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Upper Bay Boating

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photo by Donna Bedell

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Dave Bielecki, Publisher

What's going on? The first half of the 2015 boating season has seen weather and events that dampened our recreational time and spirits. Too many drownings and deaths, too much rain, too much storm damage, and news of another local business closing. I hope the second half can be enjoyed by everyone; lets pray for clear skies, calm winds (ok- a nice breeze for the sailors) , and a safer time on the water.

This magazine has now made it through the first half of the Inaugural season, and doing well. Most comments have been good, and most of you are paying attention, as I heard from several readers that we have the wrong caption for the cover of the June/July issue. That should have said Sunset Cove instead of Red Eye. I even had a few calls to settle bets people were having about the photo. We are pleased you are picking up the magazine and reading it. Want to see more? All we ask is that you support the businesses that advertise in UBB. They are the ones paying for your FREE publication.

In this issue you will find a nice article about Anita Leight Estuary Center by Wendy Gilbert. This jewel is along the banks of Otter Creek in Harford County. This is a perfect place to learn about everything that makes up the environment of your favorite body of water. They even offer boat tours and canoe trips for the whole family. When I took my kids there years ago, we couldn't get them to leave.

Also in the August edition, Dick Greenwood catches up with our old friend, Ira Black. For more than two decades, Ira was the voice of what happened on the Upper Bay. He had his finger on the pulse of everything associated with our favorite pastime. We all miss his column, 'In the Wind'. Most long-time boaters fondly remember his humor and miss hearing about Juke the Waterman. Do you remember the column Ira wrote about trying a stun gun out on yourself? Just like many of his topics, they didn't have anything to do with boating, but it sure was memorable. The stun gun article almost made me wet my pants! I worked for him at two different publications, and it was always enjoyable up to the time of he retired. The Nor'easter seemed to lose its soul once he left.

Did you know that the Susquehanna River begins at the end of a lake? I found out while on vacation in Cooperstown, NY. I had always thought it began as a little spring in some farmer's field. Otsego Lake is one of the 10 cleanest in the USA. What I want to know is what the hell happened to that clean water by the time it feeds into the Upper Bay? Millions have been spent on the bay cleanup



for as long as I can remember. Maybe it is time for politicians and those organizations that have received our donations to try new strategies and have better cooperation between the states. I for one think we should expect better results from the efforts to clean up the bay.

I should also mention that on Paul Matrangola's sailing page that Alan Keene is filling in this time due to the recent death of Paul's brother. UBB sends condolences to his family at this sad time

Also, a boat accident occurred near press time that killed two-making the season number at 14. Last year, there were 12 deaths, and we still have plenty of boating ahead- so lets be careful out there.

Folks, don't forget to visit our website to see more photos, and content. During the off-season, we'll be posting more on the site so you won't ever have to be without the UBB. While you are at it, please "Like" our Facebook page, and contribute to it.

Happy Boating, Dave



Donna Bedell photo

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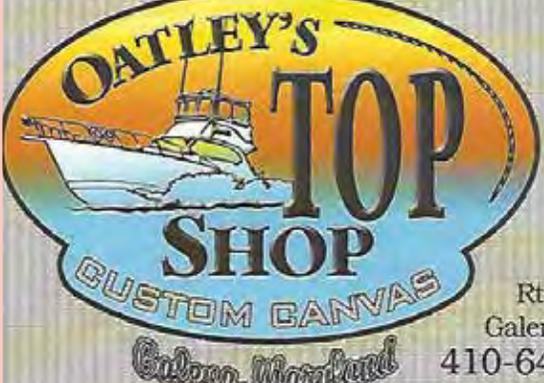
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Plenty of summer left to enjoy

By **Wendy Gilbert** - Features Editor

Every year when the calendar flips to August, I panic just a little. Knowing that August is just another flip away from September resonates negatively deep within my soul.

I could swear Independence Day was just last week and when did the Back to School ads start? How many times have I actually been out boating this season? Only twice? Really?

And that new-to-me fishing pole hasn't left the perfect little storage space my husband created for it. The reel is good, but the rod needs a little work ...

What am I waiting for? It sounds like I've been spending a bit too much time in front of my computer screen and should get outdoors while there's still time. And I don't need to wear socks.

Of course, there's a good reason I haven't been out much this week. Thanks to yet another deer tick bite, I'm taking a medication that demands limited sun exposure.

I've also been bitten by mosquitoes, no-see-ums, fleas, bees and spiders. At least I don't have to worry about Lyme's Disease. I think last year's battle with cancer was quite enough.

This is probably the fifth time I've been bitten by a deer tick in the last 10 years that I know of and it was tempting to ignore it. When I went to get my prescription filled last Friday afternoon, the clerk at Walgreens told me that they have been slammed with people getting prescriptions after getting bitten. I guess this summer's rainfall has provided all kinds of crea-

tures and plants with what they need to be successful. Each creature can measure success in their own way of course.

My quarantine will soon be over and I as I reflect on the season thus far, it's not been an uneventful summer. Crazy storms have caused quite a bit of damage in and around my home town of North East. The National Weather Service called one of them a straight line wind event. Sounded like a tornado to me and there wasn't much straight after it was over. McDaniel's Yacht Basin sustained an estimated \$1 million in damage from that line of wind.

Ripped up docks, downed trees and power lines seem to be the order of the day. After the power to my house had been restored after nearly 10 hours, I had the opportunity to chat with a couple of hard-working linemen. They informed me that we were very lucky. The folks in New Jersey suffered very heavy damage and over a more widespread area. Didn't feel very lucky until I viewed straight line wind event damage photos in Maryland and New Jersey.

Not all storms are weather-related and some very good businesses have been hard-pressed as well.

One of Dave Bielecki's favorite places to go as a kid, Gunpowder Cove Marina, Joppa, is closing at the end of the season. "It was one of the best places in the area," Dave said, noting that many were saddened by the closure sign which appeared in early July. It is a very gloomy cloud indeed. A representative from Marine Max shared some information about the marina closure with Dave- please read the column in this issue.

Well, it sounds like my peaceful summer life has been a bit stressful. Living without power, getting bitten, etc, but truth-be-told, I've been fairly calm thanks to a very popular best seller.

Nope, I'm not exploring books on mindfulness, yoga or meditation (some of you know me better than that); I'm coloring.

I picked up the doodling habit last winter/spring when I was in treatment. It was a great way to calm down in the waiting room. Talking to other people while in waiting rooms, trains, lines at the grocery store, etc. is a habit even my "Stranger Danger"-trained daughter can't talk me out of doing.

Chatting about the weather or the cost of blood worms is one thing, but talking to other cancer patients is almost never a calming conversation. Trust me. Doodling or Zentangling comes in really handy as most times the first thing anybody does is slap a blood pressure cuff on you.

The first coloring books to find themselves on the New York Times best seller lists were "Secret Garden" and "Enchanted Forest" by Johanna Basford. I and millions of people who speak at least 22 languages love them.

On October 27 Basford's third coloring book for adults, "Lost Ocean" will be released. Let the calm begin!

Wendy Gilbert





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I heard that.....

Over the past several weeks, local boaters have heard some true facts, rumors, and conjecture about what's happening at Marine Max in Joppatowne. Once it was announced that operations will end this fall, we all have wondered what's going on, what will happen to the employees, where will the customers go, and what will happen to the property. There has been plenty of speculation, so I decided my readers should have some answers.

I sat down with Mike Aiello, Regional President of Marine Max Mid Atlantic to find out what is going on. Unlike all their other locations, this one has not been profitable. Since 2008 when the economy went to hell, this location has not been good for the corporation, which of course has to answer to its stock holders. They made a few changes through the years, but these were not embraced by current slip holders, and business continued to decline. The decision to close was a big shock to the local staff and the customers, which were given four months' notice that they will need to move their boats.

So what's going to happen to the boats, employees and the property?

Mike shared that several local marinas have left information for the boat owners about their nearby facilities. He mentioned some have offered nice discounts to attract new

customers to their facility. Since most marinas are not full, there should be no problem finding a new home for your boat. (There are several advertisers in this magazine looking for new customers- check them out).

The employees have all been given the option to move to the Baltimore Harbor location. The company plans to offer the local staff a little extra pay to help with the commuting expense. The company may even move to a Baltimore County location on the Middle River, which I'm sure, would help with those commutes. Should that happen, the location would only sell and service boats in an existing marina that already handles slips and storage.

No decision has been made on what will become of the property. It has not been sold, and no plans are in place to develop it. Until it is sold or re-developed, Marine Max will be a good neighbor and keep a staff member there for security and maintenance. The local community can be assured the place will not become an eyesore.

Folks, we just don't like change. Some of the customers are extremely upset about having to leave. I understand that. Real boaters consider the boat a part of the family, and the marina their home. I used to hang around Gunpowder Cove Marina as a kid, worked at their highway location during high school, purchased and had boats serviced there, and still consider some of the employee's friends. While I don't currently have a connection with the place, I have to tell you, I am also saddened to see it close. Stayed tuned- Dave

Boat Dog

Like Dave, We too had to face reality with our previous family pet, Scruffy, a Schnoodle of almost 17 years. Meet Eddie, our year-old Bishon-poodle. Like Molly he's not much for the water but must be with his family.

John Dubroski Honey Brook, PA



This will be 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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Sailing Together Again

by L. Alan Keene

“Now, when I say “hard alee”, Rae, you release your rope.....and Dave, you start hauling yours in.”

It was a beautiful afternoon for sailing out on the Chesapeake and our non-sailing friends seemed delighted to be taking an active part.

The four of us had sailed together once before, but it wasn't on the Chesapeake. In fact, it wasn't in this hemisphere. Seven years earlier we'd sailed Australia's Whit-sunday Islands together and it was a day that we'll never forget.

Peg and I were on a whirlwind tour of Oz and decided to pull into the Queensland town of Airlie Beach to catch our breath. This gorgeous little resort town on the edge of the Coral Sea looks out over a sailor's paradise....the 74 islands of the Whit-sunday chain.

Dave and Rae, retirees like us, had left their home in Western Australia on a 9 month “caravan” tour of their homeland. With their perimeter journey more than half over, they pulled their camper into an Airlie Beach campground that same afternoon.

After spending a day snorkeling, Peg and I decided to spend another sailing the Islands aboard an 85 foot catamaran named CAMIRA. We'd seen her purple hulls and carbon fiber mast as we drove into town and decided, if the weather was right, we'd take the advertised day sail.

Hopping on the shuttle that collected Camira's passengers the next morning, we took a seat and watched, with excitement, as the tree tops bent in the stiff breeze.

“Are you up from Sydney, mate?”, an Aussie voice from behind inquired.

“A little east of there, actually. We're Americans from the east coast of the US....a little state called Delaware.”

“We know where Delaware is, don't we Rae!,” the voice responded, and began to sing “Oh, what did Dela wear, boys? Oh what did Dela wear?”



Here's a photo of the four of us onboard Camira the day we met in Australia. From left to right is me, Peg, Rae, and Dave.

“She wore a New Jersey,” we sang back in amazement.

The next ten hours were sheer joy! With the wind blowing at 20 knots, the captain asked if there were any sailors aboard brave enough to take the helm. I was up in an instant. For a full half hour I sailed Camira at speeds approaching 25 knots and loved every second! And when my time at the helm was done, I returned to the company of my first mate and the two charming Aussies we'd met just that morning. We laughed, shared life stories, and laughed some more.

