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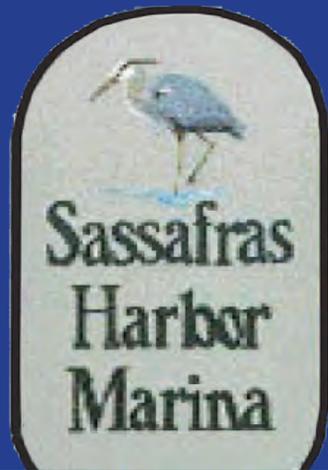


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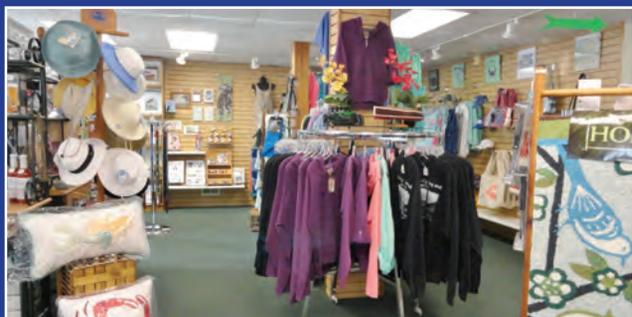
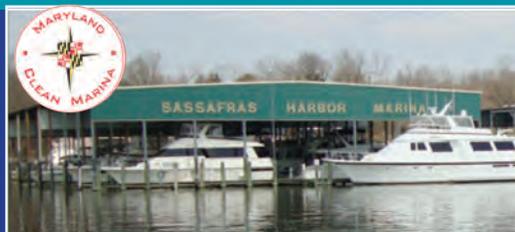
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UPPER BAY Boating

February 2015

- 6** Welcome / A Fair Weather New Year
8 Another Year *by Wendy Gilbert* / Boat Dog
10 Financing Your Boat **12** How Much Fun
for \$250? *by Wendy Gilbert* **13** Affordable Boat of the Month
14 The Baltimore Boat Show **15** Upcoming Boating
Events **16** Boat Show Returns to Philly **18** Settin' The
Hook *by Dave Kilby* **24** I Resolve *by Alan Keene* **26** Tocherman's
Celebrates 100 years *by Tim Campbell* **28** How I Spent My
Summer *by Samantha Messikomer* **30** Buying a New
Boat *by Peter Messikomer* **32** On the
Waterfront *with George Waters*
34 Chrismar Marina
36 Prepare for the Boat Show *by Doug Dawson*
37 Sea Tow- Insurance **38** So Much for Doom
& Gloom **39** The Classic Corner **40** Fisheries Food
Chain Management *by Captain Mark Galasso, AP* **42** Legal
Considerations for Negilent Boating *by Thomas Valkenet*
44 Live Aboard *by Don & Gail Elwell* **46** Photo Gallery
48 Kayaking On the Upper Bay *by Dave Wilson*

photo by Donna Bedell

Upper Bay Boating

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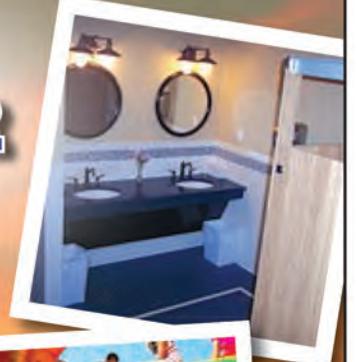
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Welcome to the Winter Boat Show Edition

I really can't believe it has been a whole year since we launched UBB. That's right folks; the publication you hold in your hands has only been around for one year. It really was the right time to come out with a magazine for the Upper Bay boaters. We have received some great comments from our readers, and the advertisers who actually pay for your free publication are sticking with us. After a six year absence from working in the marine field, it is great to be back, especially working for myself this time. You all have made me feel so welcome, and I do appreciate it.

For you first time readers, here is what we are all about: Boating on the best part of the bay, we cover news and happenings on both sides of the Chesapeake, from the Rt.50 corridor all the way into S.E. Pennsylvania. We have tips on how to make your on-the-water experience a safe and fun one. As the publisher, I wear many hats to get this done. I have several great writers, two experienced editors to help with production, and several boaters sending in fantastic photos of the beautiful waters of the Upper Bay. I am very blessed to have everyone's help, and really do appreciate them.

We produced this winter show edition which will be on the racks for two months, then start our seven monthly

editions in April. While we don't produce regular issues during the off-season, we do have more content on our web site, and you can stay in touch through our Facebook page. And starting this season, we will offer a FREE Classified section on our website, www.upperbayboating.com. This will be available all year. As mentioned in the first paragraph, this publication is advertiser supported, so all I ask is that you support these businesses when looking for the new boat, finding someone to sell yours, or looking for a marina or service.

I hope you like what you see in the magazine. Just like you, I'm looking forward to the warmer weather, and the start of another great season on the Upper Bay. **-Dave**



This Fair Weather New Year Hints of Spring Fun to Come!

2016 promises to be a very good year. It's off to a good start. As I look back on some thoughts that were written this time last year, the beginning of 2015, I wrote that it was barely 2 weeks into the New Year and it had snowed, it had been bitter cold for a week or two, and it was doing the freezing rain thing. Obviously this year is a bit different.

The spring-like weather that we had through most of December and even into early January is the reason for my optimistic outlook. December and January are usually very slow months in the boat sales business. It's usually cold and people are busy with the holidays. This year the good weather has allowed people to spend some good quality time with family looking at boats and thinking of spring.

As noted above it promises to be a very good year. There is a good selection of recent model year sailboats. Interest rates are still low. And some good boat slips are still available on the Upper Bay. It is encouraging to see young families visiting the Marina, taking sailing lessons, and walking the display decks to find their first boat.

The winter boat show season is just about upon us. Historically there have been good indoor shows in the Baltimore,



Philadelphia, and Atlantic City areas. This year is no different. All of these cities will be hosting shows over the next several weeks. Winter boat shows help us bridge the gap between the fall and spring boating seasons.

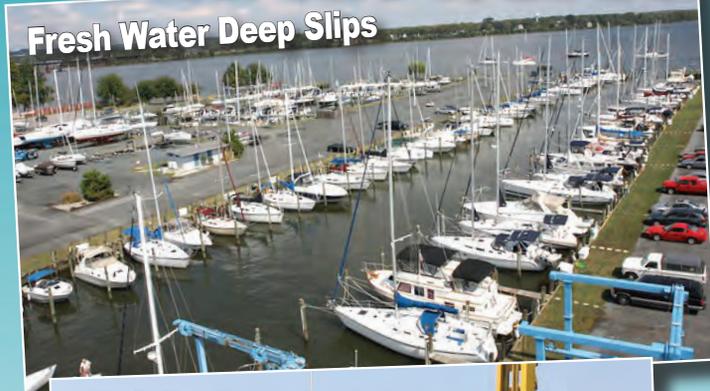
So, whatever Mother Nature brings over the next several weeks set your sights on some great sailing weather in the spring. Many sailors get an early start to the season with a launch in late March. Then, although April can be a bit brisk, for sailors that is like having a full tank of fuel and wide open water off the bow. Check the bilges, bend on the sails, clear the decks, and go sailing early this year.

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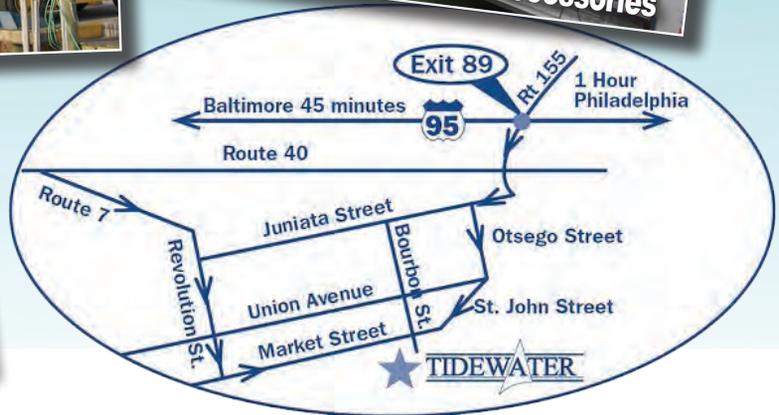
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Welcome to another year with Upper Bay Boating Magazine!

By **Wendy Gilbert**- Features Editor

Like most people (boaters in particular) this is the long, hard slog time of year. Usually, I greet the New Year with an almost frenzied energy and excitement. My desire to put the previous year behind me can be overwhelming sometimes. There are years that I don't honestly wish to forget, but will hastily and easily put them aside in the hope that the next year will prove somehow better. We all have years like that when loss or illness or simply too much, or perhaps not enough, change happens.

Last year, in all fairness, wasn't bad. There were the usual and the unexpected low points, but they were followed by high points eventually, if not immediately. So I wasn't quite so crazy to bid adieu to 2015 and ushered in 2016 in the usual fashion – a midnight champagne toast while listening to the soldiers at the APG unload the cache of ammunition they put aside all year for the occasion. As my husband said as the last boom echoed across the bay, "APG never disappoints on New Year's Eve."

Wendy Gilbert

And hopefully the same will be said of our efforts here at Upper Bay Boating. The team is dedicated to bringing our readers and advertisers the latest and greatest on what we consider the best boating around – the Upper Chesapeake Bay.

Over the last couple of years, I've been very blessed to be a part of this small, but energetic team and look forward to seeing you out on the water and online. The folks at Upper Bay Recreational Boaters on Facebook are simply fantastic.

The comradely and helpfulness is something to be treasured. Whether folks are looking for a place to raft up, get lunch or accomplish a simple repair, the Upper Bay Boating community and the magazine are here to help.

-Wendy



Boat Dog



Upper Chesapeake Recreational Boaters Facebook fan - Patty Pearce's Forever Friend.

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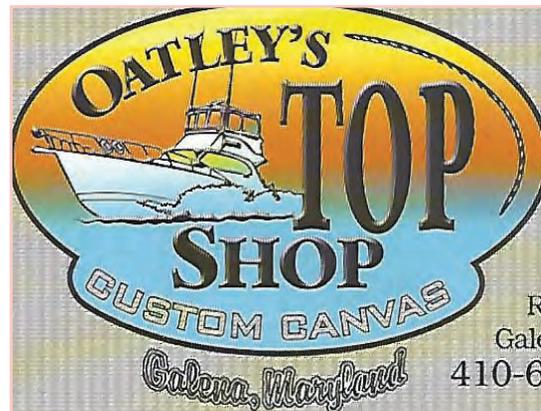
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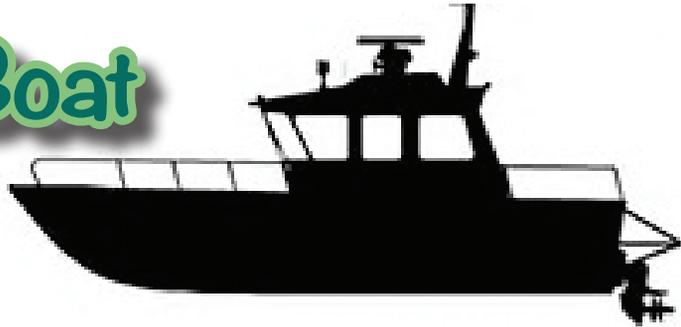
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Financing Your Boat



Buying a boat isn't as painful as you might think! Naturally, prices for new boats vary depending on size and make, but many boat manufacturers and dealers can put you in the captain's chair for considerably less than a monthly new-car payment. In fact, monthly payments for many entry-level boats can be less than \$250.

