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courtesy Ferguson Landscape Service

Upper Bay Boating

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Summer is here- welcome to the June/July edition of Upper Bay Boating.

Ever since the inception of UBB, we have been preaching safe boating, and encouraging you to have a fun time on the water, while behaving responsibly. Well summer is in full swing, you are out having a good time, and so are so many other boaters. We trust everyone had a safe Memorial Day weekend, and the 4th of July Holiday will bring the same.

There are several water front activities coming up on the Upper Bay. We'll cover Rockin the Bay, River Jam, Pirates & Wenches, and the Dingy Poker Run in this issue. There most likely will be alcohol involved with some of the partying, so please make and adhere to a plan to safely return home afterwards.

By now, most of you have figured out what UBB is all about. It's been almost six months since we started planning our first issue. Happy to say we are here to stay. You'll find us out 8 times a year, and you can get updates from our web site all year, find us at www.upperbayboating.com. The magazine covers the upper bay From Rt.50 north, all the way up the Delaware River into S.E. Pennsylvania. Folks that live or boat on these waters will appreciate our efforts to promote the area, and boaters all over will

Dave & Molly



want to follow each edition for helpful tips on getting on the bay, and making each trip a happy one.

In the debut edition, I made a promise that I wouldn't make this all about me, but rather produce a publication that the readers would have an attachment to, and feel a part of. I'm sorry to say my co-pilot in the picture above is no longer with us, so I'm going to break that promise in this issue, and say a few words about our beloved Molly... I know the dog-lovers out there will understand. **Next issue will be August.**

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Happy & Safe Boating,

Dave

Donna Bedell photo

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First things first

By **Wendy Gilbert**- Feature Editor

The beginning of the summer boating season is like Monday morning for dieters. It marks a fresh start and clear intentions in the right direction.

Keeping ourselves and our loved ones safe aboard our vessels should be every captain's first goal. Not too many years ago, Maryland boating accidents and drowning deaths were so high, the nation started referring to us as Morbid Maryland. This is a moniker I hope never to see again.

There are so many resources available to captains, boat owners and the general public designed to help keep us safe. In addition to safe boating courses offered throughout the region, online classes and articles abound.

DNR reminds us, that as of Oct. 1, 2010, anyone under the age of 16, operating a motorized vessel 11 feet in length or greater without a valid boating safety certificate, must be under the supervision of an individual 18 years of age or older who possesses a valid boating safety certificate or an individual born before July 1, 1972. If an individual under the age of 16 is operating a motorized vessel less than 11 feet in length, a person of any age possessing a valid certificate of boating safety can provide supervision.



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Wake Watching

I know several live-aboards who have had their hard work destroyed by excessive wakes that catch them unawares. Many an artist has cursed a belligerent boater. Vow never to be someone like that.



Here are some tips from DNR:

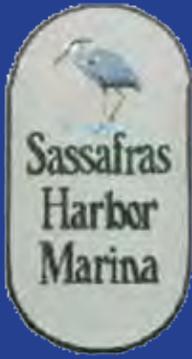
The definition of a boat wake is the wave of water resulting from the passage of the boat's hull through the water.

This wave of water, depending on the size and speed of the vessel, can be very large, and may cause problems in a variety of situations.

- Vessels in a marina may be susceptible to damage caused by excessive wakes. Sailboats in adjacent slips may be rocked by a wake causing their masts to collide or become entangled in the shrouds.
- People on board their vessels may be knocked down or possibly knocked overboard as a result of an unexpected wake.
- Operate in the channel as much as possible. A little less speed may make a world of difference to other boaters and local residents. **YOU ARE RESPONSIBLE FOR YOUR WAKE** and we urge you to exercise courtesy and common sense.

Boat Responsibly

- When overtaking a slower vessel in open water, do so with as much room as depth conditions allow and slow your speed.
- Be especially cautious of smaller vessels such as canoes or kayaks which may be less stable.
- You are responsible for the safety of your passengers, your boat and any damage to other boats and personal property.
- Avoid creating an excessive wake in narrow confined areas.
- Operate slowly at all times when in the vicinity of marinas and launch ramps.



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A Good Dog

by Dave Bielecki

Every dog owner knows that they most likely will out-live their pet, and there never will be enough time together with them. The Bielecki family recently lost our beloved Molly. She was 14 years old and had a great life. She was loved by many of our friends and relatives; when hearing the news, the first thing everyone said was she really was a good dog. Molly was happy to meet people, and was very kind to other animals. Well maybe not so much to the occasional ground hog that tried to invade her farm.

When she was a puppy she immediately fell in love with my sister's dog, Killian, a yellow Lab. Every time they visited, she cried and ran out and "hugged" her cousin. They spent hours together playing and going on hikes. When she met new cats they never felt threatened and could share the same space without any drama.

Molly was rescued when she was 8 weeks old from an abandoned house in Baltimore. The area kids had killed her siblings and some good soul saved her. We were looking for a little lap dog for my daughter, not a Shepard mix. Katie wasn't thrilled when she first met her new dog, but the next day when I said I'd return her, Katie wouldn't let go of her new dog. No other pet we had through the years meant as much to our family. I've got to tell you rescue dogs make the best pets - you won't be sorry if you make room in your life for one.

Molly loved going for a ride in the car, and especially the truck. When we used to say "Boat Ride", she was out the door almost before we could get it open. I really don't think the boat ride was as fun as being on land for her, but she always wanted to be with her family. She wasn't a real fan of the water, swimming wasn't her favorite thing to do, but when she saw a beach she could frolic on, she was ready to jump in the water and make a mad dash for land. She spent plenty of time on our Sea Ray, and in the smaller boat too. Just like our kids, she was raised on a boat. But I still think riding down the road was her preferred mode of travel. On her last day with us, I took her for two truck rides!



Up to last year when she developed a heart condition, people could not believe she was an old dog. Although she spent her share of time sleeping, she was always at the ready for playing and running around her farm. Over the course of the past year, just as some older humans do, she slowed way down and health problems began to take their toll. For a few months, we kept on wondering if it was time to help her end her suffering. You can never really know, but it is better to end their pain a week too early, than a minute too late.

Katie and her husband James visited a few weeks ago and noticed over the weekend that Molly seemed to decline. Katie has not been the type to accept making a hard choice like having to put your pet to sleep, but because she loved Molly so much she knew it was the right time. The next day, we made the hard decision every pet owner faces and called a vet, Kathy Martin, who specializes in

hospice and at-home euthanasia. We didn't want to bring her to the vet and found this great service. "Doc" Martin made the decision for us so much easier and better for Molly. Our son Dan prepared a grave on our property, Kathy came out, met Molly, sat with her on the front porch, and gently administered the medicine to end her life. Dan then carried and laid Molly in her final resting spot overlooking the farm fields below our property.

Folks, while we have shed some tears since her passing, we have great joy in our hearts knowing our dogs' last day was a good one. I wish that we humans could go out the same way. Imagine doing some of your favorite things like the truck ride, having a great chicken dinner, spending your final minutes with your family, and your last moments spent overlooking your kingdom from your front porch. Then peacefully you go to sleep for the last time. Thankfully we were able to offer nothing less for our Good Dog. Molly you are truly missed. Thank you for sharing your life with us. Good bye, Good Dog.



Boat Dog



I wanted to try some new and different things with this publication. I wasn't planning to do this, but other magazines have and currently do, and in Molly's honor, UBB will start a regular "Boat Dog" section. Why not share your pet with the readers? Send short caption and photo to dave@upperbayboating.com





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Then and Now Our Journey over the Years

Back in January I noted that I may talk about the sailing lifestyle, and about what seems to have changed over the years. Well it's June already. It is summertime. Upper Bay sailors are out and about enjoying their boats. However, today we seem to participate and enjoy sailing in a fashion that is different from just a few years ago.

Ask almost anyone in the sailing industry and they can probably go on for hours about how the market has changed. Years ago we were out to test Mother Nature, to push the limits of our knowledge and seamanship. We jumped into this sport with both feet. We competed with each other on the race course. We met each other on quiet coves on the eastern shore. We were on the boat almost every weekend from May through October. We formed life long friendships with fellow sailors on the Upper Bay.

I have fond memories of group cruises with destinations such as Still Pond, Fairlee Creek, the Chester River, Saint Michaels, and Oxford. It was easy to muster a group of 10 boats or more. We raced each other to our destinations, we rafted together when we got there, we shared dinner, and then we partied in a cockpit or two under the stars well into the night. It was like gathering around the campfire, but, we were on the water. The experience was much better than camping.

Fast forward by thirty years or so. My casual observation is that the profile of the Upper Bay sailor has changed. Today, this group of more seasoned bay sailors seems to take a more individualistic approach to sailing. We see sailors relaxing and enjoying the bay alone or in much smaller groups



than a decade or two ago. We see more marina hopping and less rafting. (Everyone wants to plug in at the dock to run that air conditioning system!) The boats are larger and more comfortable. Options like the air-conditioning, better equipped galleys, and larger more luxurious head compartments have all become the standard. Sailors are having just as much fun, but with an emphasis on comfort and on a more individualistic approach.

Full Circle

Just recently we have started to see a younger group of sailors showing up at our doorstep. These new sailors are buying smaller and sometimes older boats. These newer and younger customers are doing extended day sailing and some cruising. Just like the old days we see parents teaching children about the water, sailing, and Mother Nature. The sailing schools and charter companies are reporting a healthy surge in business. It's refreshing.

