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UPPER BAY Boating

August 2016

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Antique & Classic Boat Festival at the Chesapeake Bay Maritime Museum.

photo by George Hazzard

Upper Bay Boating

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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 for charitable events.

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ON THE COVER: *Sailing through a Inner Harbour Sunset.* photo by Thomas Scilopotti

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Welcome to the August Issue of Upper Bay Boating

During our production cycle of putting the August UBB together, we found ourselves in a heat wave. It hit 100 degrees, tying a record and the “feel like” temperature was 105! Almost too hot for boating; I said almost. Even as the water temperature rises, I always enjoyed our days out on the water, no matter how hot it was. Being out on the waters of the Upper Bay, beats staying ashore any day. Oh by the way, just six months ago, we had to deal with a record snowfall and frigid temperatures.

I was reminded of those colder days when a few of the advertisers start to discuss adding winter storage information to their ads. It's good to prepare, but I'm not quite ready to go there yet. For now, let's hope the temperature moderates a bit, and wish for many more sunny weekends. I hope most of you will stay in after Labor Day and enjoy your boat for several more weeks.

This season, boating deaths and accidents were down 70% from 2015 and we hope the trend continues.

Recently, automotive and pedestrian accidents were reported by folks caught up in the 'Pokemon Go' craze. Let's hope we can just enjoy our time out on the bay without another distraction. Boat US has a few safety tips in this issue on that topic.

We are starting to get more photo submissions for the magazine from readers. As we mentioned for the past several months, we came out with this magazine for Upper Bay Boaters, and we encourage you to make it your own by being a part of what we do. Besides for sending in photos or writing about your good times on the bay, please remember to support the advertisers whom ultimately are the one's paying for your FREE publication.

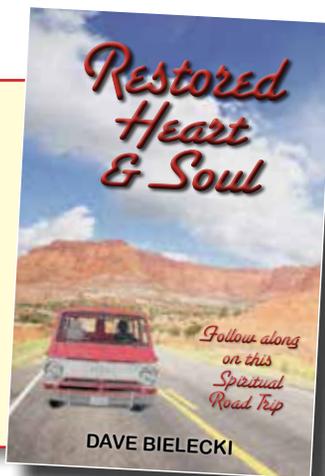
Stay Cool-

Happy Boating, Dave



Restored Heart & Soul

is a book to be released late August by the publisher of this magazine; it is my first. Follow the progress at: www.restoredheartandsoul.com



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A Blue Heron hanging out on his Dock of the Bay on the Susquehanna.

Mulberry Street

By *Wendy Gilbert* - Features Editor

One of my least favorite Dr. Seuss books of all time is "And to Think That I Saw It on Mulberry Street".

I never liked the story, thinking it ludicrous without any of the fun I expected from dear Theodore. I kept our copy at the bottom of the stack of books to read to my little girl, preferring "Go Dog, Go!" and "The Lorax".

Every now and then though, it was "Mulberry Street" time and I would often defer to my husband, who didn't fuss over bedtime stories like a writer so often does.

Over the many intervening years, my husband and I like to joke about the things that we see on our own version of Mulberry Street.

We walk the same roads pretty often, so seeing something amusing or unusual is a rare sight indeed. We spy all sorts of wildlife and fortunately never seem to tire of our furry and feathered friends. I've taken to Pokémon, Go! , so I am also hunting my little cartoon creatures when I can. Rich may not like this, but I think Dr. Seuss would heartily approve.

And at this time of year, we also take note of the things we see on the Upper Bay. Last weekend, there was an incredible amount of boat traffic on the Northeast, The Elk and the Susquehanna Flats. I may never quite fall in line with the thinking, but there's nothing more enticing to most Upper Bay boaters than a hot and sunny summer weekend day.

As we were entertaining out-of-town guests, we figured they too might like to see some interesting boats on our midday cruise up and down The Elk River.

As always we were hoping to see one of those massive container ships heading in or out of the C & D Canal. Those ships never fail to impress.

On this particular Sunday afternoon all sorts of boats caught our eyes (and our ears). There is no shortage of go fast boats this summer. The brightly, if monochromatically colored, speed demons are often just a blur of yellow, red and orange. Or perhaps lime green.

It felt like a page out of "Mulberry Street" as the mismatched parade of boats streamed by. Sailboats of all sizes and configurations, power boats great and small, a barge or two in front of tugs, pontoons and on the shorelines – a few PWCs and a constant stream of colorful kayaks. Throw in a few Pokémon creatures and you've got a lively and colorful waterway. And yet, not one container ship was present.

And then a trio of Japanese destroyers appeared. Silky gray and stealthy, they powered through the shipping channel one by one on their way from Baltimore to Philadelphia and believe me, all heads turned.

You just never know what you might see on your Mulberry Street.

Wendy Gilbert



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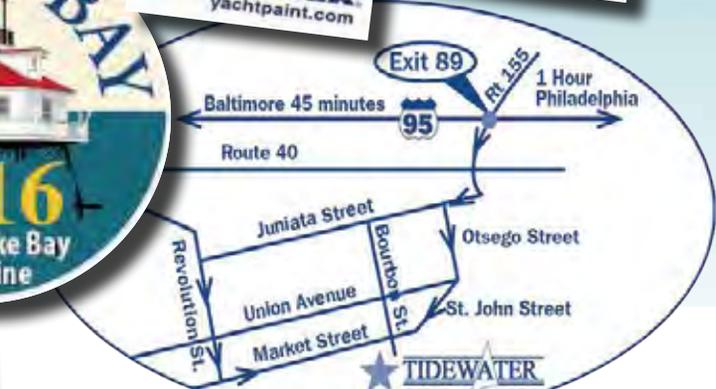
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Boating Safely with Little Ones Aboard

By Wendy Gilbert

As the summer wears on, it's only human nature to relax a bit when it comes to the daily grind of safety, but as any seasoned captain will tell you, you just can't. From toddlers to tweens, keep these tips in mind for a safe boating experience every time.

I recently took a basic CPR and First Aid course through the Red Cross and found it not only enlightening, but inspiring. I'm no First Responder, but I feel a lot more comfortable in case of trouble. And my first aid kit is now awesome!

Wear a Life Jacket

Always have the children wear a life jacket approved by the U.S. Coast Guard while on boats, around open bodies of water or when participating in water sports. Make sure the life jacket fits snugly. Have kids make a "touchdown" signal by raising both arms straight up; if the life jacket hits a child's chin or ears, it may be too big or the straps may be too loose.

Infant Appropriate Life Jackets

According to the U.S. Coast Guard's Office of Boating Safety, babies should not travel on a boat — including rowboats, kayaks, motorboats, and sailboats — until they are at the appropriate weight to wear an approved personal flotation device (PFD). Here's some more information on how to choose the right life jacket. Hold on to your baby while also wearing your own life jacket. Car seats are not a good option. If the boat were to capsize, the seat would sink instantly.

