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UPPER BAY Boating

June 2016

- 5** Welcome **6** Should I Stay or Should I Go?
8 How I Got Hooked On Sailing **10** Upper Bay Boat Show
12 Boating Safety Day
14 Upcoming Boating Events **15** Are You A Bohemian Yet?
18 Have the Marina Do It
20 Small Boats **22** Good Times and Etiquette
24 Trailers and Boats **26** On the Waterfront
28 Safe Boating Around Commercial Shipping
30 Wish-A-Fish **32** Practice Safety All Summer
34 Stick Your Head in the Bilge **36** Remembering A Great Man
39 Classic Corner **40** Anchor Receives Award From Sea Tow
42 Live Aboard
43 Route 213 Under Construction
44 Kayaking On the Upper Bay

photo by
Donna Bedell

Upper Bay Boating

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For advertising opportunities call Dave at:
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Event listings from non-profits and advertisers are free.
Listings may be sent to the above address or emailed to:
davebielecki@aol.com - all are welcome, there is no charge
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ON THE COVER: Upper Bay Boat Show
photo by Dave Bielecki

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Welcome to the June issue of Upper Bay Boating

Hey folks, it's seems like it has been raining for 40 days and 40 nights. Been thinking about building my own Ark. As this issue goes to press, I'm hoping that the Weather Gods will finally give Upper Bay Boaters a sunny weekend.

Memorial Day is the official start of the boating season for most folks. Years ago when I owned a Landscaping company, we never had much time or good weather to boat before that weekend. The last new boat we bought was purchased in December, but with our time restraints, we didn't even bother to take delivery until this holiday weekend. Through the years, every time I did the spring commissioning and launched Land Escaper early, the poor girl mostly sat in the slip and got dirty. This year, with all the rain, I expect that has happened to you. Well summer is upon us, so let's get them in and use them.

Last issue found us getting a little preachy about safe boating; well there are no apologies here. The areas waterways seem much safer this season; let's hope that holds out for the balance of 2016. We visited the Marvin Haw Safety Day on May 14th. You could have learned everything you needed to right there, every agency was represented. We have a photo page from the day in this issue.

Now well into our second season for Upper Bay Boating, we are still trying to fine tune the magazine, and are always reaching out to the readers for ideas and content to make this better, and to help us grow. Our contact information is always on the index page. Have a business that needs help reaching new customers? How about giving us a try?

Please remember, nothing in this world is FREE- except maybe this magazine you are holding in your hands. The only way that will continue, is for you to patronize the advertisers that are supporting this publication. Need something for your boat? Just stop by one of their businesses or order off their website. Need a new boat? Our pages are full of dealers and brokers that can help you find just the right boat. And, don't forget to mention you saw their ad in Upper Bay Boating- pretty simple folks.



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Should I stay or should I go now?

By **Wendy Gilbert** - Features Editor

Make a plan. Change the plan. Cancel the plan.
Make another plan. Change that plan. Cancel it.
Make a plan....

That's how my season on the Upper Bay is starting and as I write this, I've been actively trying to plan the upcoming weekend with a friend. She's recently taken up kayaking and has decided that this activity would be great fun for us to do together.

After much research (and I mean a lot) she has learned that my neck of the woods is a splendid place to paddle.

Not exactly news to us, but as a resident of a county much further inland, the Upper Bay has been calling to her. She and I have spent hours surfing the net for places to go and our list seems to get longer every day. We can paddle, do some bird watching, and catch a really nice lunch after... What a wonderful plan!

It all sound so nice this winter and early spring while we envisioned sunny weekends in May.

After reading Dave Wilson's article (just the first one mind you) I realize that what I thought was a perfect plan, was far from it. We needed alternate routes and devices among other things. But that's not much fun and our focus drifted from safety to aesthetics.

After exhaustive online research and talking to fellow yakers, my friend picked out the perfect kayak and ordered it from Cabela's. It's a gorgeous shade of vibrant blue with pretty trim and I'm fairly certain her PFD and her new car matches it.

I've decided that I will be perfectly happy to borrow my brother-in-law's kayak. It, like most of his boats and other toys, features a camo motif.

We are going to be a strange pair indeed – assuming it ever stops raining.

And while I may not be as enthused about small boats as she is, I certainly understand the compelling call of the water.

But what I meant was the call of the water in the Elk River, The Northeast River, Otter Point Creek, in the Bay, even in the little lagoon off the bend in the road. I did not mean the deluge of water falling from the sky.

This season's constant rains and gloomy skies have been the subject of just about every "small talk" conversation I've had for weeks.

The waitress at my favorite restaurant talks about it. The delivery guy was following "the consecutive days with rain streak" with as much interest as we do when the Orioles are doing well.

Luckily, my friend has managed to squeeze in a short outing or two on the Patapsco this season, but is yearning for new places to explore.

We will both look forward to reading Wilson's series and the way things are going, we might not get out on the water until all three parts have been written.

Good Grief!

Wendy Gilbert



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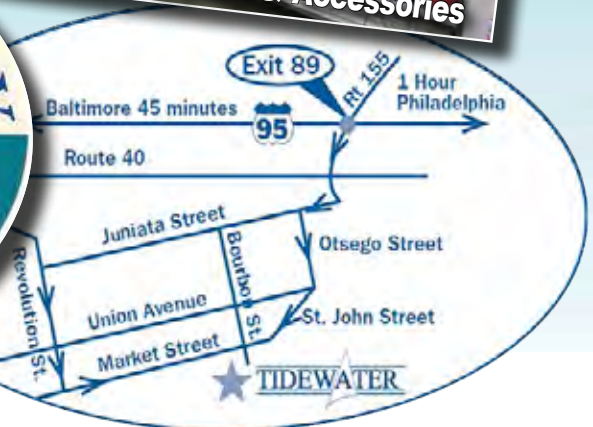


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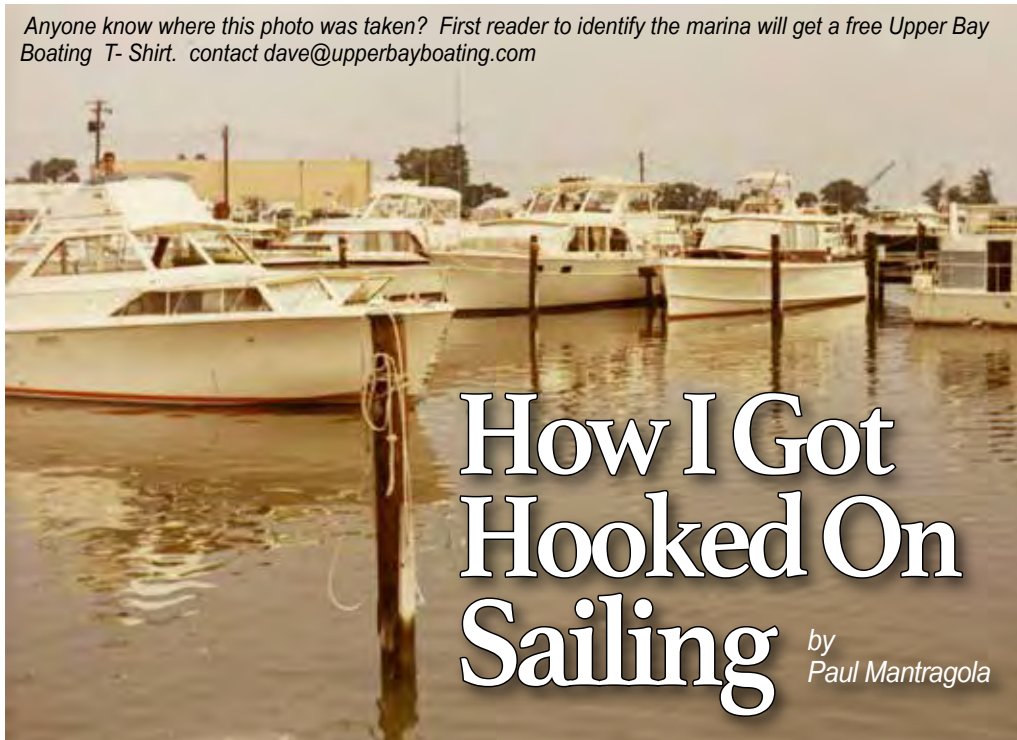
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How I Got Hooked On Sailing

by Paul Mantragola

After making everyone onboard strap on life jackets, my uncle skillfully pointed the boat into the wind, and hovered just leeward of a nun buoy. He throttled the boat just enough to hold position and to keep the buoy a few boat lengths away but always in sight. The waves kicked up a bit and the wind shifted back-and-forth. I could see that skill and experience was needed not only with the throttle but also with steering and playing the wind.