Maybe, just maybe, we will see the Upper Bay sailing community come full circle. As the older more experienced group of sailors moves to other activities, there will be a supply of "boats with experience" out there for the new generation of sailors. A young family can try the sport for as little as a few thousand dollars or can invest more for a newer, larger boat.

A closing thought, look for groups of young boaters rafting together in some of the many quiet coves on the upper Chesapeake. The "quiet" part of the description of the cove may need to be set aside for just a few hours. But it's all in good fun.

Best wishes for great sailing adventures this summer.

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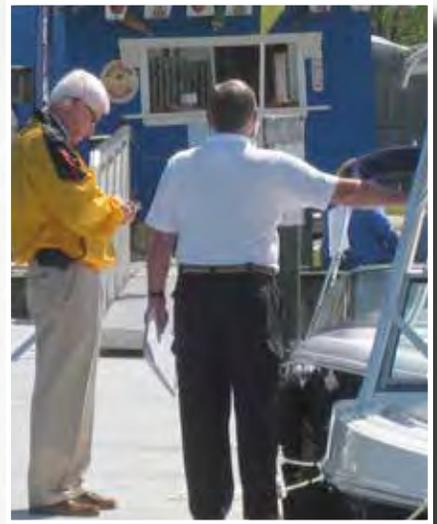
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photos by Dave Bielecki.



The Upper Bay Boat Show

The Upper Bay Boat Show was held again the first weekend of May in North East, Md. The Trainer family always puts on a nice event. The free event offers buyers a nice low pressure way to compare models from several dealers, just in time to buy and enjoy your new boat for this season.



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Take Point Now Project Update



Inspiring Veterans and Wounded Warriors to Take to the Water

By Wendy Gilbert, Features Editor

P.K. Ewing's project Take Point,

which kicks off this summer, will inspire veterans and Wounded Warriors to take to the water. Ewing and his team also seek to break a few PWC world records along the way.

His program is called Take Point Now and not only does it involve three specific goals for him and his team, but its 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." 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



P.K. Ewing

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 "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.

One of the first big hurdles on the road to breaking distance and speed PWC records is to obtain a vessel with adaptive mechanisms. "I'm pretty amazed at how it all game together so quickly," Ewing enthused about the prototype they are currently using. "A big door has been kicked down with the prototype. It was

harder and simpler than I thought.

"As a team we are working on these records and having such a good time. As veterans we all suffer some level of PTSD, anxiety and depress, and we are all doing better. Those issues have just faded into the background," he said. Something Ewing predicted would be a result of the project from the very beginning. Working on something together as a team is an element of this or any similar project for military personnel and he wants to bring that feeling of purpose and connectedness to every Wounded Warrior.

Although very intrigued with the folks at Bomb Board a few months ago, he needed a prototype quickly and was directed to Dillon Stuck with Design Ability Inc. "He is an engineer and has been modifying golf carts and side-by-sides. It was clear that he would be the guy to pull off what I was thinking," Ewing said. Although there are many levels of adaptive needs, the pair decided to begin with a simple steering mechanism -- something a one-armed man could operate. "This weekend we have a Wounded Warrior who is missing his left hand. He's going to ride it and will give us some really good feed-back," Ewing said.



Looking Ahead

When folks hear about this idea, they often ask the team members about their plans to sell product. "I didn't intend to go into business. What I really want to do is inspire veterans and the community to do things like this, to get out on their own," Ewing clarified. Their goal has always been to inspire.

One way of doing that is getting seen and the media blitz is about to hit New York by storm. A series of appearances on the talk shows has already begun.

His first media interview was with Upper Bay Boating and was in our second issue. Visit our website to read the article. In addition to talk shows, the Take Point Now team will be at Heroes on the Hudson and Colonial Beach Jet Ski Races. Folks can see the Army, Navy and two Marine Corps designs. "We haven't found the Air Force design yet." They will have six altogether. To see the demonstration video, go to YouTube and search for Take Point Now Prototype. You can also view television interviews with Ewing.

Notice the music? Ewing isn't with the band, the band, Radium Music, is with him. "They are writing original music for our videos and theme music for us," Ewing said, noting how exciting and interesting the music is and how well it fits what they are doing. Not just riding "We are military so we don't just get on Jet-Skis and ride. "We train. "We set an objective and we try to reach it."

The Take Point Now team are following official U.S. Coast Guard training for PWC and hope to get tested and certified as a team by USCG. "It will give us better credibility when we ask for permission to ride at night."

They are keeping those long range records in mind and are also designing their own curriculum for training future Wounded Warriors.



Join Take Point Now in Launching Defender!

Until now, missing a limb or being partially paralyzed meant you couldn't enjoy riding a jet ski. Take Point Now is changing that completely. We've created Linebacker, an adapted jet ski/PWC that can be piloted by a rider with only one arm.

Linebacker has exceeded our wildest expectations! We're now moving onto our second prototype and need your help to continue inspiring all disabled persons along with our fellow wounded veterans.

Take Point Now has created a crowdfunding campaign to support development of Defender, a jet ski with seating adapted for riders with leg and spine injuries and amputations.

For your contribution, you can receive Take Point Now apparel, social media recognition, special communication from team members, and a variety of other unique items and experiences. If we don't reach our entire goal, then we'll begin work with what we have and continue our efforts to get sponsors and break world records! Our campaign is now fundraising at IndieGoGo. Thank you for all your support!

Take Point Now jet skis are named after battles or operations from Vietnam as a heartfelt thank you to all the Vietnam veterans who have been supporting and inspiring today's veterans in hospitals, VA Centers, and in all aspects of civilian life.

Our two prototype PWC's will be wrapped as soon as they are tested and ready to join our team on our World Record Preparations. Linebacker, named after Operation Linebacker in the Vietnam War (1972), is designed for use by a rider with one arm. Defender, named after the Coast Guard's Defender Class search and rescue vessels, will be designed for riders with leg and spine injuries and amputations.

Why jet skis? The answer is simple. Our team leader, Major P.K. Ewing, was left with multiple injuries after his Iraq Deployment and sitting on a jet ski (or falling off!) causes no further damage. On the water, everyone is equal. Personal watercraft provide freedom and excitement, while the PWC community provides fellowship and new friends. Being on the water is energizing and soul changing

Everything I Needed To Know About Knots I Learned In Boy Scouts

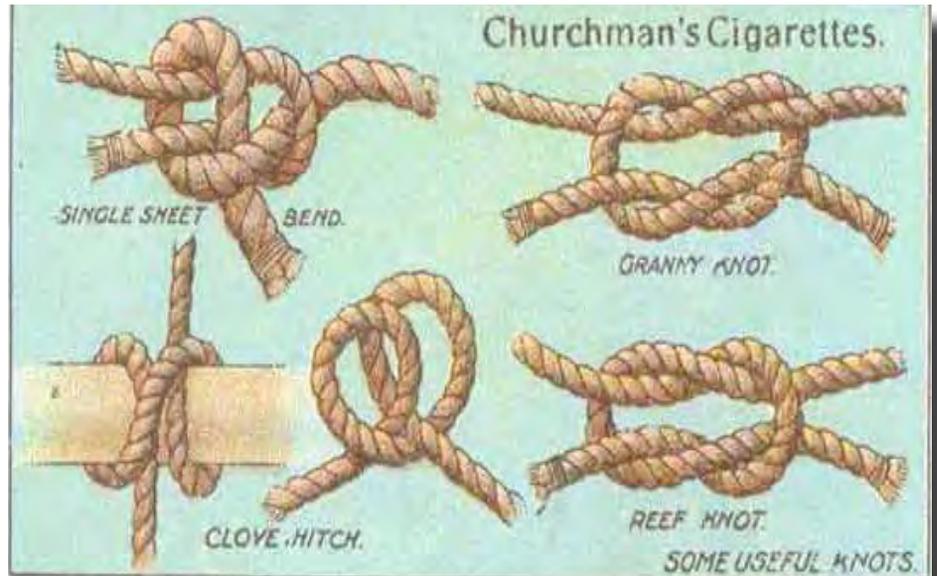
by L. Alan Keene

When I first started sailing almost 35 years ago, I was like many rookie sailors.....I didn't want to look like a rookie. I couldn't wait to learn all there was to learn about the sport. After taking a "Sailing and Seamanship" course offered by the local Coast Guard Auxiliary, I headed for the bookstore, picking up Chapman's "Seamanship & Small Boat Handling", along with 4 or 5 paperbacks of the sailing-made-simple variety. I was determined to digest it all.

While sailing skills and technique required time at the helm, there was one area, I thought, that I could practice at home that would disguise my neophyte status.....knot tying. Marlinspike seamanship, they called it, and I was ready to learn!

With a 6 foot length of half inch line in my hands, I set out that winter to learn every knot that a recreational sailor might need.....20 in all, according to my Chapman's. From a figure-eight knot to a carrick bend, I practiced each one until I could tie it in the dark (well, almost). Surprisingly, three of the knots that I'd learned back in my Boy Scout days, 25 years earlier, were on the list. Those three, the square knot (reef knot), bowline, and double half hitch (two half-hitches), were relearned in a matter of minutes while some of the others took longer than I care to admit.

By the time Spring rolled around I was confident I could tie the "right knot" for any situation. As I rigged my daysailer for the season, I was dying to use that carrick bend or buntline hitch I'd practiced so diligently, but I really didn't



need it. As the season progressed I found that I didn't tie that many knots, and those that I did were usually the double half hitch or bowline, with an occasional square knot or stopper thrown in.

