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UPPER BAY Boating

July 2016

- 5** Welcome **6** Take the Rudder, Please
- 8** Tips for This Year's Hurricane Season
- 12** Upcoming Boating Events **14** Hart- Miller Island
- 18** Unwelcome Guests **22** Neither Shy,
Nor Retiring **24** Boating With A Plan
- 26** On the Waterfront **27** Affordable Boat of the Month
- 28** Lost Fish Stories **30** CGA to Offer Boating
Skills and Seamanship **32** Top Ten Boating Flicks
- 34** Hang Out in the Wind **36** Settin' the Hook
- 40** Classic Corner **42** Live Aboard
- 44** Kayaking On the Upper Bay

photo by
Donna Bedell

Upper Bay Boating

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Remember Ferris Bueller's Day Off?



It's time to take a day off, and go Boating

After a slow start to the season, and so much wet weather, many of you just have not had much of a chance to use your boat so far this season. Recently, I saw a for sale listing for a real nice Sea Ray. The owners loved the boat, but just didn't use it enough. The captain admitted he only went out twice last year- hardly worth the expense for sure. This makes me real sad for that boating family; they just couldn't make time to get out on the water. Too bad, because for those of you that do boat on a regular basis, you know about all the great memories this ex-boating family is missing out on. Years ago when I owned a landscaping company, I hired a college student during the summer months, just to ensure my work could be completed each week in time for my weekend on our boat, Land Escaper.

It is the 30th anniversary of John Hughes movie, Ferris Bueller's Day Off. The flick offered some lessons for all of us stressed out American workers. When the film premiered in June 1986, we all took at least an entire week or more of vacation each year. Three decades later, Americans now leave millions of days of vacation time on the table. The average vacation time in America is 14 days, but we know that figure to be an exaggeration. Most workers end the year with days left, to the implausible tune of 175 million for the total U.S. work force population as a whole. Today, we act more like the character Cameron; feeling guilty for even considering taking a day off, and so concerned about keeping our jobs, that we often forget what it's like to just relax and have fun. The list of excuses can go on and on. Folks, don't leave those un-used vacation days on the table, be more like Ferris, and take a day off to enjoy all that the Upper Bay has to offer. In the end, your boss will appreciate the fact that with a little rest and relaxation, you'll be less stressed out, and more productive at work.

By the time you read this issue, the 4th of July weekend will be a memory, and we have only two months until the next big holiday. The three summer-time holiday editions were always promoted by my bosses at the other two boating magazines I had worked for as a real big deal. No big hype here at UBB. We're only out eight times a year, so we just con-

sider every issue as being special. We appreciate the businesses that helped get us up and going last year, and plan on remaining the same size each issue. We are at our halfway point of the second season right now. I certainly hope the readers like what they see, a small publication that is focused on their favorite part of the bay.

Because we are relatively new, I'm still finding it necessary to remind the readers that we are here to serve you. Want to see us cover a story or event? Have some photo's to share? Know of a business that could profit from running an ad with us? Just contact the publisher at : dave@upperbayboating.com And don't forget, if you like having this FREE magazine to read, just mention it to one of the advertisers whom are supporting us, that's all it takes.



Happy Boating, Dave

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Take the Rudder, Please

By *Wendy Gilbert* - Features Editor

When I first moved into the Upper Bay region, I was enamored by nearly every aspect of it.

Being the new girl in town was a novelty that I rather enjoyed. Everyone wanted to introduce me to the region's wonders. People were falling over themselves to teach me how to do everything from eat a hard shell blue crab to catch a rockfish or sail a skiff.

Some things I readily mastered and some, well let's just say that sailing has never been a strength. One of the first times I went out in a sailboat, I was working for another publication and the captain was very eager to show off his boat and teach me how wonderful and special it was to sail. I'm sure he envisioned a photo of his sailboat on the cover and a feature article that waxed on and on about it's incredible attributes. And those of its capable captain. Of course.

Before we were far off shore, I was informed that I would be taking a turn at the rudder. I demurred, but he insisted.

I desperately wanted to stay firmly in my place with my camera and notebook, doing what I do best. Just because I write for a boating magazine, doesn't mean I know how to handle every boat on the Bay. I am quite comfortable with say piloting a tugboat, which I have done a couple of times and found extremely enjoyable. This small bobbing sailboat was another matter entirely. It wasn't a whole lot longer than I was tall and my center of gravity was at least a foot higher off the deck than the captain's. The wind was starting to pick up and well you get the picture.

Long story short, I did not want to sail it and to stall the inevitable I started scribbling down copious notes and asking all kinds of questions. Soon, however, the captain decided it was time for me to get a feel for it.

It's hard to argue with captains and as we were firmly in the middle of the shipping channel heading up the Elk River for the C & D canal, I acquiesced to his request. I was an attentive, if not enthusiastic student and did not do anything too stupid. I'm sure the good captain had a story or two to tell at the dinner table that night and so did I. Sailing is hard work.

I managed fairly well that day, but it wasn't easy and did not come naturally. By the time we returned to shore, I was pretty much done with crewing on sailboats. I grabbed my camera, notebook, special waterproof ink pen and PFD left. The next day, slightly sunburnt, I wrote up a fact-filled story on the good captain and his special sailboat.

It was not a cover story and I never again agreed to crew a small sailboat. If it's not at least twice as long as I am, I'm not going.

Wendy Gilbert



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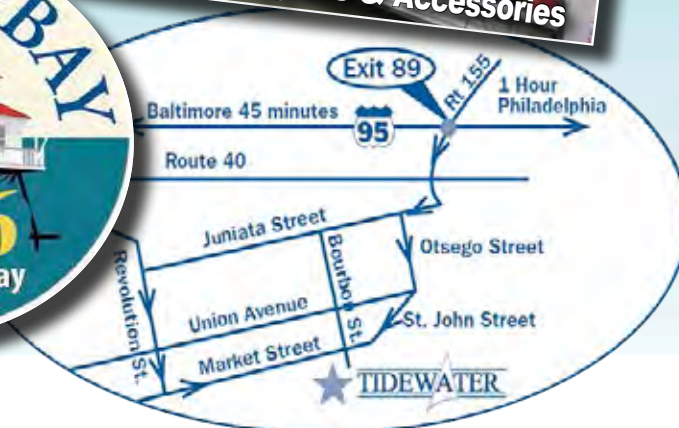
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Tips for this year's

By Wendy Gilbert

The first hurricane I ever remember struck while my big sister and I were away at church camp. We were tucked away during June in the mountains of West By God Virginia at Peterkin Conference Center. I will avoid breaking into song over this memory, but "Peterkin, My Peterkin" is playing in my head in the background as I write this. Being pretty young kids, we didn't fuss about our Field Day being turned into an Aquacade. The water was coming down so hard at times, we pretended to take showers under the gutter spouts. It was all fun and games until the water reservoir filled with rocks and snakes, which were washed down the mountain by torrential rain.

I'll never forget the journey home either. When my father, sister and I crossed the Potomac River on the Jubal Early (a wonderful ferryboat at White's Ferry) we saw our first unholy tribute to Agnes. It was the first of many waterlines. Most of them were just a painted line a story or so up that read simply, "Agnes '72".

Since then, I've experienced many notable hurricanes including Floyd, Isabel and Superstorm Sandy. And although we have endured hardships, I've never had to paint a line on my house and for that I am most grateful. Our old SeaRay got a bit battered from time to time, but it too is none the worse for wear.

Over the years, safety instructions have changed and while boaters were once advised to leave their boats in the water, now in most cases, it's far better to get them loaded up and trailered inland.

When a hurricane watch is issued, BoatU.S. recommends that, if at all possible, you load your boat on its trailer and move it inland or have your boat hauled out. Whatever your current plan, there are five steps you should take before the next hurricane warning to give your boat the best chance of making it through the storm and to protect yourself if it doesn't.