Boat buyers have many choices when it comes to paying for their purchase. Here are a few of the advantages of financing your purchase through your dealer with a National Marine Lenders Association (NMLA) marine lending specialist:

Lower down payments – the down payment is based on the age, type and price of the boat you are buying, as well as your own credit profile. In today's market, marine lenders offer financing with down payments typically in the 10%–20% range, but often there are programs available through various manufacturers that could allow you to qualify for less, or zero-down on new boat specials.

Faster credit decisions – because you are working with professionals in the marine industry, those lenders understand boats and their buyers. You can apply for a loan and often be approved in 24 hours.

Longer financing terms – marine finance specialists recognize the value of a well-maintained boat, so terms generally will be more attractive than those not actively making boat loans.

Lower monthly payments – because marine lenders extend longer terms on boat loans than local banks and credit unions, your monthly payments are likely to be much lower than you have expected.

More electronics and extras – marine lending specialists will allow you to finance optional equipment, electronics, extended service plans and life/disability insurance coverage with your purchase.

By financing your boat purchase you can usually afford a newer, larger or more powerful boat, a better trailer and all the gear that it takes to make boating safer and more enjoyable!

Article supplied by Discover Boating

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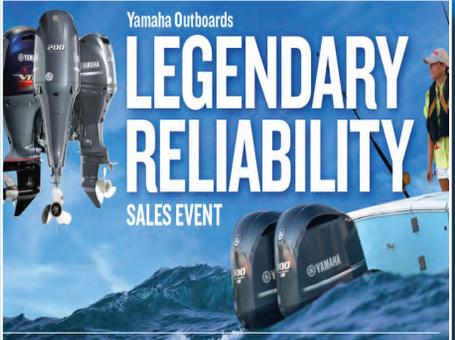


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Dollar for Dollar, What kind of fun can you have for \$250?

By Wendy Gilbert, Features Editor

So, the idea is that with a little creative financing you can be boating this season for about \$250 a month.

Assuming the weather will be at least as nice as it was last season that is a lot of weekends and vacation days out on the Bay and its tributaries. Summer is also chock full of special occasions like weddings, graduations and festivals, so let's assume that at least one weekend a month might be "lost". That still leaves about 10 weekends of prime in-season boating days and about the same during April, May, September and October, again weather-permitting. Throw in a few vacation days and we are looking at roughly 25 beautiful boating opportunities for a busy family. Twice that for the leisure crowd. Dollar for dollar, that sounds like a pretty good deal.

I was curious about how much other recreational pursuits cost and although boating is at the top of our lists, there are a few other ideas I might consider at some point. Thanks to a little on-line research and a bucket list or two, I made a few discoveries.

World Luxury Tourism and Costhelpter Fitness.com were immensely helpful and I would highly recommend them if something on this list sparks your curiosity.

Sky Diving is pretty high on a lot of bucket lists, so I looked into that first. For beginners, a tandem jump can run between \$100 and \$260, depending on the location and instruction provided. My daughter decided this would be a lovely way to celebrate her graduation from college. Luckily she did not elect to do an advanced free fall jump, which will cost \$250 for the first jump. Don't forget to add in the cost for photographs and even videos of your adventures. They will run you an extra \$30 easily.

Five hours of Wind-surfing lessons run about the same. I'm not sure I could get \$250-worth of fun in five hours, but then again, I might be a bit beyond wind-surfing at this point.

Swimming with dolphins (for all you Snow Birds) runs about the same for a Royal Dolphin Swim \$250. Snorkeling for a couple of hours with the bottlenose dolphins in open water costs between \$100 and \$220. Now that sounds more like my speed as does some river rafting.

White Water River rafting costs can vary quite a bit, as I'm sure you can imagine, depending on where you attempt it. There's a bit of difference between the Grand Canyon and West Virginia. A decent multi-day excursion can run between \$400 and \$1,315.

Solo day trips can run significantly less \$55-200 per day.

As a former resident of the Mountaineering State, I can recommend the rafting trips there as most all of the venues have family-friendly as well as Olympic caliber courses and packages.



You can select the class of rapids you wish to conquer and the cost goes up slightly, accordingly.

If rafting isn't quite your thing, canoe and sea kayak trips offer and even less expensive black water experience. This is how my husband and I chose to celebrate our daughter's graduation from college. A peaceful paddling excursion in West by God Virginia.

Need to feel the wind in your hair? Try windsurfing, a cross between sailing and surfing is becoming increasingly popular. Beginning classes cost between \$70-140 per day, depending on the location, class length and equipment provided. A two-day group lesson or weekend "camp" can run between \$160 and \$500.

If trail, pony or carriage rides are of more interest, you can investigate places like Fairwinds and Fair Hill Stables among others. Costs can run as low as \$35 per person for a trail ride up to \$125 per person for a 3-hour carriage ride and lunch at the Fair Hill Inn.

If none of these tempt you, you can always invest your \$150 on an at-home Pole Dancing Party for ten.

Publisher's Note:

When my family was young, we often vacationed for a week each summer in Ocean City. When we added up what we actually spent each time at the ocean, we could easily spend less over the course of a year on monthly payments on a new entry level 24'cruiser. I have to tell you, now that the kids are grown; our finest memories of fun family activities are all of being on our boat, Land Escaper. And your four legged family members would prefer being aboard the boat instead of being boarded in a kennel. Take the plunge, I promise it will be worth it!

-Dave Bielecki

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The Baltimore Boat Show

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Visitors can escape the winter chill for a sneak peek at summer fun as well as expand their boating knowledge at dozens of seminars and classes for novices and experienced boaters.

There's no better opportunity to comparison shop for a boat with the region's largest dealers mere feet from each other on the show floor. Boaters will find the year's best deals on luxury cruisers, fishing boats, pontoons, wake sport boats, personal watercraft and much more, including some models that can be owned for less than \$250 a month.

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The Progressive Insurance Baltimore Boat Show fills the Baltimore Convention Center with hundreds of boats from the Mid-Atlantic's leading dealers and manufacturers. Compare hundreds of boats from luxury cruisers and fishing boats to family runabouts and pontoons, plus shop deals on the latest marine gadgets and gear including

navigation systems, fishing gear, fish finders and water sports accessories.



When: Thursday January 28 through Sunday, January 31, 2016

**Where: Baltimore Convention Center
1 West Pratt Street Baltimore's Inner Harbor**

Tickets: \$14 for adults; FREE for children 15 and under (when accompanied by an adult)

Advance tickets can be purchased at BaltimoreBoatShow.com.



photo courtesy of Baltimore Boating Center

Families have been visiting the Baltimore Boat Show for decades. For some, it is a great way to break up the winter blues. Boaters look forward to attending each year to catch up with boating friends, see what new gear they may need, just a perfect way to socialize. For many non-boaters, this is the best way to be introduced to boating. I am publishing this magazine because of my love of the waters of the Upper Bay. My family was introduced to this wonderful past time, way back in 1967, at this show. You should take the plunge, I promise, you'll be happy that you did!

Upper Bay Boating Events

Area Boating and Waterfront Activities

Baltimore Boat Show Jan 28-31

Baltimore Convention Center 1 W Pratt Street (S. Howard Street Side) Baltimore, MD 21201 Adult: \$14.00 each- 15 and younger: FREE with a paid adult admission - column in this magazine or home page of Upper Bay Boating.com for more info.

Pasadena Sportfishing Flea Market & Show Feb 13&14

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www.pasadenasportfishing.com

Greater Philadelphia Boat Show

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Jackson Marine Open House

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Upper Bay Boat Show April 29-

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BOAT SHOW RETURNS TO PHILLY

Boaters in the Philadelphia area who want to shop at a boat show are in luck. The Greater Philadelphia Boat Show, produced by Royal Productions, is returning to the Greater Philadelphia Expo Center at Oaks, March 11 – 13, 2016.

The Greater Philadelphia Expo Center at Oaks is six miles north of the Pennsylvania Turnpike, in the Marketplace at Oaks, just off Route 422 near the King of Prussia Mall.

The boat show offers the opportunity to shop and compare without the travel associated with visiting many dealers. It's an excellent learning experience for those who are not already boating families, but would like to know more about boating and related activities. Special show prices from most of the dealers also make this event a good shopping opportunity for those boating enthusiasts who already own a boat and are ready to



trade-in and move up. Types of boats offered at the show will include ski boats, saltwater boats, pontoons, bass boats, jet boats, PWCs, runabouts, and deck boats. Other displays will present information on marinas, parts, accessories, and boating safety.

Show hours will be Friday, March 11 from 1:00 PM – 1:88 PM; Saturday, March 12 from 10 AM – 7 PM; and Sunday March 13 from 11 AM – 5 PM. Abundant free parking is available on site. Free return passes are available for those who might want to attend the show on more than one day. Adult admission is \$8, or \$7 with a discount coupon from the show website; ages 16 and under are admitted free. Driving directions are on the website: phillyboatshow.com.

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SETTIN' the HOOK

with Dave Kilby

Harford County Has A Bass Champion Family

The recent Bassmaster Elite tournament held in North East this past August showcased the Upper Chesapeake Bay as one of the best bass fisheries in the entire country. With an overall attendance of just under 20,000 fans, and seen nationally on ESPN and the Outdoor Channel, this was by far the most prestigious bass fishing event to visit the area since the Bassmaster Classic in 1991.



For one local father/son team, however, the Elite tournament was secondary to their accomplishment on the Potomac River last week. Rich and Richie vonNordeck, who reside in Jarrettsville, were crowned winners of the Paycheck Bass Tournament Series Championship on October 16 and 17.

Paycheck Bass Tournament Series (www.paychecktournamentseries.com), which features divisions on the Upper Chesapeake Bay, Conowingo Reservoir, Potomac River, and Oneida Lake in upstate New York is actually headquartered in Bel Air. Founder Dave Kilby also organizes and emcees tournaments for several national organizations including Marines Helping Marines, an annual tournament that allows wounded veterans and war heroes to participate in a bass tournament, paired with local anglers.