Keep Little Kids Warm

Infants and young kids are at a higher risk for hypothermia, so if you are taking a baby on a boat, just take a few extra precautions to keep your baby warm. If your children seem cold or are shivering, wrap them tightly in a dry blanket or towel.

Don't Rely on Swimming Aids

Remember that swimming aids such as water wings or noodles are fun toys for kids, but they should never be used in place of a U.S. Coast Guard-approved personal flotation device (PFD).

Childproof Your Boat and Develop Some Basic Rules

Explain some basic boat rules and have everyone follow them. Children need to understand and follow rules such as keeping their hands and feet inside the boat at all times and not running on a boat.



Learn From the Professionals

According to Safe Kids Worldwide, enroll older kids in a boating safety course. Better yet, enroll with them.

Get a vessel safety check every year for free from the U.S. Coast Guard Auxiliary or U.S. Power Squadrons. For more information go to www.uscgboating.org and click "get a free safety check."

Use Your Best Judgment

A large portion of boating accidents that occur each year involve alcohol consumption by both boat operators and passengers. To protect your safety and loved ones around you, it is strongly recommended not to drink alcoholic beverages while boating. Take a CPR and basic first aid course. It will give you tremendous peace of mind — and the more peace of mind you have as a parent, the better. Local hospitals, fire departments and recreation departments offer CPR training.

Make sure there's a working carbon monoxide alarm on any motorboat to alert your family to any buildup of toxic fumes from the engine. Let your teen operate a boat only in a supervised setting and in adherence to the laws in your area. Laws regarding the operation of a boat or watercraft vary from community to community.

Teach Your Kids the Difference Between Open Water and Pools

Teach children that swimming in open water is not the same as swimming in a pool: They need to be aware of uneven surfaces, river currents, ocean undertow and changing weather. Make sure kids swim only in areas designated for swimming. Teach children not to dive into oceans, lakes or rivers, because you never know how deep the water is or what might be hidden under the surface.

Actively Supervise Kids In and Around Open Water

Every child is different, so enroll your child in swimming lessons when you feel he or she is ready. Teach children how to tread water, float and stay by the shore. Make sure an adult is present whenever a teen is operating a personal watercraft.

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ATTACK OF THE ZEBRA MUSSELS!

Zebra Mussel Update

By Wendy Gilbert

A friend of ours recently had to have his engines rebuilt because some very small and very destructive little creatures blocked the cooling system. Those little foreign devils? Zebra Mussels.

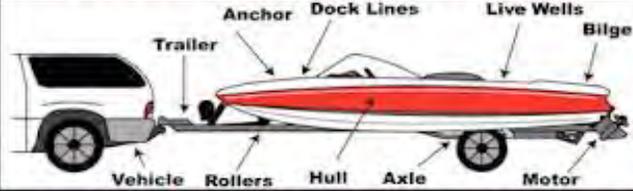
More and more of them are being discovered on the Susquehanna Flats, near Havre de Grace and upstream of the Conowingo Dam. Most scientists agree that the little ninja mussels were first discovered here in 2008 and by 2010 were fairly well established as a invasive and harmful species. DNR specialists refer to them as a form of biological pollution. Our friend has juicier words to describe them, but we can't print those.

They likely entered our beautiful watershed by various methods. They can attach to boats, trailers, anchors, SCUBA gear, or in engines, live wells, bilge areas, bait buckets and coolers.

They can multiply quickly and clog drinking water pipes and power plant cooling water intakes. They damage aquatic ecosystems by out-competing native fish and mussels for food and habitat.



LOOK FOR MUSSELS HERE



CHECK YOUR BOAT, TRAILER AND VEHICLE

To keep your risk level (and mine) down, DNR recommends the following tips:

REMOVE all visible mussels, aquatic plants, mud, and foreign

objects from your boat, drive unit, prop, trolling plates, anchor, and trailer; put debris in a trash can.

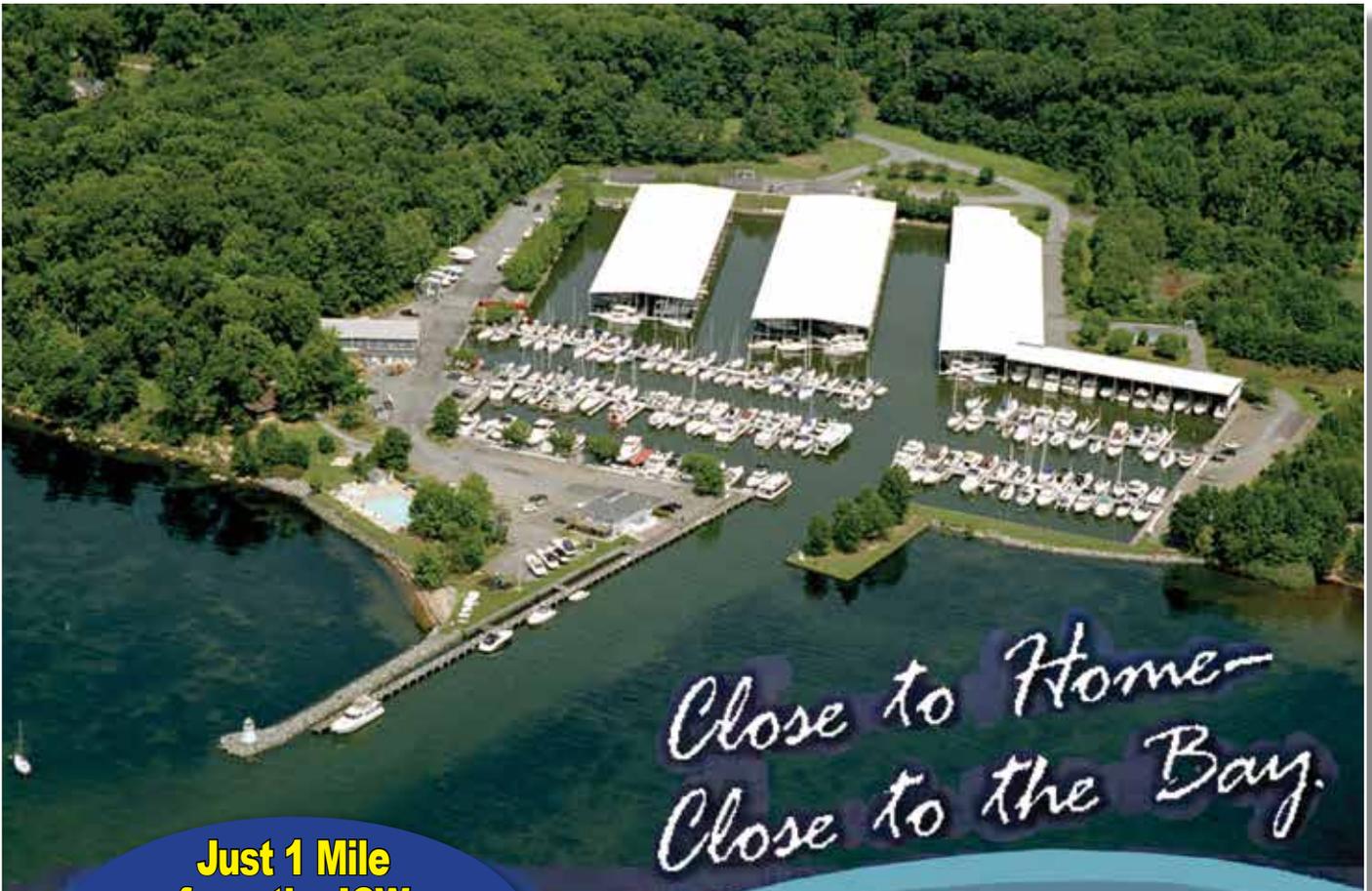
DRAIN all water from live wells, bilge areas, bait buckets, **SCUBA** gear, and coolers.