1 Find a safe place to store your boat when a hurricane threatens. Hurricanes pack wind speeds of 70 to 130 mph; winds in excess of 200 mph have been recorded. But strong winds are not the only risk to think about when storing your boat in a tropical storm. Hurricanes can create destructive waves when blowing over open water for less than a quarter-mile. Six to twelve inches of rainfall in 24 hours is normal, and 24 inches in 24 hours have been recorded. You should consider looking for another place to keep your boat in a tropical storm if your current location does not have any natural protection from the wind, is exposed to open water in any direction, or could be prone to flooding. But, as Superstorm Sandy so clearly demonstrated, the biggest danger comes from storm surge, extreme high water levels that can be 10 feet or more above the highest high tide. NOAA's Sea, Lake, and Overland Surges from Hurricanes (SLOSH) model lets you look at the highest water level recorded in your area from storm surges in past storms (see online resources on back). You can use the maximum surge height to evaluate how secure your boat would be in a hurricane. If your boat's on

a floating dock, are the pilings high enough? Or would the surge float the docks off the pilings? If the marina or boat club is protected by a seawall, would water come over it? How high would the water be in the hardstand area? High enough to lift your boat off its jackstands? Would there be waves where boats are stored ashore? If you're not happy with the answers, try to find another place to keep your boat during a storm.

2 Determine where to get the most accurate forecasts for wind and surge. Once a storm is approaching, your exact preparations will depend upon the forecast for wind and surge in your area. The National Hurricane Center provides the most complete and current information on potential wind speeds and probable tracks. The National Weather Service's Probabilistic Hurricane Inundation Surge Height (PHISH) model (see online resources) forecasts surge heights when a hurricane is threatening an area. Sign up now to get hurricane alerts sent directly to your inbox from the BoatU.S. Hurricane Center (www.BoatUS/hurricanes).

3 If you keep your boat in a marina, get a copy of your marina's hurricane plan and review it carefully. You need to understand your obligations, and theirs. To see some sample hurricane plans from marinas around the country, visit the BoatU.S. Hurricane Center.

4 Create your own hurricane plan. Stripping off sails and canvas, doubling lines on boats left in the water, lengthening scope on moorings, and tying the boat down if it's on land can make the difference between a boat surviving a storm and not. The BoatU.S. Hurricane Center details hardwon lessons learned on how to secure your boat including a downloadable hurricane preparation worksheet. Use that to think through what you will need to do when a watch is issued.

5 Check your insurance policy for hurricane haul-out, salvage, wreck removal, and fuel-spill coverages. Read the fine print in your insurance policy to make sure you're covered before and after the storm. Some insurers will pay part of the cost of having a professional move or prepare your boat once a hurricane watch is issued.

For additional information on what to do before and after a hurricane or other serious storm event, visit Boatus.com or NOAA.gov.



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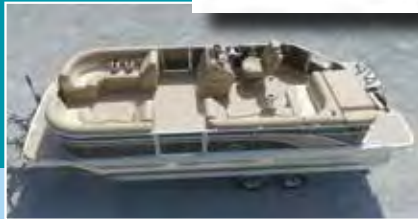


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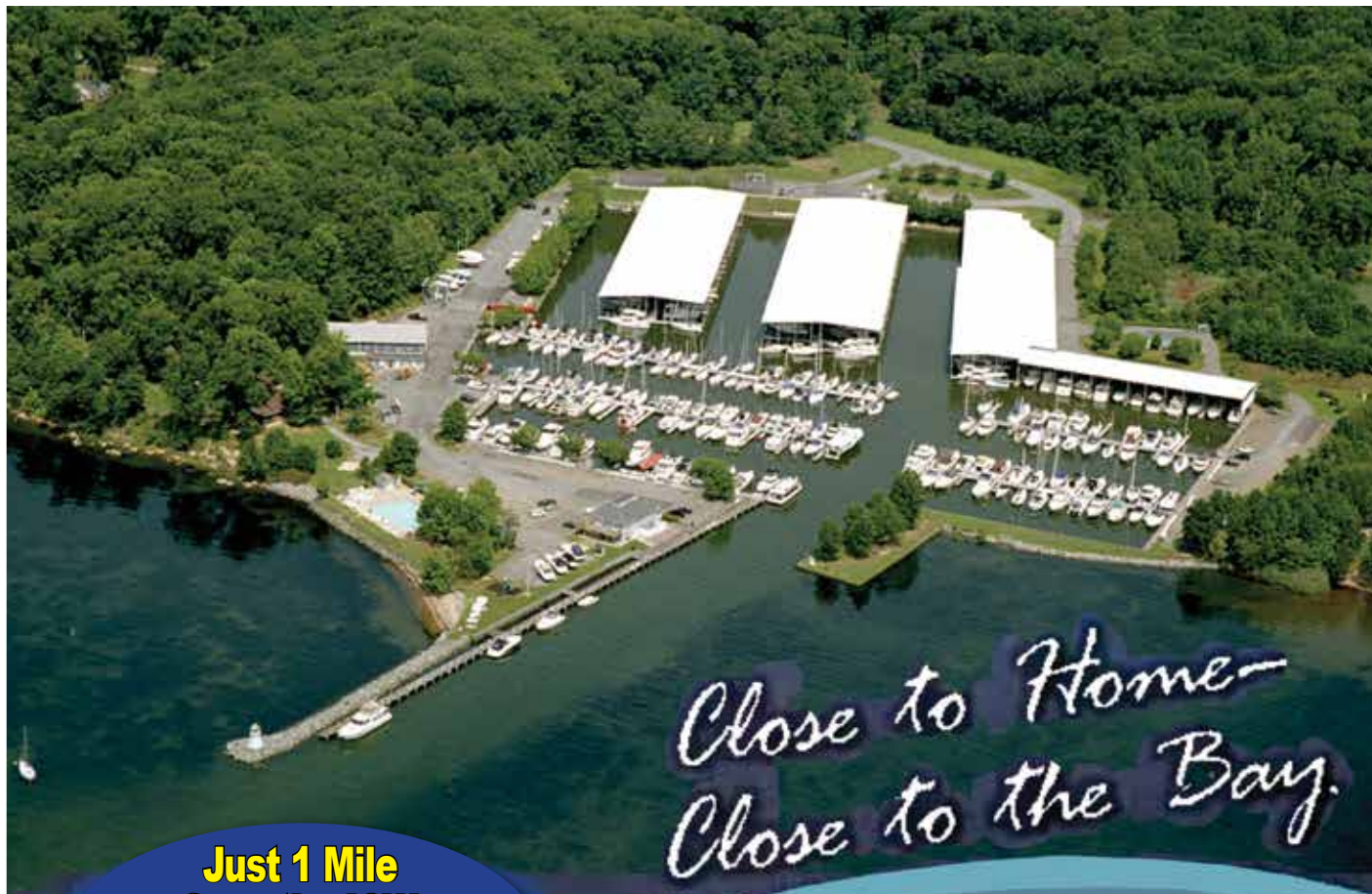
Fueling Frustration?

In the June issue of Upper Bay Boating, I was reading Dick Greenwood's article on the frustration a boat owner had with other boaters cutting in line while waiting for fuel. I have had this happen also, so we decided to avoid the crowds and change to **fueling on the afternoon return trip**, when the pumps are less busy. We fill to 90/95 %, never completely full, to allow for expansion while our boat is docked until the next weekend. I'm sure fuel won't be any less expensive and may actually save me money depending on what Wall Street does to the oil markets in the meantime!

This is a suggestion that might save you some frustration on your next boating excursion.

