorization was never my strong suit, I was a little worried thinking about sitting for my Masters exam in Baltimore. I remembered the Power Squadron. I knew they offered more advanced classes than the basic class I took in 1971 so I contacted my local Chapter where I currently reside near Kent Narrows. I joined and looked at the course descriptions. As it turned out, they were offering two classes I really thought would help my efforts in getting the Captains license. I took Seamanship and Piloting fairly close together. Then I went to the exam center in Baltimore. I won't say the test was a breeze, but I didn't have any difficulty passing it on my first try. I have since taken Advanced Piloting as a refresher and hope to take more classes in the future. It's funny. I remember thinking that the Watchung Power Squadron was a bit of an older crowd. Forty three years later I'm part of the older crowd. I still enjoy the vast diversity of knowledge our local group offers. Sailors, fisherman, Navy and Coast Guard people; even people that don't have boats but share our love of the water.

Sometimes you can't control your experiences. Like the ocean waves, life can be pretty unpredictable. But you can control your education, and a good education can prepare you for what is to come. Whenever I talk to someone who is nervous about boating, a common theme arises. They are nervous only because they don't know what to expect. Experienced, educated boaters know what to expect. They are prepared. And the time they spend on the water creates the memories that shelters and calms them when the storms of life visit.

Do yourself a favor. Take a class. Join a group. I think you'll find that there is a lot more to it than what you will read in the books



Take Point! Inspiring Veterans and Wounded Warriors to take to the water

By Wendy Hiester Gilbert

Some Wounded Warriors want to run marathons, ski mountains, or write the Great American Novel after recovering from catastrophic battle injuries. P. K. Ewing wants to break a few records too, but he's going to make his attempts onboard a PWC this summer.

His program is called Take Point Now and not only does it involve three specific goals for him and his team, but it's underlying purpose is to inspire other veterans, especially Wounded Warriors, to pursue their own ambitious goals and dreams. "While I was at Walter Reed recovering I would see some guy or some gal trying to walk or run. They'd be sweating, their stump bleeding and you could hear this fight, this warrior spirit in them," Ewing recalled. He asked one soldier if she'd ever run a marathon (she was in training for one) before and she said no and ran on. "That kind of determination kindled this marine's fighting spirit."

"Find a team, find a dream. Put the two together," Ewing explained. That sums up his message. It may be simple, but it hasn't turned out to be easy. Ewing lives in the Washington D.C. area, but grew up on the north shore of Long Island. He graduated from the Naval Academy in 1992 and soon after enter the Marine Corps. He spent several years as an artillery officer and after largely expeditary work became a part of the Washington D.C. recruiting and advertising effort. "I directed the Marine Corps online presence and I was well-positioned to enter the dot.com world," Ewing recalled. And that's just what he did working for a couple of different start-up companies.

He may have been in a good position to enter the workaday world, but in reality that type of work did not suit this marine well at all. "I'd lost my true sense of purpose and my focus had become very narrow. I'd gone from serving the nation to serving a brand. "Then 9-11 happened. I was still in the Reserves and I

wanted to go. I thought an ass-kicking was coming and I wanted to be a part of it."

Instead he ended up in Eastern Europe, Bulgaria specifically, for about a year. "I tried to get back to The States to be part of the Invasion ... I missed it by four days," Ewing recalled regretfully. A few years later in 2004 when what he calls The Insurgency started, Ewing was ready. "I joined a unit on a Tuesday, did training for two weeks and then I was in Ar Ramadi, Iraq." What he'd been training for and waiting for was happening at last. He ended up in one of the three most active cities in the region.

Ewing was part of team that did operations with many different groups in an area where the violence and fighting had gone on without ceasing for many years. "It was very violent. We were patrolling every day. It was like a war movie, but not the kind with a McDonald's on base, air-conditioned tents and showers. "It was the kind of war movie when you go 6-8 weeks without a shower, eat MREs every day and fight every day." On one of those days. His last such day. Ewing and members of his unit had to take sudden action to avoid an explosion. "I jumped over a wall to take cover. On the other side of the wall about 15-17 feet down was a pit full of scrap metal." He broke his neck that day and suffered a serious injury that would take years to heal and that journey is a story in itself. The jarring shift from battlefield to hospital is something Ewing will never forget. "I was picking up body parts on a Tuesday and I was back in the States the following Sunday. From a combat position to a hospital bed. I still have the stains on my uniform," Ewing said.