The vonNordeck's participated in several tournament throughout the year which included a huge victory on the Upper Bay out of Tydings Park in Havre de Grace. They were one of eighty two teams that qualified to compete in the championship.

The elder vonNordeck had a successful bass tournament career for many years with Aberdeen's Sam Rineer prior to going on a 5-year hiatus to coach his

son's traveling baseball team. His success as not only a coach but also a mentor and educator became evident as each player on the final team he coached was awarded a collegiate scholarship.

Richie vonNordeck put a promising baseball career on hold as his passion for tournament bass fishing strengthened. He became interested in lure design and headed up

his own Research and Development department, meaning he caught a lot of big bass with his own lures. He is temporarily attending Harford Community College during tournament season so he and Rich can compete as a team. Currently, offers are coming in from colleges inviting him to become a part of their collegiate fishing programs, a growing NCAA-recognized team sport in many schools.

Rich and Richie are not first and second generation tournament bass competitors. Rich's father, Roy vonNordeck, also a Harford County resident is still active in his bass club and has fished a few tournaments with his grandson this year, bagging a couple of Big Bass awards.

The first day of the Paycheck championship was windy and the Potomac River was quickly changed into chocolate milk. While that discourages most bass anglers, the vonNordeck's knew from experience that just because the water lacked clarity did not mean the bass had moved. They concentrated on fast-moving, reaction baits that vibrated to attract bass and fill their 5-bass limit.

With a host of local teams from Virginia also competing in the championship it was crucial that Rich

and Richie executed perfectly, boating every bass that they hooked. They only had eight bites on Day 1 but it was enough to give them a slim lead of less than one pound over the next team. With stronger winds predicted for the second day of competition the conditions would only get tougher and virtually every team was capable of winning this event.

The final day of the championship did indeed see wind of 25MPH which churned the Potomac River into a boiling cauldron that would make even the most seasoned boaters apprehensive. The vonNordeck's elected not to make a long run in order to maximize the time their lines would be in the water and also not to jeopardize a lengthy return in rough water which could cost them the victory if they checked in late.

All of the teams returned safely and on time and as the final team weighed their catch everyone knew it was going to be close. As each team's total weight was calculated the vonNordeck's were declared the winners by just a few ounces.



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

Rich and Richie were awarded a new Charger bass boat rig valued at over \$27,000 for their victory as well as an additional cash bonus courtesy of tournament sponsor Reelsnot Line Conditioner (www.reelsnot.com) for landing the big bass of the tournament.

Rich and Richie have several local and national sponsors, and you do not accumulate such an impressive list if you are just average anglers. The vonNordeck supporters include Reelsnot Line Conditioner, Mercury Outboards, Raymarine Electronics, Precision Tackle, Charger Boats, Big Bear Rods, Ardent Reels, T-H Marine Products, Premier Marine, and Richie V's Spinnerbaits and Jigs.

Paycheck Tournament Series conducts tournaments throughout the fall and winter on the Upper Chesapeake Bay, Potomac River, and Conowingo Reservoir.

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I RESOLVE...

by L. Alan Keene

Here we are, almost in February, and I still haven't decided what my Nautical New Year's Resolution for '16 will be! This time last year I had already broken '15's and was comfortably on my way to accepting defeat (I think it was "I resolve to check on the boat once a week"). But unlike other years when my problem was finding that one tiny little area in need of improvement, this year has been different. This year, with my first mate's diligent assistance, I've found too many of those little areas! I think she's been working overtime to keep me updated!

But whatever the reason, I'm now faced with having to choose between the following five deserving candidates. The first two resolutions have a "cause and affect" relationship and therefore need to be discussed together.

1. I resolve to wear my boat shoes at all times while up on deck.

2. I resolve to stop spewing (my wife's word) that eight word string of obscenities that results from the sudden onset of overpowering physical pain.

OK. Let's take a look at these two. For some reason, last year I suffered more than the normal number of bruised, broken, stubbed, bloodied, or battered toes. Why? I'm not sure. We haven't added any new deck hardware that could explain it. It's been suggested (often shortly after impact) that "old men ought to slow down and look where they're going or wear boat shoes, or both".....words that bring little or no comfort at that moment of agony.

What does seem to give some relief, however, is a well practiced assortment of blasphemous, profane, and independently disgusting words spoken (screamed) at a volume commensurate with the level of pain I'm experiencing. When followed by pressure on the offending digit, the tears usually stop after the first 90 seconds.

Since I have little or no control over this verbal reflex, it really isn't a good choice for my nautical New Year's resolution. While I could surely keep it longer than last year's, the minute the season begins and the shoes came off.....another broken resolution; another bloody toe.

3. I resolve to stop asking my first mate the following rhetorical question every time I back cleanly into our undersized slip....."Am I the best you've ever seen?"

Granted, it does sound a little narcissistic, but since Peg decided many years ago that my all-too-healthy ego didn't require regular stroking, she has forced me into frequent acts of self-congratulation. While not as satisfying, I find that a self initiated pat on the back beats no pat at all.

4. I resolve to look back at my boat no more than twice on my walk down the dock to the marina parking lot. While I readily admit to borderline OCD (I check the electric range 3 and 4 times before leaving home), my frequent dockside stops, starts, and returns are best diagnosed as BAD;

Boat Affection Disorder. I look back to admire her.... to admire the way she sits in the water. I've noticed over the years that many boater's are afflicted with BAD.....and that's GOOD (Generalized Ocular Opportunity Disorder?) don't you think?

5. I resolve to empty the porta-potty more frequently in 2016. Even though it's a job I hate (especially when I've forgotten to put in enough blue stuff), the alternative is even more disgusting. I found that out in Georgetown one hot summer day years ago. Need I go further?

OK. There you have it; my 5 Nautical New Years Resolution nominees. Should I choose number 1 and be forced to endure hot, sweaty "boat shoe feet"? If I do, then number 2 would be all but eliminated.....at least until the first time I hit my bald head.

Number 3 could easily be kept, but I'd hate to miss those ever increasing looks of disgust on my first mate's face. And, like number 2, number 4 is simply beyond my control. I have to look back.

That leaves me with number 5. Stinky number 5. As much as I hate to, I think I'm going to choose number 5 as my Nautical New Year's Resolution for 2016. But before I do, I have one question....Do they sell that blue stuff by the 50 gallon drum?





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TOCHTERMAN'S Celebrates 100 Years

by Tim Campbell



The iconic neon sign, designated as a Maryland historical landmark, has been hanging over the door since 1938. It was made by Belsinger Sign Works; a Baltimore based family-owned company since 1919. According to Wayne Belsinger, it was his grandfather, Harry Belsinger, Sr. who designed the sign and sold it to Thomas Jr.

Steeped in history and stocked with hard to find items, Tochterman's Fishing Tackle is a Baltimore treasure; a genuine jewel in the heart of Charm City. February 8, 2016 marks 100 years Tochterman's has been open for business. It is perhaps the oldest family-owned tackle shop in the country.

The founder, Thomas G. Tochterman, started out working at a local fish market and ran a small candy store. The confectionary quickly evolved into a bait shop selling soft crabs, peelers and other leftovers from the fish market. Almost immediately, bamboo fishing poles and assorted tackle were added.

Tochterman, originally spelled Tochtermann, is a German name meaning "daughter's man." It was Americanized by dropping the second n. After that, the business took off. Formally named T. G. Tochterman & Sons, the little store soon became the leading bait and tackle shop in Baltimore.

In 1936, after 20 successful years, Thomas G. handed the shop down to his son Thomas Jr. Then, Thomas Jr. ran the shop for 45 more productive years until his son Tony took over in 1981. As a young man, Tony always saw himself running the store. Nowadays, Tony and his wife Dee run the place with the same real enthusiasm as his father and grandfather. Sadly, Thomas Jr. passed away in 1998 at the age of 85. His ashes are enscionced in a glass display case along with various antique reels, vintage fishing lures, old photographs and other valuable memorabilia. Whenever I'm there, I always stop by to look at the unique collection and pay my respects.

Tochterman's legacy is all about fishing and family. "Fishing brings us all together," says Tony. "It's a great way to get the family outdoors." Like many families, both my father and grandfather bought fishing tackle

at Tochterman's. I bought tackle from Thomas Jr. when I was a teen. Of course, Tony has also sold me a few rods and reels over the years. No doubt, lots of local anglers of my generation can say the same thing. I still have the Ocean City trolling reel my father got at Tochterman's for my grandfather's birthday years ago. Not surprisingly, Tony still has original replacement parts in stock for many of the old Ocean City brand reels.



Tony and Dee have big hearts. Teaching others about fishing, especially children, is important to them. They sponsor fishing seminars with expert speakers and have arranged fly fishing demonstrations at nearby Patterson Park. Along with their time, the generous couple also donates gifts and prizes to local fishing clubs and organizations including the Coastal Conservation Association, Maryland Saltwater Sportfishing Association, Pasadena Sportfishing Group and Trout Unlimited. Tony is a past president of the Baltimore Chapter of the CCA. He still enjoys attending CCA fund raising dinners and events.

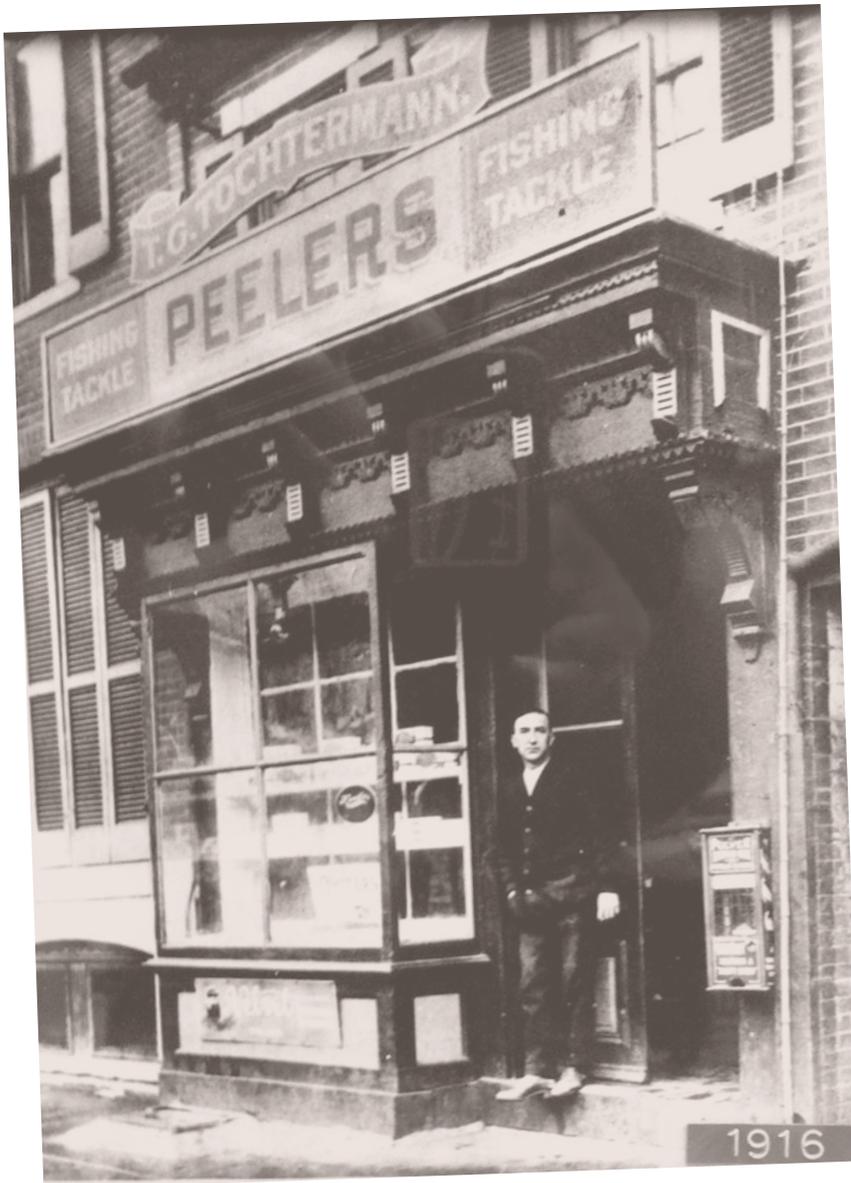
To Tony and Dee, the shop is their life. The couple lives across the