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..... Future Events

Fish, Fowl and Folk Festival August 6, 2016

The Havre de Grace Maritime Heritage Museums present the Fish, Fowl and Folk (F3) Festival celebrating the rich history of our City by the Bay. Havre de Grace has a long tradition of commercial and recreational fishing, canning and cargo transport, boat building, duck hunting and decoy carving—earning the moniker

of Decoy Capital of the World. This Festival is an opportunity to celebrate these traditions through food, craft and song. Join us Saturday, August 6, 2016 at the Concord Point Heritage Park Area for a day filled with great food and drink, well-known Maritime Folk musicians from as far as the Netherlands and local crafters.

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

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A brand new section is now open to Upper Bay Boaters. The state officially opened 300 acres of wetlands, grasslands and bird habitats on Hart-Miller Island State Park to the public recently. Joining the half mile of beachfront that opened in 1982, the new section is called The South Cell. The original section of the park features a 3,000-foot sandy beach, hiking trails, an observation platform, picnicking facilities, and sites for overnight camping.

The Maryland Park Service has now have opened 5 miles of hiking and biking trails that lead visitor's trails through the interior of The South Cell, which will be open for the first time to boaters on long weekends Thursdays through Mondays. The interior portion of the north cell of the island remains closed. It's still under construction. But the park service plans to have that finished and have the entire island open to the public in five years.

The formation of Hart-Miller Island has been complicated and controversial at times, but also firmly rooted in history.

Originally part of a peninsula that extended from Edgewater, the two islands, Hart and Miller were joined by the construction of a dike. Years before that, area residents enjoyed the New Bay Shore amusement park located on the Pleasure Island section, from the late 1940s until it was shut down following excessive storm damage in the mid-1960s. Years before that, the islands were also well known to duck hunters. The area comprising Hart, Miller, and Pleasure islands—with a total land surface of 250 acres was acquired by the state in the late 1970s. A dike was built joining Hart and Miller islands into Hart Miller Island in 1983, and the subsequent containment area was filled with dredge material from Baltimore harbor and the Patapsco River over the last 20 + years. Hart-Miller Island became a recreational haven for boaters in the Upper Bay.

On some summer weekends, so many boats are anchored off the sandy beaches; it is hard to find a spot. With the new amenities, this area promises to become even more popular with Upper Bay Boaters.



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Unwelcome Guests

by L. Alan Keene

For many of the 20 years that we've been keeping our boat in an upper Bay slip, I've been exasperated by the eight-legged pests that insist on taking up residence in, on, and around our boat. From early Spring until well after the Winter solstice, spiders can be found in virtually every outside nook and cranny that our boat has to offer. It's as if they know we're coming.

"The Keenes are back! I've got dibs on the sailcover!"

Now fortunately, neither Peg nor I suffer from Hitchcock's dreaded arachnophobia. If we did, we wouldn't be boaters. But while it's true that we don't panic at their sight, we're not real fond of the crawly little creatures either. We'd prefer that they found another vacation home.

Up until 8 or 10 years ago they really bothered me. I wanted to squash every little stowaway I found, but lately I don't pay much attention to them. Live and let live, is my motto. My change of heart came shortly after we returned from a west coast trip.

We were driving down the California coast that summer when

I saw a sight that made our spider problem seem almost laughable. It was a warm and sunny August afternoon and we had just pulled into the quaint little village of Monterey. Boating was the last thing on my mind. We were there to take a look at perhaps the most famous golf course in the country.... 18 gorgeous holes bordering the rugged Pacific coastline.....Pebble Beach Golf Links. Golf, you see, was an addiction of mine long before sailing appeared on the horizon. I'm one of the ever growing number of victims of this costly dual addiction. With a tiller in one hand and a 5 iron in the other, not even the Betty Ford Center can offer a cure.

Anyway, as we walked over to Monterey's carved out little harbor that afternoon, my jaw dropped.

There in front of me was the largest contingent of obese sunbathers I have ever seen in one location in my entire life. They were lying on the beach, on the sea wall, on the rocks, on the sidewalks, and all over 5 sailboats that were moored about fifty yards offshore. And not only were they fat, but they stunk! In case you haven't guessed, they were seals.

One of the sailboats was listing so heavily to port that, at any second, we expected the six unwelcome guests to go rolling into the Pacific. Another, whose owner had installed a security fence around the entire perimeter for just such sunbathing occasions,

was so low in the stern that it appeared to be taking on water (so much for security fences). And, to add to the insult, all five boats were covered in a mixture of mud and feces that made spider droppings seem almost appealing.

A conversation with a local shopkeeper revealed that the boat owners, for the most part, accepted the intruders and their mess as a necessary evil when moored in and around the Monterey Peninsula. The seals, we were told, often took possession of unattended boats on those warm, sunny California days and were usually reluctant to give them up without a fight.

When we've reminisced about that trip over the years, the first image that comes to mind isn't that of the 18th at Pebble Beach, or the majesty of the Grand Tetons.....not that of

the giant redwoods or the beauty of Puget Sound. While those images are priceless, the one that comes in the clearest is of that day in Monterey and those masses of blubber pressed tight against the masts and stanchions and rigging.

So, as we move deeper into another Chesapeake Bay boating season, I just can't get too upset about those eight legged little creatures that choose to hitch a ride. I can't get too upset when two or three pop out from under the sailcover as we get ready to hoist the main. I can't get too upset with the cobwebs that appear just hours after wiping them clean. I can't



even get too upset when spider droppings cause a cockpit stain that won't scrub clean.

No, on a pest scale of 1 to 10, spiders barely show up when you consider the 10 that some California boaters have to endure. And besides, those spiders help keep the mosquito population under control on those warm summer nights. I'll take our spiders any day.....but PLEASE, no more. We don't have anymore room.

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photo by Dave

Happy Boaters taking delivery of their new Clearwater at Tome's Landing Marina.

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Neither Shy, Nor Retiring.

by Dick Greenwood

If you look up “honesty” in the dictionary, don’t be surprised if you find Chuck Pellegrini’s face smiling back at you. He’s that honest. Honest. So when I sat down with him outside of his Rock Hall cottage, it was surprising that he so carefully characterized his impending life changes as something other than “retirement.”

“I’m not retiring; I’m adjusting to the realities of being 70. For example, I’m quitting the job of Fire Police Lieutenant,” he began. “I’ve been a volunteer fireman for 37 years, but it’s time to step aside. I don’t want to ever be in a position where someone has to say to me, ‘Chuck, we’re worried that you’re going to get hurt when we’re out on a call.’ I’ve had a great run, but it’s time for me to give someone else a chance.”

Mindful of the need for good physical conditioning, Chuck has managed to keep in good shape. His body belies his age and he doesn’t look a day over 69. Debbie, the poster child for cute and perky, is quick to tell you that Chuck’s workout ethic is second to none. First comes “none,” then there’s Chuck’s. “His two greatest strengths are complaining and rationalizing,” Debbie tells me while Chuck guffaws and shakes his head, denying every accusation. It’s fun being with the two of them; their good humor and underlying respect are obvious.

“What about boating?” I ask.

“Well,” he begins tentatively, “my Bayliner is up for sale, but that doesn’t mean I’m quitting. It’s just that I’m at a point where I’m too busy traveling, running around, working on the house, to give the boat the time it requires. Besides, it doesn’t make sense financially to have a 30-foot day boat. My boat sleeps six—especially if you really dislike that sixth person—and it’s great for cruising to destinations, but it doesn’t make sense to keep it if I’m just going to make an occasional run to Kent Narrows or Annapolis. I’ve bought a 22-foot Century center console; it’ll cruise all day over 30-knots, is plenty safe out on the Bay, and will get us anywhere we want to go. And the bonus is, I can trailer it and take it on vacation with us. I’ve run it all over the Keys, all over the Bay, in the Atlantic Ocean and Gulf of Mexico, and it’s great. I just don’t need a boat to sleep on anymore.”

I first met Chuck when I bought my boat and was enrolled in a Coast Guard Auxiliary safe boating class that he was teaching, so my next question was predictable: “What about the Auxiliary?”