FLUSH engine cooling system, drive unit, live wells, bilge areas, bait buckets, and coolers with hot water if available. If not, use tap water. **DO NOT** use chlorine bleach.

RINSE boat hull, trailer, and **SCUBA** gear with hot water or a pressurized spray.

DUMP left over bait in a trash can; do not release it to the water

If you spot a suspected zebra mussel, freeze it in a plastic bag or preserve it in a small bottle of rubbing alcohol, then call Maryland Department of Natural Resources (Toll Free 1-877-620-8DNR extension 8615 or 410-260-8604). For more information, check out : dnr.maryland.gov.



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Crowds of people were lined up at the entrance of Conrad's Ruth Villa before the 11 a.m. opening time and continued to pour in all day despite the threats of horrible thunderstorms on June 5. Nothing would keep nearly 2,700 people from attending the fifth installment of Rockin' on the River, one of the biggest outdoor events in the area. People flock to this event every year to enjoy some of the best bands and outstanding waterfront views around. With 15.5 acres on beautiful Frog Mortar Creek in Middle River, Conrad's can offer the space to spread out to dance to the bands, catch up with friends – old and new, enjoy great food and just have a terrific day on Eastern Baltimore County's Waterfront. This year's bands included Awaken, Kanye Twitty, The New Romance and Strait Shooter along with DJ's Jon Boesche and Big George performing on stage for five straight hours.

While it is no secret to most in Baltimore County that this was the fifth and biggest year so far for Rockin' on the River, few if any are aware how this event began. Five years ago, Don Crockett and Mark Sullivan (RiverWatch Restaurant) had an idea to bring the community together to listen to great music and enjoy the heavenly views at Conrad's Ruth Villa. The duo organized the entire event and hoped to break even after charg-

ing only \$10 a ticket. They quickly partnered with the Marine Trades Association of Baltimore County (MTABC) and together put the proceeds back into the community through scholarships, donations to the Back River Restoration and other community organizations.

This year, the two made the decisions to move forward and form a new partnership with Back River Restoration Committee (BRRC), a grass roots watershed non-profit organization. Sam Weaver, President of BRRC was brought on as co-chairman. Baier and Crockett were moved to partner with BRRC after delivering a donation to the organization last year and viewing the 10 ton mountain of trash and debris the volunteer group had pulled out of Back River that summer.

With this newly formed partnership, half of the approximately \$22,000 raised this year from Rockin' on the River will go directly to BRRC for stream cleanups, education and Protecting the future of the Chesapeake Bay. The remainder of the proceeds will be donated back to local community non-profit organizations in the form of scholarships, youth athletics, a literacy program and other worthy causes.

Rockin' on the River, Part VI will be held the first Sunday in June next year at Conrad's Ruth Villa once again.





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Wounded Warrior Cruise on the Bay August 20

In 2012, then-Commodore Jim Diven of North Point Yacht Club had a vision. As a veteran, he wanted to give back to those veterans and wounded warriors and their families who had given so much for their country. Jim envisioned a stress-free day on the bay at the Club's beautiful site on Jones Creek. He considered ways to treat the veterans and their families to a cruise too. It wasn't long before he had names of several dozen wounded veterans interested in this unique event. The first Wounded Warriors Day on the Bay was born.

As the planned date approached, Jim realized that North Point's members did not have large enough boats to accommodate the attending warriors and their families. He sought the help of other yacht clubs. Commodore John Polek of Galloway Yacht Club stepped up and volunteered his own boat and solicited additional volunteers from his club. In no time at all, Jim's event went from a handful of boats under 25' to a dozen boats sized from 28'-45'.

The attendees were welcomed with an Honor Guard as they arrived at the Yacht Club. Following the ceremo-

ny, all of the invited guests boarded two dozen private boats for a 2 hour regatta cruise that included a view of Fort Carroll, the Key Bridge and the Francis Scott Key Memorial Buoy, where the words to our National Anthem

were penned. The event was a huge success with over one hundred participants, both wounded veterans and their families from Fort Meade and Aberdeen Proving Ground. The event even received recognition at the Pentagon!

The Wounded Warriors Day on the Bay has continued to grow and evolve. In 2014, the event planners established a relationship with Wounded Warrior Project to locate, coordinate and register invitees. That year, the event drew 150 guests, 60 volunteers, and 32 boats up to 50'. Nearly a dozen area yacht clubs were represented by captains and boats.

150 guests in 2014 just weren't enough. The group wanted to do more. For 2015, the number of

guests increased to 175, the number of boats & captains increased to 40, and the amount of donations of food and gifts easily kept pace. The event had become known all around the Chesapeake Bay Yacht Club community. The 2016 event will invite up to 200 guests. There is no doubt that it will be another successful, rewarding day for everyone.

The organizers need additional food and gift donations to help to keep this great program available to local Vets. You can find out more at www.wydayonthebay.org or call the club at 410-477-2471



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Confessions of a Chesapeake Bay Day Sailor

by L. Alan Keene

There are few conditions more maddening for a daysailor than flat seas and windless skies. Oh sure, those of us with motors can crank up the iron genny and putt-putt around Turkey Point or Pooles Island, chasing ripples and hoping against hope that a puff might develop enough strength to fill the main. But what fun is that? We're out there to sail, damn it.....not flail!