By season's end, I discovered that most of my knot-tying efforts the previous winter were for naught. In fact, I couldn't even remember the names of some knots, let alone how to tie them. Never had the old adage "use it or lose it" been more true.

Thirty four seasons later, and with a much larger daysailer floating in my slip, I've yet to tie a carrick bend or buntline hitch. Maybe I should have on several occasions, but the three that I learned back in scouting have continued to serve me well over the years.

I'm not suggesting that the other knots aren't worth learning. For cruising and racing sailors they're often vital, but for a daysailer who returns to his or her slip or trailer every evening, you'll probably forget most of them in a month anyway. Instead, spend your time learning and using the bowline, double half-hitch, and square knot. A knot that you can remember how to tie is FAR better than a superior knot that you can't.

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Summer Fun Events



17th Annual Yachtstock River Jam June 27th

Fireworks, 50+ Bands & More! A major expansion is coming this year, as Tincum Township has announced their intentions to work closely with us, offering logistical support, use of historic Governor Printz Park and most important -- they are moving their 4th of July Fireworks to our event! Just as exciting is the addition of The Deck at Harbor Pointe, and the Corinthian Yacht Club as participating venues (including bands and entertainment) that will allow us to deliver over 50 bands on 6 stages.

Saturday June 27th Noon - 10 PM
West End Boat Club in Essington PA
 (minutes from I95 and Phila. Airport).
 500 West 2nd Street Essington, PA 19029.

RiverJam Fireworks at approximately 9:00 PM. (rain date for fireworks next evening, Sunday June 28th)

YachtStock Inc. is a 501c3 charitable organization that provides help for local families and Shriners Hospitals for Children of Philadelphia. Over the years we have raised tens of thousands of dollars for these struggling children through our charity events throughout the year.

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 part IV
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Rockin' on the River Sunday July 19

Gates open at 11 am at

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www.conradsvilla.com

Summer Fun Events



Dingy Poker Run Saturday, July 25th

Welcome to the 15th Annual Middle River Dinghy Poker Run! Saturday, July 25th. For one day...the world's largest water park. The fun starts and ends at Red Eye Yacht Club, 2222 Poplar Road, Baltimore, MD 21221

The event starts at 12:30 p.m. with check-in starting at 10:30 a.m. and lunch at 11a.m. at Red Eye Yacht Club •The cost is \$45 per person. Children 10 and under are free (they will get meals only, no event swag) There will be online registration only; deadline is 07/18/15. Registrations or walk-ins will not be allowed on the day of the event

Overnight docking will be available at Red Eye Yacht Club. Suggested raft-up areas are Sue Creek and Strawberry Point. There will be music at Red Eye Yacht Club on both Friday and Saturday nights. *photos by Nicci DeAngelo.*

www.dinghypokerrun.org or dinghypokerrun@gmail.com

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- Party -Pirate Dinghy Poker Run -Buccaneer's Ball ; Kid's Games, Crafts, Storytelling,
- Tattoos - Live Pirate Encampment
- Live Entertainment & Street Performers
- Merchants, Artisans and Crafters
- Sea Shanty Sing-a-long -Rum Tasting
- Plenty of Grub and Grog, - Music, Mayhem and More Surprises...

SETTIN' the HOOK

with Dave Kilby

A Day on The Water With... Tournament Angler Steve Bowman

This is the first in a new series in Upper Bay Boating that highlights local anglers as we learn how they approach a body of water to catch fish. We will get inside their head to see why they make decisions such as location, structure or cover, boat position, lure selection and presentation, depth, etc.

Over the next few issues of UBB we will feature a lady professional bass tournament angler, a striper expert, a local tournament angler, and a successful residential crabber.

This issue focuses on Steve Bowman, a Cecil County native making his first trip to Conowingo Reservoir on Sunday, May 3. Conowingo is the last impoundment of the Susquehanna River before it empties into the Chesapeake Bay.

I met Steve, a Combat Vehicle Tester at Aberdeen Proving Grounds, at Glen Cove Marina at 6:00AM. We launched his 2014 Nitro Z7 into the shallow water shortly after. It appears that the regulatory agency had drawn the water down overnight making for a difficult launch, especially with all of the debris in the water.

Once he had used his trolling motor to leave the cove, Steve aimed his boat south toward the dam and the Mercury 150 outboard quickly jumped the Nitro on plane. Steve has a unique approach to his bass fishing as he uses several resources to study bass habits, current fishing patterns, lake contour, etc. Extra preparation such as this has brought him much success in his young tournament career.



Steve backed off the throttle after a short boat ride to a point leading into a small cove. "Points always hold bass, especially in Spring", he replied. "They are transition areas along migration routes that lead to shallow spawning grounds."

Steve's first weapon of choice was a Strike King KVD square bill crankbait. The shoreline leading up to the point dropped off sharply from the bank and seemed like a likely choice. After several casts that produced no results, Steve decided to try the shallower, inside of the point entering the cove. He switched to a Keitech swimbait that mimicked a baitfish exactly. However, the bass thought otherwise.

"Maybe they've already moved into the back of the cove to spawn", exclaimed Steve. He put the electric Motorguide on high and quietly eased toward the rear of the cove. Alternating between the crankbait, swimbait, and a Strike King Finesse Worm rigged on a 3/16 ounce jighead, Steve continued to cast to visible targets such as fallen trees and shoreline drop-offs.

Working quickly around the cove, Steve's first bass came on the crankbait, a 12" smallmouth bass. It is not legal to keep bass on Conowingo until

mid-June so the bass was released back into the water. Steve remarked, "Now let's see if we can put a pattern together". The south point of the cove was about 30 feet away, but Steve noticed some big boulders projecting into the water off of this point. "Ahh...bass magnets!" Steve said. With that he picked up his finesse worm and immediately caught a fat largemouth off of the deep side of the big rocks.

After careful release of this egg-laden female, Steve proceeded to trick bass-after-bass into biting

his watermelon-colored offerings. He kept his boat in about 22 feet of water and was casting into about 8 feet, slowly working the bait back to the boat trying not to get snagged in the hidden crevices of the boulders. Steve reeled in 9 large and smallmouth bass in a matter of about 20 minutes.

"They were on the point, alright" he laughed. "Just not the one we started on!" Steve, ever the analyst, commented that the southern point of this cove had both sunlight and current rolling across it...textbook bass cover.

Let's give this area a rest and do some exploring, Steve suggested as he fired up the Nitro and headed north.

He stopped at the mouth of Broad Creek, noting that his research told him that a lot of tournaments had been won here. He opted to fish some docks on the south shoreline and bagged another smallmouth bass on the small shakey head worm rig. However, that was the only fish from either shoreline within the popular creek.

Anxious, yet weary to drive his beautiful Nitro into the minefield know simply as "The Rocks", Steve knew that big smallmouth bass were permanent residents of this area. Upon entering the area he was amazed at both the number and size of the visible rock formations and the 100' water depth. He was cautious to remember that for every rock of boulder you see there are 10 more just below the surface that have an appetite for outboard lower units!

Again, Steve opted to navigate the area with his trolling motor. He moved through a galaxy of big rocks, casting a red crankbait on both sides of the rocks. "There should be a smallmouth behind each of these rocks"! These words had hardly left his lips when he hooked up with a beautiful smallmouth bass. Upon its release he ventured toward the next rock a few feet away and landed its twin, also on the crankbait.

Thinking they might be interested in the finesse worm, Steve switched gears and rods. The bass were eating the worm but would not stay hooked up in the fast moving water. "The current doesn't allow the hook to penetrate as easily with the worm", explained Steve. "Let's try the Peach

Bottom rip rap wall".

A quick return to the manmade rocky shoreline by the cooling towers of the power plant produced no results after a half hour or so. With allotted time dwindling away, Steve decided to return to the small cove near the dam to see if the point that was loaded with hungry bass in the morning had replenished itself.

A quick journey down lake and Steve was in game mode as he hopped on the front deck and lowered the Motorguide. "It won't take long to see if they are here, he said. After a few minutes late another pre-spawn largemouth bass welcomed his return.

As the last 45 minutes began to wane away, Steve continued to methodically ply the point and both shorelines adjoining it. He bagged several more bass before the final whistle signaled the end of his fishing day.

Steve spent 7 hours on a new body of water that he had never seen before and captured a total of 28 bass. The smallmouth-to-largemouth ratio was almost a 50/50 split with 16 smallmouth caught versus 12 largemouth. Three of the largemouth were females weighing between 3 and 3 1/2 pounds. Steve's best 5 bass were estimated to weigh a total of about 14 pounds, proof that in-depth research and preparation can make you a better fisherperson no matter what species you seek.



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





Mark enjoys bringing this radio-controlled sloop to RC meetings and letting kids try their hands at operating a boat.



The Bridget McAllister sits at the dock in Baltimore

A Life Wrapped in Water

by Dick Greenwood

As a writer, it's my job to stay objective, but how do you stay objective about a guy like Mark Rooney? Mark's a captain for McAllister Towing and Transportation out of Baltimore, the skipper of the Bridget McAllister. Now, I thought that's a pretty impressive job; but it's the other facets of Mark's life that caught me up short and left me listening in awe.

It started simply enough. Mark operates a 144-ton tractor tug and builds beautiful, radio controlled model boats, so the material for a good interview was right there. Just covering the dichotomy of his hobby and profession would, I thought, provide an interesting story.