“I’m still a member—last year I got a call inviting me to a dinner where they presented me with a certificate marking 25-years of membership—but I don’t participate at the level I once did. Again,” he continues, “it’s not a lack of interest or energy; it’s a lack of time. Debbie and I want to travel and spend time in other places; we just don’t have the time to stay home so I



Chuck guides his 22-Foot Century Center console boat through the Florida Keys.

can attend meetings.”

“And work?” I ask.

“I’ve let State Farm know that this will be my last year,” he replies, a bit sad but completely resolved. “I’ve been with them for 46 years; it’s time for someone else to move up.”

We leave the cottage and drive to the marina where “Fat Chance” is kept. Looking more like a boat that just pulled away from the yacht broker’s dock than a 17-year-old craft, she sits ready for a run on the Bay. But we don’t go out. It’s fun to talk with this guy, so we sit and talk some more. He’s an impressive guy, Chuck Pellegrini is, and a conversation with him is a meandering stroll through many times and places. We talk of the Power Squadron—he got me to join—the Auxiliary—he got me to join that too. We talk about getting into and out of boating. It’s not “two old guys telling tall tales”; it’s two old guys looking at choices.

Probably the best story—I call it a “story,” but it’s absolutely true—that relates to Chuck’s charisma is the one Debbie told me earlier, while we were sitting in their backyard. It seems that a couple of years ago they bought a miniature fox terrier and Chuck decided to take it for obedience training. Chuck enrolled Gracie, that’s the name of the dog, in a nine-week course. “After nine weeks,” Debbie tells me, her laughter punctuating the story, “Gracie had learned how to roll on her back and get her belly scratched, but after three weeks the instructor had bought a boat.”

Fat Chance cutting through the Chop.





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Boating With A Plan

photo by Capt' Mark

Captain Mark Galasso
Tuna the Tide Charter Service

As fisherman we tend to put more time into pre-planning a day on the water as opposed to the casual weekend pleasure boater. Generally our day consists of numerous destinations where we hope to find and catch our quarry. And to be successful we have to understand how environmental conditions might affect each destination before we get there. And this is never more true as in the Spring and Fall when cold fronts can change conditions overnight.

Take for example tides. Most boaters keep an eye on the tides so they don't run aground at a dead low tide. But for a fisherman not only does the height of the tide matter but the velocity at which the current runs can move fish on or off a certain hot spot. There is an old ferry cable in ten feet of water that runs across Kent Narrows. At the beginning and end of an ebbing tide Rockfish will line up on the cable waiting for food to be swept past. When the tide goes slack or moves to fast they disappear. I can only assume that when the tide moves to fast it's just not worth the effort for them.

Also when the tide and wind move in opposite directions it can become impossible to anchor and chum or live line. Certain fishing spots just become much harder to fish under adverse conditions. Narrow channels and inlets tend to have swifter currents. This can potentially be a good thing. Something I learned from fishing down around Smith Island. Never explore on an OUTGOING tide. You don't want to get stranded. It can make for a long unproductive day.

Something else that most boaters don't consider is water clarity, temperature and dissolved oxygen levels.

These also affect the way fish feed and their distribution in the water column. This information can now be found with certain apps that access NOAA weather and Data buoys.

So let's look at an example of how a fisherman might look at planning a day. The evening before a trip I turn on my VHF to a weather channel and try and get a feel of the wind forecast. If I need something more detailed I go online to CBOFS wind vector report or wind guru. That will break down the winds by speed and direction by the hour over a 24 hour period. Next I look at the tide charts to see what the tides are for the next 24 hours. If I feel really ambitious I'll look at the data buoys close to where I plan on fishing. Since we are generally out from 6 a.m. to 3 p.m. I might see what conditions will maximize my success in that timeframe. Last, but not least I'll call a few friends on the cell and see how they made out. I'll throw all that information together and come up with a "Gravy Run". That being 5 or 6 spots that I want to hit at a certain time during our trip. Then I just need to figure out which techniques will work best under those conditions and there you have it.

If conditions look marginal and my people still want to go I also come up with an "Escape Plan". Last week we had a fall pattern of cold fronts sweep through our area. Brisk Southwest winds until lunch time would give way to strong Northwest winds by early afternoon. With that information I made the decision to fish south. The lee off Poplar Island would allow me to fish until the wind shifted. If I still had to be out I could duck behind Kent Island and avoid the Northwest winds. I could then ride a lee back to Kent Narrows. I really wanted to fish North but in my preparation I noticed Love Point was going to have an outgoing tide bucking those strong Northwest winds. For some reason I kept picturing a skull and crossbones!

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On the Waterfront

with George Waters

photo by Donna Bedell

There are some things you can't un-see

I got new glasses recently, because all those hours of "The Love Boat" in the '70's are finally catching up to me. Some things you can't un-see. The eye doc said she didn't like my eyeball pressure, so I told her I didn't much care for her shoes. She wrote me a referral to a specialist to see if I might have glaucoma in my future, which, I am pretty sure, as comas go, is not a type that I want.

The specialist's waiting room was packed, and people kept coming in as if word had gotten out that winning lottery tickets were sold there. A guy who came in after me finished his paperwork before me and promptly took the moral high ground, positioning himself in the only space it was possible to stand. I had to sit in a recently-vacated spot with the old people and the lame. I think I saw him smirking, but there were too many people to make out faces.

First I met with a tech who made me rest my chin on a thing and look in a viewer at a tiny red barn at the end of a long white fence row. I saw no cows. I hoped that was a good thing.

The tech put numbing solution on my eyes and dilating drops, and sent me to wait in a darkened vestibule. There were bad paintings on the wall. At least I think they were bad. Who's going to know?

Finally I was called, and as I left, I whispered to the only guy left there, "Make a break for it." He smiled vaguely, but I could tell I would be that night's story at dinner. The doctor had me look up, down and all around while she shined blue, yellow and white light straight into my brain. There were no little red barns and cow-less fields, only hellfire and pain. Imagine having a job where you torture people all day but you aren't even running for office.

No glaucoma, but the doc advised annual checkups. As I headed back to the car, the world looked fuzzy, like a Hallmark special. Like "Anne of Green Gables" shot through a much-abused salad bar's sneeze guard. Amazingly, with sunglasses I was able to drive home O.K., and I tell you this—Maryland has never looked better.



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Lost Fish Stories

or... 'The one that got away'

by Tim Campbell

If you've ever spent much time fishing, it's a good bet you have a story about the one that got away. In my experience, I've lost way too many. In fact, I lost the biggest fish I've ever had on the end of my line! It was a blue marlin that took a skirted ballyhoo at a spot known as the Hot Dog out of Ocean City, MD. Some of the fish I've lost still haunt me to this day, and that big blue marlin tops the list.

The trip occurred August 3, 2002 on my friend's reconditioned 1974 25-ft. Stamas. It was powered by twin, four-cylinder 1984 Mercruisers. There were only three of us on the boat that day. We originally planned to chunk butterfish for tuna, but when we reached the Hot Dog nobody was catching fish chunking so we decided to try trolling ballyhoo. Once the lines were out, we got bit by a big wahoo right away. The fish came to the boat quickly. As my buddy was about to gaff it, the toothy critter bit the line and swam off. I wasn't the angler, but I saw the whole scene unfold. There was nothing we could do. The lines went back out and we were soon trolling again. My turn was next.

We trolled for hours without a bite. I was in the cabin taking a nap when I heard my buddy yell, "Fish on, get up here Tim!" I jumped up and grabbed the rod just in time to glimpse a big blue marlin shaking its head before it went deep. My friend, an experienced offshore angler, estimated it to be in the 350 pound range. We were using stand-up tackle. The reel was spooled with 500 yards of 50-lb. monofilament line. My buddy strapped a fighting belt around my waist as the battle began. There was nothing I could do but hold on. That fish took so much line I could see the knot on the spool. Then it took more line and it was down to the knot! I struggled to get more line on the reel while my friend put the engines in reverse. I got half of the line back on the reel, but the fish kept fighting.