Not surprisingly, these windless days are often preceded by predictions of perfect sailing weather..... sunny skies, 10 knot winds, and seas less than a foot. If the forecasts didn't set our expectations so high, then maybe reality wouldn't be so hard to digest.

The truth be known, on these disappointing sail-flapping days, I'm ready to throw in the towel (or the sail) and find a new avocation.

"When the wind has lost its muscle and the sea has lost its sass. When the zephyrs skip from here to there making ripples on the glass. When my sails are limp and lifeless and the tiller feels so too. Well, it's then and only then, my friends, that I'm ready for something new."

I use to play a lot of golf when I was a younger man, and loved it. I think I'll give Mac, my old golfing buddy, a call and see if the club has started its annual membership drive. And while I'm at it, I'll see if he needs a fourth for this weekend.

I might even check on that gym membership that my waistline's been begging me to explore. And Peg's been after me to get back into playing bridge. The local senior center plays

every Tuesday and Thursday nights. It would be fun to start playing some cards again.

And Peg's also been trying to nail me down on that Royal Caribbean cruise she wants to take up the inside passage to Alaska this summer. She's dying to see Denali National Park and its grizzlies. I'll go on the internet this afternoon and start checking on airfare out to Vancouver.

"It might be bridge at the senior center or a membership at the links,

Or maybe I'll join a yoga class and work out all the kinks.

I've always wanted to do more traveling; to see the Louvre and the Taj Mahal,

Or I might just buy me some walkin' shoes and traipse around the mall."



And that old, dilapidated backyard shed of ours, that I keep promising to fix up; I think I'll stop by Home Depot on the way home and pick up a gallon or two of paint and a couple of new brushes. Peg will be thrilled! We can also start planning that week at the beach that she's been talking about. And then I can finally read that Laura Hillenbrand novel that was

all the rage last year.

"I'll have plenty of time to catch up on chores I should've done years ago.

And that stack of books I've been meaning to read will shrink instead of grow.

But who do I think I'm kidding? I've been through all of this before.

The minute the wind gets it' muscle back, I'll be sprinting out the door!"

"Hey, Mac. Would it be too much of a problem if I beg off that round on Saturday? I know.....I know I invited myself, but I just finished listening to the weather and they're calling for sunny skies, 75 degrees, and 8 to 12 knot winds down on the Bay this weekend. Tell the guys I'm sorry, would ya."

"Hey, Peg, about the shed....."

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Bay Memories

by Sharon Shelton

While I was born in DC where I spent the first four years of my life, I have been a Maryland girl ever since. While I admit to being biased, I believe that the Chesapeake Bay (affectionately referred to as "The Bay" by us Marylanders), is the most beautiful body of water on earth! However, I have had more than a few adventures on the Bay that have made me respect its size and power.

I was first introduced to the Bay around the age of 3 or 4, when we would often visit my Uncle Ralph at the cottage in Mason's Beach. The cottage was waterfront and on a clear day you could see across the Bay to the Eastern Shore. There was a community pier in front of the next door neighbor's house, and at the end of the pier, a long staircase that took you right into the water.

At around age eight, I started to crab. Sure wish I had a picture of my crabbing apparatus which consisted of a huge black truck inner tube, a bushel basket with a rope tied to one of its handles, and a crabbing net. The bushel basket fit perfectly inside of the inner tube, which served as a flotation device for the basket. I tied the other end of the rope around my waist, and would wade through the shallow Bay water, pulling the inner tube and bushel basket behind me. The crabs were easy to catch back then; they often skimmed across the top of the water and all you had to do was scoop them out of the Bay and drop them in the basket.

As I got older, our means of catching crabs got a little more (but not much more) sophisticated. Frank and I started crabbing together when I was 13 or 14; we used a little flat bottomed boat, a small outboard motor, a trotline with chicken backs and necks tied to it, and crab nets for scooping. I loved crabbing, and loved eating them even more!

I remember clearly the very last day we ever crabbed the Bay. It was the summer of 1973, little Frankie was about 18 months old. On the way to Deale, we had stopped and bought Frankie a new pair of red, white and blue tennis shoes. Managing a trot line and watching a baby in a tiny boat was quite a challenge. Two things happened that day that ended my crabbing days: Little Frankie took off one of his brand new shoes and threw it in the Bay, never to be seen again; and (2) Frank cut the bait and dropped it next to the boat, an open invitation for lunch for the dozens of seagulls that appeared and dive bombed us on all sides to claim their meal. I lay on top of little Frankie to protect him from the birds. Could have been a scene in the Hitchcock movie, for sure!

Another misadventure I remember on the Bay happened in the summer of 1967 when I was working as a camp counselor at Camp Charles H. Grimm in Kilmarnock, VA. The campers went home Saturday before noon, and the counselors had the rest of the weekends free to do our laundry, swim, goof-off, or whatever. My good friend Vicki and I shared a cabin and also shared the duties of Head Counselor. We decided one Saturday to take out one of the row boats.

The camp was situated on a peninsula; one side of the camp faced the Rappahannock River, the other side (where the row boats were docked) was a small creek with a lot of branches that led to who knew where. Typical teenagers, we didn't think this through, because (1) we didn't tell anyone we were leaving in a boat; and (2) we didn't have any water, suntan lotion, hats or life preservers (unless you could count that one cushion in the bottom of the boat).

We soon found ourselves in a predicament when one of us dropped our oar in the water and we were unable to retrieve it. If you've ever tried rowing with one oar, you know you just go around in circles. We soon found out the

meaning of the expression, "that guy doesn't have both oars in the water!" Our attempts at rowing what I called Indian style, one stroke on one side, followed by a stroke on the other, failed. That works in a canoe, but not in a flat bottomed rowboat three times that wide.

Eventually, the tide carried us out of the back waters, into the Rappahannock River, and eventually into the Bay. We had been gone from camp for several hours, and were thirsty, and sunburned. We sang every silly camp song we had ever learned to try to maintain a sense of calm, when underneath that, we were both terrified.

At some point the folks back on dry land at the camp realized Vicki and I was missing, noticed that one of the row boats was missing, and called the Coast Guard. I don't know how many hours we were drifting, but I do remember the sight of that Coast Guard boat pulling up, bringing us onboard, and taking us back to Camp Grimm. I also that our always jovial Camp Director, Mr. George, was pretty grim, as he stood there on the camp dock as Vicki and I disembarked from the Coast Guard boat. If you're guessing that was my last time out on a row boat, you are right!

The next time I can remember having a bit of a scare on the Bay was on our anniversary on a July day in the early 1990's. Our next door neighbors had a cabin cruiser and we left out of Solomon's for a day on the Bay. Midafternoon, we were heading to shore, and the winds really kicked up. It took a couple of hours to get the boat in, because the winds were so strong, the boat kept running parallel to the shore instead of towards the shore. We were seasick and weary when we finally got off the boat. When I turned on the news that night, I learned that a tornado had touched down on the Bay near Benedict.