While he was recovering he was frustrated by delays and ever-worsening symptoms and even new problems like an enlarged heart caused by chemical warfare damage. Unlike many of his fellow soldiers, Ewing wasn't missing a limb, hadn't been shot, but his neck and spine injuries were just as



devastating. Those were dark days for a man who was part of the "Top Gun" generation. "I was depressed. I was too weak to walk my dog. I had to see a way forward. I was a Marine. I'd gone from peak activity to walking with a cane. I couldn't accept it. I had to see a way forward."

His light turned out to be infused with water and speed. "I got on the water with my friend Erika," Ewing said. Erika Christie was included in a pivotal moment and is part of his team today. The exhilaration, freedom and serious sense of "cool" was just the thing Ewing was looking for. It just ended up being in different field than he expected. Marathons, mountains and magazine articles will fulfill other veterans' dreams, Ewing has a Top Gun-like need for speed. "I called up my old teammates. They didn't even hesitate. It was if we were back in Iraq and on a crazy mission." Crazy or not, the team is hard at work to get the team ready to break the first record this summer.

Although Ewing ran across some obstacles at Guinness World Records, he found the folks at PWCWorldRecords.org to be very helpful. "They manage all the records and sent out all the information. I asked them if there was a smaller record we could attempt prior to the trans-Atlantic crossing and they suggested a non-stop record." So the team set their minds and their engineering skills on preparing for both an individual and a team non-stop journey.

In the meantime, Ewing has discovered what so many boaters and our readers already know. "Being on the water is so therapeutic. And we found out sense of purpose."

The big obstacles

"Challenges are how to refuel, how to eat, how to sleep, how to go to the bathroom. It's not a boat. It's a Jet-Ski. These things are difficult to manage, but technically very possible. "At first this was about me and my friend supporting me and my team – all of us inspiring others and ourselves. Now people are getting inspired by the outlier," Ewing noted.

As part of the journey to breaking the records and inspiring his fellow veterans and Wounded Warriors, Ewing plans to host PWC riding events all season long. "We want to create a group of companies to get together and help veterans get out on the water." The combination of exhilaration, speed and independence gained

by these experiences are everything to Ewing. "It scratches all the itches you have as a veteran. "Just being on the water is therapeutic, nourishing... something I did not anticipate when I started this. I'm a physical guy and this way I can still be tough. "They will be going just as fast and looking just as cool as anyone on the water!"

To aid these efforts Cargo Wave and Bomb Board are among the first sponsors of Take Point. Cargo Wave is a company that manufactures trailers for PWCs. Ewing is very enthusiastic about them. "You can tow all sort of stuff. We are going to make it a fuel tank so we can stay out longer and refuel on the water." Bomb Board manufactures a near-perfect product for this venture. "It's a Jet-Ski that looks like a giant surfboard. You can ride it standing up, you can ride it in a kneeling position, you can ride it sitting down. It's ideal! "Because the handlebar is like a tiller and all the controls are close together, it can be converted for one-arm control," Ewing said, noting that everybody is injured differently.

Not able or even interested in taking a cookie-cutter approach, Ewing and his team is inspired to work with such great raw materials. Another plus is that the Bomb Board company was started by a Viet Nam War veteran. The base price for the vessels start at nearly half of what others cost and can be broken down into four components which can be stowed and transported in a car. "Our goal is to create control yolks and saddle that are open source and free. And the reality is that it's going to be risky. Riding a Jet-Ski across the Atlantic will be tough," Ewing admitted, Before that attempt, the team is planning to pursue two non-stop records. "We plan to start in South Padre, Texas and go around the coast of Florida and up to New York – not touching land once. "We are going to go as fast as we can without breaking the machines."

Ewing and his team will be making the rounds at boat shows this season. If you seem them, be sure and drop by to lend your support. Once they get to New York, Ewing is eager to make the morning talk show rounds. "I want to reach the veterans. Instead of 22 veterans a day ending their lives (drawing attention to the abysmal suicide rate), I want 22 veterans a day finding something like this. "What else have you got to worry about? You've got your friends, your team. It's good."

Semper Fi



2004 in Iraq.
From left to right they are:
Rob Dixon,
John Pignone,
P.K. Ewing,
John Kilby and
Greg Raney.




Take Point
Cruise
From left
to right
they are:

P.K. Ewing, Greg Raney, Erika Christie, John Pignone, John Kilby and Catalina Garcia.