Reel on line, big marlin pulls it off, reel it back on, billfish takes it off again.

This scenario happened five times! The reel became hot to the touch. My buddy poured water on it to cool it off. A look at my watch told me over an hour had passed. By this time I was getting tired and my arms were aching, but I wasn't ready to give up the fight.

Then, in a momentary lapse of focus, the line got wrapped on one of the out-drives and snapped. You could have heard a pin drop in the cockpit. We removed the line from the propeller and recovered the leader. The line was frayed where the marlin's bill had worn through the leader. I still have the leader - and the memories.

On June 28, 2009 I was fishing the Cape Charles, VA area for cobia with another friend of mine. We were anchored on a popular shoal using live eels for bait. Suddenly, we heard the drag on one of the reels scream and saw the line peeling off. I grabbed the rod and held on. My first thought was that it was a big cobia or maybe a big shark.



Whatever it was, it was game on for the next hour. I got it up to the boat, but it stayed on the bottom in 20-ft. of water and would not come up. I could not move it and we never saw it. The reel was spooled with 30# monofilament line on a sturdy boat rod. As I pulled tighter, the line broke and left me wondering what I could have done differently. I consoled myself by saying it was probably just a big nasty stingray. Yeah, that's probably, what it was.

Many anglers have lost fish stories about big tarpon. The Florida Keys is one of my favorite vacation destinations. On a trip to Islamorada in May 2000, I lost not one, but two tarpon over 100 pounds!

The first one came off when the line snapped for no apparent reason, and the second one shook the hook right at the boat. I did catch a small tarpon that day, but it was of little comfort. Two years later I booked a night-time tarpon trip. The guide guaranteed I would catch a big tarpon. His card read, "No Fish, No Pay." He said he never had a client not catch a tarpon on one of his guaranteed trips. It was mid-May 2002, prime time for tarpon. We were drifting live mullet near the bridges out of Islamorada. The guide had three rods out; he held one, I held one and he put one in a rod holder on the poling platform. That is the one that went off. And by off I mean a big tarpon tore it off of the poling platform, stainless steel rod holder and all. Apparently, the bolts of the rod holder mounting bracket were corroded and broke with the brute force of the big fish. We also lost two other big tarpon that night.

When the trip was over it was tarpon 3, Tim 0.

Undeterred, I asked if he had an opening later in the week. Two nights later we were back at it. As the night wore on we had lost two more big tarpon and time was running out. Then, at 6:00 am just as the sun was rising, I hooked into a big tarpon on a live pinfish. I fought that fish for 55 frantic minutes while my guide looked on with a wide grin. As I brought it alongside the boat, the captain estimated it to weigh 100 lbs. We released it. Mission accomplished.

There are many other lost fish stories I could tell; big cobia, big flounder, big redfish and big striped bass. It's humiliating. More recently I lost a nice walleye below Conowingo Dam. I was shad fishing on May 2, 2016 when I got my dart and spoon combo hung up on a rock. Just as I pulled it loose, something bit the shiny spoon. We didn't know it was a walleye until I reeled it close enough to see, but I knew it wasn't a shad. My buddy took hold of the leader and steered the fat fish in. The instant he got the fish on the rock pile where we were standing, the hook fell out. When he scooped the fish up onto the rock pile, it found a small hole in the rocks and promptly squirmed inside. I grabbed it by the tail, but it surged forward and was gone. That night I couldn't sleep. The thought of that lost walleye kept me awake until well after midnight. How does the saying go? It's better to have hooked and lost than never to have hooked at all, or something like that.

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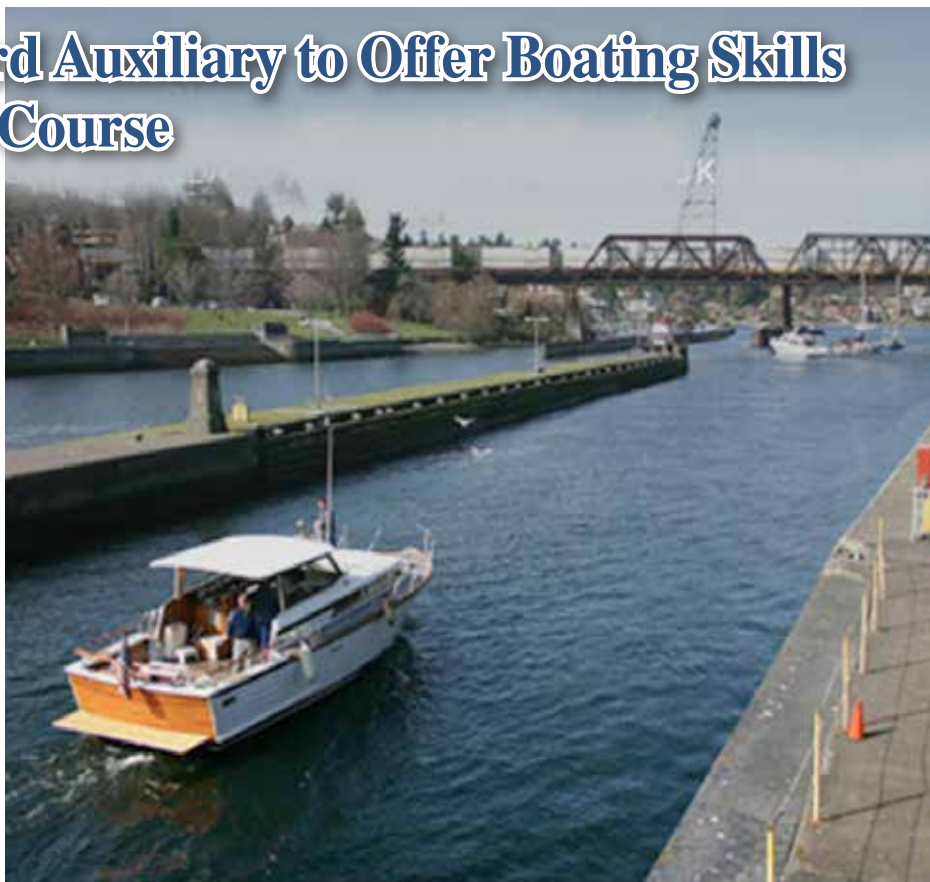
U. S. Coast Guard Auxiliary to Offer Boating Skills and Seamanship Course

The Coast Guard Auxiliary has announced that a special Boating Skills and Seamanship Course will be offered this summer on seven (7) consecutive evenings from July 13 to August 24.

Most recreational boaters in Delaware are familiar with the more basic Boating Safety Course jointly presented by the Coast Guard Auxiliary and the Delaware Division of Fish and Wildlife. Anyone born after January 1, 1978, must successfully complete that course to legally operate a boat on Delaware waters. While that course provides very basic information about safe boating, attendees always ask about the availability of more advanced training on a broad range of subjects.

The Boating Skills and Seamanship (BS&S) course was developed by the U.S. Coast Guard Auxiliary to meet the needs of novice and experienced boaters looking for more comprehensive training on topics such as:

- **Boat selection**
- **Safety and navigation equipment**
- **Selecting trailers and vehicles to safely pull a boat**
- **Boat launching and handling**
- **Use of navigation equipment, charts, and common navigational aids to plot a course and determine position**
- **Basic seamanship on inland waters**
- **Marlinspike seamanship (ropes and knots)**
- **Safe operations**



Seven sessions will be presented on successive Wednesday evenings in the Delaware Coastal Programs training facility located at 818 Kitts Hummock Road, Dover, DE. The first session will start on July 13 at 5:30 for registration and will continue with class from 6 p.m. to 8 p.m. Subsequent sessions will start at 6 p.m. and run for two hours each Wednesday through August 24.