street. They work seven days a week from March 1st to October 1st. Only then do they start taking Sundays off. I read somewhere that Tony and Dee once took a vacation. Instead of sitting on the beach or relaxing by the pool, they visited other tackle shops to see what they were selling in order to keep up with their competition!

Through the years many famous anglers, sports figures and celebrities have shopped at Tochterman's. Hall of Famer Ted Williams has been there. Tony has his autographed baseball proudly on display. Many Baltimore Orioles including Boog Powell and Mike Flanagan have shopped there too. Bass fishing great Roland Martin and his son Scott have been there. World famous fly angler Lefty Kreh bought his first fly-fishing outfit at Tochterman's. To this day, he and Tony are the closest of friends.



Tony



February 2016

Fly fishing is one of Tochterman's specialties. The store has a new, fully stocked fly shop upstairs. Tony has plans to make it even larger. Tochterman's also has an expansive inventory of outdoor apparel including many popular brand-name items specially designed for people who fish.

Tochterman's is best known for customer service, a wide selection of tackle and the finest, hand-picked bloodworms around. Dee has a well-earned reputation for her meticulous care in cleaning and sorting bloodworms before being sold. In fact, she is so organized she keeps a list of bloodworm orders on reserve for regular customers.

After 100 years in business, Tochterman's is still going strong. In a perfect world Tony would like to see the shop continue indefinitely, but the long term future of the shop is unresolved. Tony and Dee do not have children of their own. However they do have two cute little Shetland sheepdogs, a male named Hunter, and a female named Madison. Tony said he asked, but neither one of them want the shop.

For the time being, Tony and Dee will continue to operate the place as they always have, with sincerity and smiles. Tochterman's Fishing Tackle, 1925 Eastern Avenue, has been in the same location since it opened in 1916. They even have the same telephone number, 410-327-6942.

Tim Campbell has been boating and fishing for many years and is an award winning member of the Mason-Dixon Outdoor Writers Association.

Lucky you, you just landed a great job working outside in the sun all summer at a marina. You're probably nervous because you're the only kid working there and you don't know what to expect. You're probably also dreading it because what sixteen-year-old wants to wake up early on the weekends. Don't be too quick to make assumptions about the job though; you may end up liking the work, or not.

The first thing you need to do when you get to the dock is spray all of the bird poop off the dock. It's even more luxurious than it sounds. Make sure to lay all of the ropes neatly, so you can throw them to people who are trying to dock. After you're done with that, turn on all the gas and diesel pumps. If you fail to do this and a customer walks up to say their gas isn't pumping, you will need to pretend you are fixing it, when you are actually turning the pumps on because you forgot. You will appear very smart when you say you know what the problem is. Do not acknowledge it was your mistake in the first place. Until more customers show up, seat yourself in a very small, unstable hut nailed to the dock. When the exciting moment comes and a customer pulls up, you must pretend you were doing something important, not on your phone or sleeping.

The next step, securely tying the boat to the dock, is the hardest part. You can never assume the driver of the boat can actually drive and isn't drunk, even if it's eleven in the morning. Do your best to throw them lines and pull them in, however, don't reach out so far that you fall in the water and have to have a customer help you out. Beware that if the customer tells you to tie up their boat differently than you already have, paste a smile on your face and do whatever they say. You will react the same way if they tell you to hurry up or move faster. Once the boat is tied up so it won't float away, ask the customer what kind of fuel they would like, and if they want to pay with a credit card or cash. This sounds simple, but when they hand you the credit card, make sure you are very careful not to drop it in the endless waters of the North East river.

After you turn on the pump, make sure that's the fuel you actually give them. Also, make sure you get the hose to them, so they start pumping within thirty seconds and the gas pump doesn't shut off. However, don't rush so much that you trip into a pole or anything else that can inflict a large

bruise. One hazard to watch out for is the many dogs that come along with the boaters. If they jump off the boat while the owner isn't watching and happen to fall in the water, it is your responsibility to sacrifice your dry clothes and pull them out. While the customer is spending ridiculous amounts of money on gas for their weekend trip, make small-talk and ask them questions about things you don't actually care about. The key is to act like you're interested and smile a lot. Always, always smile. It is a job requirement. The customers will also ask you many questions about yourself, or give recommendations for restaurants. If you know nothing about

that restaurant, just repeat what you have heard about it from previous boaters. When another girl at the marina is helping you out and the customers ask if you are her mother or sister, do not get offended. For the most part, they all have good intentions. You are going to meet all types of characters; just remember to be friendly and nice to all of them. This will prove most difficult, as the customers do not often return the pleasantness.

One important thing to remember is that you may not pump the customers' gas into their boat for them. Your job is to do everything else for them besides actually pump the fuel, because it is a liability for the marina. Do, however, watch the client to make sure they are in fact pumping the gas into their gas tank, and not their water tank or anything else. This could cause a big problem that would, no doubt, be blamed on you. After they are finished, help them untie their boat. If they tip you any amount, even a dollar in quarters, or in strange occasions, food or beer from their boat, smile

and say thank you, or no thank you, depending on the case. On their way out, wave the boaters good-bye, and tell them to enjoy their day, which you know they will.

When you finally get to go home after your very busy nine-to-ten-hour shift, make sure you go to the bathroom because, chances are, you did not have time to do so during the day. While you're probably very sunburned and exhausted, you will at least have tons of funny stories to tell throughout the rest of the night. When you wake up complaining the next morning about doing the same thing again at the end of the day, you will realize the types of people you meet and stories you gain make it all worth it.

How I Spent My Summer at Jackson Marine Sales

by Samantha Messikomer



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Buying a Used Boat?

Better read this first.

by Peter Messikomer

So you're thinking about buying a used boat. Personally, I think that sounds like a great idea. Boating offers the opportunity for family time, private time, and enjoying the beautiful water resources the Upper Bay has to offer. I'm a bit biased, but there are a tremendous number of pluses.

If you're anything like me, The Salty Dog, and Boat Trader ALWAYS gets picked up. I scroll through Craigslist, and Ebay boat sections on a regular basis. When my wife would catch me picking up one of the sales periodicals, or searching on line, it would always illicit the response 'We are not looking for a boat', to which my blanket answer is 'I've heard you can own more than one boat' As time went on, I (and she) learned that this response can just be modified to the number of boats currently owned. She is a very patient woman.

The truth is, there are deals to be had out there. Whatever your pleasure there is always something that will catch your eye in the classifieds. There are often some amazing buying opportunities out there. The end of season and winter sales are often too good to pass up, and too good to believe. For every great deal that benefits the buyer, there are an equal number of deals where the seller is the winner.

Am I trying to tell you to stay away from used boats, heavens no. I'll be the first to say that if it was not for some decent used boats, and some elbow grease, I would not be a boater. What I am saying is look before you leap. Do your homework. Bring a knowledgeable friend. Bring a professional mechanic, and if the cost warrants, have the boat surveyed. Please, please don't go into this unprepared.

Last season, I can think of several new owner horror stories that came into the shop. Newly purchased previously enjoyed boats. HUGE smiles on the owner's faces so pleased with their new purchase. All wanted the boats tuned up, gone over before they started their boating season. Each case, I had to make one of least favorite phone calls. "Yes, Mr. Smith....about your boat, we have some issues".

Case one. A nice looking older aluminum boat; the new owner started her up on the trailer, and then completed the deal. She was brought in for a tune up. A few minutes into the tune up...one cylinder, ZERO compression. Inspection camera reveals detonation burned through the piston, and the rings severely scored the cylinder walls. Add to that rusted head bolts, with the first 2 of 3 snapping.

Case two. A real nice small runabout. Never even started before purchase. The buy was told 'it ran great last season, I'm sorry to get rid of her'. Brought in to be commissioned, and an oil change. Someone had forced the wrong

outdrive onto the boat. The shift cable was missing. It was a struggle to remove the drive. Once running, the starboard riser was completely obstructed. A new drive, new manifolds and risers, and they were ready to boat. None of this should have been a surprise, but unfortunately, it was.

With very little effort, I can recall at least 3 or 4 more used boat purchase horror stories from last season. Many of these were not sea trial...some not even started. When I broke the bad news to the new owner, a come response was 'but the seller said.....'

When I set out to write this article, I wanted to put together some points of what to check when buying a used boat. After some thought, I realized to be really comprehensive, I'd need a lot more than this article. I've simplified the checklist for purchasing a used boat. Bring someone who truly knows boats. If this is yourself, great, if not, bring an experienced friend. Bring your mechanic, or arrange for him to review the boat deal closing. Have the boat surveyed. Any seller who is not hiding something will have no problem with this.

There are great deals to be had out there on used boats. I've shared a few of the sour ones. There are plenty of deals where the boats get properly check out, and everyone ends up happy. It is an emotional and exciting time. Do your homework. Try to be objective, and keep the emotion to a minimum. Remember a little professional help up front can save a lot of money in the long run.



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On the Waterfront

with George Waters

photo by Donna Bedell

Understanding Interior Design

Interior decoration has never been one of my interests, probably due to a genetic deficiency I have, called "gender." Ladies dig it, though. For proof, just sit and watch the droves of well-groomed women pouring off the shuttle buses at my local "showcase" house.