The storm lasted probably no more than 10 minutes. My parents and aunts and uncles were very concerned, but my sibs and I seemed to almost enjoy the adventure. (I guess

I can remember it like it was yesterday, but it occurred in the mid 1960s. It was a hot summer Saturday afternoon outing from the Bush River Yacht Club across the bay to Fairlee Creek. The boat was probably an old Owens or maybe a Trojan, it was about a 30 footer, and is probably best described as a cuddly cabin type of boat. It was the typical V-berth with head, small galley, and enclosed steering station powerboat.

The trip started out as an uneventful day. The boat was owned and captained by my uncle. It was named "The Modulator", noting my aunt and uncle's careers in the commercial broadcasting business. The crew consisted of another aunt and uncle, my parents (non-boaters), and probably at least two of my sibs. I remember that we anchored near the sand spit just inside Fairlee Creek, did some swimming, ate a few hot dogs and burgers, and then headed back across the bay and up the Bush River.

It was midsummer, late on a Saturday afternoon, and even back in the mid-1960s the conventional wisdom was to get off the Bay before the late afternoon thunderstorms hit. Well, the storms came early that day. About two miles shy of the railroad bridge on the Bush River the sky darkened, the wind picked up, the rain came down heavily, and visibility almost instantly became zero-zero as the pilots say.

it was the luxury of being about 14 years old. I didn't know any better.)

The storm subsided. We motored up the Bush River, under the railroad bridge, and across the river to the yacht club. We were met by several dock mates who helped secure the boat in the slip. My uncle's fellow club members were full of questions. Is everyone okay? Where were you when it hit? What did you do? The ensuing discussion lasted 10 times longer than the storm did. I've listened to and participated in countless such "war stories" over the years since that time. It's part of the adventure and the social setting for boaters everywhere.

As I look back on it now my introduction to sailing was a very similar experience. It was the late 1970s. I was twenty something. It was a Thursday evening Havre de Grace yacht club race. It was one of those evenings when the wind was blowing a grand 2 knots. It was totally boring until an evening squall came down the Susquehanna River. The wind almost instantly went from the 2 knots to about 20 knots. The boat, a brand-new 1978 Hunter 33 foot, deep keel, demo model, heeled over and took off like a rocket. I was instantly hooked on sailing.

Paul Mantragola - Tidewater Marina



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Scenes from the

Upper Bay Boat Show



photos by Dave Bielecki

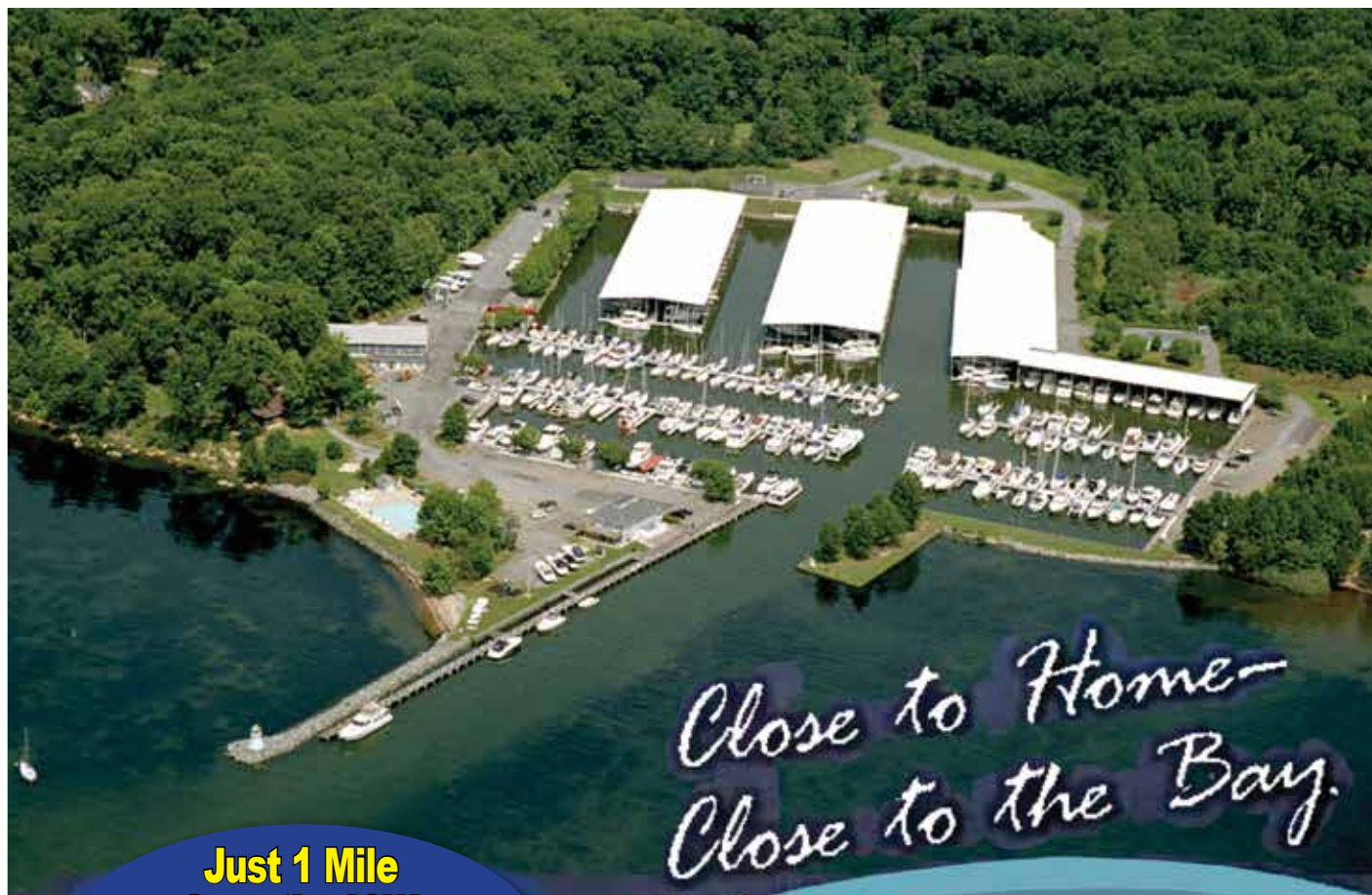
The Upper Bay Boat Show was held on April 29th thru May 1st at the Anchor Marina in North East, Md. This is a nice show with a great inventory to pick from. Most of the local dealers are represented here, and we saw two new exhibitors, Hooked on the Bay & Beacon Light Marina show up this year. If you want to be on the water by Memorial Day, this is always the best event to shop for your new boat.



Felicia shows off one of her Pontoon Boats offered by Hooked on the Bay.



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Marvin T. Haw IV

Boating Safety Day

May 14th



John and his crew from Bowleys Quarters VFC.

Marvin T. Haw IV Boating Safety Day held on May 14th at Wilson Point Park on the Middle River. What a nice setting to honor the officer whom helped to make the area waterways much safer for all of us. There was plenty to see for the whole family, safety demonstrations, Paddle Board demonstrations, safety tips. The organizers get a big "Thumbs Up" from UBB for putting this important event together.- Great job Guys & Gals.



Christine signs up another boater for Sea Tow's Towing program.



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Upper Bay Boating Events and Waterfront Activities

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Bowleys Quarters VFC Safe Boating Course **June 11 & 12** from 9-1:30 pm \$ 35. 410-800-8420

Annual Eric Altemus Memorial Catfish Tournament **June 11** from 7am-3pm Headquartered at the Bohemia Vista Marina www.ecacatfishtournament.com

Northern Chesapeake Bay Benefit Poker Run **June 17&18** hosted by Lee's Landing Dock Bar in Port Deposit Benefits Ryans Hope Terry 717-578-3549

Antique & Classic Boat Festival **June 17-19** Held at the Chesapeake Bay Maritime Museum in St. Michaels, Md. www.chesapeakebayacba.org

RAM Open Series - Chesapeake Bay - **June 18**, 2-5pm Anchor Marina, 36 Iroquois Dr, North East, MD

Cecil County Wade In - **June 18**, 10 am - 2 pm Elk Neck State Park, North East Beach Area

Jackson Marine Demo Days at Schaefer's Canal House **June 18 & 19** 410-287-9400

Mid-Atlantic Chevelle Car Show - **June 24 & 25**, 9-4 on the waterfront-North East Community Park, North East, MD 410-257-7124. www.mdchevelleclub.com

Coast Guard Auxiliary Boat Inspections - FREE. **June 25** from 9-4 -Get your boat safe for the season. Sign up at 410-287-9400 x 300 Jackson Marine Sales North East, Md.