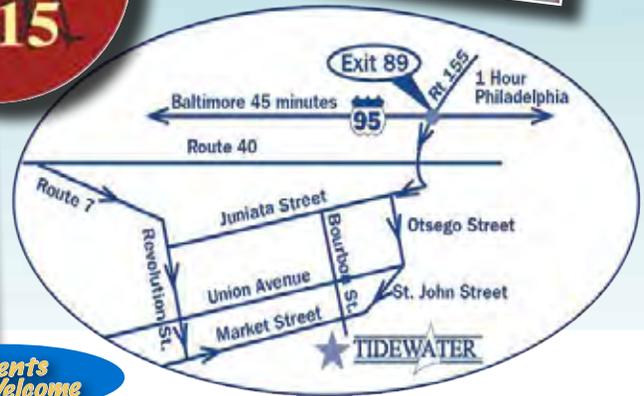
As we motored into the harbor that evening, a feeling of sadness crept over us. We'd made two wonderful new friends that day, but knew that we'd probably never see each other again.... let alone ever sail together. We exchanged email addresses, said our tearful goodbyes, and were off. The next morning we headed north, while Dave and Rae headed south.

But, unlike so many chance meetings, our friendship didn't die. We began exchanging emails, text messages, and phone calls. In 2007, they came to the states and spent a week with us. We showed them the Liberty Bell and the Constitution, careful to point out that Delaware (sans her new jersey) was the “First State” to ratify. We took them to Gettysburg and Baltimore, and down the Delmarva Peninsula, but, regrettably, we didn't take them sailing.

So when they arrived in September for a second visit, there was one adventure that was mandatory....a sail on the Chesapeake aboard TACKFUL, our 25 foot daysailer. After a champagne toast to Camira, we set sail on what felt like the completion of a 7 year journey. Our friendship had come full circle. We were sailing together again!

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Boating At 70 And Beyond

by L. Alan Keene

Well, it finally happened. I've officially become an old man. Not that I feel old, mind you, but when you hit the big seven-zero there's no denying that you've got some miles on you. And if you're like me, quite a few of those are nautical miles.

Now it's not all bad, though.....being a 70 year old boater. One plus is that it's fun to look the part (sorry senior ladies.....at least us old men enjoy it). The gray beard and the wild eyebrows are reminiscent of those swash-buckling, devil-may-care captains of old. And with that weathered, "old salt" look often comes increased respect from the youngsters (those in their 30s, 40s, and 50s). We'll take all their respect we can get.

But, while it's fun to look the part, there's a real danger in trying to act the part. The fact of the matter is that we're not as able as we once were and too much swashbuckling on the high seas (or the upper Bay, in our case) can get us into deep trouble.

First of all, most of us aren't as strong as we used to be. Breaking that anchor loose from the upper bay's muddy bottom isn't as easy as it once was. Hauling the inflatable up on deck is much more of a chore these days. And how about tugging on the starter rope of that reluctant little 2 stroke? After five pulls I'm pooped.

So, if we want to enjoy the decade of our 70s out on the water, it's critical that we follow a fitness regimen that keeps our muscles toned. Lifting light weights is an important part of that regimen. The web is loaded with suitable workout programs for us old folks, so pick one out and stick with it.

And how about balance? Have you noticed that every once in a while you may stumble and catch yourself? It's not unusual for those of us over 70 to lose our balance momentarily. But having a momentary loss of balance on terra firma is a lot different than having it happen while sailing off of Turkey Point or motoring out of Middle River. You won't get wet in your living room.

To improve your balance try doing what I call the "flamingo" and stand on one foot for as long as you can. Then change to the other foot. When you've reached 1 minute per foot consistently, try standing on a less stable surface like a thin pillow. You'll soon notice that you feel a lot more secure moving around the foredeck on a choppy afternoon.

Can you still bend over and touch your toes (assuming that you ever could)? Well, I never could, but these days I have trouble reaching my shins. The loss of flexibility for those of us over 70 can be a major problem and a potential hazard while boating. Ever try to reach a missing part in the far corner of your cockpit locker? Or how about doing maintenance on your motor? You'll need all the flexibility you can muster.



Here's a photo of Dave and Rae onboard Tackful during their visit in September 2012, sailing off of Turkey Point.

"WHY I SAIL"

We sail for different reasons. Some, for the thrill of the race. Others, for the friendships. Still others, to test their skills against an angry sea. Yet we all share a deeper purpose.

L. Alan Keene's lyric poem, "Why I Sail," on the following page expresses his own personal reasons and they have resonated with sailors from around the country since first appearing in Good Old Boat magazine.

In addition to being sold in select area gift shops, this beautifully presented 5x7 poem can be purchased, unframed, for \$12.95 by emailing keenesofqueens@yahoo.com.

"Why I Sail" puts into words what sailors know in their hearts.

Stretching our muscles and tendons every morning is the most important thing we can do to maintain or regain flexibility.

From our calf muscles to our neck muscles and everything in between, 15 minutes spent stretching will even help combat the "Itis" brothers (Arthr and Burs) and make us safer boaters in the process. Check out "stretching exercises for seniors" on the internet.

Now that we agree that those of us in our 8th decade or more have less strength, less stability, and less flexibility, it's time to show the "youngsters" what we have more of.....and that's good sense. Take 30 seconds to don your pfd before each trip and then turn the swashbuckler loose. You may not be able to swing from the yard arms, but who cares when you look like Graybeard the Pirate!

Why I Sail

*I don't sail to see far places.
I don't sail to finish first.
I don't sail to make new friendships
or to quench a social thirst.*

*I don't sail to have my teak seen
or my canvas neatly furled.
I don't sail to test my mettle
on a solo 'round the world.*

*I don't sail to give my children
a fresh view of life from sea.
I don't sail for these fine reasons.
I just sail for therapy.*

*I just sail to hear the silence.
I just sail to feel the sun.
I just sail because it's peaceful
when I'm on a downwind run.*

*I just sail to see my boat heel.
I just sail to taste the spray.
I just sail to be a part of
what was once the only way.*

*I just sail to watch the gulls fly;
hear the geese as they take wing.
I just sail to flee the chaos
that a troubled world can bring.*

*It's my refuge that I'm seeking.
Its serenity that's my goal;
to revisit nature's beauty
while communing with my soul.*

~ L. Alan Keene

Anita Leight Estuary Center

By Wendy Hiester Gilbert

Into every boater's life, some shallow flats must appear. Boating in and around the Anita Leight Estuary Center is no exception and park manager Kriste Garman advises everyone to keep track of the tides when boating nearby.

"Otter Point Creek is very challenging for boaters. There are shallow spots and braided streams," Garman said, adding that "it gets shallow in a hurry. You need a 2-foot tide to get up in the channel."

Many a PWC has been grounded in the area. Luckily, tide charts come to the rescue.

Paddlers enjoy launching from the canoe dock at the nearby Bosley Conservancy. It's a bit of walk to portage the canoes and kayaks, but the self-guided paddle trails are well worth the effort. Trails begin at the marina or nearby Smith Park. "There are challenges associated with each. You have to watch your tides and there is very limited parking at the marina," Garman warns. Limited means three legal parking spaces.

Smith Park has a bit more parking and is easy to access. The put-in spot is nice and sandy and popular.

At the Estuary Center

In addition to enjoying the area's wildlife and vistas, the Estuary Center grounds themselves are home to various gardens. Unique shade, bird, wetlands and other specific gardens are well-established. You can walk around to view them or participate in drop-in programs, camps and other special events.

Eagles, osprey, great blue herons, kingfishers and beavers are all at home there. Otters, for which the point gets its name, are a bit harder to find than the plentiful beaver population, but they are regulars in and around the streams and river.

There are also lots of turtles. In fact, the center has been involved with a telemetry study for box turtles for some time. Volunteers enjoy keeping track of these adorable and important reptiles.

Watch for other reptiles while in the area. I spied a Northern Water Snake near the dock that was ready to shed. It was a bit more aggressive than normal because as Garman explained its eyes cloud over prior to the shedding event. Any creature will be a bit persnickety when partially blind.

Pontoon Boat Dock

The Pontoon Boat Dock can be accessed via Route 40, but Garman reminds boaters and anglers to not park in front of the gate. One thing you will notice as soon as you arrive are a lot of



poles and gadgets. They are weather and water quality maintenance devices. Boaters can access the information collected there at EyesontheBay.net.

This dock is technically designated as handicapped accessible, but Garman says the floating docks are sometimes submerged and subsequently can become slippery.

Take a trip on the center's pontoon boat on Saturday, August 29. The "Morning Song Photography" excursion is an excellent opportunity to capture the beauty and activity on the rising tide into the marsh. The trip begins at 7:30 a.m. and is available for member and non-members alike. Watch the center's schedule for additional boat rides.

Summer Camps

A new summer camp beginning Aug. 10 is for mild to moderately Autistic children. Called "A Sense of Nature", parents are encourage to call to register.

For all other programs, camps and paddle events, visit their website www.otterpointcreek.org and register online.

August Events

In addition to naturalist-led canoe and kayak programs, the center offers Maryland Master Naturalist training on site.

One prong of the center's mission is also to get families outdoors together and there are plenty of wonderful opportunities for families in August. Enjoy night hikes (there's one on Friday, August 7), sunset and moonlight kayaking trips.

Other highlights on the calendar include "Cache in the Creek" is an aquatic geocaching program, where seekers search for underwater caches.

A Bosley Night Hike is scheduled for Friday, August 7. Walk through the woods looking for owls, bats, frogs and more. Another night hike centers on glow worms and fluorescent fungi on August 8.

Quite a few kayak and canoe paddle trips are scheduled for August including:

Captain John Smith Aug. 22
Full Moon Kayak Aug. 29
Sunset Paddle, Aug. 14

The center has partnered with BeachBee Yoga this season and offer weekly sunset paddle board yoga classes on Fridays. This low impact, core-conditioning workout begins at 6:30, \$35. No paddling experience is necessary, but a basic knowledge of yoga is helpful. Meet at the pontoon pier.

Bioblitz

Although it's impossible to expound upon every event and program at the center, the last mention goes to the Bioblitz, which will be held Aug. 15-16, noon on Saturday to noon on Sunday. The ninth annual event is a 24-hour search of the forest, water, meadows and air for different plants and animals. Scientists, naturalists and volunteers search and document the entire Research Reserve.

About Anita Leight Estuary Center

The public is always welcome at the center, which provides access to one of the few remaining large freshwater tidal marshes in the upper Chesapeake Bay. Otter Point Creek is a shallow tributary located at the headwaters of the Bush River. The Otter Point Creek component of the center includes Leight Park and the Melvin G. Bosely Conservancy, which are connected by 261 acres of shallow open water. Leight Park is 93 forested acres owned by Harford County Parks and Recreation and home to the Estuary Center. The Bosely Conservancy is 350 acres of tidal marsh and wooded wetlands owned by the Izaak Walton League of America – Harford County Chapter.

Through the center's partnerships with Harford County and the Chesapeake Bay National Estuarine Research Reserve (CBNERR), they offer public, private/group, and school (including home school) programs. Program activities include canoeing, kayaking, pontoon boating, crafts, hiking, education, animal encounters, and research.