Not long afterwards, in August of 1994, Frank and I were scheduled to take a Friday evening cruise from Chesapeake Beach to Tilghman Island to have dinner with two other couples. It had been very windy all day; when it came time to leave to meet our friends at their boat, I got cold feet. I told Frank that he could go if he wanted to, but there was no way I was going to go out on the Bay that night. Because it had been windy all day, and I was certain the Bay would be rough.

Frank got home much later that night than I had anticipated, and I asked him about the dinner and boat ride. He told me the water was so rough, it took them two hours longer than usual to make it to Tilghman Island. The restaurant was expecting them for a 7:30 PM dinner reservation, but had given up on them, and was closing when they finally arrived. When he saw the ragtag group of boaters, the proprietor had second thoughts, and kept the restaurant open late so they could eat dinner.

The Bay was so rough on the way back across the Bay, everyone got sick and lost their seafood dinners overboard. The waves were high and the winds were gusty. Frank told me he thought they would never make it back to the western shore. We later learned that a seasoned sailor lost his life that night in four foot waves and high winds near Poplar Island, less than five miles from Tilghman island. The sailor was competing in the overnight Governor's Cup Race, which started in St. Mary's City and he was on his way to the finish line in Annapolis when he was thrown overboard and drowned.

That incident confirmed for me that my boating days on my beloved Bay were a thing of the past. My current experience with the Bay is from the shore (or on the Bay Bridge) only; but my love for its beauty and its bounty, and my respect for its power are as strong as ever. When God made the Chesapeake Bay, he gave us a beautiful gift to treasure! We should all treasure the Chesapeake!

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Everything You Ever Wanted To Know About Piloting

by Dick Greenwood

More than anything else, I enjoy writing profiles, pieces that take readers to places they might otherwise never go and allow them to gain insights into the lives of others. Knowing that, it shouldn't surprise you that I love writing about unusual jobs. I once wrote almost an entire book on unusual jobs; it featured interviews and photos of people who earned their living doing things about which most of us have only a dim understanding. I interviewed lumberjacks, I spent two weeks shadowing the Philly Phanatic, I cruised from Marcus Hook, PA, to Albany, NY, on a tugboat that was pulling a barge filled with gasoline. Add farriers, violin makers, a major league umpire, and a few more assorted oddities, and you have the nosy reader's perfect book. What happened with the project isn't relevant to our situation; suffice it to say, the experience of researching the book was well worth the time and effort involved.

But how does that relate to us? Well, one of the jobs that always fascinated me was that of a pilot, not an airplane pilot, but a waterways pilot. So when I recently discovered that a guy I have lunch with once a month earns his living shuttling waterway pilots on the Delaware River, I was all over it. Sure, we're Chesapeake Bay boaters, but the pilots who ply the Chesapeake and the Delaware River and Bay share the same background and jobs; only their locale is different.

At the risk of having you turn the page right now, I have to tell you that I never interviewed a pilot. It would have been interesting, I guess, but pilots tend to be scarce, and I was able to get lots of information from my friend, George Widger. George works for Hueber Launch Services of Marcus Hook, PA, just south of Philadelphia. His job is to operate a boat that carries pilots out to and back from ships that are coming or going from the Philadelphia Harbor.

I wanted to interview a pilot. Actually, I wanted to shadow a pilot and board a ship with him so I could experience, first-hand, what it was like to do a pilot's job. But then I found out how a pilot gets on the ship he's assigned to guide. He climbs a stairway that goes pretty much straight up, or he climbs a rope ladder that goes straight up or a bit sideways or a bit back and forth or a bit of all of the above. Never having mastered the skill of synchronized climbing and vomiting, I decided I could get all the information I needed from talking with George and consulting the websites created by pilots associations.

The first thing I learned is that this is an exclusive



The Overfalls

occupation. Frequently accused of passing the highly paid jobs—a pilot will earn between \$250,000 and \$500,000 per year—from family member to family member, there are fewer than 100 pilots licensed to work on the Chesapeake Bay, and the same is true of the Delaware. "Today's pilots need a four-year college degree or a third mate's license to qualify for an apprenticeship, which lasts three to four years and requires 600 trips. Then they can apply for state licenses and work their way up through six classes of pilots. A first-class pilot ... can guide a ship of any size, carrying any load." (delpilots.org)

The next thing I learned is that the shipping industry is an incredibly complex organization. I asked George how he ended up carrying a pilot out to a ship. After all, it wasn't as if a pilot would be standing on the bank of the river bumming a ride, or like a pilot would call George in the same way we'd call Uber for a ride to the movies. George patiently explained—I hope I get this right—that when a ship is ready to depart, the ship's agent contacts the office of the Pilots of the Bay and the River Delaware, who assign a pilot, then they call Hueber Launch Service, who contacts the launch operator. The launch operator receives at least an hour's notice, and he meets the pilot at Hueber's site. It's a complicated chain, but it works.

George has been operating a launch for over 30 years. He began working toward being a credentialed mariner when he had a couple of experiences that involved that highly dangerous combination of boats, poor seamanship, and deep water. In his years on the Delaware River and C&D Canal, George has operated a variety of craft, including river cruises. He prefers launches.

If you've never seen a pilot launch up close, they're a study in the concept of "Spartan." Their helm contains about the same instrumentation you'd expect to find in an express cruiser that's used to run between Kent Narrows and Annapolis. The "Overfalls," the boat George operates, seats three in its upper space, where the operator, his deckhand, and one other person can sit, and several more in an aft cabin. There are no frills on the boat. It has railings around a small area on the bow and a small one on the aft deck; but these railings are solely designed to protect the deckhand when lines are being run to another craft.

The body of the launch is rugged, heavy steel, welded together to withstand the jostling and nudging the craft will experience when delivering a pilot to a ship under rough conditions. This is a "no frills" boating environment. She may only be 30 foot in length, but she's tough, and George's skill at the helm ensures that the pilot gets to the ship and onto his ladder. You might take your squeeze for a ride on a crabbing boat, but the launch is built for work.



The Pilot's Ladder photo by George Widger



George Widger at the helm.



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By Captain Mark Galasso
Tuna the Tide Charter Service

The weatherman on the TV warned of the impending heat advisory. News clips of open fire hydrants and public swimming pools brought the reality home. Temperatures in the mid to upper nineties with a heat index of 105. That accompanied by light and variable winds was sure to make my fishing tomorrow quite an experience. Anchored up cutting bait in the middle of Chesapeake Bay. Water temperatures in the mid 80s wasn't going to offer much relief. You get the picture. It was going to be HOT.