Yachtstock River Jam **June 25** at West End Boat Club in Essington, Pa. www.yachtstock.org

Friends of the Bohemia Kayak/Canoe Tour **June 26**, 2016, from Noon to 3 p.m. Bohemia River Public Access Parking Area, Rt 213 443-566-3513

Elk River Exploration - **June 26**, 9 - 11 Elk Neck State Park, 4395 Turkey Point Rd, North East, MD 410.287.5333. Meet next to the boat launch facilities in the Rogues Harbor Area.

Middle River Fireworks **July 2** 410-686-3555
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Rock Hall Fireworks **July 3**, at 9pm Rock Hall Harbor

Fireworks at Dusk in Chestertown **July 4**, at Dusk Wilmer Park 410-778-0550

See our website www.upperbayboating.com for list of boating activities at the Anita Leight Center & for a full schedule of Safe Boating Classes by Bowley's Quarters VFC ents, 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
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Anita C. Leight Estuary Center Boating Programs

The center will again offer all types of boating programs. Please visit the page on the **Upper Bay Boating website** for a complete listing of events, www.upperbayboating.com

ESTUARY CENTER INFORMATION

- 410-612-1688 or 410-879-2000 x1688. Anita C. Leight Estuary Center, 700 Otter Point Road, Abingdon, MD 21009.
- Web page: www.otterpointcreek.org
- Hours of Operation: The Center is open Thursday, Friday, and Saturday, 10:00 a.m. - 5:00 p.m., and Sunday, 12:00 - 5:00 p.m.
- Park grounds are open dawn to dusk and all trails are not handicapped or stroller accessible.





Join the Friends of the Bohemia on a kayak/canoe tour of the Great Bohemia Creek on Sunday, June 26th, 2016, at Noon, weather permitting (if weather stops the event, a message will be available on June 26th by 8 a.m. on 443-566-3513). Gathering/sign-in, Noontime, at the Bohemia River Public Access Site, Rt. 213, on the northwest side of the Bohemia Bridge; 12:45 p.m. Launch (High Tide at Town Point Wharf is 2:56 p.m.).

We'll head upstream with the incoming tide, go as far as the water and our energy holds us, and figure on an approximately two hour tour, to return to the Public Launch around 3 p.m..

Bring your water-protected cameras, snacks, and water for drinking. The Friends of the Bohemia will also have bottled water, in case anyone forgets theirs.

Bring your kayaks/canoes, your paddles, and your Personal Flotation Devices - no one will be permitted to join in the official Friends of the Bohemia sign-in without a PFD.

All those who take a yearly membership in The Friends of the Bohemia at this kayak/canoe tour will receive a chance to win a brand-spanking-new Friends of the Bohemia baseball cap or visor.





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Maybe Next Year, I'll Have The Marina Do It

by L. Alan Keene

"Hey, hon.....hand me that what-cha-ma-call-it wrench, would ya?"

"WHICH what-cha-ma-call-it wrench?", came my first mate's exasperated plea.

"In the tool box.....that wrench that cranks the things that fit over the nuts. You know! The SOCKETS.....that's it, the SOCKET wrench. Hand me the socket wrench and put a 3/8 inch socket on it. O.K.?"

Wedged under the cockpit of our Capri 25, like no 71-year-old body should ever be wedged, I lay there, contorted, for the purpose of mounting and wiring-in a new VHF radio. The old one had given up the ghost years ago, but would show occasional signs of life that kept me hoping. Anyway, I decided that this was the year to pull the plug, signs of life or not.

Funny, I thought, as I lay there waiting for Peg to find the socket wrench, how easy things used to be. Crawling into these tight spaces used to be a snap. Replacing the radio 20 years ago would have been fun, but not now. It's hard on this old body. And this Spring's "to do" list has more of the same body-punishing chores.

"I found the socket wrench," Peg yelled down, somehow reminding me of Howard's mother on the 'Big Bang Theory', "but the sockets are all over the place up here! You're gonna have to come out and find the ones you need."

"I'm STUCK in here!, Peg," I yelled back, sounding too much like Howard to be funny anymore. "Just separate all the sockets and find the one with the 3 and the 8 on it."

"O.K., Mr. Smarty Pants!"

After snugging up that last nut on the VHF bracket, it was time to extricate myself from my prison and move on to the job that I dreaded the most.....rebedding the thru-hull for the depth sounder and replacing the faulty transducer.

It was back in 1997 that I installed the original and it's held securely for the past 19 years (a testament to great sealants and adhesives rather than skilled installation, I'm certain). It still amazes me that I had the courage to do it back then. Now the thought of drilling a golf ball sized hole in the bottom of my boat gives me heart palpitations.

"Anyway, it's got to be done," I told myself, "so get on with it. Sailing the Chesapeake without a depth sounder is a ticket to an expensive tow."

It was the end of last season when the transducer went hay-wire. We were planning to spend the night down on the Sassafras, in that little finger of deep water that curls up into Back Creek. Drawing 4'2", we were watching our depth closely as we motored in.

All of a sudden the sounder read 136 feet and then 182 and 268.....numbers that haven't been seen in the upper Chesapeake since the woolly mammoths roamed the Delmarva during the ice age. So much for a relaxing overnight in Back Creek. But all was not lost. We wound up spending a very pleasant night floating on the edge of shallow water up in Woodland Creek.

The depth sounder on our boat is located about 4 feet in front of the keel and is reached from the inside through an opening under the V berth cushions....AND the sail bags, AND the PFDs, AND the cockpit cushions, AND the horseshoe buoy, AND the etc., etc., etc. After moving everything out of the way, I was exhausted.

"Maybe you should have the marina fix the depth sounder," Peg offered as I passed the last of the offending cushions her way. "Then you wouldn't have to worry about it leaking."

"I'm not WORRIED about it LEAKING, MA.....eeeerrrr PEG. It's just a little difficult moving around down here!"

To make a long story shorter, the re-bedding of the thru



hull was a success (thank God for 5200). The new transducer is sending back numbers that are believable and I have the personal satisfaction of completing another "to do" list without calling on professional help.

My only regrets are my painful rotator cuff from waxing, my aching sacroiliac from twisting, my bruised hip from wedging, my sore knees from kneeling, and my tender ego from complaining.

Maybe next year I'll have the marina do it!

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Small boats, big fun, things to consider

By Wendy Gilbert

Following the logic that there's literally something for everyone... it must follow that that "something" is going to rub someone the wrong way. Especially when we are all playing in the same sandbox as it were.

When Volkswagen introduced its VW bug to America's roadways, the reaction was incredibly mixed. Many greeted them with enthusiasm and others... Well they reacted to them with all the "buggy" references you can imagine.

The same sort of thing happens with PWCs. Some folks love them. A lot. A friend of mine confessed once that if he had it all to do over again, he and his lovely wife would have purchased a pair of Sea-Doos and called it done. The money, time and trouble fussing with his big sport-fishing boat was in the end, not quite worth it.

That said, a fair number of boaters find these teeny boats intrusive, loud and most of all inconsiderate on the waterways. In an effort to improve relationships of every kind, I found the following information from our good friends at BoatU.S.

I can't make the folks that annoy you read it, but I can certainly try to improve the odds!

At an average length of around 10 feet, personal watercraft (PWC) may seem small, but they come with some pretty big responsibility. With the horsepower of a large outboard engine and the acceleration of a motorcycle. PWC are not toys. In fact, the U.S. Coast Guard considers personal watercraft Class A vessels, which means all safety equipment and operation laws that apply to boat under 16 feet also apply to a PWC. Most states have operator age and education requirements, too. So before you launch, here are a few things you'll need to know to have a safe and hassle-free day on the water.