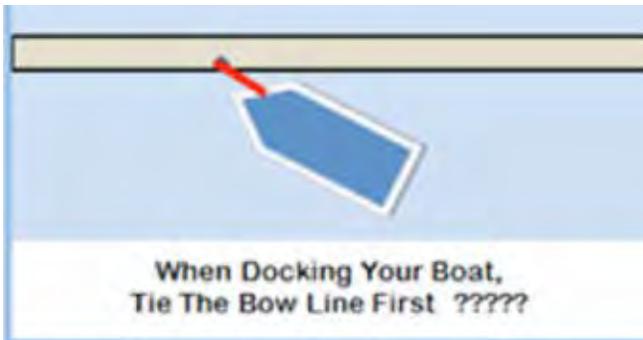
Kriste Garman



photos by Wendy Gilbert

Tie Your Bow Line First ?

by Doug Dawson



Power Boaters have all seen diagrams like this one with instructions to **tie the bow line first** when docking. Just look at the internet.

Safety Associations, Boating Associations, Magazines, Instructors are all touting this as the way to dock all recreational power boats.

To me, this only makes sense for bowriders and houseboats; but, for all other power boats, **it does NOT make any sense at all**. In fact, on most power boats, it can even be dangerous for the First Mate, being relegated to the forward deck to tie the bow line first.

I can only think of a few cases, where I would tie the bow line first. For example, if you have a motor yacht or trawler with a flat forward deck, high rails and a fully enclosed aft deck preventing you from getting to the stern cleats, that is approaching a wharf, gas dock or restaurant dock with high pilings (not floating docks), then like a houseboat or a pontoon boat; then, you would use a bow line first, because you have a flat deck, high rails and you can see your First Mate tying a bow line is an option.

Another case would be where the boat is "rectangular" If you have a pontoon boat that is equipped with only a forward gate and not an aft gate, then you would tie the bow line first.

Tie The Bow Line First - No

On all other power boats it **does NOT make sense** to tie the bow line first considering:

- Access to the forward deck is **narrow, awkward or non-existent**.
- The forward deck is **sloped and slippery**. Catching a cleat between her toes while sliding on a slippery deck eliminates your First Mate immediately as a helper in the docking process.
- The bow **rails are low** and offer little protection. When your First Mate falls over, your docking suddenly becomes a rescue—not a good combination.
- The forward **deck cleat is 5 feet or more away from the dock** to throw this bow line. The forward deck is 3' or more above the height of the floating dock. -----

(To boomerang the bow line out, down, then around the dock cleat,



and back 5 foot plus and up 3 foot plus to her hand as required in other instructions, would be a neat trick.)

- The physical barrier of the windshield and top **leads to yelling and swearing**.
- **The bow is not the control end** of any power boat. It's the windsock end.

If she misses the cleat, you cannot power the bow back to the dock.

- **Dock helpers are not always available** or dependable.

- **Jumping off the bow** to the dock with the line in her hand or teeth is **not an option**. Injury is almost a certainty.

- If the First Mate was able to conquer all of the above eight challenges, the bow line would be tied too short to swing the stern into the dock, because of the curve of the bow.

- **Fast access** from the forward deck for her to tie the stern line—there is none on most boats.

Recently in a conversation with a boater, after discussing all of these points, he concluded that, the only reason it makes sense to tie your bow line first, is to get rid of your First Mate—either by injury, falling overboard or mutiny.

He confessed that he had recently fallen overboard, when trying to tie the bow line, while his wife was at the helm. "The foredeck is not a good place to be" he concluded.

Another boater relayed his mishap of losing his balance on the forward deck and backing up into the open forward deck hatch. He tore the hide off his leg, hip and ribs. I heard these two stories over just one weekend.



Docking should and can be an easy and safe procedure

-especially for your First Mate.



So Captains, don't send your First Mate to the bow to tie the bow line first. Use a better safer method of docking.

www.PowerBoatDocking.com

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Doug Dawson (5th generation industry professional) is the authority on docking recreational boats. Doug has taught thousands—on all sizes and types of boats from outboards to motor yachts. His Docking e-Lessons are proven with detailed, step-by-step "how-to-dock-a-boat" instructions.

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SETTIN' the HOOK

with Dave Kilby

Upper Chesapeake Bay BASS Event To Be Showcased on ESPN and Outdoor Channel

North East, Maryland in Cecil County will host the popular BASS (Bass Angler Sportsman Society), more commonly known as BASSMASTER Elite Tournament on August 13-16 on the Upper Chesapeake Bay. This tournament will be presented by Huk Performance Fishing, a Maryland-based clothing company that features performance fishing apparel.

Summerfest, a huge carnival-like extravaganza will coincide with the tournament. The 110 professional anglers will launch from Anchor Marina in North East each day with weigh-in ceremonies beginning at 3p.m. at North East Community Park, adjacent to the marina. Summerfest will also be held at the park.

This is not just your regular bass tournament, mind you but equal to a NASCAR Sprint Race in magnitude. There are fans that travel the country following their favorite professional anglers on the Bassmaster Elite Tour.

This tournament is one of eight qualifying tournaments with the top anglers achieving eligibility to compete in the BASSMASTER

Classic, the Super Bowl of bass fishing.

At stake in this tournament are critical points to be won toward the championship PLUS a cool \$100,000 to the winner! The top pro's are excited about the chance to fish the legendary Upper Chesapeake Bay, recently voted as the 53rd

hottest bass fishing venue in the county!

Local merchants and vendors will benefit from this event in the form of revenue as this tournament will bring millions of dollars to the community.

Although currently off limits to the pro's until Monday, August 10th, many of the Elite professionals spent a lot of time on the Upper Bay prior to the official cut-off period. I had the opportunity

to speak with many of them and their strategy includes every artificial lure imaginable plus virtually every creek, river, and tributary itself belonging to the Chesapeake Bay. Several pro's told me they have always heard of the big bass that roam the legendary shallow grassbeds of the Susquehanna Flats and were eager to find out first hand how to catch those giants themselves.

Each angler will be paired with a local Marshal, who will be in contact with the Bassmaster staff throughout the day taking pictures and blogging which will be streamed live on www.bassmaster.com.

The pro's are allowed to weigh in their heaviest 5 bass each day. After the first two days of competition the field will be cut to the top fifty based on their accumulated weight. After day three's weigh-in on Saturday, the field is then cut to the top twelve fishermen who will compete for the title on Sunday.

Summerfest will feature crafters, food vendors offering every fare imaginable, and tons of fun activities for kids of all ages. There are also several off-site activities being offered by merchants in Cecil County. There is no admission fee to attend the tournament itself or Summerfest.

Here are a couple of helpful tips to ensure a great time in Cecil County if you plan on being a part of this fantastic event.

#1-There will be no public parking available at North East Community Park or Anchor Marina on the four tournament days, no exceptions. Parking for all attendees will be at Richie Brothers Auction's located at 3201 Pulaski Highway, North East, MD 21901. Shuttle buses will run throughout the day to and from the tournament and Summerfest on a regular basis. Handicap parking will be at North East Middle School with handicap bus shuttle. (Check www.seececil.org for more details)

Park and all bags, back packs, totes, and large purses will be subject to inspection at the gate.

#2-Climb in your boat with your friends and watch the action live on the water as a spectator! Remember, BASS enforces a mandatory 100-yard cushion between spectator vessels and competitor boats and have local law enforcement on patrol!

The BASSMASTER Elite events draw crowds of thousands and the Huk Performance Fishing Chesapeake tournament will be no exception, and is in position to break all attendance records. Don't you want to be a part of this once-in-a-lifetime event?

Be sure to keep up with all of the updates at www.seececil.org and www.bassmaster.com.

Enter contests on Facebook and win some great prizes, too!

Hope to see you there! (and in the crowd on TV!).



Charger Pro Rich vonNordeck and Elite Pro Davy Hite with son, Parker

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



Elite Pro Brandon Coulter and father, Rich, formerly from the Upper Bay area



PAYCHECK angler Bill McDermott and Elite Pro Derek Remitz

Upper Bay Boating Events

Anita Leight Estuary Center

has an exciting line up of boating events- see complete list on our website under events- www.upperbayboating.com. Activities include Pontoon boats, kayaks, and canoes. For more info on programs contact the center 410-612-1688 or 410-879-2000 x1688. Anita C. Leight Estuary Center, 700 Otter Point Road, Abingdon, MD 21009. See story in this issue for about events

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

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

Havre de Grace Maritime Museum Summer Concert Series- Wednesday nights August 5th & August 12 from 7-9pm 410-939-4800

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

Havre de Grace Seafood Festival August 7-9 in Tydings Park 410-939-1525 www.hdgseafoodfestival.org

National Lighthouse Day at Concord Point Lighthouse August 7 10- 6 410-939-3213 www.concordpointlighthouse.org

MSSA Riverfest Kid's Fishing Tournament & Awards Cookout August 8th 9-11 am at the Charles-town Stone Wharf- cookout follows at Veterans' Park Beach Steve 410-982-2392

Havre de Grace Art Show

August 14-16 in Tydings Park 410-939-9342 www.hdgartshow.org

Jackson Marine' Lifestyle on the Chesapeake Show & Craft Sale August 14-16 big annual event held in conjunction with Bass Tournament-Ride water taxi between events 410-287-9400

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

Rock Hall Car Cruise Night by Smilin' Jake's August 21st from 5:30 p.m. - 8:30 p.m. Main Street, Rock Hall MD Jack Heffner 443-480-3615

Eastern Y C Bayside Blues & Wine Festival August 22 1-7pm at Eastern Yacht Club 410-391-2251

Chesapeake City Lions Club Car Show August 22 9-3 RD 8/23 ron@ronfrancis.com

Defender's Day Sept 5&6 10-5 at Fort Howard Park 410-284-2331

Rock Hall Car Cruise Night by Smilin' Jake's September 18th from 5:30 p.m. - 8:30 p.m. Main Street, Rock Hall MD Jack Heffner 443-480-3615

Chestertown Riverfest September 26, 12 p.m. - sunset Wilmer Park and foot of High St. Jamie Frees 410-810-7162 jfrees2@washcoll.edu

Havre de Grace Maritime Museum Crab Feast Sept 26 410-939-4800 www.hdgmaritimemuseum.org