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2015 ICE Splash



Jake Eunice and Frank Wiggins TEAM PINE GROVE

Brrrrrrr Baby, it was cold outside!

Crowds of happy fundraising friends braved the iced-over Northeast River on Saturday, February 28th.

They raised more than \$54,000 for Special Olympics during this annual event in Charlestown.

There was so much ice on the river, ice had to be removed before the Ice Splashes could make their foray into the water. Pictured are Jake, Eunice and Frank Wiggins and Team Pine Grove.

Photos courtesy of Margie Trenary.



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Making the Right Choice for an Imitation Frog Lure

by Dave Kilby

A frog is a frog is a frog... or is it? When selecting a Snag Proof Frog from your favorite tackle provider there are several factors to consider before you buy. Sure, we all want to purchase one that looks cool to us, but will the bass share the same sentiment?

If you fish Maryland's Upper Chesapeake Bay, one of the hottest big bass frog lakes in the country, you have to think about such variables as time of year, recent weather activity, tidal flow, water clarity, and visible cover you intend to fish. Seems like a lot of work just to buy a Snag Proof Frog or two, doesn't it?

Let's break it down beginning with tide. If you are fishing the Upper Bay or even the Potomac River in late spring or early summer what exactly do you see at dead low tide? Maybe a pea gravel bank, emergent vegetation, or perhaps a mud flat void of any visible cover. Wait! Let's analyze that mud flat. Do you see quarter-size holes in the fresh mud? That's a sure sign that there are crawdads in that particular area making it a big bass smorgasboard!

If these crawdad holes or even crawdads themselves are visible don't select a "pretty" Snag Proof Frog from your inventory. This is the ideal scenario for Bobby's Perfect Buzz in the Sparrow pattern. This color perfectly mimics the colors of a spring crawdad. You will vary your speed of retrieve on successive casts and trick that big lunker into thinking someone just served up a giant crawdad on a platter!

If you are fishing in clearer water, be it tidal or not during the spawn this spring you will likely notice lots of bluegill swimming around in shallow water either protecting their own nests or trying to steal eggs from other spawning beds. Remember, you are not the only one who sees them. Big bass are on the prowl waiting to ambush them. Note the color of these 'gills: soft shades of pearl, blue, green, yellow, and purple. Wait a minute...that's the Snag Proof Sexy Shad pattern! Pick up a frog rod with a Bobby's Perfect Frog on the other end and make long parallel casts along the shoreline. Add a couple of pauses to your retrieve cadence and



Mr. Bass will think he has an easy meal.

If you've never specifically targeted smallmouth bass with a Snag Proof Frog you are probably in the majority. Why? Because the fishing shows on TV and bass magazines don't tell us to. It's time to be adventurous!

Northern lakes that are chocked full of smallmouth such as Oneida Lake in New York have earned a reputation of fantastic topwater venues. Usually, however one first associates cigar type "walk-the-dog" baits or a popper/chugger type lure. Time to think outside the box.

If a weather front or even fishing pressure has pushed the smallies off the shoals, ledges, or shallow rockpiles it might be time to move deep. Use your electronics to locate deep points that don't extend way out into the water, but are still relatively close to the shoreline. This is the perfect opportunity to choose a more traditional color, such as a white Ish's Phat frog, and fish it using an unconventional method...over this deep water.

Launch that Phat Frog over these deep points, making sure to vary your retrieve angles. Work the frog quickly and in this instance don't pause it too long. In deeper water the bass will have a longer opportunity to look at the bait and possibly determine it's an imitation. You will be amazed at how often a big bronzeback will rise from the depths to take a shot at Ish's signature bait. When using this technique, however don't wait to feel the fish before setting the hook. It's best to employ what I call the "Jerk and Twerk" method...twist your hips and hit 'em hard!

To summarize, there is nothing wrong with choosing a Snag Proof Frog because it is an awesome looking bait. But doing your homework and applying the right frog to the current conditions will add a lot of big bass to your livewell.

The Snag Proof Open Frog Only National Tournament Trail swings to the Upper Chesapeake Bay in North East, Maryland on August 23rd. For more information visit www.snagproof.com or www.paychecktournamentseries.com.

Classic Corner

Mitch Owens is the Owens Marque Club Secretary/Treasurer and son of and nephew of the founders of the Owens Boat Company. Here is Mitch's awesome 1957 22' Owens cruiser.