Required Equipment for a PWC

- A life jacket for each operating passenger, and person being towed
- A Coast Guard-approved B-1 fire extinguisher
- An approved sound-signaling device such as a whistle or horn
- An emergency engine cutoff lanyard attached to the operator
- Proper display of registration numbers, letters and validation decals
- Vessel registration, to be displayed when requested
- A functioning backfire flame arrestor and passive ventilation system

Recommended Safety Equipment

- Hand-held VHF radio, and a cell phone as a backup
- A basic first-aid kit, sunscreen, and burn cream

- A dewatering device such as a hand operated bilge pump
- An anchor and enough anchor line for your area
- If pulling a skier or other tow-sport participant, a skier-down flag, and server over a certain age, and rear-view mirrors may also be required.
- Even if they're not required, they're good to have.
- And finally, when operating on inland waters, it's recommended you have a suitable, daytime distress signal such as flares, an orange flag, or signal mirror.

Follow These Rules and Everyone Has Fun

In many states, PWC-operator laws are more stringent than recreational-vessel operator requirements. PWC manufacturers recommend a minimum operator age of 16. However, operator laws vary from state to state, so it's best to check with your local waterway authority before operating or letting a friend operate your PWC. If you loan out your craft, be certain whoever operates it is fully aware of the local and federal boating laws and know how to operate your craft. You're responsible when you loan your PWC. For more state operator requirements, visit www.BoatUS.org and click on your state.



- Wear a life jacket approved for PWC use.
- Take a safe boating course. No excuses.
- Know the laws and don't push the limits.
- Learn the meaning of navigation marks and signs.
- Never ride after consuming drugs or alcohol.
- Carry no more passengers than the vessel's rating allows.
- Check your craft for proper function before riding.
- Respect ecologically sensitive areas and wildlife.
- Large vessels, sailboats under sail, and paddle craft should always be given priority.
- When meeting another craft head-on, steer to the right and pass like cars.
- If overtaking another boat, you may pass on either side, but you must keep clear.
- If you're about to cross paths with another vessel, the craft on the right should be allowed to continue at the same speed and direction, and you must alter your speed and direction to pass safely behind.
- You must take action to avoid collisions and maintain a proper lookout by scanning constantly.
- If you are unsure about the rules of the road, reduce your speed and take early defensive action.

For more on Rules of the Road, take a boating safety course. For online study materials and a safety course or to find a classroom-based class near you, click on the Educational Programs at www.BoatUS.com/Foundation.

Content Courtesy of Boat U.S.

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Good Times and Etiquette Lessons

by Dick Greenwood

I'm one of those people who hates it if someone cuts in line ahead of them. I go ballistic. By the same token, I never cut in front of someone else and am appalled if I accidentally take someone's place. Etiquette is a big thing with me; attribute that attitude to a mother who never spared the rod. Boating has its own rules of etiquette—or should I say opportunities to breach good manners—and I've been getting some good lessons.

Etiquette Lesson #1 – Fuel Dock Bumping: So I sat at the mouth of the inlet to Two Rivers Marina, on the Bohemia River, and I waited patiently for an opening at the fuel dock. We were on a brief outing, our daughter and her friend aboard for some cruising and swimming.

Feeling a need for some boat handling practice, I turned lazy spins by putting my starboard shifter in forward and my port shifter in reverse. The turns were good practice and they kept me in the area of the inlet's mouth so I could motor in when a convenient opening appeared. Halfway through a circle, of course at a point where my stern was toward the fuel dock, a sailboat glided in, passed me by, and moved toward the fuel pump.

I registered chagrin, but I didn't do anything. After all, he could have thought that I was in the process of leaving—although he had ample time to assess what I was doing as he approached—or he might have thought that I was just practicing turns in an inconvenient spot. Whatever he thought, I was suddenly not third in line for fueling—there were two boats already tied to the dock—I was fourth. Hey, it was Sunday, sunny, and with the girls aboard I was not going to start a ruckus.

So I sat. I worked against the current, allowed the wind to move me around a bit, thought about the humidity, and said silent little prayers that the sailboat's owner would drop his fuel cap into the water and have to stuff his ball cap into the filler port to keep his fuel from evaporating before he got back to his home marina. When he began to depart, I did not wish him pleasant winds and fair skies.

Actually, I had no opportunity to wish him anything, because as he was leaving and I was about to move on in to the fuel dock, a cruiser motored in—leaving more of a wake than I would think acceptable—and put himself into position to take the soon-to-be available spot at the dock. I was seething by this time, but my guests' presence necessitated my biting the bullet and keeping it to myself.

Finally, a boat left and I moved in, not exactly confident that I'd fit into the vacant spot but determined to avoid having my place usurped once again. I glared at the cruiser who stole my spot, whispered a prayer that his cooler would crap out and skunk his beer, and went about docking and filling my boat's fuel tank. As I was making contact with the dock attendant, I noticed that she had sort of a sly smile on her face and figured out that she was aware of what had happened.

I looked at her, registered my frustration, and said, "I'm new to boating, so I'm still not sure of rules of the etiquette when it comes to the fuel docks." She smiled back and replied, "Don't feel bad, I see folks every day who have been boating for years and still don't have a clue about courtesy." I had lost nearly an hour waiting, but her comment left me feeling vindicated. They're always especially friendly and helpful at Two Rivers, but this comment was particularly welcome; sometimes a reality check like this can save the day.

Why did this happen? That's something I've given a fair amount of thought to since last Sunday.

First of all, it happened because people don't place a high priority on being courteous. It was easy for the sailboat to not see me or to not figure out what I was doing and, thereby, get into the dock more quickly. Part of the fault lies with me; maybe I should have figured out how to stay athwart the mouth of the fairway so that the channel was blocked and no one could get in. Of course, that means no one would have been able to get out unless I moved, but that would have been another problem and I would have had control.

And maybe the sailboat didn't even think to figure out why I was loitering in the mouth of the inlet; maybe his eyes were so fixed on the fuel dock that my 30 foot, white cruiser, with four people sitting and sweating in the mid-day sun was invisible. I doubt it. I think he wanted to get fuel, saw an opening, and took it. Period, end of explanation.



As for the cruiser, I come to the same conclusion. He didn't see me because seeing me would have forced him into the ethical dilemma that comes from being in a situation where addressing the question of right and wrong raises the possibility that you might not be able to take the easy or quick way. This guy was rude. He made his decision well outside the area of the fuel dock and opted to muscle his way in.

At the same time, a piece of the responsibility rests on my shoulders because while the two boats took my place in the queue, both found room at the fuel dock that I had not had the confidence to occupy. That's one of the drawbacks of being the new guy: the space between two docked boats is inversely proportional to the amount of confidence possessed by the boat operator. I was timid; I lost. Maybe they need a training fuel dock for newcomers like myself!

Etiquette Lesson #2 – Passage Courtesy: I enter my marina, barely crawling, my steering capability about that of a one legged duck, and the minute I'm beyond the entrance and can no longer execute an evasive maneuver some guy on a PWC, a dinghy, a kayak, or a canoe comes around the corner, heading for the open water, and wanting me to get out of his way. I quickly switch into reverse, stop, and look for a route that will allow me to get out of his way.

I know the rules of navigation and the fact that in a collision both parties are at fault; but jiminy creepers, common sense should tell the small craft that in such tight situations, when steering capacity is so diminished, good manners suggest that the lumbering big guy be given a break.

I saw a really scary example of this situation at Fairlee Creek. As the photo strip shows, a 40-ft or so sport fishing boat was entering the narrow throat of the creek when an inflatable carrying five guys—laughing and calling out—motored toward it looking much like a boarding party. I've highlighted the small boat so you can tell how close it was to the larger craft. Given the narrow channel he was dealing with, the larger boat had nowhere to go! I had to hope the small boat would end the game of chicken and back off.

Fortunately, the smaller craft did stop, but not before everyone watching was convinced that a disaster was about to occur. Why would someone do that? Surely, there is a line between what is funny and what is downright dangerous, and surely the inflatable crossed that line. In this case the five guys in the inflatable were most at risk, but had the worst happened, everyone would have felt the sting of the accident.

I don't know. I know that I've taken a couple of boating safety classes and I know that many of the things that I see being done in the name of fun don't conform to what I was taught. Some of it is attributable to changing times—we aren't as concerned with courtesy and manners as we once were; that's a simple but harsh reality—and a lot of it can be associated with the fast pace, me first approach that is so common. I know I don't like it. I don't like it when someone cuts me off or someone takes advantage of me or my inexperience. I also don't like it when people put themselves at risk but do it at my expense.

Boat Dog



My name is Chelsea and I just love being out on the Bay with my best freinds Joyce & Deb Ryan.