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

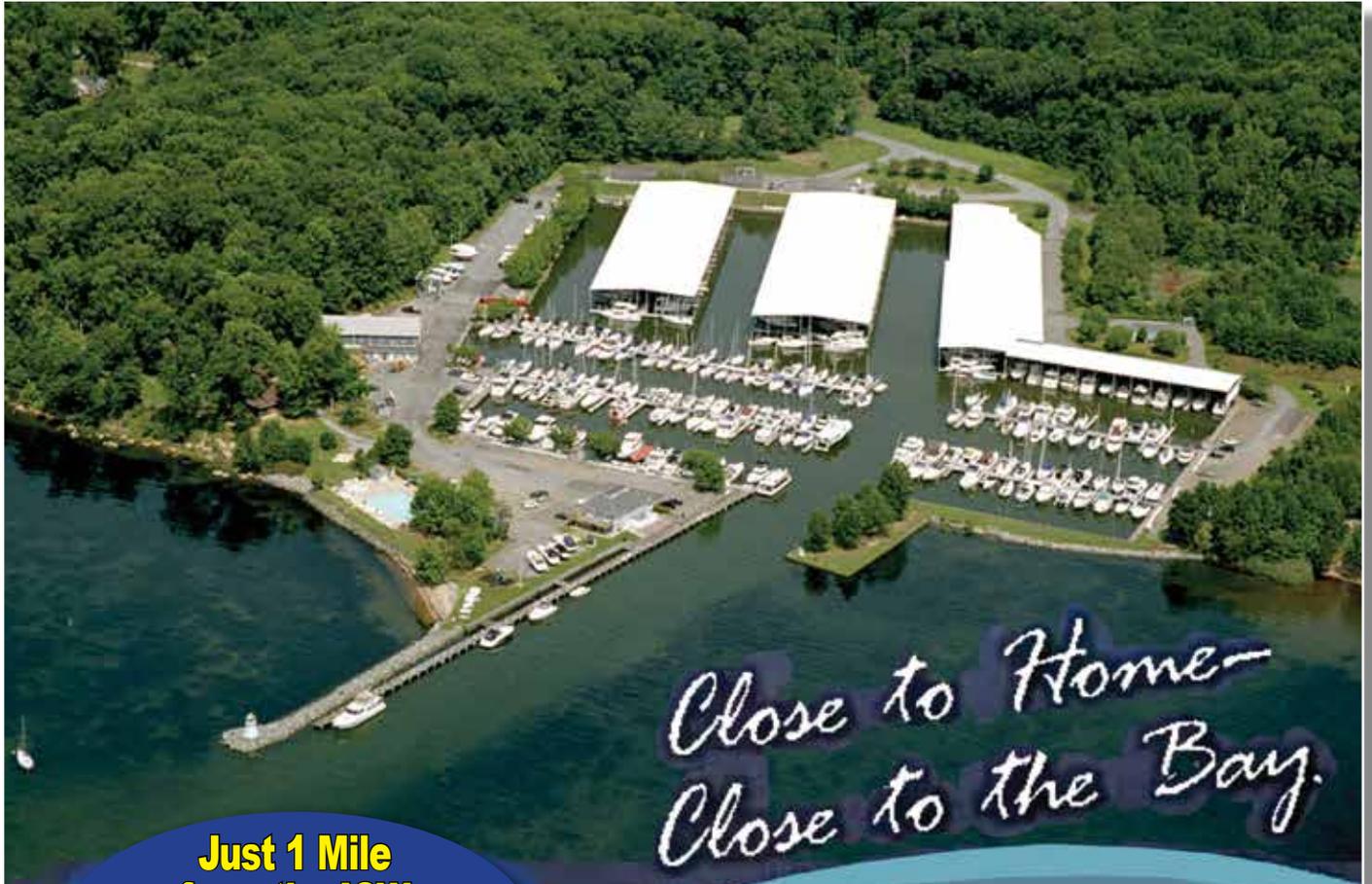


Upcoming Bass Tournaments on the Upper Bay

- 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 Anchor Marina

Dave Kilby 443-617-1850

www.getpaidfishing.com

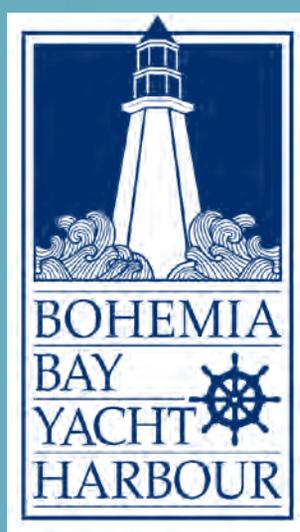


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Ready for an Adventure?

Story and photos by Donna Bedell

Boaters love a good adventure. Exploring a hidden creek, observing an eagle soaring, watching a heron preen, being caught in a storm, losing a boat (well maybe not) are all great stories to share back at the marina. Some of us grab a dinghy bag and hop into the dinghy, leaving our boat securely anchored or docked. Others of us launch a small boat at a county ramp and set our sights on a small cove or creek, secluded and just waiting to be discovered. But beware...that's just how it started for James and Katie, our son and daughter in law (Katie happens to be Dave's, publisher and owner of this magazine's daughter).

James and Katie grew up over, under, and around boats. They both work at marinas and are true examples of rule following, safety conscious, twenty something young adults who love adventure. So of course, when they set out from Worton Creek in their 14-ft. aluminum Sears Game-fisher (formerly Dave's boat) they had all required and not so required safety equipment. There was a small craft advisory for the upper Chesapeake Bay (but that is a whole other article), playing it safe they motored out of Worton creek to Tim's Creek. Their boat was loaded with a portable marine radio, cell phone, clip on navigation lights, registration, anchor and drinking water. The creek was calm except for the occasional 20-knot gust which they knew to expect and prudently stayed in the creek and didn't venture to the open bay. There's not much beach left at Tim's Creek

these days so the kids made sure to set the anchor and pull the Katie B up on shore. Sitting at the water's edge for some time, lazily watching the world drift by, they headed for a stroll only after feeling confident that the boat was secure. They grabbed the water tote (which the radio was in by chance) and went exploring.

Meanwhile back at the marina, my husband and I were just boarding our trawler loaded down with groceries for a few days at anchor. We turned on the marine radio, knowing the kids were out

and immediately heard the Coast Guard calling the Katie B and letting them know that Fireboat 5 had been dispatched! What-could there be another Katie B? - why a fire boat? Mom questions were rapidly popping up in my brain. As we listened to Katie talking very calmly, professionally and correctly we at least knew they were safe. We didn't know the hows and whys but apparently their boat was a quarter mile down the creek, resting at a dock and they were stranded on the beach. Luckily, if only by chance and not planning, they had the marine radio with them, everything else was in the boat. They were able to contact the Coast Guard which then dispatched the Fireboat. A big shout out of thanks to the Betterton Volunteer fire Dept. and Fireboat 5 for rescuing both the boat and our kids.

Knowing they were safe, we relaxed on our sundeck sipping a cocktail watching for the Katie B to motor toward their berth (and to wave James and Katie aboard to tell the tale of their adventure). James and Katie shared their mishap with us. It began with the wrong fluke anchor and a strong gust that picked up the boat turned it toward the creek and was carried away by wind and tide. Not the story you typically want to share back at the marina when everyone chuckles at your expense, but we all need that one boating experience, that hopefully turns out well, to remind us of the importance of taking necessary pre-

cautions and having the safety equipment with us as part of our adventures. Mother Nature doesn't always cooperate so we need to prepare for what can happen. I paused to consider our own dinghy adventures, sure we have the essential dinghy bag, but we always leave it on board when we walk the beaches and explore streams and coves. But now I realize there needs to be a small dinghy bag that goes ashore with us... just in case. Are you prepared for an emergency? If so....get ready for an adventure!!



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2003 Pro Line Walk Around 21" w/150 mercury with trailer. \$16,900

2003 Four Winns 245 Sundowner Volvo 5.7 GI \$24,900

2001 Grady White 28' Walk Around Yamaha 200 loaded & ready to fish, with trailer \$34,900

1998 21' Southern Skimmer 130 Honda well equipped-ready to fish \$17,900

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1996 24' Velocity 454 Mag MPI low hours Boat & Cockpit covers \$19,900

2008 260 Crownline Merc 300 Hp B111 only 100 hours \$41,900

2003 280 Formula Sunsport Only 250 hours on freshwater Hi/dry storage boat \$49,500

DEEP WATER ACCESS

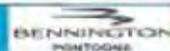
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On the Waterfront

with George Waters

Baby Boomers!

Arise and claim your tween-hood!

The term "tween" was coined in recent years to describe that period "tween" childhood and adolescence when energy drink companies and parents hold roughly the same sway.

I feel like there should be a similar word for the period I am in, between middle and old age, when your body is clearly on the decline but you do not yet qualify for discounted scrambled egg-bacon combos.

The term "Pre-coot" is a bit harsh. "Post-middle" could be shortened nicely to "piddle," but might hit too close to home for some.

With our life experience, I am sure we could wrest "tween" away from those pre-teen punks, distracted as they are with "lol"-ing into their shiny toys. We deserve "tween." We have earned "tween."

We have endured Khrushchev, "The Love Boat," New Coke, the '89 crash, the 2000 bubble burst, the 2008 crash, "Star Wars Episode I," and the lamentable rise of restaurant dinner plate photography.

We are a couple of years away from true coot-dom. We qualify for AARP, but that is not yet the sound we make every time we rise

from the couch. If our generation had a flag, it would be made of elastic waistband. We are "twens if there ever were twens. Pre-adolescents don't need a word. They still have chins!

"Tween" came about, no doubt, as a marketing term, to better focus sales pitches to a demographic. Sometimes after I buy something online, a survey pops up, asking about my buying experience, my age, etc. I always click "18-21," to completely screw up their research and make them wonder why someone probably wearing flip-flops is buying joint-pain linament.

Hey, we twens know how to entertain ourselves.

I propose we call the pre-teens "preets." It's cute, it's catchy, and it eliminates the falsehood that kids that age are "between" anything. The only thing an eleven year old is between is games, while he goes to get a snack. In my day, games were played outside, with nothing but an old tin can and our dreams. Wait, that was my father's day. In my day, we played Operation. We had to dissect a naked clown!

So give us "tween," kids. We came up the hard way, so don't try us. We'll take out your Adam's Apple with electric tongs.

Can you tell I had a birthday recently?

photo by Donna Bedell

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is a Greymarine 225 HP which has been upgraded to 238HP. The sliding Hard Top caught my eye. The spacious cockpit seats 10!. Tom's family has owned four of these through the years. The boat is kept on the South River.

The Stuff of Legends by Dick Greenwood

Excuse me, but I have to back into this narrative. In 2005, the proud owner of a new boat, the possessor of zero boating knowledge, I picked up a copy of a magazine titled *Nor'easter*. I liked it immediately. It was filled with stories, advice, recipes, history lessons, laughs, and an occasional bikini-clad nymph. But after reading it a couple of times, I emailed the publisher and argued that the magazine needed a column that looked at boating from the point of view of a neophyte.

Within an hour I received a reply that, more-or-less, dared me to put my energy where my mouth was. The publisher, Ira Black, in what experience would teach me was his style, tersely responded, "Show me 1500 words and we'll talk about it." I'd been thinking about what the column should say, so in about two hours I sent him an article. Typical of Ira Black, I received no response; but the next issue of the magazine included my article, and a check soon arrived in the mail. What would evolve into a meaningful friendship had begun.

Over the next few years, as I traveled around the Bay, looking for grist for my articles, one thing always surprised me: everywhere I went, I ran into people who knew Ira. As if he were some traveling medicine huckster, it seemed Ira's face and voice epitomized the notion of "ubiquitous presence." Not one of the people I met had a negative thing to say about the man; all seemed to consider him a friend, and as soon as I revealed my affiliation, nearly all immediately either asked how Ira was or wanted to share an anecdote about their relationship with Mr. Black.

Well, time moved on, things got sold, people moved, magazines died, and Ira left his home on the Elk River and relocated to the desert landscape of Tucson, Arizona. Still, however, whenever I would mention that I had written for *Nor'easter*, I would get the question, "Do you ever hear from Ira Black." It bedeviled me.

So, when I began creating a list of people who Upper Bay Boating's readers might like to hear about, I'm sure you can guess which name popped into my mind at once. Yep, Ira Black's.

Not knowing how he might react, I called him—I'd visited him in Arizona and we'd stayed friends, so getting in touch was not a problem—and asked if he'd be amenable to an interview. To my great delight, he not only liked the idea, he told me he was going to be in the area in June and invited me to visit him at his daughter's home where we could have a conversation. Sometimes the stars do align.