So when we sat down in the galley of the Bridget McAllister, I started with an ice-breaker question, one that I hoped would put him at ease and make the rest of our conversation flow smoothly. I asked him how he got started. What I thought would be a quick answer—I was thinking some maritime academy, on-the-job training, maybe a lucky break when he was tired of driving a water taxi—turned out to be a fascinating story about a life spent near or on the water, mostly on the Chesapeake.

As if he had asked the question and I just happened to be there, Mark didn't miss a beat. "My father got me started. We'd go fishing, oyster hauling, or just sailing. He died when I was six, but I'd already spent a lot of time on the water."

At the phrase "he died when I was six," I nearly bit my pencil in half.

"Wait a minute," I sputtered, "your father died when you were six, but you were already heavily involved in life on the Bay!"

"Yeh," he replied matter-of-factly, "it was pretty much always a part of my life."

A conversation with Mark is akin to reading an updated Tom Sawyer, with Bay events replacing life on the Mississippi. The son of a canvas worker, he grew up watching his father making sails, hatch covers, and biminis. Living in the Locust Point section of South Baltimore, he had ready access to the Patapsco River and its opportunities. When he was a pre-teen he began to take advantage of that access.

"I wasn't very serious about school," he says, "but I had some great mentors who helped me stay out of trouble. When my mother died..."

I brought him to a screeching halt when he said that. "How old were you when your mother died?"

"I was twelve. She died in a car accident, and my older sister got the court to put me and my brother in her custody."

"So you were twelve, you'd lost both of your parents, and you were still involved with boating?" I asked, slack-jawed.

"Yes," he said, seeming surprised that I'd even ask such a question.

"I aged five years in the year after my mother was killed, but I had some great people who took an interest in me." Acting like he was a secondary character in the story, Mark reeled off a list of people who played key roles in his life. Boat builders, tall ship captains, Sea Scout leaders; it seemed

that only Ahab and Davy Jones get left off the list.

"By the time I was 14, I'd managed to get a spot on the Pride of Baltimore as cadet in the American Sail Training Association." It was that summer that he crewed on the Pride of Baltimore until the captain needed the berth for a reporter and put Mark off in New York City.

"Wait a minute," I shriek, the parent in me sending my stomach into paroxysms of pain, "You were 14 years old and you got put ashore in New York City! Weren't you angry?"

"No, not really. I understood what was going on, and I figured I'd be able to get home somehow."

"Somehow" turned out to be the Gazella, a tall ship owned by the Philadelphia Ship Preservation Guild, whose captain felt sorry for this young man and brought him aboard for the trip to Norfolk, Virginia, via Baltimore.

Two years later, when he'd reached the age of 16, he was "not book smart," but he knew enough about himself and his goals to convince his sister to let him drop out of high school and enroll in boat-building school in Norfolk.

"I got to Norfolk by sailing with a friend in my 16 foot – 9 inch fiberglass, open-hulled sailboat. I'd traded a hull I made to a friend who had this boat. I still have the boat. My sister told me I couldn't do it, but my friend and I loaded it up when she wasn't around and snuck out at night."

"How did you live when you were in boat-building school [for a year and a half]?" I asked.

Not even blinking, he answered, "The school had some vacant offices, ironically next door to McAllister's office, and they let me live in one."

After boat-building school, the now 18-year old Mark began a series of jobs that would eventually bring him to McAllister. Boat delivery via the Great Circle inland water route, a stint running launches for the Army Corps of Engineers, operating water taxis, and crewing every time he got the chance; he gradually worked his way up in age and experience. Three years on the Athena, a canal tug, earned him the credentials he needed. Working aboard the old tug from 1988 to 1991, he progressed from deck hand to mate to engineer to captain.

"From '88 to 2007 I worked for a series of towing companies, then I was hired by McAllister. McAllister is the best company I've ever worked for; they respect you for what you can do, not just for what your job is," Mark tells me.

"Respect," that's an important word to Mark Rooney. We sit for over an hour, and time and time again he stops his narrative to tell me about someone who helped him, someone who saw promise in a 13, 14, 16 year-old. He gives me name after name, a role call of mentors, friends, and bosses. I don't write them down; the story here is the product, not the shapers. But maybe that was wrong. Maybe I should have noted every name. Maybe I should have paid more attention to the incredibly detailed models he showed to me. They certainly merit more conversation. Maybe I should have taken my attention away from Captain Mark Rooney and focused on other people, other things. Maybe, but I don't think so. The guy I focused on is quite a story.

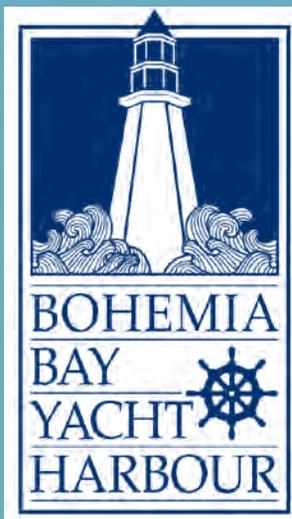


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Havre de Grace Maritime Museum Summer Concert Series- every Wednesday night **June 10** through August 12 from 7-9pm 410-939-4800

Youth Fishing Derby June 6 from 9:00 a.m. - 12:30 p.m. Turner's Creek Park, Turner's Creek Rd, Kennedyville, Md. Stacey Clough 410-778-1948

Maryland Waterman's Association Pro-Am Rockfish Tournament June 12-14 in Rock Hall 410-216-6610 info@marylandwatermen.com

Coast Guard Auxiliary Boat Inspections - FREE. **June 13** -Get your boat safe for the season. Call Gary Parker at 410-287-9400 x 221 gparker@jacksonmarinesales.com

Rock Hall Car Cruise Night by Smilin' Jake's June 19 from 5:30 p.m. - 8:30 p.m. Main Street, Rock Hall MD Jack Heffner 443-480-3615

Thunder on the Chesapeake Poker Run June 19 & 20 www.thunderonthechesapeake.com 302-218-7390

Northern Chesapeake Bay Benefit Poker Run June 19 & 20 hosted by Lee's Landing Dock Bar in Port Deposit Benefits Ryans Hope & Pathfinders foe Autism Terry 717-578-3549

Bowleys Quarters VFC Safe Boating Course June 27 & 28 starts @ 9 am \$35. 410-800-8420

Jackson Marine's Ride & Buy Event June 27 at Schaefer's Canal House in Chesapeake City, and June 28 at Jackson's North East location. 410-287-9400

Mid-Atlantic Chevelle Car Show June 27 9-4 on the waterfront- North East Community Park, North East, MD 410-257-7124. www.mdchevelleclub.com

Yachtstock River Jam June 27 Essington, Pa. Big all day event- see our Summer Fun page for more info

Middle River Fireworks July 4th 410-686-3555 www.middleriverfireworks.com

Fireworks on the Narrows July 4th contact Walt Crouse of Kent Island Yacht Club 410-758-7735

Dundalk Power Squadron Boating class (4) Tuesday nights starting July 7 6-8 pm at the West Marine in Rosedale, Md. 410-598-0833

Bowleys Quarters VFC Safe Boating Course July 11 & 12 starts @ 9 am \$35. 410-800-8420

Thunder in the City Poker Run July 17 & 18 Chesapeake City www.thunderinthecity.com 302-218-7390

Rockin' on the River July 19 in Middle River see our Summer Fun Page for more info 410-335-6450

Dinghy Poker Run July 25 in Middle River see more info on our Summer Fun Page www.dinghy-pokerrun.org

Pasadena Sport fishing Kid's Fishing Derby July 25 starts @ 8 am Downs Park 410-439-3474

Betterton Day August 1 starts at 10 am.. 410-348-5678 www.bvfc5.org

Dundalk Power Squadron Boating class (4) Tuesday nights starting August 4. 6-8 pm at the West Marine in Rosedale, Md. 410-598-0833

Pasadena Sportfishing Kid's Fishing Derby July 25 starts @ 8 am Downs Park 410-439-3474

Pirates and Wenches Fantasy Weekend August 7-9 Rock Hall, Md. 410-935-3491 www.rockhallpirates.com

Bassmaster Elite Chesapeake Challenge Summerfest - August 15 & 16 North East Community Park, Walnut St, North East, MD www.ccgov.org/tourism/bassmaster.cfm

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Upcoming Bass Tournaments on the Upper Bay

- May 30** PAYCHECK Bass
Dundee Creek Marina
- June 6** Mike Sabbi Benefit Tournament...
Tydings Park
- June 7** PAYCHECK Bass
Dundee Creek Marina
- June 13** Gambler Lure FREE ENTRY
Bass Tournament...Anchor Marina
- June 14** Susquehanna Fishing Tackle
Summer Bash...Anchor Marina
- June 20** PAYCHECK Bass...Tydings Park
- June 26** PAYCHECK Friday...Anchor Marina
- June 27** PAYCHECK Conowingo...
Peach Bottom Power Plant
- July 5** PAYCHECK Conowingo...
Peach Bottom Power Plant
- July 17** PAYCHECK Friday...Anchor Marina
- July 25** PAYCHECK Bass...Anchor Marina
- August 2** Spro Frog Only Tournament...
Anchor Marina
- August 8** PAYCHECK Bass...
Dundee Creek Marina
- August 13-16** BASSMASTER ELITE and
SUMMERFEST...Anchor/N.E. Park
- August 23** Snag Proof Frog Only Tournament
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2003 Sea Ray Sundancer Express, T-Merc 4.3 w/81 hours AC/Heat, gen. \$58,500

2006 Cruisers Inc. - 300 Express w/426 hours, Windlass, Generator, AC/Heat \$69,900

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1996 DONZI 33 ZX - 502 MPI (FRESH ENGINES) - 415 HP Silent Choice, Fuel Injection, SS Prop \$48,900

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1997 Maxum 24' Cruiser Real Clean with trailer. \$12,900

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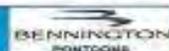
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Here come the Tall Ships!