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Scott Sezz:

It's All About Nothing



My wife said "What are you doing today?"
I said "Nothing"
She said "Dammit, you did that yesterday"
I said "Well, I wasn't finished"



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Very few boaters start out with that 46-foot cruiser most boaters dream about. The fact is that for most boaters the 17 to 21-foot center console is the ideal introductory boat. You can fish, cruise, crab and water ski off these boats both safely and cost effectively. With the new lighter four stroke motors pushing you along an added benefit is the increased range of these smaller vessels. You can not only familiarize yourself with how you want to use your boat but where you want to use your boat.

However, the most amazing things about these small vessels is you can pop them on the trailer and take them almost anywhere. In the case of fishing it allows you to migrate with the fish. I will fish my 243cc Everglades up on the Susquehanna Flats in April, mid Bay in the summer and the Bay Bridge Tunnel in December. And the fuel I save trailering the boat instead of running it to these destinations is substantial. Here are a few helpful hints to remember when you trailer your boat.

First and foremost. Take care of your trailer, just like you would your boat. Check your lights before every trip. Make sure your bearings are properly greased. I carry a grease gun with me. I also carry a spare trailer tire and a few extra dock lines to tie up the boat at the ramp while I park my truck. The bow line I leave attached to the tongue of the trailer until I'm ready to launch. Use safety chains where possible. In some states like Virginia your trailer MUST be locked to your vehicle. Cross the safety chains that run from the trailer tongue to your vehicle. This prevents wild swings if the hitch comes off the ball. And speaking of balls. Make sure you have the proper one for your hitch. Most hitches require a 1 and 7/8th or 2-inch ball. Lock down the latch securely. I prefer tandem axle trailers. If a tire goes flat you can still go a fair distance if you have to.

I prefer bunk trailers as opposed to roller trailers. Boats sit better on bunks and are less likely to roll off at a steep ramp. The new slick bunks are cool but I watched a boat slide off one once that landed on nothing but concrete. (Another reason to keep a tight line on the bow until the boat is over water.) Your

boat should sit level on the trailer or slightly bow up. Never bow down. Rain and wash water can collect if the bow is down causing slippery mold and extra weight. Make sure you have a trailer tongue jack that is rated higher than what you need. Carry some wheel chocks and a flat wood piece to set the jack on if you unhook the trailer on soft ground.

Make sure when you launch you can see behind you. I watched a guy in a large van trying to launch a row boat in Chincoteague once. He obviously couldn't see the boat and was holding everyone up while he tried to back down the ramp. Finally a couple of big guys getting impatient walked down and lifted his boat and trailer up and launched it by hand! Also remember to keep your trailer registration in the towing vehicle and boats over eight and a half feet beam need a special permit.

Last but not least know the height of your tow. Keep antennas down and rods out of the rocket launchers. A sure fire way to ruin a fishing trip is to arrive at your destination only to find all your antennas gone and fishing rods broken. Also make sure things aren't going to fall out of your boat. I once saw a boat dragging an anchor down Route 50 at sixty miles an hour. Chain was dragging and sparks were flying and the poor driver was oblivious to the cars behind him dodging and swerving. I can only imagine what happened when the anchor finally dug in!



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On the Waterfront

with George Waters

photo by Donna Bedell

A Vintage Brand Is Reborn

Can you believe this sheep?"

If you are of a certain age, you know the phrase, "He doesn't know sheep from Shinola." I am using "sheep" here as a substitute for the actual word, so as not to offend, well, anybody who is still offendable this election year.

The colloquial phrase above was once very popular. It spawned a movie scene in which a son is tested by his father, before heading out into the wide world, on whether he truly knows sheep from Shinola.

It also spawned songs by Dolly Parton and the rock band Ween.

You have to admit—the seductive power of the phrase's alliteration is hard to resist. Sheep...Shinola.

The Shinola company made shoe polish for decades, but the trademark was bought recently and reborn as a wristwatch brand.

Yes, it's true. Watches.

This puts a new twist on that other famous phrase, "He doesn't know whether to sheep or wind his Shinola." This brave new world makes my head hurt.

The company wanted to manufacture watches in the U.S., watches which would carry American-made cachet, so they chose a classic all-American brand with retro weight to it. Trouble is, it's a brand associated with, well, sheep.

A bold choice, yes. Plus, they made their base in the historic Argonaut building in Detroit, former home of the General Motors Research Lab. Motor City, king of the postwar, like Shinola itself. More retro cachet. But still.

The brand is kind of a joke, isn't it? Can anyone over 40 hear the word Shinola and not think, instantly, reflexively, of sheep?

The watches, like most watches, have crystal faces, but they don't exactly shine. Nor does the image of putting sheep on your wrist.

Why a shoe polish company for a watch brand? I mean, there are other stylish, defunct names available. Why not Victrola? Or Zenith? Woolworth? Studebaker?

A Studebaker watch. Powder blue. I can see it. Or Pullman, and the slogan, "Time to go."

Shinola, as it turns out, still makes Shinola. The kind you rub on your shoes. Black and brown, like the old days. They created a new logo with a retro/modern look too. The tins are gorgeous. So gorgeous they are out of stock.

Shinola also makes high-end, retro-looking bicycles (\$2950) and handmade leather goods too. They will sell you a leather iPad cover for \$295.

This is not your father's Shinola. Nowadays, none of this sheep comes cheap.



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Safe Boating in the Vicinity of Commercial Shipping



Operating a boat on the waters of the Delaware and Chesapeake Bays gives a recreational boater the privilege to watch the life blood of American commerce move up and down shipping lanes aboard ships flying the flags of countries from the farthest corners of the earth. These cavernous vessels are so large and so heavy they can only travel in specially marked, deep-water channels. These vessels also share three other important characteristics. Their size and draft requires them to maintain forward speed in order to maneuver inside narrow channels. Their size disguises their distance and speed. And finally, their wake can swamp recreational vessels that venture too close.

In our area, the U.S. Coast Guard marks safe routes for ships entering and leaving in our ports or transiting our rivers and bays with a series of color-coded and numbered lateral buoys on both sides of the channel. Red, even-numbered buoys mark the right side of these channels as a mariner returns from the sea. Many of us learned about these buoys by the expression, "Red-Right-Returning." Likewise, green, odd-numbered buoys mark the left side of the channel for the returning mariner. Channels marked in this manner are the only routes for deep-draft vessels to safely travel to and from their destinations. They are not a place for small recreational vessels to linger.

Ships as long as three football fields must have powerful engines to push them through the water. Even engines large enough for the task take a long time to bring the vessel up to speed and there are no brakes for such vessels. In an emergency, they can reverse their propellers to reduce forward speed, but they will continue to move forward for a considerable distance before coming to a stop. These realities dictate preferential passage through narrow channels for vessels constrained by their draft to operating inside designated channels. Consequently, navigation rules require vessels less than 20 meters in

length to avoid restricting the passage of vessels that can only travel inside these narrow channels. These same rules require all vessels to avoid anchoring in such a narrow channel.

These ships are so large and can be seen from so far away that it is difficult to judge how far away they are or how fast they are traveling. They almost always appear to be farther away and traveling slower than they really are. If there is any doubt about the ability of the smaller vessel to cross the channel without hindering the progress of the larger vessel, the smaller vessel must wait for the larger vessel to pass.

The image of a massive ship colliding with a smaller recreation vessel strikes terror in the heart of any prudent mariner. Yet, a less well-known and more insidious danger results from the passage of the larger vessel. The waves caused by the passage of both the bow and the stern of the larger vessel are enough to swamp smaller recreational vessels that are too close to the path of the larger vessel. The bow wave is certainly the first wave we see and the wave we see most clearly as the vessel moves by, but it is the stern wave that is larger and poses the greatest danger to recreational vessels. Recreational boaters should stay at least 200 yards away from the path of large commercial ships to avoid these hazards.

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

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

Look Maw- No Hands

Sad to see the Waterman whom greets visitors to Mariner Point Park in Joppatowne fall into such dis-repair. The county built this park right before my children were born, and they grew up enjoying everything the park offered. Miles of paved pathways, play grounds, pavilions, and one of the busiest launch ramps on the Upper Bay. I hope Harford County Parks & Recreation restores this statue, and does a better job maintaining the property so future generations and young families can enjoy the park, just as mine did.