Alright, in case you're one of the 15 or so people who don't know who Ira Black is, let me give you a thumbnail sketch of the man. A combat veteran of the Vietnam War, Ira first got into civilian publishing working for Chilton, the people who published books about cars and automobile maintenance. He had a lifelong love of boating and the Chesapeake Bay, so from Chilton and Southeast Pennsylvania he moved to the Chesapeake Bay area and headed up the writing staff at a boating magazine we'll just call Brand X. Unhappy with things at Brand X, he founded *Nor'easter* and guided it to its position as the most popular boating magazine on the Chesapeake. In 2007, after a brief association with the *Cecil Guardian*, he retired and relocated to Tucson.

Finally, I'll get to my conversation with Ira.

In spite of his popular image, I always saw Ira as a private person, so his response to my first question nearly floored me. "Assuming you miss some aspects of the Chesapeake, what do you miss most?" I asked.

He didn't miss a beat. "The notoriety," he stated flatly. "I miss walking down the street and having people recognize me, seek out my opinion, share a story they think I might want to include in a column, be my friend. I miss those things."

Rolling now, he went on, "And I miss the outlet for creativity, the ability to entertain."



When I asked why he left publishing, he just smiled. "For the most part, publishing has changed. It used to be a hands on job; now it's more corporate." He grew quiet at this point, and I was reminded that his credo with *Nor'easter* was consistent: "I want," he would tell anyone writing for the magazine, "readers to always feel better when they put the magazine down than they did when they picked it up."

"You were on a successful career path with Chilton," I asked, "what made you change directions and begin writing about boating on the Chesapeake?"

"I'd been a lover of boats all my life—when I was eleven a friend and I built our own canvas-covered boat, and I owned other boats as time passed—so when my father-in-law introduced me to the Chesapeake, I knew this was where I wanted to be," he replied. "Chilton wasn't offering me the challenge I wanted, so I began to look around. I turned down an opportunity to be a VP for a firm in Milwaukee and became an editor in Maryland."

Moving back to the question of his ubiquitous nature and the notion that everyone considered him a friend, I asked him how he explains the phenomenon. At first he demurred, but when pressed he downplayed it. "I'm adaptable. I've always worked to write as if I were writing for friends, to take readers aside and talk to them as if they were friends, not strangers."

"Even now that I'm retired, I tend to mix easily," he continued. "I can party one day with wild-eyed bikers and then next day play my native flute with a group of Native Americans." While he's been a motorcycle enthusiast for years, playing the native flute, a plaintive-sounding flute resembling a recorder, made from wood by Native Americans, is a newly acquired talent. Its soothing tone matches Ira's calm, warming demeanor.

Changing directions, I asked him about his take on the boating industry and its future. He put the thoughts of music aside and responded quickly and succinctly, "Its future will be different. Since the crash—the economic drop that occurred in 2007-2008—things have recovered to some degree, but I don't think it will ever be the same as it was. New materials, smaller boats, different uses will characterize the boating world. It's like what we've seen in the RV industry: the change in potential buyers and the upswing in gas prices will underscore the need to approach the pastime with greater caution."

"Will its popularity come back?" I asked.

"Oh, I think its popularity is still strong," he responded, "but people are committing with greater caution. Boats and RVs don't have to be Park Avenue apartments, and people are willing to accept that."

"Speaking of people accepting change," I asked, "how do you explain a person's switch from the lush surroundings of the Chesapeake to the arid desert of Arizona?"

Ira smiled. "A while back Eileen and I decided we wanted to try something different for our vacations, so we started to haul our camper trailer to Arizona for a couple of weeks in the winter. Well, to our surprise we fell in love with the high desert and really missed it when we were back east. Now it's home to us. I ride my bike [his black Harley-Davidson] all year long and have a new group of friends. It's a good life."

I couldn't let the reference to friends go and asked, "Do you still keep in touch with Juke the Waterman?" Just to make sure you understand the question, Juke the Waterman seemed to pop up in Ira's *Nor'easter* column on a regular basis, expounding on every possible topic and delivering an unending string of epigrams and witticisms. Anyone who knew Ira knew Juke; anyone who knew Juke knew Ira.

A warm smile grew on Ira's face as he answered, "I talk to Juke every day. Yep, not a day goes by that we don't communicate."

Old friends operate that way, I think. And Ira Black is certainly a friend.

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McDaniel Marina Sustains Heavy Storm Damage

We would like to thank everyone for their support with the recent storm that hit the marina. Surrounding marinas up and down the bay, and individuals offered their help in clean up efforts. We, here at McDaniel's are so grateful to have so many people who truly care. We were blessed to have no loss of life or injury. We are looking forward to rebuilding our covered shed soon and will continue business as usual during the clean up/ rebuild phase. Again, thanks to all !!!



Weather for Boaters

by Captain Mark Galasso, AP

Tuna the Tide Charter Service

I'm always asked by my clients how I determine whether to run a charter or not if there are weather concerns. The fact is anyone who plans on spending a day on the water needs to keep a sharp eye on the weather. As we all know predicting the weather is not an exact science though over the last thirty years it has improved dramatically. We tend to enjoy boating in areas that are particularly hard to come up with accurate forecasts. The bottom line is it all comes down to preparation. At some point you WILL get caught in a storm.

The first thing that needs to be done is making sure your vessel is prepared for the worst. Most vessels with a superstructure have a grounding system that offers a cone of protection over most of the boat. That is, if the boat is struck by lightning it will be channeled and dissipated into the water. If you plan on being more than thirty minutes from Shore you need to have a VHF radio in working order. Keep checking the weather channels (1 through 6). If there are storms in the area monitor channel 16. The Coast Guard will announce issues. The Securite calls that ask you to switch over to 22A. Make sure your bilge pumps work and you have a good way of dewatering your boat. Make sure scuppers are free and clear. Have an emergency plan and go over it with your passengers. Have life jackets at the ready. It is a good idea to type up an emergency plan specifically to your vessel and laminate it and post it.

Now that you know your boat and crew are prepared let's get back to the original question.

Do we go or not? My philosophy is to get as much information as possible and average it all out. So where do I get my information? I use a number of prediction sources. First, the weather stations on my VHF. I keep a hand held in my office or truck. Second, the internet. Two of the best sources are Wind Guru and CBOFS (Chesapeake Bay Operational Forecast System). These two sources not only give you direction but speed by the hour. There are also a number of good weather APPS on your cell phone. I use one by Bluefin. It has tides, currents and weather. It also has an active radar for tracking storms. If I average out the data from these sources I can come up with a pretty reasonable prediction.

There are a couple of other factors many boaters don't consider. The two that I follow mostly are current and fetch. These are two variables the directly affect wave height. Fetch is basically the distance from an object to the LEE shore. The longer this distance the more waves have a chance to build. Current is the horizontal movement of water. Most modern GPS units have the ability to give you current and tide charts. Note the two are not identical. The important fact is when the wind and current are moving in opposite directions wave heights can increase dramatically.

When I plan a days fishing or cruising I weigh out all these factors. Can I find fish on a lee shore if the wind picks up? Will the wind and current make it too rough to fish where I want? Ask yourself the same questions before you head out. You'll be surprised how much more you will enjoy boating.

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Scuttlebutt

CBYCA News



Queen of the Chesapeake

Congratulations to Ashley Lindsay from **Bush River Yacht Club** on being crowned the Queen of the Chesapeake for 2015-2016

Wounded Warrior Day will be held again at **North Point Yacht Club** on August 15. They need around 35-40 boats to help out. Contact John Polek 410-687-7290

Eastern Yacht Club will hold their annual Bayside Blues & Wine Festival on August 22 from 1-7. Enjoy some fantastic music while tasting an array of wine from local wineries 410-391-2251



Hatteras Classic Club 2015 Rendezvous

The event is being held Sept 9-13 2015 at port Annapolis Marina in Annapolis, Maryland. Activities include the "boaters university" which is a several hour segment where guest speakers are invited to discuss anything from cruising to maintaining our boats. Other activities include local tours of the Annapolis area, a dinner cruise on a local cruise boat and the very popular "open boat" segment. This is where attendees and guests are invited to tour owners Hatteras' to see how the boats have been maintained or restored and to exchange ideas. Thanks again! Ben Fishel - Hatteras Classic Club *photo courtesy of Ben Fishel*



Welcome to Summer Celebration

Capt. Todd with the staff of The Granary Restaurant and Sassafras Grill wearing Sea Tow shirts at the 'Welcome to Summer Celebration' held May 22nd.



While on vacation, I found out where the Susquehanna begins- here's a picture of the mouth of the River and the lake. I also found out the Amish share our love of boating! -Dave

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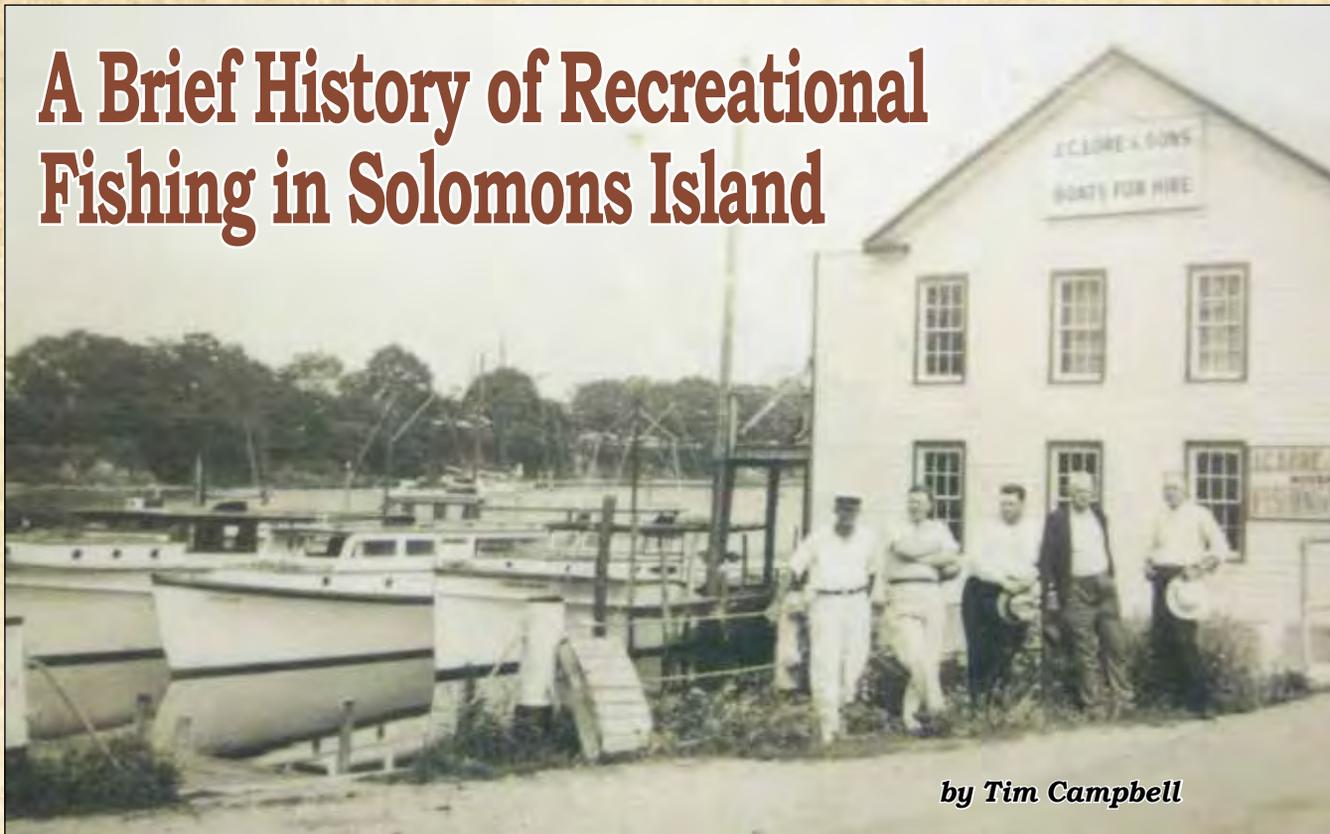
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A Brief History of Recreational Fishing in Solomons Island



by Tim Campbell

It's hard to say exactly when recreational charter boat fishing began in Solomons Island but it goes back about 100 years. George Mortimer is largely credited for opening up sport fishing to the area in the early 1900's. However Captain "Mort" Bowen is noted as being the first charter boat captain in the region. Captain Bowen began with a sailing workboat he converted to power by adding a single-cylinder Mianus engine. His idea was to promote fishing in the bay and have Solomons Island become known as a paradise for anglers.