This celebration of state-of-the-art interior design, held at a different spectacular mansion each spring, boasts a women-to-men visitor ratio, based on my unscientific observations, of about 100 to 1, and the "one" is inevitably a septuagenarian in a salmon-colored golf shirt. Or me.

Women invariably tour the house in pairs, because dishing the dirt over a designer's choices with a man is basically a monologue. That is because women and men see interior design differently; women see infinite possibilities, while men see a very long summer kissing drywall. But I agreed to attend with my wife out of a morbid curiosity over what the new "black" is. Plus, Brownie Points never hurt when you are thinking about buying a new car.

You enter the mansion through something called a "port cochere" ("costly porch"). Before entering, however, since nature was calling, I was glad the event planners had also placed a row of "port au potties" off to the side of the house.

Each room in the manse has been completely re-imagined and decorated by different designers, some of whom stand amidst their creation to answer questions, and are very proud of their work. Therefore, based on my personal experience, I do not recommend phrasing your question like this: "So what's up with the big ball of moss?" It might be taken as mockery, when intended as good-natured ribbing, which some artistes apparently just don't "get."

"Concept" is the main idea of interior design, I know, but please do not tell me that it is necessary to stifle a heartfelt giggle when I see, in a tiny bathroom, a chandelier hanging over a toilet. I'm sorry. That is just funny. I am clearly a bad audience for "concept," and I blame my parents for not endowing me with ovaries.

The breakfast room had lovely china plates mounted to the walls just below the ceiling, to give a clue to anyone with any doubt about what a dining room is for. This made me curious, though, just what I would find hot-glued to the bedroom walls.

Outside I came across a little bonsai tree inside a bird cage, but there was no one to explain, so I was left to assume it symbolized man's enslavement of nature. Or a love of quiet pets. The sun room ceiling appeared to be paneled with tan fur of some kind, which was striking, but made me feel a bit like I was inside a pony.

The library's most intriguing feature was the stack of books in its fireplace. I have to admit I do this too, when I run out of shelf space, except I doubt if the designers ever light theirs.

In the laundry room, sitting atop the giant, gleaming dryer were four petite vases, each with a tiny orchid; a nice touch, but I have to say that has SO been done to death on my dryer at home.

As I left the mansion, the only other man at the place, Mr. Salmon Shirt, caught my eye pleadingly, as his wife led him into the big-housewares-shop-under-a-tent in the garden. I looked away. There are some things a man should never watch another man endure.



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Chrismar Marina



Chrismar Marina, a new, 38-slip docking facility at the head of the Middle River in Essex, has been certified a Maryland Clean Marina for meeting high environmental standards established by the Department of Natural Resources.

Set to officially open in spring 2016, the marina offers free pumpouts, solid waste and oil recycling, and has two spill response kits. The owners also have established an emergency response plan in the event of a hazardous spill and a plan to educate customers on sustainable practices.

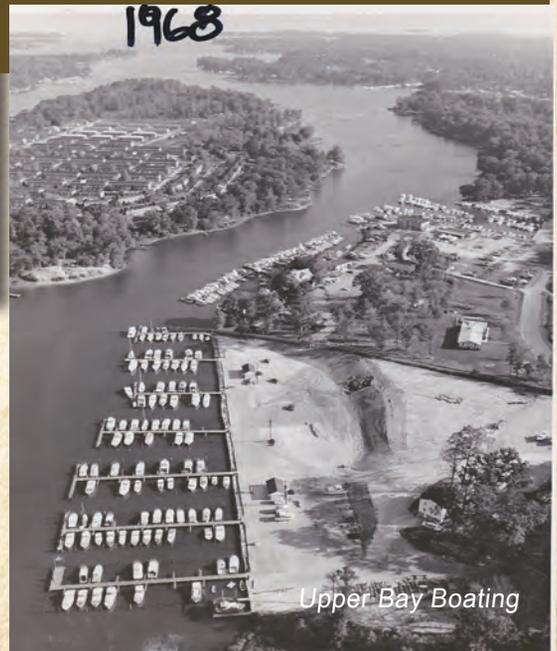
The owners completely transformed the property with renovations that included adding a 735-foot boardwalk and new slip docking, eliminating land storage for boats and creating a park-like setting complete with stormwater controls. Many modern amenities are included, including a secure gate to the facility.

"It's wonderful to see marinas remain in a family, and be modernized and rejuvenated. It's great for the environment and the boating industry," Clean Marina Program Manager Donna Morrow said.

A Note from the Publisher.. *Talk about Night & Day!*

When this property was known as Buedel's, the property fell into disrepair through the years. I remember my dad looking at a Drifter Cruise houseboat there when I was around 10, it was just your everyday property. Later on, when I worked for another publication and stopped there for ad copy, I couldn't believe it was the same place. And when I had props repaired there, it was always an experience! Propellers lined the floor and shelves from the front to the back of the place. They say change is good, and in this case, it sure is. The Gast family has done a fantastic transformation on this Marina.

Dave Bielecki



Owned by Charlie and Mary Frances Gast, Chrismar is located on what was once Buedel's, a marina and prop shop that ran from 1965 to 2005. The business has been in the family for two generations and the present day marina is named for two of the Gast's children, Christopher and Mary Carol, who are actively involved in its operation.

"It took almost 10 years to rebuild the marina, but it was a labor of love," Charlie Gast said. "We look forward to sharing this place with new customers in the spring and are proud to be a Clean Marina."

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Prepare for the Boat Show

by Doug Dawson

Attending a Boat Show is a fantastic opportunity for you and your family or boating buddies, to view hundreds of NEW boats and nautical accessories on display with knowledgeable salespeople to answer all your questions.

What should you know before going to the show so you are prepared to take advantage of all that is offered and not lose out? Be Prepared

Go to the Shows prepared. Do your homework first!

Involve your family in discussions about what you all want to do with your boat, where you will all be boating, what activities you all want to participate in. Knowing these needs and wants will help you choose the right type of boat to look at and research. It will also help the Salespeople know which boats to show you and also which boats would be a waste of your time and theirs. There are over 70 different types of boats. Narrowing down your selection before you get to the Show can save you valuable time.

Take a note pad and camera to keep track of details. Too often, one boat blends in with another and it is difficult to remember when you get home. Start each series of pictures with a photo of the boat showing make and model so your close-up detail shots stay with the correct boat. Pick up brochures and business cards, and be sure to ask lots of questions. Check the Show website before attending so you can plan to take in some of the seminars and features at the show. Once there, pick up a Show Guide to help you find your way around. Information booths are also a great help.

Learn all you can

Learn all you can from all the salespeople and other boaters that you talk to. When talking with a sales rep, be honest about your level of boating knowledge and experience. Be straight and he/she will respond with a positive attitude and answer questions at the appropriate level.

Compare

Once you're in the Boat Show, you are free to compare. It is easier to compare makes and models, because they are only a few minutes apart, rather than hours and miles apart. Walk back and forth across the aisle and compare features and benefits. Keep in mind that each dealer probably has many more new models at the marina.

Ask Questions

Remember that no question is a dumb question and the exhibitors are there to help you. The more you ask, the more you'll learn. The salesperson will take you seriously--not mistake you for a "Hull Thumper"--a term similar to "Tire Kicker" in the automotive industry. Ask the same questions of several reps at different booths. You'll be surprised at how much you will learn.

Ask your questions and insist on trying out a boat's physical attributes. Sit at the Helm. Sit on the toilet. Lay on the bunks. Is it ergonomically designed for you or someone with totally different dimensions? Ask what equipment is included in the Boat Show Special.

The best question to ask Yourself is "Will this Boat FIT my Family, Income and Trips?" Consider your family -- what activities do they want to participate in? Make sure you know how much money you can spend on a boat with your Income (don't forget the on-going costs like haul/launch, docking, storage, insurance, repairs, maintenance). Take into consideration what body of water you will boat on and the length of your trips so that you have the Right Boat for your Family.

Used Boat Shopping

If you are looking for a used boat, check with the Marinas, Brokers and Multiple Listing Services who are exhibiting. Request a specification sheet for the ones you really like. Having all your questions answered at the Boat Show can save you miles of driving time, money and frustration later.

If you are trading in your used boat, go prepared. Take a photo and your own spec sheet. The salesperson will set a time to come and inspect your trade. Usually this inspection and appraisal of your trade will be done after the Show closes. Most trade-in deals can't be finalized at the Show, but you can at least put in an offer and not miss out.

Shopping for Toys

Take measurements of your dash, if shopping for electronics and the sizes and weights of family members, if you are shopping for pfd's or clothing. Taking the right information to the Show will help you to ask intelligent questions and make more knowledgeable comparisons of features, benefits and price before buying. Take a summary of what you want and need to ask. Shop and research the many displays of accessories, trailers, dinghies, gifts, clothing, etc. at the Boat Shows and talk to factory reps and knowledgeable staff. Inspect, feel, touch and try out the electronics.

Unlike magazines and websites, the Boat Show exhibitors have actual products for touchy feely comparisons: for instance, readability of screens under bright lights (sun), actual size and feel. Make sure you are able to read the screen with your glasses and even more importantly, with your sunglasses. (Take your sunglasses with you to try them out). You don't want to get out on the water next summer to learn you can't read the screen with your sunglasses. Maybe you need a pair of prescription sunglasses or a pair of big sunglasses you can wear over your readers! Whatever the case, now is the time to find out--not after you have purchased the expensive electronics.

Are the controls user-friendly? Is the software user friendly? Compare different manufacturers' features and user friendliness. Does it do what you need or more than you'll ever need? You may want to drop down or jump up a model or two. If it doesn't do all you need, keep looking.

If the electronics you are buying requires a technician to install it, and you are not the installer type, check out sources of installers at or near your boat before you actually buy the product. Don't find out later that the marina either won't install it because you didn't buy from him, or they don't know how or who could install it.

Most electronics need to be repaired or adjusted as some point. Make sure the manufacturer has an easy and fast procedure for repair and/or adjustment. You don't want to have to ship it away for 6-8 weeks during your boating season for repairs. Read and compare warranties.

Is it really a good deal?

Even if it's a good deal, it isn't a good deal, if it doesn't fit your boat. It also isn't a good deal, if it doesn't do what you need it to do. Go with dimensions and a good idea of what you want.

Enjoy

Enjoy the Shows, they are there for you, and all the exhibitors are prepared with product, information and knowledge--all in one place. Go with your questions, a note pad, a camera and a good pair of walking shoes and take advantage of all the opportunities the Boat Show has to offer.

All this and much more is covered in "Buy a Boat With Confidence". There are tons to know about buying a boat and/or electronics. These are only a few tips. Doug has documented 400 pages of boat buying information.