By Wendy Gilbert

photos by Thomas Scilopoti



If you've never seen the Tall Ships festival, make this your year to go. The first time I saw them was in Baltimore. Come to think of it, the last time I saw them was in Baltimore as well. All the more reason to sail on up to Philly for the day.

The City of Brotherly Love and its partner across the Delaware River, Camden are hosting this year's festival June 25-28.

It will be the largest sailing event in the United States this year, and includes Rick Carrion's Elf. Although a bit diminutive when compared to some, don't forget to cheer on our local entry in the festivities.

With over a dozen magnificent domestic and international ships planning to attend Tall Ships Philadelphia – Camden, visitors can catch a glimpse, step aboard and even set sail on some of the most meticulously crafted ships of yore. Several rare and notable ships making an appearance include:

- **L'Hermione** – A French replica of the 12-pound, 145' long, Concorde class frigate of the French Navy, famous for carrying General Lafayette to the United States in 1780 allowing him to rejoin the Americans during the American Revolutionary War.
- **Barque Eagle** – Rarely seen at festivals, this three-masted USA Coast Guard Tall Ship boasts 21,350 square feet of sail, 295' length, is the only operational sailing vessel in the U.S. maritime services and is just one of five operational training barques in the world.
- **Cisne Branco** - Hailing from Rio de Janeiro, The "White Swan" is an awe-inspiring, 243' long, full-rigged Tall Ship serving the Brazilian Navy as a training vessel and international representative.
- **Gazela** – Philadelphia's official Tall Ship was built in 1901 in the shipyard of J. M. Mendes in Setubal, Portugal to fish the Grand Banks off Newfoundland. It is 177' long and 94' high from deck.
- **Picton Castle** – A 179' long, three-masted Tall Ship based in Lunenburg, Nova Scotia, Canada best known for sail training voyages around the world.

The unique two-sided waterfront affords increased accessibility for visitors from both sides of the river and creates the perfect venue for a myriad of festival attractions and of course, Tall Ships. The event is sponsored by a collaboration of four Delaware waterfront organizations: the Delaware River Waterfront Corporation, Coopers Ferry Partnership, Adventure Aquarium and Independence Seaport Museum.

An abundance of attractions will accompany the Tall Ships such as historical reenactments, live music, dance, youth sail training, a craft beer garden and the regions finest fare.

Tickets are available at www.TallShipsPhiladelphia.com or 877-4FLY-TIX. Ticket prices range from \$12 festival admission/onboard ship tours to \$150 for the Grand Parade of Sail. Tickets are good for attractions in both Camden and Philadelphia. For more information: www.TallShipsPhiladelphia.com, www.facebook.com/TallShipsPC and on twitter @TallShipsPC.com



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Classic Corner

"Sunburn"- Cool Fiber Classic owned by Stephanie Ryan. We saw this boat in person at the Bay Bridge Show- WOW, in the sunlight you better have your shades on! Just Beautiful.

photos by George Hazzard



Manly Products for Manly Men

photo by Donna Bedell

If you think the most blatant retail manifestation of masculine aggression is found in video games, take a walk down the deodorant aisle. It is no accident the word "Axe" is used to sell after-shave, because men love nothing better than a) sharp objects and b) things with which they can whack other things. (Brand names which Unilever tested and rejected before settling on "Axe" include "Gat" and "Shiv.")

Violence as a selling tool is a pretty blunt instrument, and so for men predictably effective. Axe has a style of deodorant called "Anarchy," which I guess is for when civilization as we know it crumbles but you still want to smell nice. A brand called "Every Man Jack" brings to mind hand to hand combat on the deck of a rough ship, but its body wash's masculine message is somewhat undercut by the ingredient list, which includes "coconut-derived surfactants."

DIAL has a men's body wash called "Full Force," with actual molded plastic hand grips on the bottle, which sent me into such a macho mind space that when I read the directions ("Lather up") I thought they said "Leather up," which would not be a bad brand name either. It could compete with Old Spice's "Swagger" and "Danger Zone." I never considered the arm pit a danger zone, but perhaps the Israelis have figured out a way to kill with it, and have passed their secrets on to Procter & Gamble.

Degree has an "Adrenaline series" of products, because hey, nothing gets a man's blood pumping like caulking his

pits. Speed Stick (a brand whose antiquated racing reference borders on charming) has a deodorant called "Energy Surge," which inexplicably contains no caffeine, but perhaps its C12-15 alkyl benzoate really gets you going. Dove, as you might expect given its pacifist symbolism, attempts to compete with the bruisers above with a deodorant called vaguely, "Aqua Impact." Perhaps a little less olive branch and a little more market research, people.

A fluffy body scrubber cannot be called that in the men's aisle. There it is touted as (I kid you not) a "shower tool" or, in a nod to the manly automotive world, a "detailer." I have never seen tweezers sold in the men's aisle, but if they were, I have no doubt one brand would be called "The Extractor." You want to sell to a man, you have to think like a man. That's what they call a no-brainer.

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45 Years with the same boat

by Wendy Gilbert

Rick Carrion has a special relationship with his first boat. The Elf has been his since 1971 and he has no intention of parting with her or trading up. Ever.

Members of his Classic Yacht Restoration Guild can enjoy helping Carrion perform maintenance as well as crew cruises aboard the 1888 Lawley-built 30-ft. class cutter.

They are also helping him continue his exhaustive research on the historic sailing vessel. The collected images, letters and history will be compiled into a coffee-table book by Carrion himself.

In The Elf's early days, much of her racing history was charted between Boston and New York City. Since then, it's been a popular vision throughout the Chesapeake Bay region.

Last year The Elf was particularly successful racing. Carrion recalls a race in Annapolis last season. The first-place finish still quite vivid in his mind. "It was a pursuit start race and we hit the line about three seconds off the call." The crew never let up and were thrilled to win.

"It was so much fun – pretty darned good for an old girl. It's so great that a boat built in 1888 can do so well against today's boats. She was tweaked in all the right places to be a fast boat," Carrion enthused.

Authentic and meticulous restoration took 17 years, two weeks and a day to complete. For additional information on the history and restoration visit www.cyrp.org/elf.

Carrion didn't sink that much of his time, money and sweat for nothing. The public is welcomed onboard a few times each season. "We'll be coming up to the Sassafra River in early June. Then we'll have a haul-out on a Friday (either June 5 or 12, weather-dependent). People can join us for the haul-out or help with maintenance. When we put back in, we'll do membership cruises."

After that The Elf and crew are off to Philadelphia on June 22 for the Tall Ships festival in Philadelphia and Camden. The majestic vessels (some a bit bigger than The Elf) will come up the Delaware River June 25-28 to participate in the largest sailing event in the country this year.

"That festival will provide another chance for people to see us and board the boat and perhaps join the guild. We do a lot of sail training," Carrion said, noting that The Elf has over a mile of line onboard.

"I'm meticulous about safety. I try and take the intimidation out of it," Carrion noted, adding that no one need be nervous about being a beginner or not knowing all the sailing terminology. "I love sharing it. That's what this boat is all about."

45 years. That's a lot of love.

www.cyrp.org/elf



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U.S. Coast Guard Auxiliary Safe Boating Tip 6:

Safely Filling Your Tank

Most people know that it's a bad idea to smoke or talk on a cell phone when pumping gas. However, did you know that transferring fuel through a hose generates static electricity that can also cause a spark and start a fire? Take advantage of the protection built into modern fuel transfer hoses and nozzles by making sure that the metal nozzle remains in contact with the metal rim of the tank on your boat whenever you fill the tank. If you have a removable tank, take it out of the boat and make sure that it is resting solidly on the ground before you start pumping. Never fill a portable tank while it is in your vehicle.



If you would like to learn more about safe boating practices or participate in a Coast Guard approved Safe Boating Class, contact Nancy at 302-697-6188 or by email at nal-aot@aol.com.

The Coast Guard Auxiliary is the uniformed civilian component of the U.S. Coast Guard and supports the Coast Guard in nearly all mission areas. The Auxiliary was created by Congress in 1939. For more information, please visit www.cgaux.org.

Vessel Safety Checks



by *Captain Mark Galasso, AP*

The old saying “An ounce of prevention is worth a pound of cure.” Or something to that effect, is no more evident than in boating. The boating season on the Chesapeake Bay is getting ready to go into full gear. Are you prepared? If you’re a fisherman I know you’ve organized all your tackle. If you’re a sailor all your sails and rigging has been inspected and repaired. Power boaters have had the mechanics out and the engines are running like well oiled machines. Now how about the simplest, least expensive and most important gear? Your safety equipment!

Basically there are three ways to go. You can check out your own equipment each year. You can wait until the US Coast Guard, Marine Police or the Natural Resources Police board you for a formal INSPECTION or you can have an informal CHECK done by the local Power Squadron or the Coast Guard Auxiliary. You will notice I made the distinction between a CHECK and an INSPECTION. This is an important distinction. If you fail an inspection you can face fines and an escort back to shore. If you fail a check you generally already on shore and the checker makes suggestions and gives you the opportunity to remedy any deficiencies. Once you pass the CHECK chances are pretty good your ready for any INSPECTION. Though a VSC is no guarantee you won’t receive a formal inspection I do believe when an Officer sees your check sticker up to date he will likely spend his or her valuable time inspecting other vessels.