And hot it was. The thermometer in my truck was reading 80 degrees and it was only 5:45am. I worked up a sweat just walking down the pier. I went through my normal routine. Loaded ice. Opened all the windows. Pulled out the gear and check my bait. Everything was in order. But I was exhausted. At least the weatherman missed the wind report. A stiff breeze was blowing out of the southwest. Small consolation.

I couldn't help but think of a few previous experiences with hot weather. You see, being in it every day I'm used to it. But my weekenders who work in the air conditioner all week aren't so acclimated. Like the young stock brokers that brought six cases of beer and nothing else for a hot day of fishing on the Bay. I made them turn around and get some water and food be-

fore I would leave the dock. Or the couple that was really out to get the weekend tan, fishing being only secondary. Lucky for them I keep sunscreen on the boat at all times. I'm sure their dermatologist was giving me the thumbs up.

It's not always the customer who puts me in an awkward position. I have always had a love for Mountain Dew. So one day I stopped and got a 6 pack on my way to the boat. I thought it would be refreshing not to mention I needed the caffeine. Around lunch time the fish went wild. I was grinding chum, netting fish and sucking down Dews like they were water. My heart started racing and I felt light headed. While my fisherman picked up the slack I had to go and sit a spell in the cabin.

So back to the present. I made sure there was plenty of water iced down. I noticed the party brought plenty of sunscreen and there wasn't a Dew to be found. Around 10:30 the wind died and the bite sped up. We fished at a slow steady pace. Taking plenty of water breaks. The party rotated sitting in the shade when they started feeling flush. We also made some wet towels to put on peoples necks if they got overheated.

I don't have the time here to go over the signs for heat exhaustion but if you plan on spending much time in the sun look it up and be prepared. It can easily be avoided even if you can't find a fire hydrant in the middle of the Bay. Be prepared and enjoy your boating!

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On the Waterfront

with George Waters

photo by Donna Bedell

An expert lists summer dangers you should avoid

As an expert in outdoor summer dangers, and a recognized fellow of the Overlooked Outdoor Perils Society (OOPS), I offer you this free list of things to avoid this summer:

10. Snails. These innocuous-looking slime-trailers seem harmless enough, but every summer they cause a significant number of people to meet their doom. In summer people go barefoot, maybe to grab the morning paper, and accidentally crush a snail under their heels. Every human's hard-wired "ick" factor causes many to recoil backwards, lose their balance, and impale themselves on a yard gnome. Slippers, people. Slippers.

9. Beach cottages. The depressive funk which sets in once you realize that the cottage in paradise you have rented is not where you will get to live the rest of your life is enough to cause 9 out of 10 visitors to end themselves. Nine out of ten. Look it up.

8. Beach cottages (haunted.) This is self-explanatory.

7. Beach cottage cheese. Even with an insulated cooler and those hard blue plastic frozen thingys, you cannot keep it from going bad and killing you. Here's something that won't, though: going curdless for a week. Yes, I know, it's perfect chilled on summer salads. But, much like

going on a blind date to a Captain & Tennille tribute band concert, it's just not worth it.

6. Bicycles built for two. Deathtraps! Funded and built by large corporate mortuaries. Avoid.

5. Bikini waxing / manscaping. If you strip away your body's natural defenses, it's like ringing a dinner bell for nature. "Here, microbes!" you might as well scream. "Here's a million hitherto-protected pores laid out for lunch!" Ewww is right. Have you made out your will?

4. Tying flies. Tying those delicate, feathery fake flies onto your fishing line takes dexterity and total focus for long periods, as you sit creekside, during which time, hey look over your shoulder, a bear! No, don't bother. Gotta get that fly just right. And CHOMP.

3. Sunblock. Here's a subtle tipoff about the chemical stew of ingredients in sunblock: they are able to BLOCK THE SUN. You don't need that absorbed through your skin into your liver. If I know you, your liver's plenty busy already.

2. Sharks. They live in water. You CAN avoid water, can't you?

1. Politics. There is nothing more toxic than the summer before an election. Save your life. Turn off your TV until Thanksgiving. And, seriously, wear some slippers.



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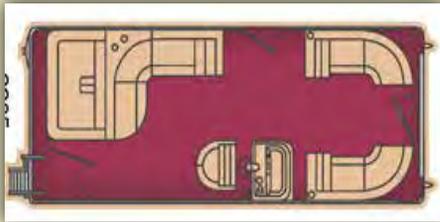
A photograph of the Duffy Creek Marina building, a two-story structure with a balcony, situated on a waterfront. The building is surrounded by trees and a dock with several boats.

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Ranger Boats Factory Tour

by Tim Campbell

This summer, my wife and I rented a cabin at a small family resort on Table Rock Lake, Missouri. Since the Ranger Boats factory in Flippin, Arkansas was only 70 miles away, and given that I was once the proud owner of a new, 1989 Ranger 350V bass boat, I took the opportunity to tour the factory.

The History

Forrest and Nina Wood started Ranger Boats in 1968 with the help of their four daughters, Forrest's younger brother Mickey and others. The Woods ran a fishing guide service on Bull Shoals Lake at the time. They wanted to build a boat that was lighter and easier to handle than the bulky wooden boats being made back then. The family started the business behind a gas station in a small garage on Main Street in Flippin, Arkansas. A short time later, they bought a larger building on the edge of town. Mickey told me the building rent was merely \$15 a month. By the end of 1969, over 600 boats had been built. In 1970, the factory produced twice that many boats for the average price of \$1000. Ranger Boats, named after the Army Rangers and Texas Rang-



ers, fast became the most popular bass boat in the USA.

Unfortunately, in May of 1971, a fire destroyed the factory. However, with the help of family and friends, it was only a month and a half later when a new plant was opened for business. The company continued its unprecedented success. Forrest Wood's association with Ray Scott and the Bass Anglers Sportsman Society helped propel Ranger Boats into the epicenter of competitive bass fishing. It is fair to say Ranger Boats revolutionized the bass boat industry. In fact, Forrest Wood is regarded as "Father of the modern bass boat".



By 1987, Forrest Wood sold Ranger Boats to the Thompson Company in Dallas, Texas. Then in 1991, Genmar Holdings of Minnesota bought the company. Genmar was acquired by Platinum Equity of California at the end of 2009. Platinum Equity LLC bought Ranger and Stratos Boats in February 2010, and Triton Boats in July 2010. Four years later, Bass Pro Group LLC bought Ranger Boats from Platinum Equity. Today, Ranger Boats has something like 200 dealerships in the US and Canada as well as in 10 other countries around the world. Forrest and his brother Mickey worked closely with the new owners.