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Happy New Year, and welcome to the 2016 boating season! It's Capt. Christie Stillwaugh here from Sea Tow Northern Chesapeake. We get questions all the time about insurance. I've enlisted our expert, to answer some of the most common inquiries. Chris McKinnon, of Sea Insure (by Sea Tow) shares his thoughts on being properly insured:

We often speak with boaters who have their boat insured under their homeowners' policy. While this may save a few bucks, home owners polices generally offer minimal physical damage coverage – generally only \$1000 – and exclude many other valuable coverages such as pollution, environmental damage, and salvage. The loss of these coverages could mean thousands –or more- in out of pocket expenses in a claim.

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Jeff Andrews

So Much for Doom and Gloom

by Dick Greenwood

To an outsider, a marina in the off-season can look like a pretty somber place. The usual hubbub and sounds that we associate with boating are missing. There are no dock carts being pushed, no glasses being clinked, no children bouncing from one foot to the other as they excitedly await their boat ride, no engines revving as boats pull away from

the dock. But that change in atmosphere shouldn't be mistaken for melancholy, certainly not at Tidewater Marina in Havre de Grace, Maryland. Get it straight, there's no room for doom and gloom in Jeff Andrews' office. As General Manager for Tidewater Marina, Jeff keeps his eye on the seasonal shifts of the boating industry and steers a course that ensures the marina runs smoothly in all seasons. Not only does he keep the winter blues at bay, he does a good job of keeping things positive and navigating the course through a changing industry.

"It's a matter of economics and changing priorities," Jeff tells me. "Gas prices have dropped to an acceptable level, but the families that were buying boats a few years ago now have kids involved in soccer, basketball, school-related activities, and other time consuming interests. They may wish they could be on their boat, but they're pulled away by the reality that today's kids have many more opportunities than the kids of 20 years ago."

But there's no negative tinge to Jeff's explanation. He's just not a negative sort. This new reality is a sociological phenomenon, not something that he sees as maliciously aimed at him and the boating world. He understands that, in 2016's world, activities are driving time allocation, and activities abound. It is what it is.

I showed up on Jeff's doorstep looking for a conversation about what I was envisioning as "the winter doldrums." I had this idea in my head that I'd find a marina packed with napping, depressed, under-employed people, collectively praying for warm weather and income. What I anticipated finding just wasn't there.

"We're open year round. This year, for the first time, we had a boat come in on New Year's Day. Once the duck drops," Jeff informed me, "we're in high gear. Those jobs that have been ordered—maintenance, repairs, upgrades, equipment additions, those sorts of things—are addressed. By mid-February we begin launching boats. Where winter is a time for planning and organizing things, February is a time for putting it all into play. "We begin putting boats in the water whenever an owner asks. As we near the actual start of boating season," he con-

tinued, "we gradually increase the number of boats being launched. At peak we'll put 6 boats a day into the water and, at the same time, keep busy with bottom painting and outdrive preps."

Detecting that I was confused by the significance of a dropping duck, Jeff explained that for the last 10 years or so Havre de Grace has heralded in the New Year by staging its version of New York City's ball drop by dropping a duck at midnight on December 31st. Jeff's a Havre de Grace native who grew up "playing in Tidewater Marina," and began working there by taking the job of dock hand and weed-puller at the age of 17, so his role at the Marina is a case of someone who found a way to turn his avocation into his vocation. Now in his very early 50s, he's clearly in the position he was meant to occupy.

Once I lost the look of total confusion regarding height-challenged ducks, I was told that during the winter Jeff and his staff work on the logistical aspects of management. Bookings for cruises—for example, the Power Squadron doesn't just show up with 15 boats and 60 people, expecting to be accommodated, it works with Jeff to ensure a fun visit—arrangements for moving people around, all of these matters and more have to be planned out.

"For example," Jeff explained, "about half of the boats that are here in the winter, are docked elsewhere on the Bay for the summer. We have to plan for this. Come Spring, we run a shuttle so that people can bring their car to their ultimate destination and have it there when they bring their boat in.

"Let's say," Jeff continued, "a family wants to have their boat on the Sassafras for the summer. Using our approach, they drive to their summer marina and we pick them up. We then bring them here to Havre de Grace, and they board their boat and sail off, not to return till the Fall. In the Fall, they cruise back here and we drive them to their summer spot to pick up their car."

They also, I'm told, spend a fair amount of time seeing to the safety and comfort of their live-aboard residents. "Right now," Jeff told me, "we only have six, but that number has been as high as 22. It's our job to ensure that their stay is a positive experience."

Determined to find some "doom and gloom," I persisted. "So, do you lay off most of your crew during the winter months?"

Smiling, Jeff replied, "No, we have lots of projects to handle, so aside from the dock hands, who are mostly young people who only come for the summer work, we generally don't have to do any reduction. Once in a while someone will come in and say, 'I think I'm going to take the winter off,' but by-and-large we keep the full staff busy all winter."

To me it seems like Jeff's job involves having and keeping lots of balls in the air, but he clearly relishes it. As I finished up, he again reminded me that he considers himself extremely fortunate to have turned his hobby, his favorite pastime, into his occupation. I left Tidewater smiling to myself. There really is no doom and gloom there, just people doing what they love.

Back By Popular Demand! U.S. Coast Guard Auxiliary Safe Boating Course

The Coast Guard Auxiliary has announced the spring Boating Safety Course schedule. The well-known course is a joint effort of the Coast Guard Auxiliary and the Delaware Division of Fish and Wildlife. Anyone born after January 1, 1978, must successfully complete the course to legally operate a boat on Delaware waters. It has also become popular in recent years because graduates receive a Delaware Boating Safety Certificate. This certificate can frequently earn graduates a discount on their boat insurance.

Four, two-evening classes will be held at the Delaware State Fire School from 6 p.m. to 10 p.m. on:

- February 1 & 3
- March 1 & 3
- April 4 & 6
- May 2 & 4

The two-evening format is designed to fit the busy schedules of working professionals. Since the course fee is only \$10 and seating is limited, ses-

sions fill rapidly. Con-

sequently, registration is on a first-come basis. Those who want to attend should contact Nancy at 302-697-6188 or by email at nalaot@aol.com.

Unlike similar online courses, students receive copies of the actual regulations that detail their federal and state responsibilities as recreational boaters. They also benefit from the experience of highly qualified Coast Guard Auxiliary instructors who provide coaching and assistance whenever needed.

Other key topics include boat construction, propulsion systems, navigation on inland waterways, safe boating practices, and what to do in case of an emergency. Congress created the Coast Guard Auxiliary in 1939 as a uniformed civilian component of the U.S. Coast Guard. It supports the Coast Guard in nearly all mission areas. For more information, please visit www.cgaux.org.

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by George Hazzard



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Haley Peter's Cobra in 2015.



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Fisheries Food Chain Management

By Captain Mark Galasso
Tuna the Tide Charter Service

Know the title sounds like one of those classes you avoided in college. But the concept is really quite simple. If you manage the diet of a certain animal you can produce a large healthy population of that animal. Farmers basically use this concept to grow everything from corn to cattle in a closed simple system. Fertilizers for grains and healthy grains and grasses for cows. Healthy animals produce healthy offspring.

Dieticians design healthy food chains that produce the nutrients that we need to maintain healthy lives. When those diets fall short we fall back on vitamins and other dietary supplements. These supplements provide a stop gap measure to insure we get the nutrients we need to support good health.

In the wild creatures find food sources that provide the nutrients needed for healthy survival. If those nutrients cannot be procured they have to adapt or change their behavior. Humans have a lot more resources than wild animals. And the creatures we depend on for our survival are helped along with our knowledge of food chain management.

So where are we going with all this. It all seems pretty straight forward. Every once in a while we find a conflict. Different user groups that compete for the same resource to provide the nutrients they need to be healthy. One such conflict is happening as we speak. And Maryland/Virginia seems to be ground zero. And the two user groups are us and Maryland's state fish the Striped Bass (Rockfish).

It was discovered many years ago that certain naturally produced oils were not only beneficial for burning and lubrication but they were also valuable for nutritional supplements. As Whale populations plummeted Whale oils gave way to fish oils and it was discovered that Menhaden oils could help lower cholesterol in people. When Menhaden oils were originally starting to be processed it was not fully understood how key they were in the food chains of other species. It was later discovered that they were one of the two major filter feeders in the Chesapeake Bay. The other being the Oyster. It was also later discovered that the Menhaden was the major food source for Striped Bass and Bluefish along the Atlantic Coast.

In the case of Striped Bass they adapted to other food sources. A Striper will eat almost anything if it's hungry enough. Other fish, Crabs, lobster and squid just to name a few. I've even seen Rock full of baby Flounder. The problem however is these food sources don't provide the oily diet necessary for a healthy existence. And in the summer we see more and more stressed



or dead fish that just aren't able to survive the Bay's harsh environment of high water temperatures and low oxygen levels.

So how does all this play out. This last season we had one of the largest spawns of Stripers in history. We need to start managing their food chain to maximize the survival of this year class to be sure they reach spawning age and perpetuate a healthy population.

Up to about age three a Striper can survive quite well on other food sources. Bay Anchovies, Silversides, Glass Minnows as well as Shrimp and Crabs seem to fit the bill. But as they mature they seem to rely more and more on Menhaden. And as they get larger they can feed on larger Menhaden. Big trophy fish can eat the largest Menhaden. Our Bay fish that range from eighteen to thirty inches need smaller Menhaden (Peanut Bunker).

All this is being debated by the Scientists and Industry people. We must strike a balance. It is pitting the Menhaden Industry against Fisherman in a battle for economic survival. All I know is what I see locally. The floaters (dead fish) in the summer all seem to be bigger fish. And there is a reason they can't fight off intestinal infections and skin infections and ultimately succumb to the elements. Perhaps the same reasons we need Omega fatty acids for our systems and mammals need Omega Fatty acids to maintain healthy skins and coats. So lets start managing food chains and the rest will fall into place.

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Negligent Boating Practices

The winter months provide us time for vessel repairs, and reflection on how to become better boaters. As a lawyer, I tend to focus on risk-- the chance my activities might inconvenience or injure others and their property, or how the activities of others might impact me. Vessel operation has been widely discussed in the news over the last year, as Maryland set new records for boating fatalities and accidents.

It was an excessive wake case that caught my attention. I am less interested in the many reported cases involving intoxicated operators, perhaps because I see that as an intentional act of impairment that is readily avoided. But the excessive wake case falls in the category of bad things that can easily arise from innocent operational error. I know that I will not operate a boat while intoxicated, but I might certainly slip up and generate an excessive wake once in awhile. Aside from incurring the anger of nearby boaters, is there a greater risk?

In a widely reported case, a 58 foot cabin cruiser allegedly raced through a log canoe race course on the Chester River last July. A wake of two to four feet caused two canoes to capsize- one of which belonged to a retired judge. The canoe reportedly suffered \$1,800 in damage. The judge's call to the State's Attorney triggered an investigation by the DNR, which ticketed of the cabin cruiser's operator. The operator hired a lawyer and took the case to trial in December, where he was found guilty of negligent operation and fined \$320. After trial, he was offered probation before judgment—a deferred judgment that is not a conviction.