Bowen's Inn opened for business in 1918. The building was bought by Captain Bowen from Captain James W. Northam. It was the family home of Captain Northam first built in 1888. Businesses catering to recreational anglers started to grow after World War I. The waterfront inn was added onto several times. By 1951 forty rooms were available for three or four dollars a night. The inn served seafood and chicken dinners, had an open air beer garden and a large fleet of fully equipped fishing boats. Indeed Bowen's Inn became known as the center of "Fisherman's Paradise."

Located in close proximity to Washington, D.C. meant Bowen's Inn was a favorite destination for many well-known political figures including Presidents Herbert Hoover and John F. Kennedy and many other prominent politicians. Many celebrities also stayed at the inn including Gene Autry and Arthur Godfrey. Sadly, in mid-March 2006 the building was badly damaged by fire due to careless smoking. It is doubtful it will ever be rebuilt.



In 1936 the Chesapeake Bay Fishing Fair Association was formed to acquaint the public with the bay and its bounty. The first Chesapeake Bay Fishing Fair was held in the summer of 1936 to promote fishing in the Chesapeake Bay. The Fishing Fair was a big production which included a sailing band, a sea-going hot dog stand, a crab feast and fireworks. There were twelve monthly contests and a Grand Contest which awarded lots of prizes. Anglers were required to join the association in order to be eligible to participate in the fair. Charter boat rates varied but the average price for a full day on the water cost three dollars per person for a party of four. Ten pound bluefish and eight pound rockfish were common catches.

In those days, a fishing license wasn't required to fish in the bay.

Chesapeake Bay style boats were used for recreational fishing in the 1930's. Before then existing work boats were used. Watermen could make money chartering their boats part of the year and work as oystermen the other part and many did so. By the 1950's and 60's a broad range of businesses supporting recreational fishermen continued to grow. Many boat builders took advantage of the opportunity and made higher, wider and more comfortable fishing boats for their passengers.

M.M. Davis and Son established in 1883 and situated in Solomons Island was one such boat building company. At the time it was one of the largest employers in the area and even built some boats for the Army during World War II. But by 1946 the company changed hands and began making plywood boats. In 1957 the company

Solomon's Island

became known as Cruis-Along Boats. These boats were very popular and soon other boat building companies would follow. The company changed ownership again in 1962 but by 1975 it closed its doors for good.

These were the golden years, but after WWII as disposable income increased with the booming economy and mass production of recreational boats came about, more people were able to buy their own boats. Better roads, better vehicles and the development of boat trailers also contributed to the popularity of recreational fishing. The availability of convenient boat ramps was lacking in those days but soon "the establishment of a number of boat yards and marinas catering to the storage, maintenance and repair of pleasure boats" took care of that problem according to Richard J. Dodds, Curator of Maritime History at Calvert Marine Museum.

Recreational charter boat fishing has evolved quite a bit in the last 75 years. For example, in 1940, anglers could go on a weekend fishing trip for a mere \$45.00 which included everything from food and lodging to "18 hours of exciting salt water fishing" according to a pamphlet dated August 10, 1940. The all-expense, round trip expedition by train from Chicago to Washington included a transfer from Washington to Solomons Island, all meals, lodging, charter boat, bait and hand-lines. Customers were advised to bring their own fishing rods and tackle as well as rain gear and sunglasses.

Of course there were many more people who contributed to recreational charter boat fishing in the area. H.M. Woodburn and Son ran a fishing fleet, oyster house and restaurant. According to Bunky's Charter Boat web site, the Woodburn's are regarded as "practically inventing charter boat fishing in 1927 when Harry Woodburn started a fishing party business." Today Bunky's Charter Boats occupies the property once owned by the Woodburn's and is the largest continually operated charter fishing business still on Solomons Island.

Although most of the charter boat captains of the day have passed away, the social and economic impact of recreational fishing in Solomons Island has had a lasting effect.

Sources: Special thanks to Richard J. Dodds, Curator of Maritime History at the Calvert Marine Museum for providing materials from the museum archives and library. Photos are from the Calvert Marine Museum collection.



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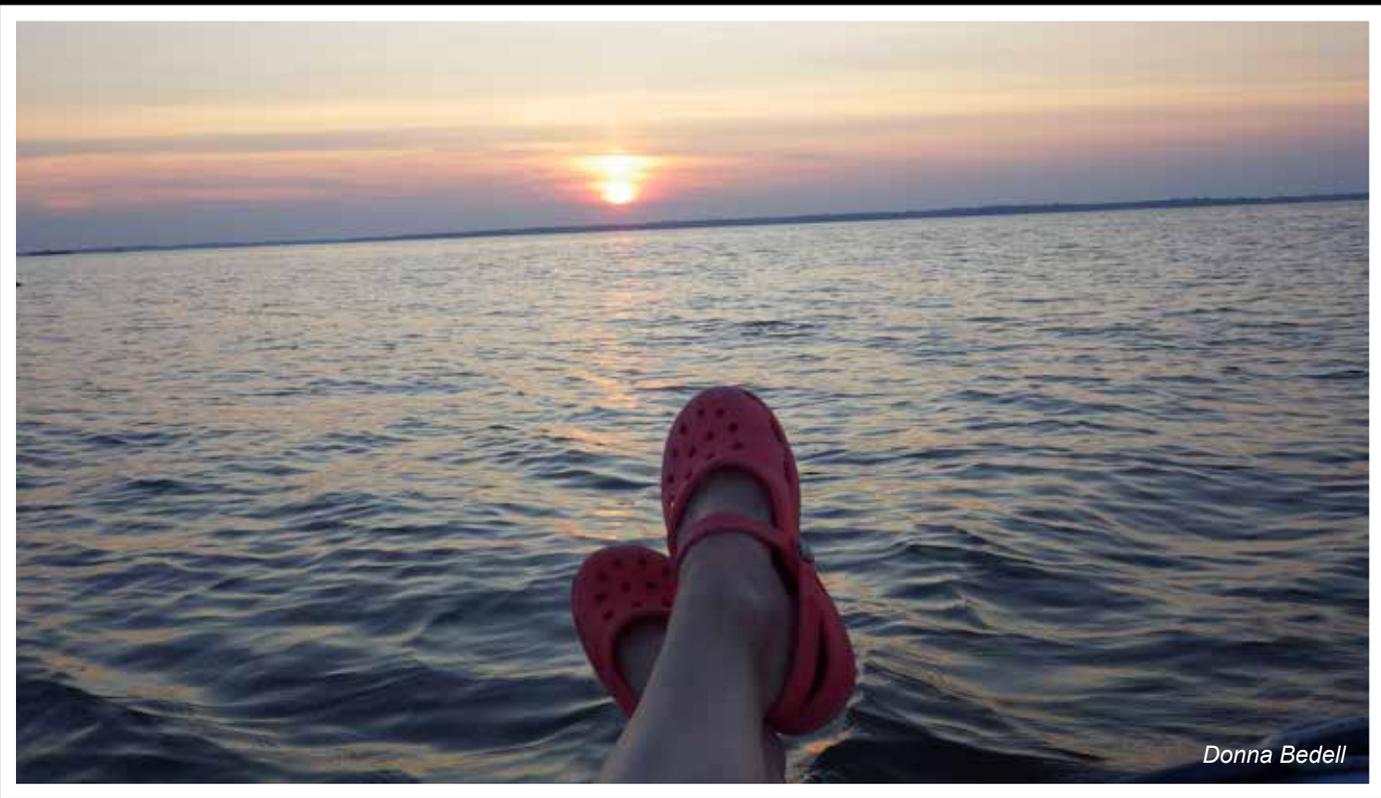
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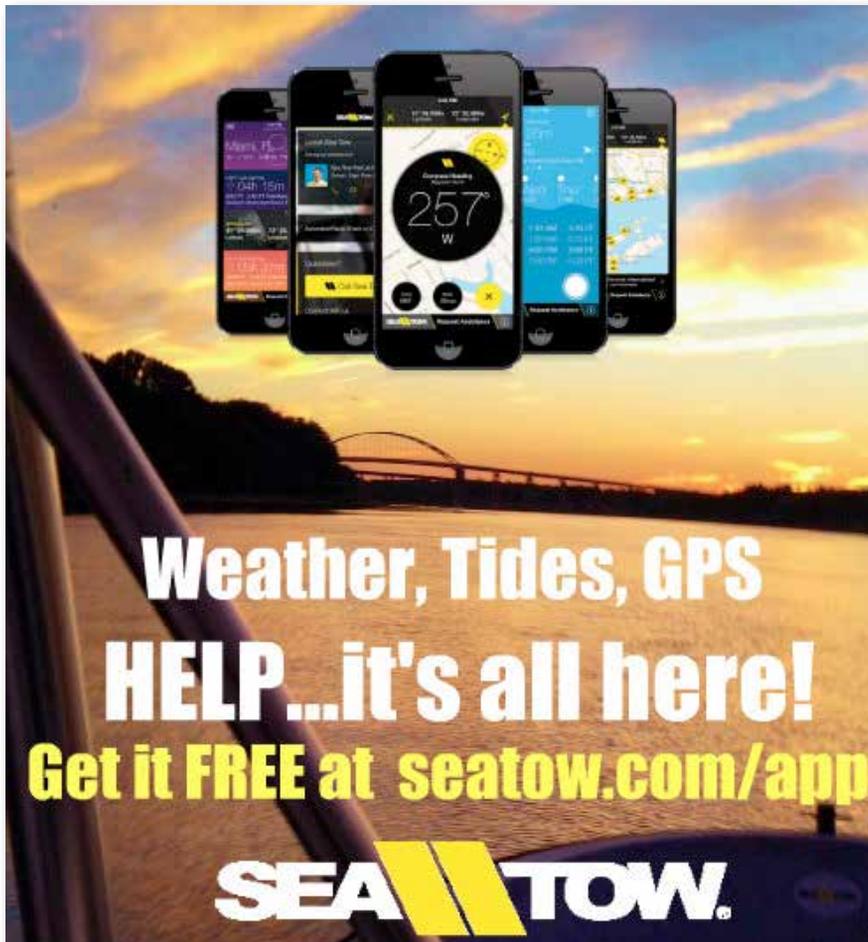
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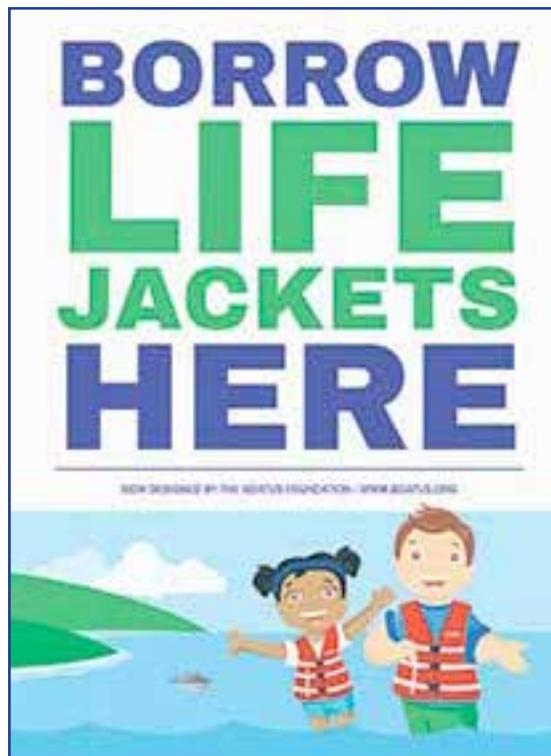
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The Foundation's newly released "How To Set Up a Life Jacket Loaner Program Guide" provides step-by-step instructions and includes information on how to access free and discounted resources for your loaner program including promotional and educational materials and life jackets.