The Tour

Mickey Wood was sitting at the long front desk as I walked in the door. He introduced himself in his slow Southern style. That afternoon, only three other people joined the tour; a man, his wife, and another guy, both of whom had recently bought Rangers. Mickey handed us headsets and protective eyewear. The headsets would make it easy for us to hear Mickey speak above the noises in the factory.

At our first stop in the facility, Mickey described subtle differences in flotation and fiberglass. He told us what it takes to build a Ranger versus a Stratos or a Triton. He explained that more foam and a stronger fiberglass formula are used when building Rangers. We could see everything as he led us through the plant. Boats in various stages of assembly snaked through the building on rollers. We saw the factory's process of pouring molds, spraying fiberglass, rolling out laminate, using a robotic arm to cut the excess fiberglass, painting (up to 6 colors), and cutting carpet for the decks of the boats. Separate sections of the factory were



assigned to specific steps in the manufacturing process. "Hulls are on one side of the house and decks are on the other side", said Mickey. We observed where the two halves met and watched as three workers fitted a deck to a hull. Mickey informed us it takes six days and 400 man-hours to build a boat.

Once a boat is completed and inspected, it is matched with a custom built trailer. The high-quality trailers are made to compliment each boat with a similar paint design and gel coating. Then the boat is shrink-wrapped and ready to be shipped to a dealer.

Ranger is the largest employer in the region with about 800 workers. At one time Ranger was operating 24 hours a day, seven days a week, putting out 22 boats a day. During the 2008 recession, manufacturing went down to 12 boats a day and many workers had to be laid off. These days the Ranger Boat factory produces 20 boats a day – 14 Rangers, four Tritons and two Stratos. The plant operates three shifts, 24 hours a day, Monday through Friday. The factory makes 40 models of boats.

Ranger Boats has come a long way in 48 years, and the future is bright for the legendary boat factory nestled in the scenic Ozark town of Flippin, Arkansas. Tours are free and open to the public. No reservations are needed. Call 800-453-2222 or go to rangerboats.com for more information.



Ways to avoid problems at the repair shop



Get it in writing: Get a written estimate before work begins, and remember that it is based on an approximation of how much the job will cost. If work may go beyond the estimated price, you can always direct the shop to obtain your authorization before proceeding with unforeseen repairs. Remember, if it's not in writing, there's no way to confirm the work was requested.

Is there a guarantee for the work?

30, 60, or 90-days, are all typical. Ask if parts and labor are included. Don't wait until after the warranty expires to check the repairs.

Remove valuables: Bring small electronics, personal items and fishing gear home.

Take photos: It's always good to take a few "before" time-stamped photos of your boat in the shop (your smart phone may have this feature built-in or there are Apps available). Accidents do sometimes happen, and you may need before and after damage photos to show the shop damage took place and possibly file an insurance claim.

Languish at your peril: Avoid having your job pushed to the back burner by staying frequently informed about ongoing repairs. While there are often legitimate

delays due to seasonality, parts sourcing, weather, and personnel, if you think you are getting put off, you probably are. Cut losses and find another shop. (Tip: For larger jobs, ask the shop to periodically email you pictures of work in progress. It may help keep the job on schedule.)

Inspect, inspect, and inspect: When picking up the boat after completion of repairs, ensure each bit of repair work matches the actual invoice. If you do have a dispute with the final bill, you're in better legal shape if you pay it in full, preferably on a credit card, and then file a complaint with the shop and/or your credit card company.

A note about end of season repairs: Sea trials must take place during the warranty period, which has sometimes caused problems for BoatUS members who put their boats away for the winter before ensuring the repairs are satisfactory. Any open issues found in the springtime will likely come out of the boat owner's wallet.

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photo by
Donna Bedell



photo by Dave

The Port Deposit Park and Launching Ramps were recently renovated. I sure appreciated the new rest rooms, a big improvement over the porti-pots for sure!

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photo by Dave

These hungry guys stopped at Triton Marina's Grill for lunch. They began the day flying out of Aldino Airport.

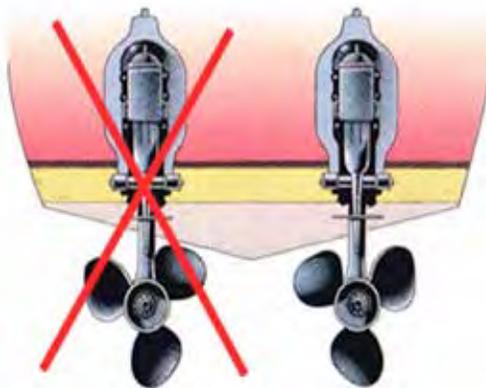
Double Trouble

by Doug & Brenda Dawson

Docking when one motor quits is a unique situation; but, as sure as it is going to rain on your holidays, at some point, you'll lose a motor. Regardless which twin engine drive system you have, it will someday happen to you, AND, there's a 50 percent chance the motor that stops will be the one that drives the power steering pump, resulting in Double Trouble.

Do you know how to handle and dock your twin with just one live motor? It's totally different than docking with both motors running, and it is quite different than docking a single engine boat. How so?

On a single engine boat, the motor is on the centerline of the transom and the thrust is therefore balanced; whereas, on a twin, the motors are off center. Therefore, when operating a twin with only one motor, the thrust is off center and unbalanced, creating differences from handling a single, as well as several more challenges to be prepared for.



port as the whole boat tends to rotate or fish tail, as well as continue on the turn to port.

You would expect that to tighten this rotation to port even more, you would pull the running (starboard) motor into reverse.

- On a Twin Sterndrive or a Twin Outboard, turning the wheel hard over the other way, then reverse will help.

- On a Twin Inboard, when you pull your starboard (outside engine into reverse, the back end stops swinging and actually reverses against the swing—back on the track just travelled. So, no reverse or very short reverse.

Exercise 2

The second exercise is to turn against your running motor. Using the

same motor as in the previous exercise, our starboard engine is turning and we are going to turn hard over to starboard.

You may wonder why when it's in forward, that the boat requires a lot larger radius to turn, than in exercise #1. That's because the thrust is now on the inside of the turn. Keep this in mind when it comes time to approach your dock and turn within a narrow harbor, so that you allow enough space to negotiate the turn, that you must make in the harbor. Thus, it is better to turn with the running motor on the outside of your turn.

Exercise 3 and 4

- Repeat 1 and 2 with the other (port) motor running.

Turning Circle

The major difference is that your turning radius will be greater or much, much greater, depending on which direction you are turning and which engine is dead. Look below in "Lessons Out on the Lake" to find out which is which and how to outsmart them.

Power Steering

When the motor with the power steering pump dies, you will quickly discover how much work your power steering pump actually does for you. It will be like trying to push a shopping cart with one back wheel seized. It doesn't steer or maneuver easily at all.