Mitch Owens' 1957 22' Owens Flagship at last year's Bay Bridge boat show.

photos by George Hazzard



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Tech Tip: Care of Stamoid/Webblon

- Use IMAR Marine vinyl cleaner
- Use IMAR Protective Spray

Stamoid Exterior Marine Products require a certain degree of care. Although Stamoid has been treated with anti-mildew agents, this protection does not offer absolute safety against fungal attack. To further prevent mildew buildup, the fabric should not be folded when wet or damp.

Stamoid Exterior Marine Products should be cleaned of any dirt buildup at regular intervals (at least two times per boating season). We recommend application of a mild, lukewarm soap solution with a soft brush or sponge. Let the soap stand for a short period of time, but do not allow the soap to dry. The fabric must then be carefully rinsed with clean water in order to remove any remaining soap residue. Allow the vinyl to dry thoroughly, then reuse or fold and store. The use of abrasive detergents and/or substances containing solvents or gasoline will damage the vinyl coating and/or fabric. If using high-pressure or steam-cleaning devices, use caution, as improper use could damage the vinyl coating and/or fabric.

-Spread the fabric out on a flat surface. Spray on IMAR Marine Vinyl Cleaner or add a diluted solution of gentle liquid soap.



- Leave to act for two to three minutes according to the degree of dirt.
- Use a natural bristle brush to brush out to the edges.
- Rinse with a lot of clean water to remove all traces of the soapy solution. If the product comes in contact with other materials, rinse immediately.
- In cases of severe dirt and grime, repeat the cleaning process.
- Repeat steps 1 - 5 on the reverse side of the fabric.
- Hang up the Stamoid® Marine Textile and leave until completely dry.
- As soon as it is dry, apply IMAR Protective Polish, then you may put it back in place to protect your boat.

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



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Betterton, Maryland

Situated on the Sassafras River, 2 NM east of Howell Point and 4.5 NM west of Turner Landing is the sleepy little town of Betterton, Maryland. It is home to some 350 residents, give or take a few dozen. It has no motels or hotels, and only one remaining restaurant. The last B&B is closed. I've kayaked here on several occasions, but upon mentioning Betterton to my kayaking friends, the response seems to be a unanimous, "Where?" OK, that, my friend, is why this little town remains sleepy. Few kayakers know of Betterton's existence, and even less of its rich history.

One hundred years ago Betterton was a booming resort community, although you would never know it now. There were at least a dozen large hotels and five smaller inns. There were a number of summer rental cottages and rooms rented by the evening. There was a vibrant boardwalk where vendors sold lemonade and the then recently invented ice cream to hot and thirsty beach goers. Music played nightly in an opera house near the piers and vacationers danced in Betterton's dance hall to the sound of the big bands. Steamboats from Baltimore and Philadelphia arrived and departed from the Ericsson Pier at regular intervals 11 times a day. Betterton was the vacation spot on the Chesapeake. Its hotels, high on the bluffs overlooking the Chesapeake Bay, offered spectacular views. Excellent fishing abounded. Perhaps best of all, Betterton, located far enough north in the Chesapeake, was unaffected by nettles. Swimmers vacationing here bathed without fear of the jelly fishes annoying stings.

Originally named Fish Hall, and then later, Crew's landing, Betterton began to grow in size and importance with the opening of the Chesapeake-Delaware Canal in the mid 1800's. The crews of ships carrying cargo between Baltimore and Philadelphia stopped here for provisions. Some of the town folk began cooking meals for the crews, then later renting their spare rooms to passengers and crew members. Thus grew an upwardly spiraling cottage industry. With the introduction of steamboats small enough to navigate the narrow C&D canal that connected Baltimore to Philadelphia, Betterton became a familiar waypoint. Partly, this was due to the construction of a steamboat accessible pier financed by Richard Turner, for whose wife's family Betterton is named. As the popularity of steamboat excursions grew, so did Betterton. By the turn of the century, Betterton was one of the most popular vacation spots on the bay.

The Great Depression of the 1930's changed all this. Vacations began taking a backseat to feeding families. Betterton's vacation industry declined. The gas shortages of the Second World War further contributed to Betterton's demise. Steamboat routes were curtailed as ships were recruited for the war effort. Most of the steamboats never returned to service and passengers and vacationers dwindled accordingly. The coup de grace came in 1954 when the Chesapeake Bay Bridge opened. Vacationers from the Western shores of Maryland now had a direct route to Atlantic Ocean beaches. Betterton was dead, or so many thought.