Since the course fee is only \$35 and seating is limited, this course is expected to fill rapidly. Consequently, registration must be on a first-come basis. Those who want to attend should contact Warren at 302-422-7724 or by email at whuff@snip.net.

Please check with your local Coast Guard Auxiliary for class schedules.

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.



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Discover Boating's Top 10 Boating Flicks:

1 Lifeboat (1944) Director: Alfred Hitchcock. Things get tense when the survivors of a torpedoed ship find themselves on a lifeboat with one of the men responsible for sinking it.

2 Jaws (1975) Director: Steven Spielberg
A series of great white shark attacks cause a group of heroes to take to the water and try to stop the lone shark that is causing them.

3 The Old Man and the Sea (1958) Director: John Sturges. Based on the Ernest Hemingway novella, this movie is about an old fisherman's journey when he lands a huge fish that takes him out to sea.



4 Captain Phillips (2013) Director: Paul Greengrass. Based on the true story of Captain Richard Phillips, pirates hijack an American cargo ship for the first time in two hundred years.

5 Pirates of the Caribbean: The Curse of the Black Pearl (2003) Director: Gore Verbinski. A blacksmith teams up with a notorious pirate, Jack Sparrow, to save the woman he loves from Jack's former allies, who have come back from the dead.

6 Waterworld (1995) Director: Kevin Reynolds. The polar ice caps have melted and most of the earth is flooded and the search for dry land is on.



7 Under Siege (1992) Director: Andrew Davis. Set on a naval battleship, former S.E.A.L. and now cook Casey Ryback is the only crew member that can stop a group of terrorists as they try to take control of the ship.

8 The Hunt for Red October (1990) Director: John McTiernan. Set in 1984, the USSR's best submarine and captain are heading towards the USA and their intentions are unknown.

9 Captain Ron (1992) Director: Thom Eberhardt. A Chicago family decides to sail their yacht to Miami and, to do so, hire Captain Ron who changes their lives forever.

10 Down Periscope (1996) Director: David S. Ward. Tom Dodge has finally been assigned as the Captain of a submarine. The only problem is that it's very old and its crew is a bunch of misfits.º

Not on the list is a Bielecki family favorite, Disney's "The Boatniks", released in 1970. I'll bet you will see some of the same antics happening on the bay today. We still have a copy somewhere down in the basement, too bad we still don't own a VHS player.

List courtesy of Discover Boating



Anita Leight Boating Program- Lucky visitors take a pontoon boat ride to check out the Estuary Center from the water.



Hang Out in the Wind

by Doug & Brenda Dawson

It was perfectly calm when Derek left the harbor to go out for a peaceful afternoon cruise all by himself. Relaxing on the water didn't last long though. Calm became chop when the wind came up out of nowhere. While heading back to the harbor, the chop tuned to waves and white caps as the wind intensified.

By the time he got back to the harbor, the wind was really howling offshore.

He had stored all his fenders and stowed all his lines, before heading out and now it was too rough to prepare them for docking.

Being alone, he knew he would never be able to dock his boat single handedly. He feared the worst and was terrified at the possibilities of all that could go wrong.

Derek had mastered our Docking e-Lesson and was confident that he could dock in the wind. He just had to figure out how to get his fenders and lines on first. Then, Derek remembered a tip in our Docking e-Lesson, that he modified to help him in this situation.

The fear drained out of his body as he prepared to "hang out in the wind", while calmly preparing fenders and lines for docking.

When you are stressed and rushed, chances of things going wrong, are almost always guaranteed. Isn't that one of Murphy's Laws?

Here are my instructions for both power and sail, to give you lots of time to calmly prepare your fenders and lines for docking; instead of idling around the harbor, running around like a madman continually re-aiming the boat to keep from hitting something, while you tie your fenders in a heavy wind:

- As in all bad weather, start by putting on your PFD or life jacket.
- Pick an empty dock, pier or mooring ball, where the wind is blowing off of it.

For Power Boats

- Attach one stern line to a stern cleat by putting the eye through the cleat and over the horns, so you know it will not jump off on you.
- Back in to the chosen cleat, post or mooring ball (preferably the port corner, because you can see that corner better from the helm)
- Once close enough for you to reach the dock cleat, shift into neutral.
- Carefully and quickly, step onto the swim platform and flip the Stern Flipp Line over the cleat or post. Be sure to hold on with one hand to a rail or handhold at all times for safety.



For Sailboats

- Attach one bow line to your bow cleat by putting the eye through the cleat and over the horns, so you know it will not jump off on you.
- Approach bow first to the chosen cleat, post or mooring ball.
- Once you are close enough to reach the dock cleat, shift to neutral.
- Carefully and quickly, walk to the bow and flip the Bow FLIPP Line over the cleat or post. Be sure to hold on with one hand to the bow rail at all times for safety. For both power and sail
- Tie the bitter end back to your boat's cleat. (Leaving enough slack that your boat will hang well clear of the dock.)
- Now, you can take your time to hang all your fenders and attach all your dock lines to your boat cleats, because your boat will hang in the wind like a windsock-- Hang out in the wind here as long as you need to.
- Before you untie your "hang out" line to head for your dock, check your cockpit sole and side deck to verify there is nothing to trip on.
- Cast off and head for your slip relaxed, knowing your fenders are hung and your dock lines are ready.

This simple procedure is also a lifesaver, when you need to hang out in a storm. Just secure your bow or stern line (depending on the boat) into the wind. The stern or control end is usually better and safer for power, and the bow is usually better for sailboats, because they don't like to back up. See the Docking Lessons for detailed instructions.

So, if you ever find yourself in this situation, don't panic. Just "hang out in the wind"!

Note: a FLIPP Line is a temporary docking aid that allows you to choose the most advantageous pivot point. It is described in detail over several pages in every introductory docking e-lesson.

www.BoatingWithDawsons.com

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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SETTIN' the HOOK

with Dave Kilby

Topwater Frogs for Summer Bass on the Upper Bay

Once the Upper Bay water temperature heats up in the summer, the largemouth bass become more lethargic and, like us, seek shade. We have the option of a big beach umbrella, a shady awning, or air conditioning. Bass, however have limited options to stay cool from the summer sun. They can hide under docks which provide cooler water and protection or roam the numerous grass beds that carpet much of the Upper Bay's flats and tributaries.

There are several different species of aquatic grasses to be found on the upper Chesapeake, and the experienced bass angler can readily identify each one and know which one the bass prefer on any given fishing adventure. These include milfoil, hydrilla, eel grass, and lily pads. Find more than one in a particular area and you could hit the jackpot.

It's not easy pickin's, mind you as the grass also filters the sediment and trash from the water making it clearer and causing the fish to be skittish and reluctant to bite. One local tournament angler, however, has figured out how to offer the bass the right bait they are looking for.

George Short, owner of Foxtail Mill Custom Cabinetry in Dundalk has been a longtime successful tournament fisherman on the Upper Bay. He is very selective of his partners in team tournaments as he doesn't want to show his techniques to everyone. In fact, George and teammate Jim Waller recently teamed up to win a Paycheck Premier tournament out of Tydings Park in Havre de Grace.

George has a love affair with hollow-body topwater frogs: rubber amphibian recreations that mimic the lifelike actions of the real thing. Topwater frogs have come a long way since Mann's



Antonio Nuevo was on a charter out of Solomon's Island and trolled bucktails to catch their limit of nice rockfish.

Bait Company introduced "The Rat" on Lake Guntersville in Alabama over 30 years ago. Today, virtually every tackle and lure manufacturer offers an array of frog imitations with Japanese versions costing upwards of \$30 or more.

George likes to keep it simple with color selection. He prefers white under sunny conditions, black in low light situations, and a more natural green when the bite is tough.

Short acknowledges that the visual strike is truly heart-stopping when a bass

explodes on the frog, although the hook-up ratio is only about 50 percent. He remarks that when fishing the frog over matted grass it's hard to tell how big the bass is until he gets it to the boat because there is so much grass on the lure.