In my case I routinely have VSC’s done on my boats. At the beginning of each season I take the

form from last season and do my own VSC’s before I call someone in to check and give me the new sticker. Over the years I’ve discovered a few things.

Make sure your Navigation and Anchor lights are working. Make sure your paperwork is handy, IE registration/documentation and any past inspections or checks. If your required to have a fire extinguisher the gauge shows an arrow in the green. You need visual distress signals like flares as well as audible signaling devices like a horn. Make sure they work and are not outdated. If you have to purchase new ones check the expiration dates. Get the newest ones possible. If you have an inboard motor make sure your blower works to vent fumes out of the bilge. If you have a Marine Sanitation Device that has an overboard discharge capability make sure the valve is closed and the lever wired off or removed. Make sure you have a throwable cushion or ring with a separate throwing line. And make sure you have lifejackets for everyone on board. If you boat at night it is a good idea for each lifejacket to have a whistle and radar reflective tape.

These are just a few basic things to look at. Requirements vary slightly based on the length of your boat and a checker can easily help you know what you need to avoid an embarrassing escort to shore!

United States Sail and Power Squadrons @usps.org

Coast Guard Auxiliary @cgaux.org

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Scott's Corner **The Missing Wife, Part II**

A husband went to a police station to report his missing wife.
Husband: I lost my wife; she went walking my dog yesterday and has still not come home.

Sergeant: What is her height?

Husband: Oh, 5 something ...

Sergeant: Build?

Husband: Not slim, not really fat.

Sergeant: Color of eyes?

Husband: Never noticed.

Sergeant: Color of hair?

Husband: Changes according to season.

Sergeant: What was she wearing?

Husband: Dress/suit/blue jeans -- I don't remember exactly.

Sergeant: What kind of dog was it?

Husband: She's a Corgi, 31lbs, Fawn gold with white highlights, her eyes are brown and medium to large, not bulging, with dark rims and distinct corners, widely set. clear and dark in harmony with her coat color. Her ears are....

At this point the husband started crying.

Sergeant: Don't worry, Sir. we'll find your dog.

Scott Karg is a boat broker at Sunset Harbor Marina

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Scuttlebutt



2nd Annual Sock Burning Ceremony

Baltimore Yacht Club held their 2nd Annual Sock Burning Ceremony. Everyone got into this Tradition-BYC Commodore Wayne Penczek and Fleet Captain Mike Bruns.



First Lady Debbie Penczek and some of the Members



BYC Commodore Wayne Penczek exchanges Club Burgees with West End Boat Club.

photos by Colleen Smart

Baltimore Yacht Club

Baltimore Yacht Club hosted in late April the West End Boat Club from Essington, PA on the Delaware River. Everyone had a wonderful time! We look forward to visiting again.



The MRYC Foundation plans to teach 500 non-swimming children to swim this summer through its signature SOS: Sink or Swim Program.

MRYC Foundation Grants \$31,005 To Chesapeake Area Youth Groups

ST. MICHAELS, MD, May 14, 2015 -- The Miles River Yacht Club Foundation has made grants totaling \$31,005 in its Spring 2015 grants cycle to seven area non-profit organizations that offer swimming, sailing, canoeing, kayaking and other maritime educational programs in the Chesapeake Bay watershed. The MRYC Foundation has now contributed \$189,699 to 23 non-profit organizations in its first four years of grant-making. Del-Mar-Va Council of the Boy Scouts of America's Rodney Scout Reservation in North East was awarded funds to purchase a Hobie Cat sailboat and Chesapeake Region Accessible Boating (CRAB) of Annapolis to buy equipment for their sailboat fleet; Phillips Wharf Environmental Center of Tilghman Island received support to hire staff, and the Dorchester County YMCA of Cambridge, Annapolis Community Boating of Annapolis and MRYC Junior Sail Program of St. Michaels received scholarship support for at risk students. In addition, the MRYC Foundation is providing full scholarship and staff support for its signature "SOS: Sink or Swim" program, a five year effort to teach every Talbot County non-swimming child how to swim. Last summer 275 children learned to swim under the program. This year's goal, working with the St. Michaels Community Center in partnership with the Critchlow Atkins Children's Center, is to turn 500 non-swimming children into swimmers at the Bay Hundred Community Pool in St. Michaels and the Moton Pool in Easton.



Kent Island Yacht Club

Along with the local businesses and the Queen Anne's county commissioners, our club is hosting "Fireworks on the Narrow's" after a 4 year absence. See you there!

Walt Crouse, KIYC Board member, 117 Yacht Club Drive

Please send your club or organization news to: dave@upperbayboating.com

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Organize your Boating and Fishing Gear for Safety and Success

by Tim Campbell

Organization is one of a boater's and fisherman's best traits. To have the proper tools and equipment at hand and in good working order is vital for safe boating and successful angling. Having boating gear and fishing tackle within easy reach is a sign of a well-prepared skipper. The ability to quickly get to PFDs, fire extinguishers and dock lines is a prudent safety factor worth careful consideration. Common sense goes a long way on a boat.

Essential items for the boat include but are not limited to, personal flotation devices (PFDs), First Aid kit, flares, whistle, marine radio, boat hook, landing net, big pliers, sharp scissors, gloves, gaff, binoculars, heavy-duty flashlight, extra dock lines and anchor. It's always a good idea to have towing insurance. An alert captain should never be stranded out on the water. Boat/US www.Boatus.com and SeaTow www.SeaTow.com offer policies at various price levels.

Regarding fishing gear, it is important to stow rods, hooks and gaffs securely, especially when underway, and always either sheathe the bait-knife or put it away immediately after each use. No sharp objects should be exposed. An abundance of caution could be the difference between a trip-shortened injury and a fun day on the water. It's wise to properly maintain your gear and tackle. A tattered net, frayed fishing line or dull hooks could be the difference between catching a fish and losing one.

Indispensable fishing related items include at least one back up rod and reel, extra line and leader material, and various lures to reach upper, middle and lower depths. My tackle is sorted in clear plastic containers by season, depth, species, hard-baits or soft-lures, hooks and sinkers. Pre-sorting my tackle makes it easier to pack in tackle bags prior to a trip. The night before the outing I check the wind, weather and tides. Go to www.dnr2.maryland.gov/Fisheries/Pages/Tide-Finder for tidal information. See www.weather.com for local conditions.

Some may say I am obsessive/compulsive, but by having my tackle prepared I have greater confidence in catching and landing a fish once it's hooked, especially a big fish. Besides, I don't mind maintaining my tackle, I enjoy it. As my fishing buddy Joe Yack would say, "It's part of the fish dance." The anticipation of the trip can be as enjoyable as the adventure itself.

Organization and upkeep are of major importance in boating and fishing. Proper preparation adds to safety on the boat and raises expectations of good catches. Good luck, be safe and enjoy the Chesapeake Bay.

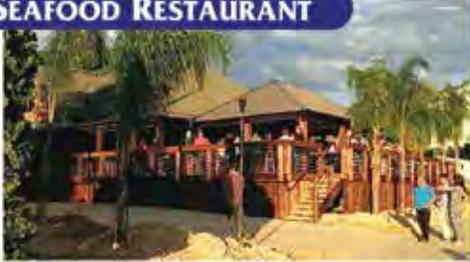
Tim Campbell is an avid angler and member of the Mason-Dixon Outdoor Writers Association.



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Fenders are your boat's best friend!

by Doug Dawson



The majority of fenders are air filled vinyl cushions that hang on a fender line providing padding between the hull of the boat and a dock or other object. Some people mistakenly call them “bumpers”; but, just like the kitchen belongs in your house, bumpers belong on a car or on your dock—not a boat. Without fenders, the dock will always win when the dock and the boat make contact. Your boat will look battered in no time. This can happen either during the docking process or as a result of strong wind or current. Everybody knows that fenders are a “must have” for your boat to protect it from scrapes, scratches, gouges or much worse. What most boaters don't know, is what to do with their fenders after they leave the dock.



Leave them down? Pull them Up? Take them off? If so, where do you put them?

Leave Fenders Down

We've all seen boaters who subscribe to leaving their fenders down thrashing in unsynchronized rhythm against the hull side while underway. Not only does this look bad for the boat and the captain, the fenders scratch the gelcoat. The constant beating of the waves, loosens poorly tied knots and breaks plastic fender hangers. Everybody has seen the resulting lost fenders floating in the water.

There really isn't a good reason to leave them down; unless maybe you are just going out for a short trip at idle speed. We don't recommend leaving the harbor with fenders down.



Pull Fenders Up

It is much better to pull fenders up out of the water spray.

On larger slow cruisers or trawlers, the easiest thing to do with fenders is to raise them and re-tie them at the sheerline, where they won't be constantly hit by the spray.

For faster boats, fenders should be brought aboard and secured on the side decks or stored in fender baskets or lockers to prevent movement but not block your vision.

For the wooden launches and a few runabouts that have a drawstring attached to the bottom of their fenders, it is quite easy to pull them up, so they lay parallel to the sheerline well clear of the spray.

Take Fenders Off

The best thing to do, is to untie fenders and store them.