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Wish-A-Fish at Sandy Point State Park July 16

By Tim Campbell



Wish-A-Fish

is an annual event designed for special needs children and their families to enjoy some time fishing on the Chesapeake Bay. The first event occurred in the year 2000. Experienced boat owners, including both recreational anglers and charter-boat captains volunteer their services for the cause. WAF events go on in Annapolis, Ocean City, Maryland and Virginia. The WAF Annapolis event takes place at Sandy Point State Park in cooperation with the Maryland Department of Natural Resources. This year, the event will occur on Saturday, July 16. The rain date is Sunday, July 17. Since its beginning, the DNR has waived the park entrance fee to all participants on the day of this amazing event. A friendly DNR officer is on hand to help answer any questions. Many enthusiastic volunteers and generous supporters work closely together to make this special day happen.

Families arrive at the park between 9 and 10 a.m. The volunteers start setting up as early as 5:30 a.m. The family fishing starts at 10 a.m. At 2 p.m. the picnic begins. The event wraps up at 5 o'clock.

Skip Zinck, President of the WAF Annapolis Chapter has been actively involved for many years. He sees himself continuing with the organization for the foreseeable future. Skip readily admits, "I do 1 percent of the work, but get 90 percent of the credit." A humble leader, he is quick to recognize the eager volunteers behind the scenes. Even some past WAF families have volunteered to help. Skip says, "It's a one day event that takes all year to plan."

There are no criteria for what makes a special needs child and there is no age limit. Some children are in wheelchairs, or are stricken with very serious illnesses such as cancer and leukemia. One year, WAF secured the services of an interpreter for a deaf child who wanted to fish. Skip likes to say, "It's a reality check for some able-bodied teenagers to see what a problem really is. Not having a cell phone or having a battery go bad on your iPod is no comparison to what these children

have to deal with."

Hosting a WAF event at Sandy Point State Park has a price tag of about \$10,000, but 100 percent goes directly to the event. Everything including bait, drinks, food, ice, snacks, tables, tarps and tents is either donated or purchased at a reduced price. Each child not only gets a WAF cap and t-shirt, but also a rod and reel combo. Every family receives

a small tackle box filled with hooks, lures and sinkers. Before the trip, each family also gets a goody bag which includes coloring books and other fun items. The volunteer captains also get a goody bag filled with caps, t-shirts, and magazines. Each boat is supplied with blood worms, ice and drinks prior to heading out on the bay.

After the families come in from fishing, they get their picture taken with their catch and the crew. Volunteers process the photographs on site and give the families an 8 x 10 color photo in a frame.

Parents sign a generic waiver form to allow their children's pictures to be used. Most years, every child catches at least one fish be it a croaker, perch or spot. Some crews catch a few keeper size striped bass. One year, a young girl even caught a flounder. Each youngster also gets a citation and a trophy to commemorate the occasion. WAF selects one child for the Diamond Jim contest, a state sponsored program which awards prizes to anglers who register the catch of their trophy fish.

Forty-four boats are needed including one to be used as a backup and one for a Press boat. The boats must be at least 22-ft. long. Some families need a boat to be able to accommodate a wheelchair and provide shade. Matching the families to the boats and scheduling the first meeting with the volunteer boat captains is essential. The families and volunteers begin as strangers, but the fishing helps to bond everyone. By the end of the day, most have become fast friends. As a matter of fact, Skip knows of one couple who even got married after meeting at a WAF event.

The event is restricted to 40 families due to space limitations at the park. Hundreds of families have joined in the WAF fun since it began over 15 years ago. To see the smiles on the faces of everyone is a heart-warming and smiling experience.

Donations are always appreciated. For more information, please see www.wish-a-fish.org.



30



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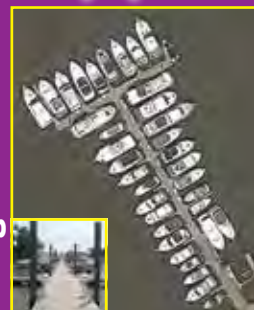
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Boating Safety Made Easy All Summer Long

Three Tips for National Safe Boating Week—and Beyond

Making boating safety easy to embrace means more boaters will continue to make the effort. So says BoatUS Foundation for Boating Safety and Clean Water President Chris Edmonston. With that goal in mind, the BoatUS Foundation has three simple tips for boaters that will improve their boating safety game all summer long:

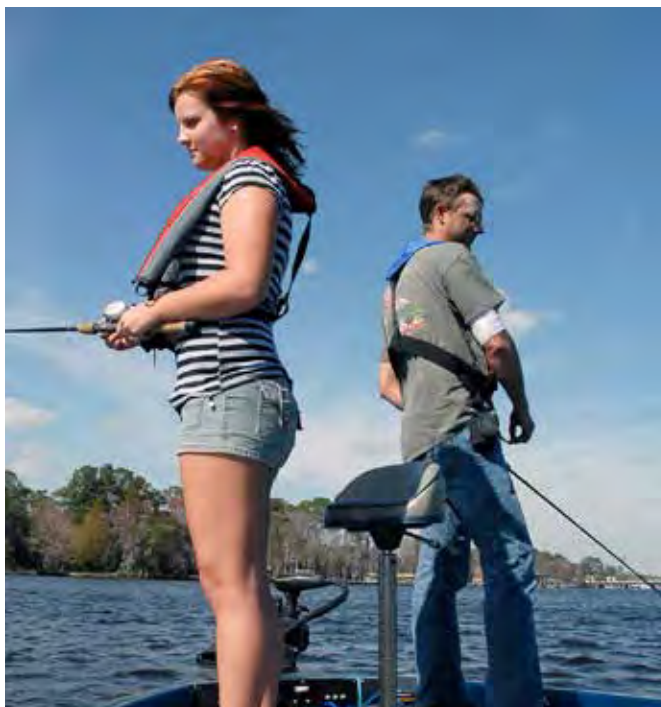
1. Select a life jacket that you will actually wear: Consistently wearing a life jacket may be a challenge for some boaters, but it doesn't have to be. Inflatable life jackets can be as unobtrusive as a small, lightweight backpack worn around the waist or suspenders style inflatable worn over the shoulders. They don't trap body heat, and give full mobility needed to cast a line or trim a mainsheet. "The best life jacket is the one you'll actually wear," says Edmonston, "And inflatables make it easy to wear because they're so comfortable that you forget you have it on." For more, go to BoatUS.org/inflatables.

2. Take a boating safety education course that's free and easy to get: Learning the rules of the road can be difficult for some boaters as they don't always have the time to take a Boating Safety Course. But all you need is a comfortable chair in front of computer or tablet to take the free online Boating Safety Course from the BoatUS Foundation. Learning can be paused and picked up again as your schedule permits, and the courses meet boating safety education requirements in 34 states – and may even get you a discount on your boat insurance. For more, go to www.BoatUS.org/courses and click on "State Boating Safety Course."

3. File the uncomplicated float plan you'll do all year: What kind of float plan do you need? Simpler may be better. For most boaters who boat on familiar home waters, a float plan can be as easy as a text message to a friend or relative

telling them where you are going, who is aboard, and what time you expect to return. And don't forget to close it out with a text message after you've returned. If you're at a boat ramp, leaving the details of your trip on a piece of paper or on a float plan form and putting it in view on the dashboard of your tow vehicle is another simple way to do it. More detailed float plans such as the one offered by the US Coast Guard Auxiliary are also great if you have a need for more detail and coordination, such as for longer offshore passages.

For more information on National Safe Boating Week, go to safeboatingcampaign.com.



Inflatable life jackets make casting a line easy and are very comfortable to wear.

Suggested Tweet:

BoatUS Foundation's three tips to make your boating safety better and easy all summer long <http://goo.gl/JtHIWM> #BoatUSFoundation

Suggested Facebook post:

Kicking off National Safe Boating Week, the BoatUS Foundation has three tips for boaters that make it easy to up their safety game all summer long. "Making boating safety easy to embrace means more boaters will make the effort," says BoatUS Foundation for Boating Safety and Clean Water President Chris Edmonston <http://goo.gl/JtHIWM>

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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Stick Your Head in the Bilge



by Doug and
Brenda Dawson

Unlike the ostrich that sticks its head down a hole in the sand to hide from troubles, you need to stick your head down into your bilge.

Each time you return to your boat after a day or week, lift the engine hatch. You may be surprised at what you might discover.

One boater told us that he was blown away by what he saw in his bilge—totally unexpected.

The perfect storm of problems had attacked his boat since the previous weekend.