George has developed a "pop, pop...stop" cadence during his retrieve that seems to drive the bass crazy. He notes that he can often see the bass in clear pockets within the grass beds and those fish are usually the most reluctant to bite so he doesn't waste much time on the ones he can see, other than to know that he is in the right area.

Short's unique prowess with the plastic frog is not only an Upper Bay pattern. He is a full time Florida bass guide (Fox-tail Guide Service) in the winter months and has watched

some of his clients boat largemouth bass over 10 pounds on the imitation frog look-alike.

If he can obtain similar results on the Upper Bay AND Florida lakes he must be doing it right!

Local Fishing Report

One the local fishing front, some of the crew from Glass and Screen Hospital in Middle River hit the Chesapeake in different directions on Saturday, June 18, all with success.



Jennifer Lang and Juan opted to fill the freezer (and frying pan) with a load of croakers, and David McClelland also trolled around the Key Bridge to land a few nice rockfish. He has also been catching a few chain pickerel from his dock mixed in with some giant white perch on Bear Creek.

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photo by Dave

*Getting ready for a party on the island at **Flying Point Marina**. Phil Cianelli has really done a great job making this marina such a nice family oriented place for both you & your boat.*

Boating Practices... The Good, The Bad, The Easily Fixed.

Sea Tow Captains get a firsthand look every day at both good and bad boating practices on the water. Those experiences help them to learn what works—and what doesn't.

Here are some tips on how to avoid the common errors that many boaters make, and stay safe on the water.

Shifter in Neutral?

Sea Tow Captains ask the operator of a stalled boat a very simple question: Is the boat's engine in neutral when they are trying to start it?

"It can be something as simple as the boat being in gear or the safety lanyard not connected," explained Capt. Ryan Bayley, owner of Sea Tow Great South Bay. "We often get people going again by asking those questions over the phone. With kids running around and people going back and forth, the shifter and the safety lanyard are often the cause of a boat not starting."



Out of Fuel?

Boaters don't always top off their fuel tanks—and that can lead to confusion over how much gas or diesel actually is in the tank.

"The gas gauge is notoriously unreliable on a boat," said Capt. Gary O'Reilly, owner of Sea Tow Northern Chesapeake. "The gauge says half and before they know it, they are out of fuel."

Keeping a fuel log will help you keep tabs on your boat's fuel level. By knowing the capacity of your fuel tank, how many hours the engine has been run and the average number of gallons you burn per hour, you can get a rough idea of how much fuel is left or how many hours you may continue to run until empty. And always remember the golden rule for how much fuel you should have and how far you should go: Use 1/3 of your fuel for your trip out and 1/3 for your trip in, while keeping 1/3 in reserve for the unknown.



Battery Switch Savvy

"Knowing how your battery charger works, and whether to have the switch on 1, 2 or 'All' (or 'Both') is a big deal," said Capt. O'Reilly. "A lot of people think 'All' is the place to be, and then they run down their batteries and can't start the boat."

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Boaters should start off with two fully charged batteries, then choose one of the two available battery switch positions for running, either 1 or 2. Only use the "All" or "Both" position if it is an emergency when both batteries are discharged to the point that neither of them alone will crank the engine over but two can do it together.

How do you know which battery switch setting to use? One way is by alternating their use, using 1 for odd-numbered days and 2 for even-numbered days.

Be Weather-Wise

Knowing the current weather conditions and the forecast for your boating area can help you avoid problems when bad weather threatens, either by altering the float plan, bringing along extra gear, or postponing your outing.

"It might be warm and calm at your port but blowing hard where you are going," said Capt. Bayley. "Once you get everyone down to the boat, it's harder to call off the trip. Make sure you've done the research on the weather so you can make a good decision in advance."

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photo by Donna Bedell

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And finally.....

"If you're buying a boat hoping to get yourself a date, trust me, you haven't got enough money."

Classic Corner

Antique & Classic Boat Festival

The Antique & Classic Boat Festival was held in June at the Chesapeake Bay Maritime Museum. Look for an article about the event in a future issue of Upper Bay Boating.

photos by George Hazzard



Photo Gallery



photo by Colleen Smart



The Tall Ships

photo by Thomas Scilipoti



photo by Thomas Scilipoti

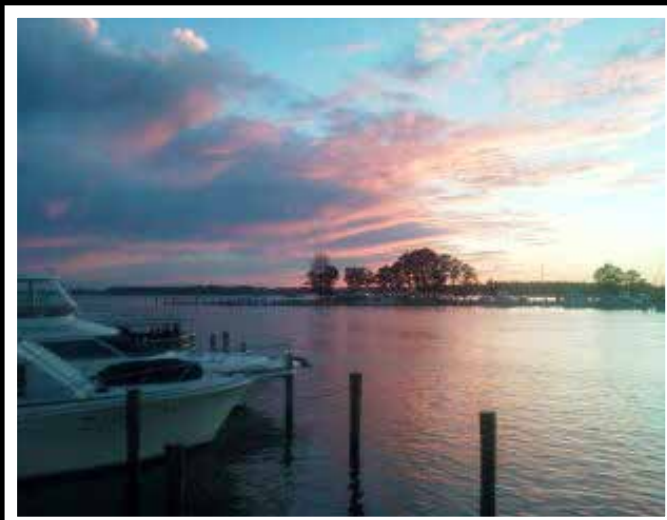


photo by Captain Mark Galasso

Live Aboard

by Don and Gail Elwell

Marina Living: The Ultimate Dock Crawl

Living in a marina is rather like living in a small resort town. I can say that with some authority because A) I LIVE in a marina and B) I grew up in a small resort town on the Gulf Coast. There's a small number of permanent residents in a tourist town, folks who are there year round, those engaged in working in the service industry there or retirees who chose to settle there, and then there's a much larger population—often regulars—that are there part time, living there from days to weeks to months. Together, they all comprise a community, and if the folks running the town are smart, they'll work to encourage that community, to make even the most transient member feel that they have a part of and in the place.

So it is with an intelligently run Marina: there are livaboards who never leave, folks who are down at their boats all the time, and folks you seldom see, but who are still a part of the marina community. A good marina management tries to find ways to engage that community, to help us care about the place and each other. It makes the place cleaner and safer. It can also be a lot of fun.

It's with this in mind that we approached our spring party here at Middle River Landing, coming up with the Ultimate Dock Crawl as a mixer. Each pier came up with its own libation, and the marina denizens got to traipse from dock to dock, sampling Painkillers and LifeRafts and Orange Crushes and then up to a party with burgers and dogs and beer and a wonderful live band supplied by the Marina. The weather was beautiful and it was a great day, and, at the end of it all, more of us knew each other, more of us felt at home in the place, and all of us had a great time.

Community. Humans all search for it, and, if we're smart, we'll help build it.



Each Dock created their own libation, some of them flammable. Good Marina Management is a hands-on thing, even if that involves flipping burgers



Either lots of folks came in costume or I need to start worrying about the folks on "S" Dock.



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Kayak Navigation *Route Building 101*

Someone once called maps “dream makers.” I tend to agree with him. Maps not only enable us to go from one point to another, but they also spark curiosity about things we may see and do along the way. Take for example the famous map known as Carta Marina, drawn by Olaus Magnus sometime around 1528. It is one of the earliest maps and is rich with details about the various cities of Nordic Europe. It also maps the then known section of ocean to the west and its islands. According to this map, on an ocean voyage from Helgala to Orcaad one can expect to find along the way giant sea serpents, sea dragons, Ziphius, Orcha, and Balena; which, if as suggested on the chart, may be locked in death struggles with other types of sea monsters. Well. Now that sure gets my attention. When do we leave? Through the centuries maps have evolved from unreferenced drawings of how land and water masses lie with respect to one another, to today’s sophisticated geometric maps. What has not changed is the way they seed our quest for adventure.