Larger boats have fender lockers where your fenders are totally out of the way and protected. They won't do any harm or get lost, and won't create any problems if you encounter bad weather.

For cruisers without a locker, you can secure fenders across the transom to the taffrail with a Round Turn and Two Half Hitches. They will be safe and secure and handy when you return to your dock.

Tie Correctly

Always tie your fenders correctly – a lost fender will not help you or your boat!

Boat fenders that are positioned properly, tied correctly, and the right size, will protect your hull from dock damage.



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.



ELECTRIC SHOCK DROWNING (ESD)

You're at the dock and your hat blows in the water....or you want to dive in to check your props after your last outing....STOP! Before you put your hand or any other parts of your body in the water, there's something you should know! Stray AC current running thru the water can be paralyzing or deadly.

Dangerous electric current can come from a faulty AC appliance on board, poor grounding or someone nearby running their generator, or an AC power cord that has some part of the cord in the water. How much can cause harm? If the current level is in the 1mA to 8mA range, the victim can lose muscle control. A range of 50mA to 100mA you can suffer ventricular fibrillation! This can happen without warning!

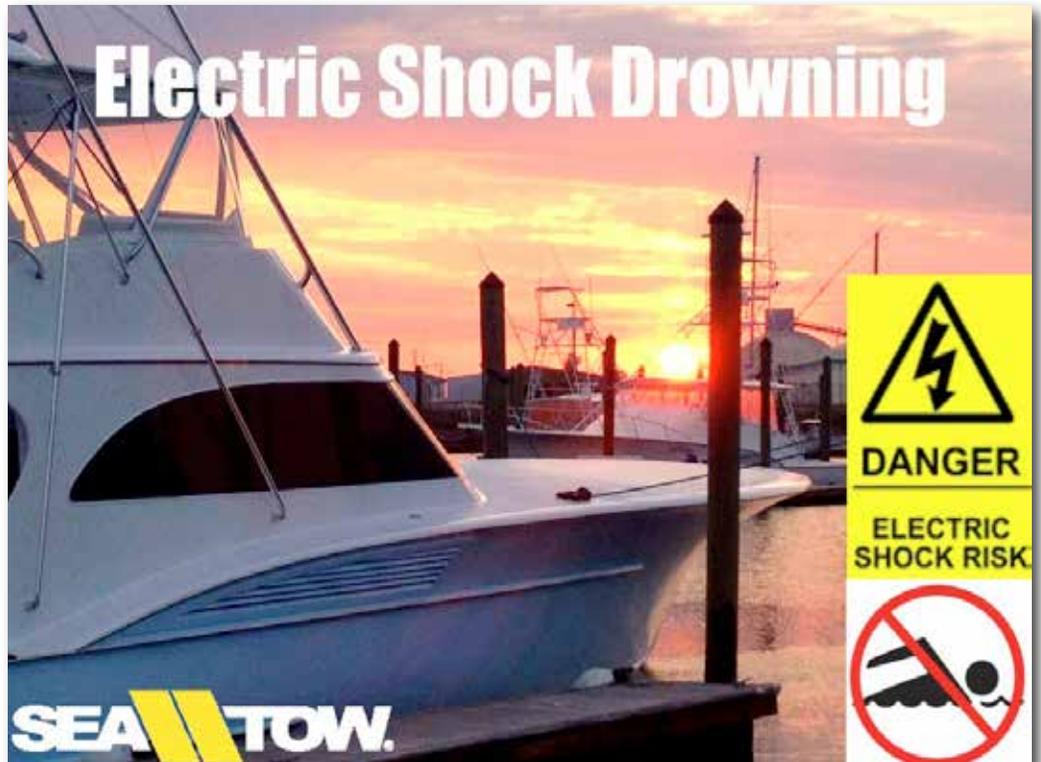
Fresh water is more dangerous than salt water! Fresh water is such a poor conductor of electricity compared to the human body that being in freshwater with stray current can result in electrocution. As today's boater acquires additional generators, inverters, chargers etc., and many installing their

own after-market devices, the chance for faulty wiring or improper groundings increases.

Tips to keep you safe:

DO NOT swim in marinas, alter or use "home-made" adapters or connect to a receptacle with a different configuration than the plug!

Should you suspect someone has been shocked, TURN OFF or UNPLUG the power to all boats in the area immediately! When it is safe, remove the victim from the water, call 911, and administer CPR as needed until help arrives.



Save the date! June 19th, 5-7pm at Lee's Landing Dock Bar in Port Deposit! Sea Tow Northern Chesapeake presents 'Welcome to Summer II'.



Sign up for Sea Tow at this event and receive a \$20 Lee's Landing Dock Bar Gift Card. Lee's Landing is hosting the Northern Chesapeake Poker Run to benefit Ryan's Hope June 19 & 20. If you like to see beautiful boats, great views and for a fantastic cause, plan to attend!

Take the 'K.I.S.S.' Principle Home from National Safe Boating Week



May 16-22 was National Safe Boating Week.

Boat U S took this opportunity to remind anyone who spends their time on the water to think about ways they'll have a great summer and avoid any chance of becoming US Coast Guard statistic. The Boat US Foundation for Boating Safety and Clean Water has four tips that follow the familiar **K.I.S.S.** principle -- but with a bent for boating safety -- that are near universal:



For more information on boating safety or to take a no cost online boating safety course, go to [Boat US.org](http://BoatUS.org).

*Boat US Foundation for Boating Safety and Clean Water
Boat Owners Association of The United States*

Kee your life jackets handy: This means readily accessible within arm's reach, not still in its plastic bag or behind compartment doors buried under junk. Better yet, wear it. You'd be surprised at how comfortable and slim today's newest inflatable life jackets are.

Instruct your passengers on where to sit and how to move about the boat safely. This applies to all boats, but the smallest ones can have biggest problems: swamping, large wakes and overloading can turn your day into one you'd rather forget.

See that all passengers are briefed on where emergency equipment is kept and how to use it: don't forget to show how to use the VHF radio, and what everyone needs to do in case someone falls overboard (designate a spotter).

Share your float plan with someone ashore to let them know where you're headed and expected to return. The simple act of telling someone has been demonstrated to greatly reduce a rescuer's response time.

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Four easy ways to spend more time on the water this summer

Whether it's the wind in your hair, the whine of a reel or the thrill of watersports, every summer the water invites us to jump in and have some fun. Many might be surprised to learn that boating is an accessible and active hobby close to home, making it easy to plan a day on the water.

More than 60 percent of Americans say outdoor recreation, such as boating is important for their overall well-being, according to Discover Boating. In fact, more than 88 million Americans go boating each year.

"Summer is the best time to turn off those smartphones and turn up the quality time spent with loved ones and there's no better place to bond than on a boat," says Carl Blackwell, a boater from Chicago and president of Discover Boating. "Boating offers something for everyone—from fishing to wakeboarding to cruising and more. Plus, today's boats are more versatile than ever, making boating more fun and accessible for every interest, lifestyle and budget."

Whether planning an on-the-water getaway, looking to rent, or considering ownership, getting on a boat has never been more fun or easier to do. DiscoverBoating.com offers four simple ways to disconnect from land and get your feet wet this season:

*** On-water thrills.** For action-packed excitement, try waterskiing, wakeboarding or tubing. Watersports are fun for the whole family and a great workout, plus they're an easy way to get the kids to turn off the videogames and play outside. A little online research makes it easy to find on-water rentals, lessons and demonstrations near you, plus there's also watersports clubs and organizations around the U.S. offering affordable programs for all skill levels.

*** Gone fishin'.** There's more to love about fishing than just the catching – enjoying nature, spending time with family and friends, exploring the outdoors. A favorite hobby for many, fishing offers a lot of fun for little cost. Consider renting a fishing boat at a nearby lake or setting up a deep sea fishing charter at the coast – cast a line and test the waters.

*** Cruise control.** If relaxing and socializing rank at the top of your list for summer fun, the cruising lifestyle may be just right. Rentals are widely available nationwide, from daily, hourly or weekend charters.

Be your own captain or hire one to show you the ropes. Fractional ownership is an emerging trend – similar to a lodging time share, but for boats, offering a way to access new boats and share costs among friends or other boaters.



*** Sail away.** Sailboats harness the breeze to power the boat across the water. Sailing lessons, charters and clubs are offered around the country for sailors of all (or no) skill levels. Looking to learn? Weave a charter, rental or sailing clinic into your summer vacation; it's a fun way to get started and spend time with family and friends while picking up new skills.

A little research can go a long way for on-water options in your area this summer. Start with DiscoverBoating.com, a beginner's guide to all things boating from a handy boat selector and cost comparison tool to a step-by-step guide – there's something for anyone looking to take the first step from the dock to the boat deck.



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Donna Bedell photo



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Poking Around Curtis Creek and Curtis Bay

Many kayakers will not paddle urban waters in summer because they like to cool off by rolling. In polluted water this can be not only distasteful, but dangerous. Thus, an urban paddle can be a miserable experience in summer. However, if you choose a day when temperatures are cool, paddling the industrialized creeks and bays around Baltimore can be a rewarding experience. Take for example Curtis Creek, which lies within a southern neighborhood of Baltimore City known as Curtis Bay.

On past occasions I have accessed Curtis Creek from two locations. The best is a private beach along side Reckless Ric's Bar and Grill in Glen Bernie. My group always calls ahead and requests permission. Of course, we always mention that we will stop in after the paddle for dinner and a few brews. The other site is from a small dirt trail on Marley's Neck that opens directly into Solleys Cove from the American Legion parking lot. If you are going as a group, it would be best to get permission from the lodge attendants before leaving your vehicles unattended.