For a limited time, the Foundation is also selling discounted yellow and blue, vest-style, Type II and III "BoatUS Foundation" life jackets in infant (0-30lbs.), child (30-50lbs.), youth (50-90lbs.) and adult (over 90lbs.) sizes



for \$12 at BoatUS.org/loanerpurchase. Also available are Mustang brand Type II life jackets for infants, kids and youth for \$25 – about half the retail price. While there is no minimum purchase, orders of five or less will be charged \$2 per jacket for shipping. All funds go to support the non-profit's boating safety and clean water programs.

Additionally, a partnership between the BoatUS Foundation and Stearns offers groups discounted life jackets directly from the life jacket manufacturer. There is a minimum order of 12 for the red and white, vest-style Type II and Type III jackets with infant to adult sizes available. Logo imprinting and shipping are additional. To order, see the how-to guide.

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About the BoatUS Foundation for Boating Safety and Clean Water:

The BoatUS Foundation for Boating Safety and Clean Water is a national leader promoting safe, clean and responsible boating. Funded primarily by donations from the over half-million members of Boat Owners Association of The United States (BoatUS), the non-profit provides innovative educational outreach directly to boaters and anglers with the aim of reducing accidents and fatalities, increasing stewardship of America's waterways and keeping boating safe for all. A range of boating safety courses – including 34 free state courses – can be found at BoatUS.org/courses.





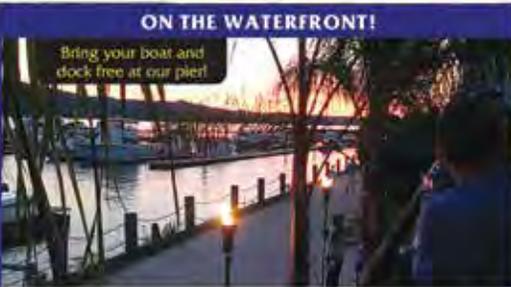
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Eleven Green Boating Tips

by Discover Boating



Soon after a boat passes, its wake has vanished. But as boaters we do impact the waters we love, and there are ways to keep our “wakeprints” invisible. Anglers, it seems, have a special stake. They have extra potential to have negative impacts through bait, gear and fillet knives as well as a special interest in keeping waters and their inhabitants healthy. But all boaters have both the opportunity and the responsibility to leave their waterways and world as unsullied as possible. Fortunately, it’s not as painful as it sounds. Often, going green and boating in a thoughtful way makes it more pleasant, more affordable and more fun. Start with these 11 tips:

1. Repel Invaders

Help keep invasive alien species — both plants and animals — from spreading. Clean and dry your boat and trailer between outings. Don’t move live fish from one body of water to another. Dispose of bait properly — not in the lake.

2. Keep Your Head, Properly

Whether it’s an installed, plumbed head or a portable potty, don’t shortcut the pump-out process. No head? Liners and seats are available to turn a five-gallon pail into a “throne.” It’s not fancy but it is functional and lake-friendly.

3. Clean Cleanly

Use environmentally friendly cleaners where possible — white vinegar to kill mold, for example. Tough tasks may call for tough tools, but always go as mild as the job allows.

4. Maintain Your Motor

Get regular tuneups, fix leaks and clean up spills. That all minimizes the escape of fuel and lubricants and — as with many green ideas — it saves you money too via lower operation and repair costs.

5. Replace Your Engine

Aspirated two-stroke engines not only burn oil, they let some of the oil/gas mixture escape between firings. Di-

rect-injection two-strokes and four-stroke engines operate much cleaner. As a result, you might consider repowering a used boat.

6. Watch Your Wake

Besides irritating others, threatening damage to other boats, and maybe even creating a hazard, waves can cause erosion of fragile shorelines. When boating through delicate areas, take it easy.

7. Talk Tackle

Fishing line and other lost tackle, including soft baits that fish might eat, last virtually forever. Losses happen, but don’t add to the situation by carelessly tossing overboard stuff you’re done with.

8. Cut Commuter Carbon

Stay an extra night! You’ll feed the boat its daily oats but drive time and cost will remain the same, yielding more boating per highway mile and carbon footprint. Check trailer tire pressure, and find the highway speed that burns the least fuel.

9. Harvest Deliberately

Nothing’s better than a mess of fresh-caught fish, but think twice before taking a hefty harvest if the fillets are only going to sulk in a freezer until defrost time. Catch and release? Do both quickly, with a snapshot in between.

10. Learn the Rules

Nearly all boating and fishing rules are written not to hassle us, but to keep us safe and protect the environment in which we pursue our boating pleasure.

11. Goodbye, Old Paint

Anti-fouling coating is serious business on a boat, but there are new water-based, environmentally friendlier ways to do it with no odor, fumes or solvents. Clean up with soap and water, and watch for similar advances in other boating supplies.

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Donna Bedell photo



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Annapolis gets a few things right.

by Thomas Valkenet

It's rare when our State Government makes me smile, but it occasionally will do the right thing, for the right people, and for the right reasons. Here are a few new laws going into effect that may make you smile, too, regardless of your politics.

Your fishing license will no longer expire automatically on December 31st. It will now run for 365 days from the date of purchase. The Department of Natural Resources believes this will increase revenue by encouraging license sales later in the year. Here is the DNR's rationale:

DNR indicates that changing the expiration date of annual recreational fishing licenses to one year from the date of issuance rather than December 31 is expected to increase the number of annual licenses issued since a person will be able to use a license for a full year regardless of when it is purchased. It may cause a person that (1) otherwise would have bought a short-term angler's or Chesapeake Bay and coastal sport fishing license to instead purchase an annual license; (2) otherwise would not have purchased any type of license to purchase an annual license; or (3) otherwise would have purchased a license in Virginia (with which Maryland has license reciprocity) to purchase a Maryland annual license. Virginia recreational fishing licenses are valid for one year from the date of issuance.

The change applies to freshwater fishing guide licenses, angler and sportfishing licenses, and special charter boat licenses. The change is projected to create an additional \$20,000 in State revenue.

And even more encouraging was the State of Maryland's decision to exempt retired military, disabled vets and former prisoners-of-war from buying



hunting licenses in certain circumstances. All retired military are now exempt from purchasing a Maryland hunting license where they have a valid identification card and written permission from the private landowner who is a relative, or they are hunting their own land, among other things.

And a vet who has a 100% service related disability may now obtain a lifetime exemption from obtaining a Maryland hunting license. And so can a former prisoner of war. Here is the exact wording from the new law. Do you fit the criteria?

(I) The Department may issue a lifetime complimentary hunter's license to a Maryland resident who certifies that the resident is a former prisoner of war or 100% service connected disabled American veteran.

(II) The Department may issue a lifetime complimentary hunter's license to an out-of-state person who certifies that the person is a former prisoner of war or a 100% service connected disabled American veteran if the person's state of residence extends similar privileges to former prisoners of war or 100% service connected disabled American veterans of this state

A separate bill that would have allowed disabled vets to use off-road vehicles or motorized wheelchairs to go to-and-from a hunting stand, or to retrieve game, was withdrawn before reaching a vote. Not a bad legislative session for our vets, and for those who fish the Bay.

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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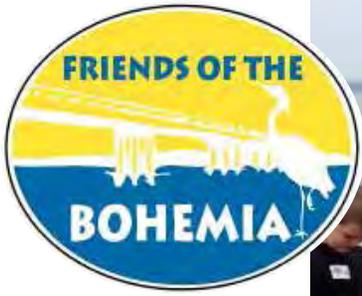
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Submerged Aquatic Vegetation Workshop with Friends of the Bohemia

Friends of the Bohemia are offering a Submerged Aquatic Vegetation (SAV) Identification Workshop, with an optional kayak paddle (weather permitting) after the workshop on August 22, 9:30 a.m. at Stoney Battery Road, Earleville (Veazey Cove)

Be sure to bring water shoes; notepad and pen/pencil; clothing appropriate to a 'wade-in'; water or beverage; snack. Learn how to identify the aquatic plants of the Upper Chesapeake Bay, while having fun and learning more about the Bohemia River. Friends of the Bohemia Science Director Rebecca Wright will lead as we learn about the plants that inhabit our Bohemia.

Space and parking are limited, so it's vital to RSVP to: friendsofthebohemia@gmail.com, or call (443) 566-3513.

Arrive by land or water, weather permitting (full directions will be provided upon registration/RSVP). Kayakers can launch from the public launching area at the NW corner of the Bohemia Bridge - a reasonably fit paddler should be able to make the 9:30 a.m. appointment if they leave the launch by 8:30 a.m.

There will be an informational workshop on the history of submerged vegetation in the Bohemia River, and instruction on how to iden-

tify different species. Participants will then go down to the river and wade in to test their new knowledge. Afterwards, weather permitting, there will be a short kayak paddle to see what can be found. The results will be recorded and reported to the Virginia Institute of Marine Science, contributing to the means to measure the health of the Chesapeake Bay.

Are you a friend of the Friends of the Bohemia? Join today and get involved! Just contact us - website, email, US mail, or phone call, with your contact information, and any special areas of interest.

<http://www.friendsofthebohemia.org/BecomeaFriend.html>

Our mailing address is: Friends of the Bohemia, P.O. Box 506 Chesapeake City, Maryland 21915

Phone: 443-566-3513 (leave a message) EMail: friendsofthebohemia@gmail.com

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Jackson Marine Sales Boat & Craft Show and Huk Bassmaster Elite Tournament

by Stephanie DelGripo

Jackson Marine Sales is looking forward to an exceptional Annual Boat and Craft Show this year on August 15 & 16, 2015. Crafts and flea market vendors were added about 4 years ago as well as music on Saturday featuring Rockin' Randall Permenter. Thunder Ridge



Kettle corn has been coming each year and will be making another appearance this year as well with their fantastic kettle corn. To add to the food vendors we have Kilby Cream bringing the Moo Mobile with their ice cream delicacies and of course Jackson Marine's own Galley "The Latin Corner III"



will be having their wonderful food there as well. Chick-Fil-A will be bringing their food trailer on Saturday only. Their waffle fries are a must! To top this all off we will have Volvo Penta digital docking machine to test your joystick docking skills!