The water in his bilge was almost to the cabin sole.

He couldn't run the motors, because the water was so deep, it was in the crank case. He didn't know where the water was coming from or how long he had before the boat would go down.

A quick call to the marina operator and he was towed to the travel lift. Once they drained the bilge and flushed the oil in the motors they re-launched the boat to discover that the tiny plastic frost plug in the air conditioning unit had fallen out. For some reason, probably old age, the bilge pump seized and the water kept rising.

The costly repair included an air conditioner repair, several oil and filter changes, bilge pump, engine repair, water damage and cleanup. But, as bad as that was, it could have been much worse if he hadn't come to the boat and lifted the hatch that weekend.

His advice? Check your bilge regularly.

We agree. You should stick your head in the bilge to make sure there are no gas fumes first, then check everything else so you are starting your cruise without any lurking problems. If you are going to be away from your boat for any length of time, have a dock buddy check it for you.

Just like an airplane pilot who does a pre-flight check, you should stick your head down the bilge to check it out before turning the key. You may not find your bilge full of water, but you may find something else that needs to be looked after like:

- **A gas leak (could be deadly)**
- **Loose or worn belts (could cost \$2000 for a tow)**
- **Dead animals or critter droppings (sign of potential other problems like chewed wires)**
- **An oil leak**
- **Battery caps shaken loose**
- **bilge pump burned out**
- **Loose wires or fittings**
- **Drooping insulation**
- **Etc.**

It only takes a few seconds

It only takes a few seconds to do your pre-cruise or pre-use check. If you find something, you have a chance to fix it before the catastrophe. If you don't find anything, you can smile with confidence and be able to enjoy your cruise.— Doug Dawson

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Doug is a 5th generation Boating Industry Professional. He is author of 17 docking e-lessons and other "how-to" books. Doug is well known for his docking and boat handling expertise—a boat docking expert. www.PowerBoatDocking.com.

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Remembering A Great Man

By Dave Kilby

This month's column will be dedicated to my Dad, Daniel Kilby who passed away May 11.

Let's face it...since you have a current issue of Upper Bay Boating magazine in your hands you are obviously a boater, an angler, or just someone who loves the water. After all, Upper Bay Boating is a great resource to peruse all three. But what turned you on to your favorite aquatic outdoor activity in the first place?

Many times on the Saturday morning fishing shows I have watched a tournament-winning fisherman give credit to his Grandfather for introducing him to fishing when he was a youngster. Fishing show hosts will talk about growing up beside a lake which naturally spurned their interest in boating and fishing. Powerboat race champions have publicly commented that their love of speed and water intertwined and offered a career.

For me, my late father was my biggest influence who allowed me to become involved with the water and all it had to offer.

Although my Dad spent most of his childhood in rural North Carolina, he didn't play in the creeks that meandered through his town or fish for bluegill out of an old wooden row-boat in a small pond that was near his home. In fact, he was in the hospital quite often as a child and teenager battling Rheumatic Fever.

When I was growing up my father never placed any restrictions on any of my teenage activities unless they were against the law or Biblical principles. In fact, he encouraged me to try different activities and supported each and every one.

We rebuilt an old truck, went hunting a couple of times, built a garage, and replaced a heating system. He wanted to make sure I was "hands-on" so my career choices wouldn't be limited.

In 1970 however, the night he told me we were going to fish out of a boat with one of his friends from work changed it all. We launched a 14-ft aluminum boat with a 6hp Wizard outboard from Western Auto on the Susquehanna River out of Lapidum Landing and I...not the fish...was hooked. Except for the barely legal largemouth bass that I caught that night on an old Creek Chub Injured Minnow.



Daniel Kilby

A steady progression of my own boats went from several aluminum models to a 17-ft fiberglass bass boat to a 22-ft rocket ship with a 300hp Merc hanging off the back. The horsepower steadily increased as did my passion for fishing and the water.

My Dad was there the entire time. Not always in person but with his support and concern.

He always cautioned me to untie my shoes when in the boat in case I fell in and needed to swim to shore. He hated when I practiced for a tournament alone, worried that I would get caught in the Upper Bay's unpredictable weather.

Dad only fished with me a couple of times as high powered, high pressure bass fishing wasn't for him. My suggestions that we fish a calm area or walk the bank

of a pond were unheeded as he knew it wasn't what I was accustomed to.

My father was my pit crew chief as well as my pit crew. When I came home from a tournament halfway across the county he would always ask what was broken on the boat and what wasn't working. Within a day or two he would have it repaired, replaced, or reconditioned while I was at work, and always ready for the next tournament the following weekend.

He would have made an excellent boat mechanic as many times he has replaced my bilge or re-circulating pumps, livewell drains, epoxied transducers, or fished wires through the narrowest of gunnels for a trolling motor or depth finder. He was the original McGyver.

My Dad was asking me about upcoming tournaments right up until he went into hospice care a couple of weeks ago. Then it hit me like a ton of lead weights. I didn't have to be involved in fishing or boating. I could have been a mechanic, a fork lift driver, or a salesman. If I did it right he would have been just as proud as long as I gave it 100 percent and instilled the same values in my own children. I am the one who is proud, however. Proud of my Dad and how he handled all that life had to offer...be it good or bad...without complaining, that's the legacy he left me.

I hope each and every one of you has or had a father like mine and are encouraged to be the best you can be and pass it down to your own kids and future generations.

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Classic Corner

1960 17' Whirlwind

Here's a shot of the 1960 17' Whirlwind with the 1966 40 horse Johnson. First time in the water since 1983. Sat in a barn in in New Jersey where something fell on it and crushed the windshield. Owner Jay Pew is looking forward to using the family boat once again. Pictured is Phil Clayton of Oldies but Goodies Outboards who did the work on the vintage Johnson.



Anchor Boats Receives Appreciation Award

Since 2006, Anchor Boats and Marina, with two locations in North East, has been a partner with Sea Tow Northern Chesapeake by implementing the Sea Care® program for all the NEW and USED boats they sell.

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Matt Trainer of Anchor Boats at left receives award from by Christie Stillwaugh, STNC General Manager.

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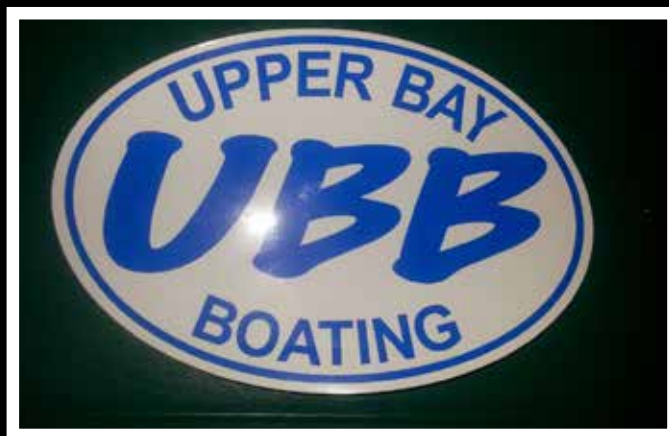


The Tall Ships

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Live Aboard

by Don and Gail Elwell

The Sun

Twenty two days of rain and counting (and dealing with all that cloud cover) leads me to comment on a lot of things (occasionally loudly and irritably), one of which is our solar power setup here aboard Floating Empire and how that might relate to your own vessel's power setup.

First of all I think this needs being said: ANY renewable power you can use, even if it's only a small portion of your overall power needs, is a plus. Its good for the planet, it saves you money, and it increases the range and duration of your vessel if you're on the hook. A boat—even a boat house—is not a house. Its small footprint makes it easier to parcel off power needs to solar and wind, to solid fuel stoves, and natural ventilation. . . .the more independent you can be, the better, and living aboard it is so very much easier for us to get ourselves pried loose from the grid.

But boat solar and wind energy systems tend to be small, simpler, and to some extent less capable than those ashore. They have less storage capacity, and reverse metering to the grid is usually not an option. That leads, in weather like we've experienced here on the Bay lately, to the batteries not recovering nearly as quickly as normal. In short, you can run out of power, and the last thing I want to hear is the alarm on the inverter going off at 3AM when the voltage drops below usable threshold. Household systems have automatic transfer switches to cut in grid power when sunshine is lacking for too long. Boat systems tend to have rather more pedestrian equipment. Aboard Floating Empire, we run two 100W solar panels, eight 35 AH deep cycle batteries, and we have a dual electrical system. In periods of extended rain, we can switch over, plugging high draw appliances like the Fridge onto shore power temporarily while continuing to use the Solar system for the remainder of our needs.