Heading northeast from Reckless Ric's, or north out of Solleys cove, you quickly enter Curtis Creek. On your left is Thomas Point and the past home of the Defense Logistics Agency (DLA) Curtis Bay Depot. This government facility used to be a storage site for our countries strategic materials, including bulk ores, minerals, and metals. I don't think much of the original facility remains. However, located on the properties adjacent to Curtis Creek is an Army Reserve unit; the 949th Transportation Company. The last time I passed there a barge crane with one of the largest booms I've ever seen was docked alongside the depot. I later learned this beast is named the Keystone State and that it can offload M1A1 Abrams Battle Tanks from the decks of the U.S. Navy's largest cargo ships. Although its primary responsibility is heavy-lifting cargo, the barge's secondary responsibility is salvage operations; clearing port channels, and removing obstructions. A quick search on Google shows the 949th deployed to Kuwait during Operation Desert Storm and most recently helped bring troops home from Afghanistan. Thanks guys.

The Keystone State was flanked by two LSTs and a couple of Army issue LCM-2000s. For me, the LSTs brought back memories of my first, and only, beach landing in South Vietnam. Back in the 60's my marine



battalion was ordered to move from Danang to I Corps and begin patrols south of the DMZ. LSTs landed my unit and several others on the white beaches of the Cau Viet River, from where we rode swift boats up river to Dong Ha. Those were memorable times.

Curtis Bay Depot was built in 1918 by the U.S. Army and was originally used for receiving, shipping, and storage of materials and ordnance. In the 1950's, management transferred to the Federal Emergency Management Agency and the General Services Administration (GSA). The Atomic Energy Commission apparently leased portions of the depot and used it to stockpile barrels of radioactive thorium nitrate. Sometime in the 1980's it was realized that barrels containing these chemicals were leaking. Radioactive materials leached not only through the fibrous sides of the barrels, but through the floors of the warehouses, and into the soil below. Measurements of thorium in the waters of the bay were never measured, but the grounds were hot. Some of the warehouses were torn down and the soil carted off to an un-disclosed location. Soil testing performed afterwards deemed the property fit for unrestricted use. This was to be where the city's new detention center was to be built, but I think plans changed following discovery of the radioactive leaks. The last time I paddled past, the grounds were not glowing. I presume the problems there have been remedied.

Straight ahead lies the United States Coast Guard Yard Curtis Bay. It surprised me to learn that this facility opened in 1899 as the Coast Guard's sole site for building, repairing, and overhauling USCG vessels. It's a huge yard with an annual operating budget of nearly 100 million dollars. Incidentally, the USS Constellation was recently overhauled here. The Yard remains the only such facility of its kind, although I suspect services have been cut back to Atlantic and Gulf vessels.

The Yard also manufactures all of the buoys and channel markers for US coastal waters. The USS James Ramkin, a large buoy tender, usually moors alongside the buoy area.

The "Keeper of the Bay" services the Chesapeake Bay's buoys.

As you pass the yard, look over the Coast Guards "fast" and "super-fast" boats, waiting to be dispatched to all areas of the bay in times of emergency. The 45' super-fasts are 40+ knot jet-propelled interceptors that can get about anywhere in the bay quickly and, if needed, stay onsite longer than any other boat in the Guards harbor.

Beyond the turnstile railroad bridge, the real mysteries of Curtis Bay begin. You are now entering an area where ships of all types, having outlived their usefulness, have been towed and left to be reclaimed by mother nature. Each has

its own tale and will leave you wondering what they must have been like in their prime. Whereas all the ships of Mallocks bay are post-WW I vintage wooden steamers, these are wooden ships, schooners, and old side-wheel steamer, a concrete ship, at least one old tug, and more. The concrete ship, the General Morgan Lewis, has a distinctly different design than those sunk off North Point and Kiptopeke. It appears



to have a V-shaped hull. Beside it lies the remains of the William T. Parker, a three-masted schooner that earned the nickname Ghost ship of Baltimore when, after being abandoned, it found its way from North Carolina to Maine, and back again; without a crew! The Emma Giles was a side-wheel passenger steamer built in 1887. She operated out of Baltimore and served Port Deposit, Tolchester, Annapolis, and the West and Rhode Rivers for nearly half a century. When the Tolchester Company closed, she was converted to a flatbed barge and used to haul lumber from the Carolinas to Baltimore for another 10 years. She was finally put to rest off Stahl Point where her hull was burned so that the steel in her frame could be salvaged. Other ships abandoned here have similar long and interesting histories. Many will remain mysteries and forever unknown to those who paddle here.

Some weekend this summer, when the weather forecast calls for cool breezes, take a paddle along the banks of this interesting urban part of the upper Chesapeake. You will not be disappointed.

Live Aboard

by Don Elwell

On Downsizing to Move Aboard

So this week we had occasion to revisit our downsize by moving the stuff in our storage space to one far closer to our Marina. We were very, very fortunate to have made the initial storage decision we made: Our original destination was up the Nanticoke river in Delaware, and we contemplated getting storage there. From where we now dock here on the Middle River, that would have been a three hour trip just to get to our stuff. As it was, our storage space (near where we built the boat) is now nearly an hour away, and that was plenty.

Ultimately, though, the distance, time, gas, and rental expense became unsupportable, and we managed to find much less expensive storage within walking distance of our boat slip, which was perfect. . . .but of course it meant we had to go and GET the stuff.

Now here's the deal about downsizing onto a boat: One of the most common comments we got when planning our move aboard went something like "I could never do that, where would we put all our things?!" It is those "things" that are the problem. We are, to a very great extent, owned by our possessions. We spend a lot of time and money not only on our stuff, but on places in which to safeguard and maintain that stuff, even if we never even look at it.

Going into this, we read a number of downsizing accounts from live-aboards and from those in the tiny house movement. The advice we took from those articles goes rather like this:

- a) If you haven't touched, looked at, used, thought about, searched for, or tripped over something over the last two years, you don't need it and won't miss it.
- b) Get a storage locker for everything else. Gradually pull out the things you find you can't live without and figure out some way to keep them with you. Whatever's left at the end of, say, two years, you don't need.

It's proven pretty true for us as well. The things in our storage fell into four rough categories:

1) Family Memorabilia. What the deuce do I do with this stuff (some of it from the 1830's)? I feel like I'm the custodian for it in some way, but whom am I saving this stuff? This is always a problem. The stuff just lurks there in bins and boxes, full of dour Victorian faces, defying you to dispose of them improperly. Still no solution for that one. Perhaps a historical society somewhere. . . .

2) Tools, kitchen stuff, and assorted devices that we know we'll need eventually (or wished devoutly we had brought with us), but have no real room for on the boat. Eventually, some of this finds its way back aboard. The rest can go away.

3) In our case, artwork and supplies (Morgainne is a visual artist) and manuscripts and costuming (I'm a writer and theatre geek). This stuff has value, and represents either works available for sale or works in progress. Much of it is problematic for a boat due to size or fragility. I suppose this category might, for most folks, also include things like important papers like titles, tax forms, etc., and collectables that might have resale value.

4) This Box (as in: "What is in this box!"). Stuff that got slammed into boxes, bins, crates, and bags in the last desperate minutes when we were exhausted and doing our final move out. Moving storage spaces gave us the opportunity to revisit some of this stuff and a bit of it went straight into the dumpster.

Having this stuff closer makes it far more likely that, over the next year, we'll be able to continue winnowing it out, and makes getting to same somewhat less cumbersome. Based on our experiences, in your consideration of storage, though, keep a few things in mind:

First, if you don't know your final destination, don't guess. Opt for a storage facility near your point of departure or near a reliable friend or relative, which will at least minimize the effort expended on THAT part of your downsize. Otherwise, you risk putting your stuff someplace you wind up not being.

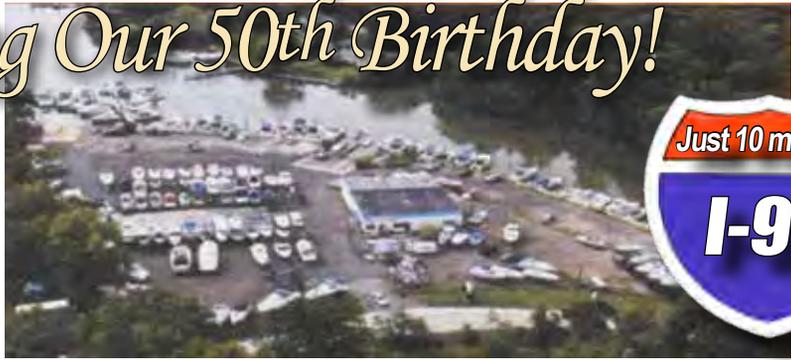
Second, plan on a serious revisit of your storage at about two years after your downsize to see just how much, if any, of that %&&\$ you really need to be paying out good money to store.

Whatever you do, know that the downsize is not only possible, it makes for a cleaner, far less stressful life. You'll realize that merely possessing things you neither use nor enjoy is a source of no pleasure but often one of much angst. Once the downsize is done, it's done, and you no longer have to go about dragging all that stuff like a snail dragging its shell. Enough Said.



Sculpture waiting patiently in the Storage Facility hallway for loading. Careful layering of framed artwork assured that we only broke...um...several. Magellan refused to watch.

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