The State's Attorney issued a press release trumpeting the victory, not because it was such an important case in the grand scheme of criminal law, but because of the infrequency of trials on such issues. Or maybe that's how to announce conclusion of a case involving a wet judge.

The operator reportedly defended the case by claiming no knowledge of the race in progress, or the presence of the canoes in the area. A race tender had blasted a horn and signaled, but the operator claimed to have misinterpreted the signals, and simply made a slight course correction. But what if the case involved more than a capsized canoe, and the dunking of a retired judge? What if the 58 foot cabin cruiser had caused serious bodily injury or death? Imagine if the crew of the two canoes had drowned? There are at least two statutes for that situation.

A vessel operator who causes death can face charges of manslaughter by vehicle or vessel, and criminally negligent manslaughter by vehicle or vessel. They sound very similar, but they are very different.



The crime of manslaughter by vehicle or vessel requires proof of "gross negligence." To obtain a conviction, the prosecution must show that the vessel operator was conscious of the risk to human life posed by his conduct, and he acted with "wanton or reckless disregard for human life." This law has been around since 1941, and was extended to cover operation of boats in 1949. It is a felony and can be punished by up to 10 years in prison and a \$5,000 fine.

Criminally negligent manslaughter by vehicle or vessel requires proof of "criminal negligence." The prosecution must show that the operators conduct created a "substantial and unjustifiable risk" to human life and that the failure to perceive that risk was a "gross deviation" from the standard of care that a reasonable person would exercise. This is a relatively new law, adopted in 2011. It is a misdemeanor and can be punished by 3 years in prison and a \$5,000 fine.

You can see that ordinary manslaughter is the more serious crime. It is more serious because it is charged where the operator is conscious of the risk posed by his boating operation. The criminal negligence statute does not require this recognition. It requires only that the operator should have perceived the risk, and that his conduct was far outside the boundaries of safe behavior, and thus the lesser penalty of 3 years.

The operator convicted of criminal negligence also avoids the "felon" label, and retains the right to vote and to bear arms under the Second Amendment.

We now turn back to the case of the wet judge and his sunken canoe. If the operator of the 58 foot cabin cruiser had no appreciation for the risk created by his four foot wake, it is unlikely he could have been prosecuted for ordinary manslaughter. But if the testimony at his trial revealed an exclamation like "I don't care, let's tear this up," or words to that effect, then a four foot wake that capsized a canoe to cause a drowning would certainly support an ordinary manslaughter charge.

I would estimate that the operator of the cabin cruiser spent at least \$1,500 or more to defend the negligent vessel operation case, in addition to the \$320 fine. Defense of a case involving death will cost you exponentially more, including your reputation and standing in the community.

It really is much easier to throttle back, take in the sights, and give your neighbors a friendly wave.

See you in the Spring!

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How I Became a Marina Owner and Boat Dealer by Sheila Johnson

My love for the water started quite some time ago. I grew up in the Middle River area and spent time down by the water, but it really became a big part of my life when I met my husband, Chris Johnson, in the spring of 1984. He would take me down to Beacon Light Marina to go out on his boat. We spent a lot of time on the water that year. We got married the following year in 1985. We ended up living only minutes from Beacon Light Marina on Seneca Creek. Our son, Joe was born in 1987 and then our daughter, Jennifer in 1989. Both children developed a love for the water as well and spent their childhood learning to water ski and drive our family's boat right here on Seneca Creek.

Chris always had a love for the water ever since he was a young boy and was happy to be able to bring his children up in that same environment. He always dreamed of owning a marina of his own and the opportunity arose to buy Beacon Light Marina in December of 2009. We met with the owner, Carl Stallard, who we had become friends with over the years, and made the deal happen.

Beacon Light opened in 1965 and we just celebrated our 50th anniversary last year. Since purchasing the company, we have done a lot of updating to the marina, bought new equipment and added piers and 25 boat lifts to help accommodate our growing business. We strive to give our customers the best boating experience possible whether it is a new boat buyer or a long time slip holder. We have an exceptional service department here that provides a top notch level of detail and experience that keeps our customers coming back. Our service reputation brings repeat business from all over the state as well as some neighboring states. We have a great team of Yamaha certified technicians that have been with us for many years.

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Revisions to the Vessel

Or: No, I want it over THERE.

One of the most interesting, exhilarating, maddening, satisfying and frustrating things about living aboard a vessel that you've designed and built is the endless potential for improvements, corrections, repairs and modifications. In our case, we'll be using the Spring to do a major rebuild on the shantyboat, fixing some things that need fixing and making modifications based on the way we've actually been using the space.

Some of the stuff, of course, wasn't an option. The whole of "Floating Empire" was an experiment in alternative construction, repurposed and recycled materials, and wishful thinking. When it rains, water seeps in in the oddest places, the windows never have worked particularly well, and then there's the floatation issue. . . as in we didn't build in enough. In general, there's stuff that needed tending to.

But over and above that, since we'll be doing work anyway, we decided to take the opportunity to make revisions to make our lives easier based on a year and a half of living here on the water. A home on the water is essentially a tiny home, and if it's your tiny home, you can do as you wish. The process has been interesting, with us both floating (so to speak) ideas, shooting them down as too hard or expensive or unworkable, and then finally finding a path we both can live with and could accomplish without killing each other.

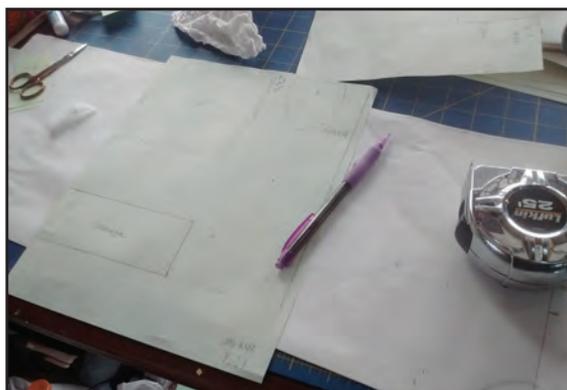
We love our boat, mind you, and our life aboard. We love the arched roof of the sleeping loft, our wonderful, funky galley, and the way the light streams in the stern in the mornings. But still, there's stuff we'd like, and other things we frankly ran out of time to do when we first built the thing.

So we'll be replacing windows, moving some cabinets, moving the head to the stern, putting in more solar panels and a solar hot water heater, moving the sleeping loft forward, putting in a solid fuel stove, and putting in an open deck on the upper level. . . oh, yeah, and floatation. We'll be doing more of that.

And hopefully, we'll be done with all this before the Summer party season gets in full gear. Wish us luck. The cat still has to okay the design work.



Come spring, these empty slips will be full of happy boaters who have just splashed their boats.



The smaller the space, the more careful your planning needs to be. Laying out any major changes on paper or computer is essential.



Magellan is holding out for a cat door.



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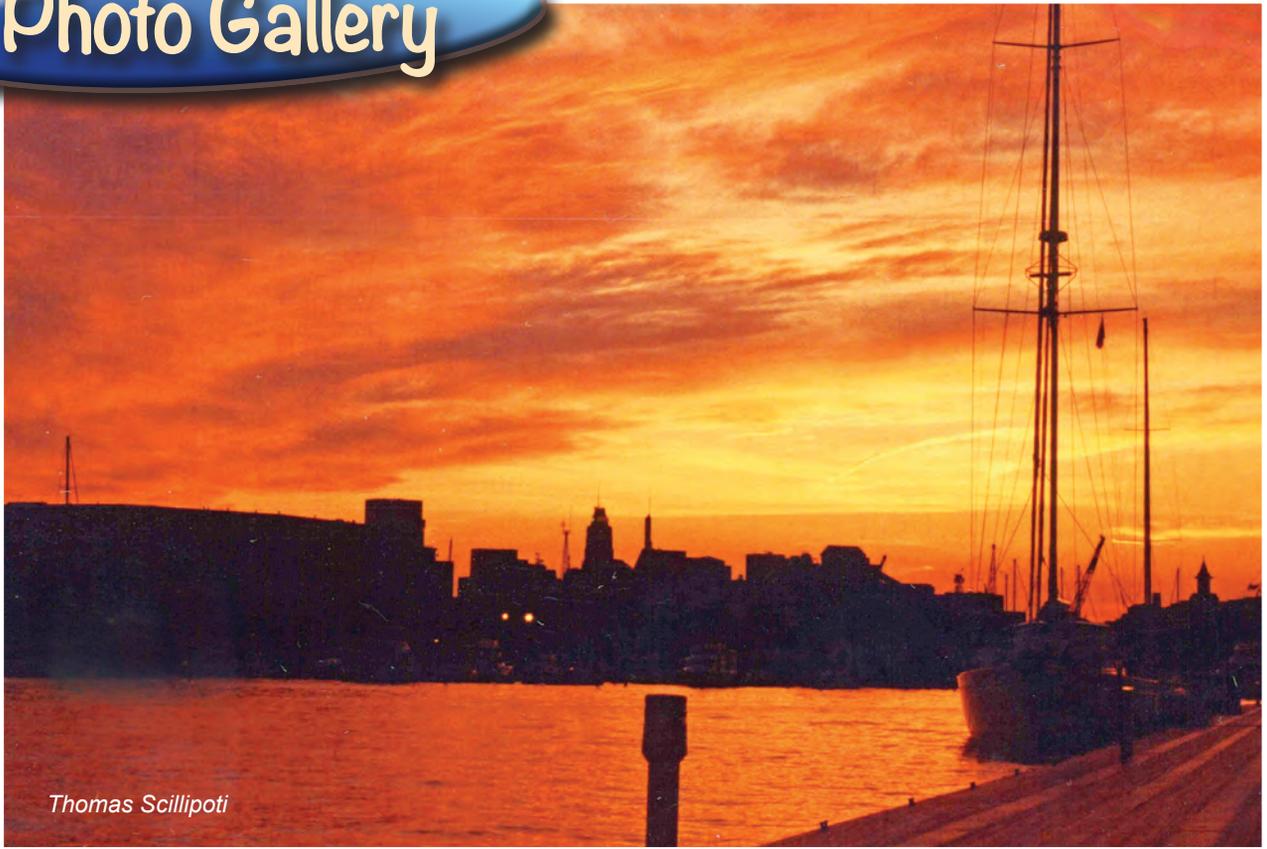
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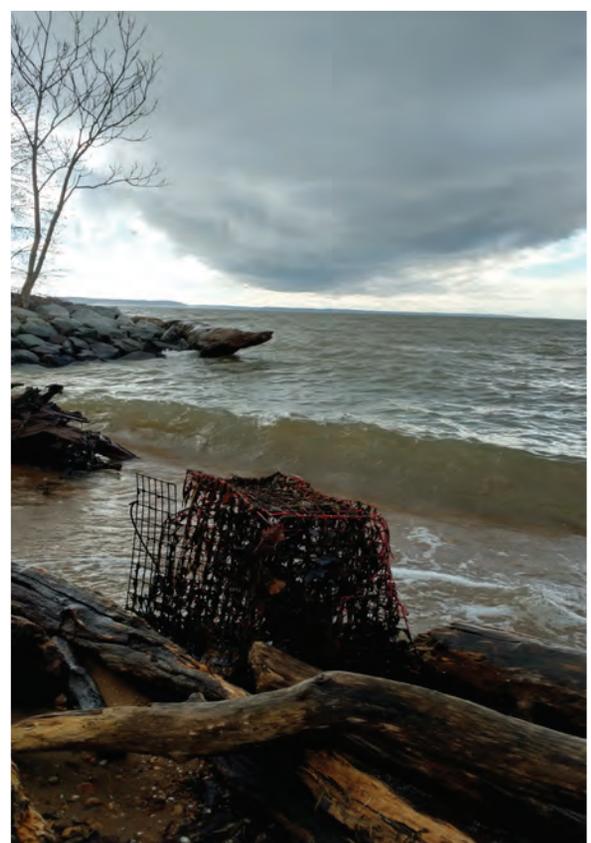
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Cold Water is a Predator