In 1978 the beachfront properties in Betterton were purchased by Kent County with monies from Maryland's "Open Space" program. Derelict hotels were demolished. A modern boardwalk was built, complete with a bath house and picnic pavilion. The beaches were reconditioned and opened to the public in 1986. They remain open today. The hotels are gone, but have been replaced by a community of townhouses,

some with permanent residents, some of which are rentals. There are no motels for passing tourists or grocery stores in which to shop. There is one restaurant; Barbara's On the Bay. The last B&B has closed. In 1984 Betterton was placed in the National Register of Historic Places. In the significance section of the application are written these words: Betterton is the last intact community of the steamboat's golden age. Other resorts, either on the Western and Eastern Shores have either been destroyed or dramatically altered. ... during Betterton's heyday, it was the cottages and rooming homes that created the a quaint, unpretentious charm which combines the atmosphere of the Eastern Shore countryside with that of a seaside resort."

Betterton can be approached by road, or two water routes. If you prefer to launch from Betterton's groomed kayak launch, the launch lies at the base Main Street, just to the right (east) of the main beach. It is nestled between the fishing levy and the boat docks. After unloading, please move your vehicle to the parking lot above the beach. There is a bath house on the east end of the beach area with nice facilities where you can change before and after your paddle. You may head east to Turner Landing. Or if you are a stronger paddler, to Georgetown and beyond. If you paddle west, towards the Bay, Still Pond makes for a nice picnic beach and rest stop before returning to Betterton's launch. You will round Howell Point, then the high red clay bluff that defines Meeks Point, before entering Still Pond. This is a nice 11 NM round trip paddle. It's very nice in the spring and fall.

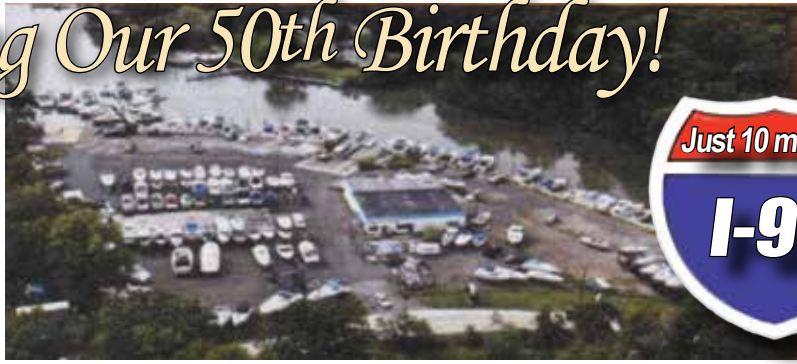
Alternatively, you can put in at the old United States Coast Guard Station at Still Pond first, then paddle north to the Sassafras River and Betterton Beach. USCG Station Still Pond is US Government property, but unused and now leased by Kent County. It has a nice parking lot suitable for 6 cars. The county may or may not have porta-potties on-site. If you choose this route, avoid landing on Howell Point; as inviting as it may be. This is private property. If you must land, stay below the mean low water line. Previous experience with the property owner here caused a party I was leading to rename this point "Hostile Point". Upon returning to Still Pond, take a few moments to visit Arts at Still Pond Station.

In my opinion, the best route to Betterton is from Turner Landing. There a landing with a mixed gravel and sand beach that is an easy carry from the loading site per se. Again, please park your vehicle in the upper parking lot. It's a short work back to the launch, yet will free up the kayak loading and unloading space for other visitors.

In late July to mid-August, you can paddle up Turner Creek after returning from Betterton to see the Lotus blooms. This is a beautiful, one of a kind, paddle. Turner Creek is one of the few locations on the bay where Lotus grow naturally.

As you approach Betterton from its watery side, I hope you will imagine viewing it as it once was. Listen for the voices of the porters on the pier shouting to new arrivals the names of their hotels and the inns they represent. Imagine the families chatter as they unload their trunks and gather together children to begin their summer vacations. In my mind I hear the music of the big bands that once played the music house and I smell the aromas drifting down of meals being prepared in the kitchens of the fine restaurants high up on the bluff; then my bow touches beach and I am brought back to reality. On warm summer days, the only thing that does actually remain from Betterton's past is a few beach goers out for an afternoon of sun. Betterton has been reborn, but it is not as it once was. Perhaps it is just sleeping.

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