All of this makes one very aware of power usage, not in a "yelling at the kids to turn the lights off when they leave the basement" way, but in a "not turning the lights off on the boat may mean reading by flashlight later in the evening" kind of way. If we all did this, we might not have any energy issues at all in this country.

Which leads me back to the rain. The cloudy weather means less solar impounding, less electrical generation, and less power to the batteries. The Volt meter drops slowly, from a normal 13+ volts during the day down closer and closer to 12 volts, and you get careful. You turn out lights and unplug power supplies that may draw power even when not hooked up. You switch off the inverter when not using 110 current. It's part of the life, it keeps you aware.

And then you wait for the sun.



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Chesapeake City Bridge Construction



The Rt. 213 Bridge construction project will begin on **JUNE 6, 2016.**, according to the towns website. We kind of jumped the gun last issue, but reported to the readers the information available to us at press time. Look for delays throughout the summer months. UBB expects that the work will continue to the end of the 2016 boating season. Sorry folks... Patience please.

Navigating a Sea Kayak Part 1

Imagine yourself waking up to the sound of a howling wind on an island a half-mile off the eastern shoreline of the Chesapeake Bay. Waves are crashing on the beach so loud that you feel you must look outside to see if your kayak is still by your tent. As you do so, your mind begins to connect these sounds to yesterday's weather report.

A front was predicted to move across the bay, bringing with it 25 knot winds and, possibly, rain. You recall that a small craft warning was to be issued around noon. With this recollection it becomes apparent that the report was wrong. The front has traveled much faster than predicted. It wouldn't be arriving. It has arrived! Your next thought is "How are we going to get off this island?" It is quickly followed by "Can we make it back to our original put-in, or should we continue on to our destination?" "Maybe we should dig in and wait out the storm."

As the other members of your party awaken, it becomes clear they too are concerned about the changing weather conditions. Calmly, you call everyone together to talk about the day's paddling options. Each choice has pros and cons. "As I see it, we have three options. First, who needs to get home tonight?" you begin. Everyone raises their hand. "It's Sunday and I have an important business meeting tomorrow," someone says. O.K., that eliminates option three. "Moving on, let's talk about the other two options. The boat ramp, from which we launched from yesterday, lies 15 miles to the south and would normally take about 4 hours to paddle. On the plus side, the route has unmistakable markers that will make route finding easy, even if the rains hit. On the downside, the route will put southerly winds in our faces and delay our arrival time. All things considered, the paddle could take us 5 or 6 hours to do, putting us at risk on that last open water crossing if, or when, the anticipated storms roll in. An alternative is to continue on to the original destination, but change the route. By paddling north, the wind will be to our backs and will shorten our paddle time," you tell the group. "The route to get there will have to be changed."

Pointing to the chart in front of you, "We cannot paddle across this bay and risk a capsize in these conditions." "This route," again pointing to the chart, "passes along an isolated shoreline. These necks should provide us with some wind protection. The alternate route is a mile longer than the originally planned route, but chances are good that we will be off the water by late morning; well ahead of any bad weather." "This bay is rimmed by marsh with few trees near the shoreline. Route finding might be difficult. The grasses will blend all the inlets and coves together. A lot of this paddle will use dead-reckoning. The chart shows 4 or 5 short inlet crossings. Remember, the visible landscape on the opposite shoreline will be misleading as we leave one point for another. Our line-of-sight is limited due to our close proximity to the water. Any shoreline over a mile will be below the horizon. Everyone here has navigated by dead-reckoning before, right? O.K. All of the appropriate headings and distances for this route are marked on my chart. You are welcome to copy them before we leave."

Now you begin to feel better. Yesterday, as you learned of the approaching front, you reversed the launch and landing sites so that if conditions were to change, you would be paddling with the wind. "We leave in 15 minutes and we should have no trouble with the remainder of the paddle," you tell the group. "Well, if you exclude launching in those crashing waves..." you think.

The scenario above closely follows events I and another paddler encountered a few years ago during an overnight paddle in the lower Bay. Our decision to continue on despite high winds was quickly and confidently made because we were prepared. We had written the information we needed for each of our alternate routes on our charts in advance. Since the shoreline in the section of the Chesapeake we were paddling forms a small self-contained bay with feeding rivers, we were consistently departing points on a heading that looked to be taking us straight out into open water. Somewhere during the crossings our next waypoint would

appear on the horizon. We were fortunate that having the winds to our backs worked for us and that the necks themselves shielded us by preventing large waves from forming behind us. We arrived at the take-out in late morning. The storms never materialized. I was happy that I had taken the time to mark all possible routes on my charts.

Good kayak trips begin with good planning. Many more hours go into route and alternate route selection than go into the actual paddle. Most of this work is done at home, because route planning is simply too difficult to do on a kayak with its limited deck space. Also, it is difficult to use full-scale marine charts on a kayak, because they require unfolding and refolding throughout the trip. On the water, a 46" X 42" map can become a sail that is completely unmanageable. Then there are those dividers that power boaters like to use for distance measurements. No kayaker wants pointy objects near his cockpit skirt. The kayakers work-around is to print custom marine charts on notebook sized printer paper that can be laminated for waterproofing. Direction finding and course and management are via a gimbal mounted compass positioned on deck where it is always visible at a glance. We need our hands free to grip our paddle.

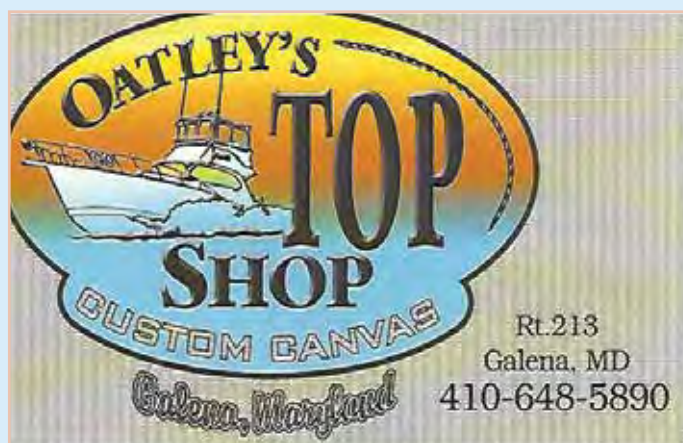
During a trip, a kayaker can look down at his chart, up to his deck compass, and reassure himself that he is still on course. Bearings are read either by orienting the bow of the kayak in the direction of a referenced landmark, or object, or by shooting an azimuth using a hand held pocket compass worn around the neck.

Course corrections can be made during a paddle using a small, specialized protractor called a Small Craft Nav-Aid. This handy little device is setup beforehand to correct for magnetic variation. It is used during the trip to transfer bearings between your compass and map and vice versa. It also serves as a measuring tool that can be calibrated to different map scales.

In this age of electronic navigation, no kayaker worth his salt would consider leaving shore without one or more handheld GPS units. Note, I said one or more GPS units. Electronic aids always require doubling up, because any one of a number of things can and do happen to them. Hatch covers leak or collapse, soaking unprotected electronics contained within. A unit can become untethered and drop overboard. Batteries run dry, just before you become lost. I once had an SD card become dislodged, which in turn caused all of my maps and routing information to disappear. It was useless until it could be reprogrammed. Fortunately, I had brought along my faithful charts. Capsizes have been known to lead to catastrophic GPS failure, although this is much less common now than when the units first appeared. In truth, kayakers usually hold their GPS units in reserve until absolutely needed. Why? Because during the summer months the displays are difficult to read in direct sunlight and in the fall, spring, and winter they are difficult to manipulate while wearing heavy gloves. The GPS is mostly used while sitting in a calm, protected cove or on the beach during a rest stop.

The kayakers most used tools are his compasses and his charts. They provide him with information about the depths beneath him; show him where known obstacles are located; list the locations of the various marine markers and navigational aids along route; and provide a means for estimating time and distances. Keep in mind that one minute latitude is always one nautical mile. In the upper bay, 1 minute longitude roughly equals $\frac{3}{4}$ mile (this distance lengthens in the lower bay). Most paddlers can traverse a nautical mile in 15 minutes. Knowing this, a quick glance at a chart can provide a wealth of information.

In the next two issues of Upper Bay Boating, I will be addressing tools that are useful in planning and paddling kayak routes.



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