There is an old navy aphorism that goes something like this, "The Sea simply waits for the innocent. But it actively stalks the unprepared, the careless, and the arrogant." A knowledgeable friend of mine recharacterizes this same feeling, stating that during the winter and spring months the sea takes on a hungry predator's personality. Cold water is "... fast, powerful, and deadly. It has unlimited energy, no need for sleep, and is perfectly camouflaged. You can look at cold water from 3 feet away and it looks perfectly innocuous. ... Cold water preys on the unsuspecting, the unwary, and the careless." He is dead on, if you will excuse the pun. When the air temperatures begin to rise, look around at the casual dress worn by many recreational kayakers and canoeists. These are days when air temperatures are inviting, but water temperatures are deadly. We all want to be in short sleeves enjoying the sun's warmth, rather than sweating away in a musky smelling dry or wet suit. But beware; the cold water lurking beneath you preys on your weaknesses and will steal your life if given the opportunity.

The Predator attacks in four phases. If you capsize in cold water, the initial shock of immersion tricks your respiratory reflexes in ways that can cause you to drown yourself. If this approach fails, the predator then attacks your musculature and deprives you of your ability to self-rescue or swim to safety. At the same time, the predator begins its third phase

of attack by slowly sucking the heat from your body until you are rendered unconscious. Finally, if you manage to escape its clutches, the predator may have already sealed your death by putting you at risk for circum-rescue collapse. Those rescued from cold water immersion have died aboard rescue vehicles, in ambulances, and hospital beds hours after their rescue. Cold water's lethal reach extends beyond the water's edge. It is best to know what you are getting yourself into and to prepare before paddling cold waters on a warm spring or winter day.

Phase 1: Cold Shock and Sudden Disappearance syndrome. If you fall overboard or capsize in waters below 60 °F and are casually dressed, cold water attacks your breathing. It attempts to drown you by triggering your "gasp" reflex. This reflex institutes an uncontrollable urge to suddenly and deeply fill your lungs with air. Unfortunately, if your head is under water when this occurs, your lungs will fill with cold water instead. Once triggered you cannot prevent this chain of events. The reflex is hardwired. Your breathing will lock in full inspiration, further preventing the inspired water from being expelled. The increased fluid in your lungs displaces air, reducing your buoyancy, and causes you to float with gravity towards the sea bottom. This constellation of events is so predictable they have a name; sudden disappearance syndrome.⁵ In some individuals, the airways also constrict to prevent breathing



once surfaced. As if this were not enough, others develop fatal heart arrhythmias, stroke, or develop occluded coronary arteries; i.e., experience a heart attack. All of this occurs within the first minute of exposure.

Phase 2: Swim failure and mental confusion. If you survive the first minute, cold water next targets your abilities to save yourself. Blood flow through your extremities and most organs, with exception of the heart, lungs and brain is reduced. In evolutionary adapted mammals this reflex is beneficial and allows the animal to stay submerged for extended periods. Humans, however, have only a partially developed reflex. Whereas in sea mammals blood flow redistribution occurs in conjunction with a slowed heart rate that tends to keep blood pressure normal and reduce the workload on the heart, humans experience a spike in blood pressure. This can overload the heart causing it to fail, and/or setup an irregular heart rhythm. Skeletal muscle strength and coordination deteriorate rapidly as the muscles and nerves controlling contraction are deprived of oxygen. Re-entering a kayak becomes difficult to impossible. Factor in the fact that fine motor coordination is also effected, you quickly lose the ability to use your radio to call for help. This assumes, of course, that your airway is still open and you are capable of speaking. As stated previously, mental confusion sets in early, depending upon how rapidly the cold water bathing your neck cools the blood supplying your brain. Panic develops as you hyperventilate uncontrollably and errors in judgment follow. "How far is that shore? Can I swim to it? I've done it before." No, no, no! You have never experienced this before. Swimming in cold water has no comparison. In March 1968, 9 elite Marines, trained as water survival instructors, capsized a canoe 100 yards off Quantico's shoreline. They were wearing sweat suits and had floatation seat cushions, but no PFDs. All 9 drowned. Swimming to shore in cold water is almost always a bad idea. Phase 2 can last between 5 to 15 minutes, but it seems to last forever.

Phase 3: Hypothermia: Even though a person may be shivering uncontrollably, he is not considered hypothermic until body temperature falls below 95 °F. Shivering is a process your body uses to generate heat via muscular exertion. Somewhat surprisingly, most adults remain in the normothermic range for more than 30 minutes following cold water immersion. This is an important fact to know, because knowledge can help you hold your panic at bay. Panic speeds up heat loss by promoting unnecessary movement. Unconscious does not occur until body temperature approaches 92 °F. For the purposes of this article, suffice it to say you will probably have another 1 – 6 hours of consciousness in water between 50 and 60 °F, depending upon your body mass and movements. This time decreases to 30 minutes in 32.5 °F water. Heat loss through exposed skin occurs 25 to 30 times faster in cold water than it does during passage of air at the same temperature over the same surface area. Movement dramatically increases the rate of heat loss. Your best chances for survival, should you be unable to re-enter your kayak, is to assume the HELP position and wait.²

Phase 4: Circum-rescue collapse. Circum-rescue collapse is a general term for the physiological events that

occur at the time of rescue or during the re-warming phase. While a victim is in the water, water pressure compresses the extremities and forces blood from the limbs into the vessels of the lungs, heart and brain. At the time of extraction from the water, this pressure is released and blood from vessels of the trunk can refill the extremities. This causes pressure in the vessels supplying the brain to fall. Rescue teams have learned to horizontally extract cold water victims using a stretcher, rather than lifting them vertically from the water, thus reducing the risk of circum-rescue collapse. A similar phenomenon can occur during re-warming. As the victim's body warms, constricted blood vessels in the extremities open and refill with warm blood that was contained in the trunk. In so doing, cold fluids are flushed from the extremities into the trunk, causing body temperature to plummet. This is called "after-drop." Circum-rescue collapse carries with it severe, and sometimes fatal, consequences.

Preparing for a cold water paddle. With preparation, you can beat the predator. Dress properly for cold water conditions and always swim test your gear. You should learn the HELP and HUDDLE swim positions in case you find yourself having to remain in cold water for any extended period. Clubs like the Chesapeake Paddlers Association offer classes on cold water immersion.³ Consider taking one and learning more about cold water immersion and proper dress. Wear either a wet suit, or a dry suit with thermal undergarments. Never paddle without a PFD! It is a life saver. Include a diver's hood in your cold weather gear to keep your neck and head protected. The sensors that trigger the gasp reflex are located in the neck and facial regions. Covering these areas will dramatically reduce your risk. Before every launch, while wearing your PFD, wade into the water and rest there for a few minutes. If you get cold during this brief exposure, you will know you are not dressed for survival. This brief pre-exposure also provides you with an opportunity to test for holes or tears in your dry suit and will let you know if you have inadvertently left a zipper open.

Rescuing a victim after cold water immersion. If you are involved in a cold water rescue, how you treat the victim will vary, depending upon his condition. You can prepare for this by familiarizing yourself with the necessary considerations.⁴ The first priority always is to get the victim out of the water and onshore as quickly as possible. In the case of mild hypothermia, begin re-warming by replacing his wet clothes with dry clothes and/or blankets. More severe exposure requires additional attention and caution. Remove clothing only if it can be done with a minimum amount of movement. Do not massage the extremities in an attempt to "get the circulation flowing," and never give a victim alcohol. Both can lead to circulatory collapse and after-drop. Place the victim on his back with his head slightly lowered. Call emergency responders immediately. One final comment: No person is dead until he is warm and dead. I state this to remind you that persons without a pulse and who are not breathing have been successfully resuscitated. Do not stop resuscitation until emergency responders are on the scene. Your job is to keep the predator from claiming his victim. Do not let him win.

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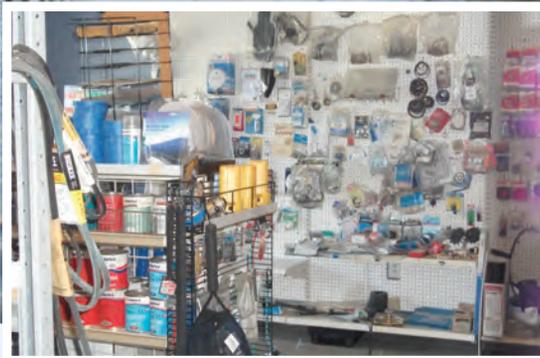


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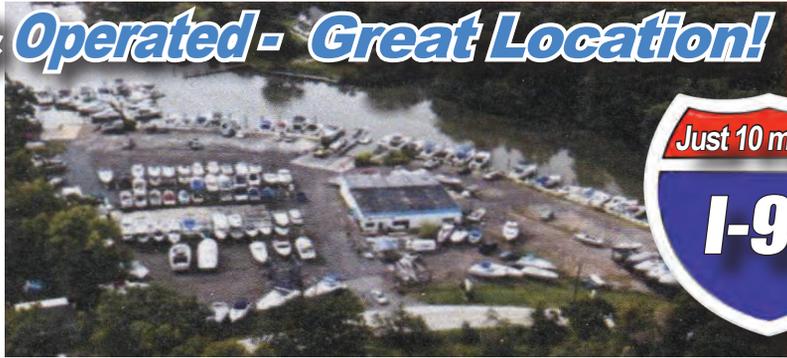
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