It has proven to be a win-win combination with the draw of the vendors along with Jackson's New **Regal** and **Robalo** boats as well as brokerage boats. The show even boasts a sell your own section as well. Free refreshments will also be available compliments of Jackson Marine Sales.



A new attraction this year there will be a photo booth coming from baltimorephotoboosts.com. Have your picture taken with friends, family or pets! Photo booths are an up and coming novelty for events. Don't forget to stop by for your keepsake. The photo booth will be present on Saturday, August 15th only. Proceeds benefit charity.

But this year there is an added draw with the Huk Bassmaster Elite happening August 13-16 out of the North East town park which expects to bring over 30,000 people into town with anglers coming from all over to vie for top prize of \$100,000! Sandy Turner of the Cecil County Tourism has been working non-stop since being notified last year that Cecil County had been picked for this prestigious tournament. Along with the tournament they will be having an all-out Summerfest with something to do for the entire family.

With all that in mind, Woody Jackson of Jackson Marine is trying to secure a water taxi to circulate between the North East town park, Charlestown and Jackson Marine so people can experience everything the North East River has to offer. For a nominal fee you will be able to travel the river without having to worry about where to park or contending with the traffic involved getting here or there. "We are still working on finalizing the water taxi so hopefully we will know definitely real soon." said Mr. Jackson. Since both events are free you can go to both with ease. See more about Jackson Marine at www.JacksonMarine.com and about Cecil County Tourism <http://www.ccgov.org/tourism/>. See you there!

North Elk River and Head of Elk

A few years ago a friend invited me along on an exploratory trip up the Elk River. He had agreed to lead a group of gunk-holers on a paddle there, but had never actually paddled in the area. This was a new area for me too, so I was just along for company. It was mid-October and the air was just getting crisp. The day began sunny and paddling seemed like a good idea. In retrospect, it was a great idea, for I have come to enjoy this area tremendously. It changes with every season, and autumn brings out it's best.

We put in at Elk River Park; a Cecil County park with a large picnic pavilion, swing set, two newly created concrete boat ramps, and a huge parking area. This is a relatively new park located on River Bend Parkway off Old Field Point Road. Kayakers can launch and park here for free, but if you trailer your kayaks, then you will have to obtain a parking sticker from Cecil County or face a \$50 fine. We launched on a Wednesday morning and were the only persons using the park. It doesn't appear to be heavily trafficked, at least during weekdays.

There are lots of paddling options here. From satellite photos, we knew we could head east on the main channel, round Scotland Point and head south towards the Bay. We did this later in the afternoon to access Perch creek, but for now we wanted to poke around in the marshlands that lie across the

river to the north. My friend recalled seeing a waterway that he thought might lead directly to Elkton Maryland and he was curious to learn if it was tidal.

We entered the marsh at the first wide, north-going channel we found. I was quickly surprised to find how deep these narrow channels are. Despite being able to touch banks on both sides of my kayak at about any point, I could not use my paddle to touch bottom. I thought this was odd for a marshland paddle. The depth of the channels suggest a large volume flow of fresh water with minimal eroding current. Kayakers take note: take care to keep your kayak upright, for it may be difficult, or even dangerous, to exit in such a narrowly confined space.

A short distance into the marsh, I received my second surprise. I noticed we were entering a large stand of wild rice. When I think of naturally occurring wild rice marshes in Maryland, I think of the marshes bordering Jug Bay on the Patuxent River, or the upper tributaries of the Choptank and Potomac rivers. Everywhere we turned we could see and hear flocks of Red-winged Blackbirds feeding on the rich seeds found here.

Wild rice is a natural grain found in only a few select areas of the country. The species that grows in the fresh water streams feeding the Chesapeake Bay is *Z. aquatica*. It typically grows to 6-10 feet and has two distinct sections above the stem; an upper feathery female section, and a male section



beneath with flowers. It is a major high energy food source for migratory birds. These plants begin to flower in early August and the seeds begin ripening in September. The height of seed production coincides with passage of birds migrating south in late September and October and provides them with a major energy recharge before continuing their journey southward.

Wild rice was also a staple of the Native American. I understand one person would pole a canoe into the marsh, while another would stand in the bow and use a special tool to knock the seeds into the bottom of the canoe. The tool was rounded to particular dimensions so that it would not damage the plant's stem. Since wild rice is a perennial, these natural stands provided tribes with a sustainable food supply that did not have to be replanted each year and would last for generations. Today, wild rice is a specialty grain grown commercially in upper Minnesota and Wisconsin. It's nutty flavor is enjoyed by few.

We continued paddling into the marsh until the channel we were following became impassable. Back-paddling, we quickly found a suitable side branch in which to turn around in. We then retraced our track until we came across a westerly branch that the GPS indicated would take us to the main portion of the Elk River. That was when I received my third surprise.

Reentering the Elk River, we encountered a stand of Cypress along the river bank. My friend, who grew up in Florida, and I were convinced this must be the most northerly clump of Cypress on the upper Chesapeake. It is highly probable that they were planted here by a settlers or perhaps a recent property owner. Cypress are deciduous conifers with short needles that have a beautiful feathery appearance. During the winter months their needles do not remain green, but turn brown, yellow, or gold just like broad leaf trees. As it was mid-October, the trees in this cluster were already developing their fall colors.

A few miles north of the cypress cluster, the Elk River splits into the Little and Big Elk Creeks. We followed the main branch, the Big Elk, into Elkton Maryland; Cecil County's seat of government. Founded in 1694, the original settlement was called Head of Elk because it was Head of Navigation for the Elk River, i.e.,

it was the northernmost point of the Elk River where boats could navigate without running aground. The town has a rich history that I won't get into, but if you decide to paddle here you may wish to look it up on Wikipedia. I found it most interesting that this small town is best known for being the "elopement capital of the East Coast." Due to a peculiarity in Maryland marriage law, and it's close proximity to cities like Philadelphia and New York, and to states with more restrictive laws, it was a favored city for couples wishing to marry quickly. The list of persons who have wed here includes many celebrities whom you will recognize. The town still maintains a large number of marriage chapels.



The Big Elk Creek flows alongside a main Elkton thoroughfare. From the water we could see many businesses and the Municipal Parking Area where the Elkton Farmers Market is held during the summer months. However, we could not find a place to land and exit our kayaks safely. The banks along Big Elk Creek are steep and the waters beside them deep. The channel forming the creek was clearly capable of floating a deep draft vessel. We had to

paddle completely through the city before the banks disappeared and the river bottom rose to a point where we could safely beach our kayaks. This was truly disappointing, because we would have liked to have landed and continued exploring Elkton on foot.

We paddled a few more miles north, but eventually tired and turned back towards Elk River Park. The return trip was as pleasant as the paddle up had been. It was early autumn, the geese were flying over the fields adjacent to the river, and by mid-afternoon the sky was beginning to gray. The color change added character to an already memorable day. We passed by the boat ramps with no intention of landing and wasting a perfectly grand day. Instead, we rounded the bend above Scotland Point and crossed the flats to take a quick peek into Perch Creek. Again, we found large marshy stands of wild rice and many migratory birds filling up for the trip south. Along the way we found the passage through the north marsh. We had entered too quickly. Perhaps we'll use it next time to continue our exploration of the upper portions of the Big Elk Creek beyond Head of Navigation.

Live Aboard

by Don Elwell

On the Nature of the Marine Community

June 2015 was a kind of milestone for us. As of the 14th of that month, we had lived exclusively on the water for a full year: A full four seasons on the water. Amazing.

In celebration we invited a few old friends out to join us, colleagues from a college at which we both taught. One, a sociologist, seemed fascinated by the cultural dynamic of the Marina. "It's like a small town." He said, "With each dock being a different street, each with it's own character." It was a great observation, and it got us thinking about the nature of Marina communities and the Marina life.

One of the things we have loved the most about this place is the sense of community, and to a very great extent well run marinas are like small towns, with all the strengths and foibles you'd associate with that. Every small town stereotype you can think of: community meals, the sense of place and pride, kids playing in the town square, the local busybody, the local eccentric, the ritzy house and the unkept one, all exist in some sense in the marina setting as well. The truly great ones are like enduring small villages, with remarkably stable populations, a profound sense of place, and a loyal cast of characters. It isn't an accident.

Many Marinas fall down in the community department. Driven in a push for as much income generating footage as possible, they lack available space for people to meet and become little more than storage places for vessels. Worse, some become mere stages for the competitive showing of wealth and prestige, with little sense of friendliness or belonging. A talented Marina operator can create community, both through the inclusion of pleasant common spaces in which folks might gather and through some rather careful selection of who goes where in terms of slip assignments (as well as a practiced intolerance for those who prove destructive to the tone and tenor of the place). It is an attention to the care and maintenance of community, just as any city manager or small town mayor might take into accord.

One of the things we have loved the most about this place is that the Marina has, indeed, proven close as a small town; convivial, helpful, and, in general, a delight. We tolerate one another and take care of one another, looking after vessels and alerting the owners to potential problems if we notice them. There's always a helping hand or some decent advice to keep us afloat.

The "community" isn't, of course, limited to the docks alone. We've also become known to the merchants that are in an easy walk from the boat, and they've become great sources not only of goods and services, but of good information. (As an aside, it amazes me how few people actually bother to talk to the people with whom they do business day to day. We've become the friends to a number of merchants just by dint of treating them like human beings.) The shops and stores then become a part of the Marina community, aware of it, and happy to have and support it.

We have met such good friends here, folks that we might never, ever had stumbled across in our former lives, and we are far the better for it. We meet virtually every day, sharing stories, food, drink, and our lives. We both grew up this way, Gail and I, in our respective small towns, and it's good to have it back; this closeness.

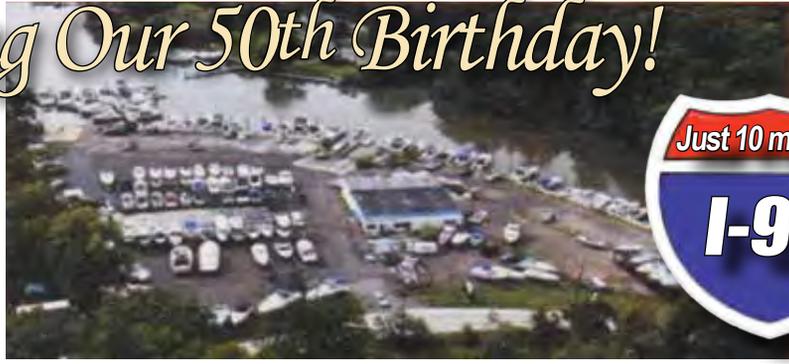
Looking back on the year, our lives are ever so much richer, happier, healthier, and more fulfilling. If you are anticipating a move aboard, don't wait, make it happen. We should have done this years ago.

The full saga of the building and launch of our shanty boat Floating Empire, and of our coming to be moored here, is to be found on our blog thefloatingempire.com if you're interested, and we invite you to visit our other blogs of life afloat, onboardcooking.blogspot.com and lifeartwater.blogspot.com.

Enjoy the life, folks. We certainly do!



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