A map is a diagrammatic representation of an area of land or water that describes the area’s physical features, cities, roads, and so forth. Broadly speaking, maps fall into three categories: survey, or topographical maps; road maps; and marine charts.

A survey map, such as a USGS topographical map describes the physical features of the land using isometric lines. These are lines that trace points at a common height above or below a reference point; typically sea level. They help describe the 3D features of the terrain and are commonly referred to as contour lines. Contour lines are also used in marine chart making, but in this map type they depict the distance the sea bottom lays below the water’s surface. They show us the topography of the underwater terrain. Usually depth measurements are referenced to mean lowest low water, but you cannot take this for granted. Always check your map legend. Road maps do not show terrain features. A major difference between land and road maps, and marine charts, is that land and road maps always show routes of

travel. Most marine charts used aboard small craft do not. Those of us old enough to remember when the local gas station gave away free maps may recall that they contained pretty reliable route information, but no geometric information, that is, there were no latitude/longitude lines. Usually they did show a north pointing arrow for orientation. Why no geometrics? Simple. Nobody cared. We were only interested how to get from point A to point B using paved roadways.

Today, Google Maps has dramatically improved land navigation. From our smart phones we can instantly obtain routing information to almost any place on the continent. With that we also get travel time, local traffic information, hotel and restaurant locations, shopping information, and a ton of other trivia more or less useful for trip planning. But suppose you wish to do a 3 or 4-day paddle across Susquehanna Flats to a friend’s house in Tolchester, before continuing on to Kent Narrows Landing? Neither topographical maps, road maps, nor Google Maps are going to be of much help to you. For a trip of this nature, you will have to build your own route and construct your own maps. Your maps will have to be waterproofed and include enough detail that you can follow it in all types of conditions. Also, a good map will include alternate routes and bailout options should something on the trip go south.

Route planning is an iterative process that is best performed on your home computer. I begin informal preparations by looking at the region of the bay that contains my launch and destination sites using Google Earth (GE). I visually break the distance between the two into smaller route segments according to easily recognizable geographical features and points. I look for necks, islands, marinas, lighthouses; anything that is recognizable from the water so that when I arrive at that point I can identify where I am along the route. These will become my waypoints. Each identifies the end of a route segment.

Next, I begin identifying other potential stopping points, such as beaches suitable for lunch breaks, rest stops,

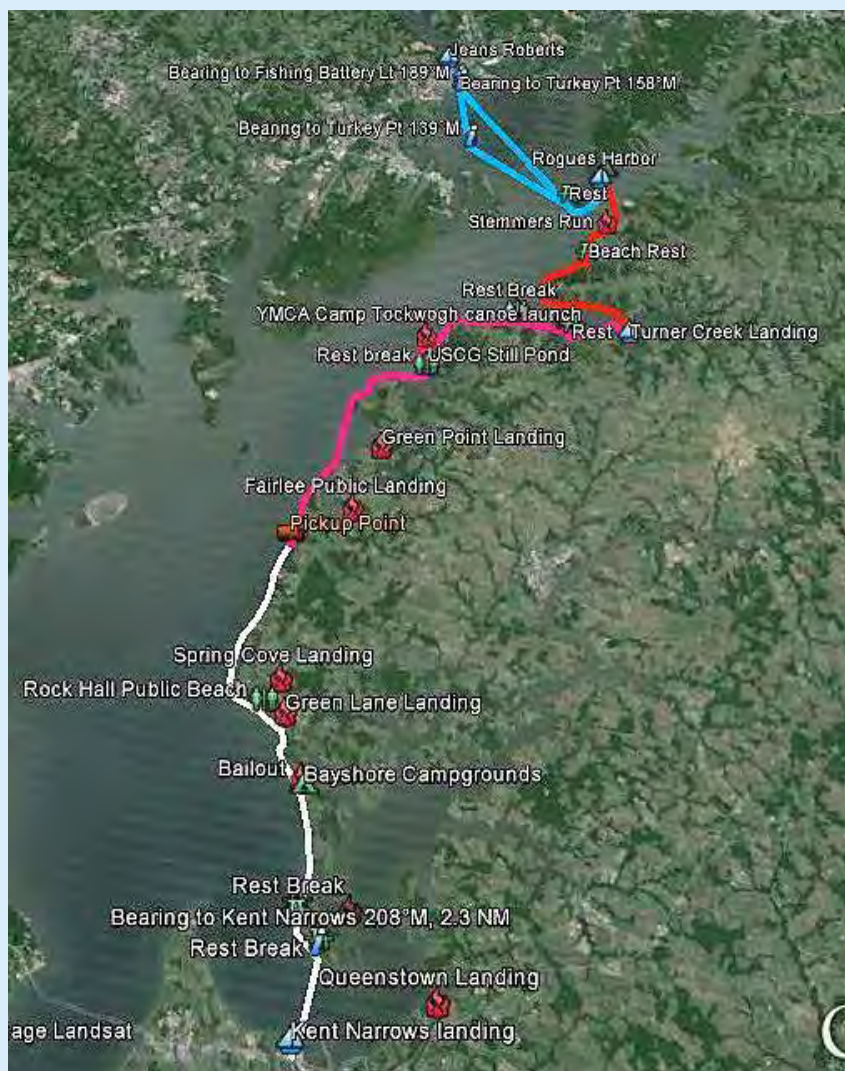
campgrounds, and potential bailout points. GE's satellite photos facilitate this. These will be incorporated into the route as appropriate. Once I have a rough idea of what my route will be, if necessary, I break it into larger day-segments. Here I try to take into consideration the availability of places to overnight, the length of the various segments and time required to paddle them, and whether or not any additional preparation, such as setting shuttles, are needed. Generally, one can figure on a break every 4 miles, or once every hour. Open water crossings, currents, and tides must also be factored into route considerations. The process is iterative because as variables are considered and a route begins to take shape, starting times and stopping points may need to be juggled until a suitable route is found.

There are many programs that facilitate route building. My preference is Google Earth (GE) because it is free and exceeds my expectations. GE allows me to organize and manage different types of information in a single workspace. I begin formal route preparation by adding a named trip folder (Havre de Grace to Kent Is) to Temporary Places. To this folder, I add sub-folders for Campgrounds, Landings, Routes, Rests, Bailouts, Buoys, and Information placemarkers. GE treats all subfolder information as a single cluster, i.e., trip. Next, I add placemarkers to my map using the "Add Placemark" button. For visualization purposes, I select a unique icon for each data type. I use a sailboat icon for placemarkers representing launches and landings, a tent for Campground markers, a burning fire for bailout points (some landings will eventually be moved into this folder), a picnic table or toilet icon for Rests, and Information markers gets a small case "i" icon. This latter folder differs from the others in that the labels on its placemarks contain navigational information, rather than an identifier. These "flags" provide bearing and distance information that can be quickly read from the display screen of my computer or GPS. For example, on this route I would put two information flags ("i") in front of the Concord Point Lighthouse; one labeled "Bearing to Turkey Pt 158°M", the other labeled "Bearing to Fishing Battery Lt 189°M". Thus, on the day of the paddle, if I change my mind about paddling directly to Elk Neck, I have the proper bearing right there in front of me. Heading and distance

information is measured using GE's "Show Ruler" button. GE headings are true readings and must be corrected for magnetic variation before compass use.

We will talk more about this in the next issue. If your map gets too cluttered, you can render entire folders invisible by unchecking the box beside the folder name. Routes are added in a straight-forward process using the "Add Path" button. When you have completed your route, save everything by right-clicking the trip folder and selecting "Save Place As". All data is cleared from the Temporary Place folder when GE closes.

Your GE data is for planning purposes only. In the next issue we will talk about how to upload GE data to your GPS and use the information to create personalized marine charts.



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