If you believe in Murphy's Law, it will be the motor with the power steering pump on it that quits. So, turning the wheel will be very difficult, which changes from you palming the wheel around, to having to use two hands to pull it around. Knowing this, you want to make each turn count to the maximum to reduce the number of times, you have to turn the wheel from hard over to hard over.

Advance Discovery

On that weekend when there is nowhere to go and nothing pressing to do, I recommend you spend half an hour with only one engine running—leave the other off. Practice handling and docking your boat. Then repeat with only the other engine. This practice will prepare you, if /when you are ever caught with one engine that just won't co-operate.

Lessons for Out on Open Water

Exercise 1

Your first exercise is to execute a hard-over turn with your running motor on the outside of the turn. Let's assume it's your starboard engine that's running and your port engine is dead and; therefore, you are turning to port. The bow will come around to port in a gradual curve. To tighten this curve, give a short shot of throttle, slow then pull into neutral. Watch it turn tighter to

Lessons for In the Harbor

Once you are comfortable with all four exercises in the open water, repeat all four in the confines of the harbor. Then, when you can do that without problems, it's time to approach the large gas dock or service dock. Do it here, because there is more space and fewer boats than in and around your slip, and you may even have a dock helper. In this case, dock helpers may come in handy.

Have your lines and fenders ready with your First Mate on the aft corner with the dead motor, ready with the FLIPP Line, as described in each of our Introductory Docking Lessons.

Approach the gas dock with the shutdown engine closest to the dock. Regardless of drive system, forward gear will swing the bow in—not away; then reverse gear will draw the transom in—not away. (Depending on drive system, the wheel position is different as explained above in Exercise #1)

Being Prepared

Being prepared, by practicing this free lesson ahead of time, will get you out of trouble and save the day.

Don't be caught saying "I wish I had..." or "I should have"

" Be prepared for the inevitable.

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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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SETTIN' the HOOK

with Dave Kilby

Fishing opportunities on the Upper Chesapeake Bay

Fishing opportunities on the Upper Chesapeake Bay and her tributaries are as plentiful as her aquatic bounty. From subtle options such as wading or kayaking the upper ends of a remote tidal creek to competing in a high-level bass tournament, there is a choice for everyone.

The one constant theme is that each marine activity on the Upper Bay offers equal amounts of enjoyment to families and kids. Let's look at both ends of the spectrum.

About 60 kids from the Cecil County Boys and Girls Club spent Friday, July 15th fishing from the bulkhead at North East Community Park. This event was coordinated by John Ford, owner of Integrity Real Estate. If that name sounds familiar, John was one of the primary cogs on the committee that landed the Bassmaster Elite Tournament and Summerfest on the Upper Chesapeake Bay last August.

Using tackle and gear donated by local merchants, the group was mentored by some High School Bass Fishing Teams and adult counselors. Assuming at least some of the young anglers would get bored easily as fishermen and women tend to do when the bite is slow, Mr. Ford had back-up activities planned. However, these boys and girls proved to be dedicated anglers as they all continued to cast, catch (and tangle occasionally as we all do) for the duration of the event. The entire group thoroughly enjoyed their visit to the Upper Bay Museum as part of their excursion.

Great to see so many kids holding a fishing rod for a while instead of a joystick or other video game controller.

In the world of tournament bass fishing the pressure can be as intense for some local events as it is on the nationally televised professional circuits. One of the hottest local teams competing on the tournament trails this summer is a husband and wife duo.

Willow Grove, Pennsylvania's Dave and Clare Anderson may live an hour or so from the Upper Bay, but



Dave and Clare

they fish like they are lifelong residents. Considering their professional occupations-Dave is a 30-year Senior VP of Operations for Toll Brothers, America's Luxury Home Builders, and Clare as a home care/rehabilitation physical therapist boasting a 25-year tenure- one wonders when they have time to scout and locate quality bass.

Dave and his former tournament partner were the team to beat in the late 1980's and early 1990's. After a hiatus he began teaching Clare all he knew about bass fishing 8 years ago or so and they have been a formidable team ever since.

When asked about their favorite technique or method to catch bass, Clare replied, "We carry 30-plus rods in our Bass Cat boat so we are ready for changing conditions and circumstances."

In recent years the Anderson's have competed in over 30 team events, cashing a check in 25. Event the pro's don't display that type of consistency!

Dave and Clare recently scored back-to-back victories in the Paycheck Bass Team Tournament Friday Division where they bagged 5 largemouth that weighed just under 24 pounds on July 15 and over 22 1/2 pounds on July 22. Both tournaments were out of Anchor Marina on the North East River and they pocketed over \$1200 cash at each event. When not at work or on the water, this energetic couple can be found relaxing on the golf course. When winter sets in, Dave will occasionally compete (successfully) in one or two of the Paycheck Winter Series tournaments, usually bringing another 20 pound limit to the scales.

It's refreshing to see a marriage bonded by spending time together fishing the Upper Bay. Dave and Clare should prove to be an inspiration to other couples searching for an outdoor activity to do together

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- Correction -

I moved to Maryland in 1974 from Long Island and to this day cannot understand why Striped Bass are called by another name down here. Do these Striped Bass change their name when they enter the Chesapeake Bay or is just a southern thing. Now to really confuse things, I picked up a copy of your Upper Bay Boating magazine and on page 36 is a picture of two men holding fresh water Large Mouth Bass. Your caption says that Antonio was on a charter and trolled bucktails to catch a limit of Striped Bass (rockfish as you say). Please figure out the difference between these two species if at all possible.

Nice magazine and keep up the good work.
Carl Lazar, Arnold, Maryland

Dear Mr. Lazar,

Thank you for reading Upper Bay Boating magazine. And thank you for pointing out an editing error on page 36 in the July 2016 issue of UBB. The two anglers in the photo are holding largemouth bass, not striped bass aka rockfish. The term "rockfish" is another name for striped bass. It is a colloquialism commonly used here in Maryland. How the name rockfish got started is a mystery to me, but I believe Chesapeake Bay watermen began using the term many years ago because striped bass were often caught near rocks. Again, we appreciate you reading UBB and welcome reader comments.

Sincerely,
Tim Campbell, Contributing Writer UBB

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'UT OH! What do I do NOW?

We've all heard the saying, 'if it CAN happen on the water, it WILL'. The prudent mariner knows BEFORE he/she leaves the dock, what action they'll take if something goes wrong while underway. Above and beyond having all the safety equipment required on board, and wearing your PFDs, here are some situations to ponder and plan for next time you untie the dock lines....'cause you never know!

Check weather conditions –

What's the forecast?
Expected wind speeds,
any warnings?

Got fuel? – Do you know for certain that gauge works? When did you fill up last?

Communications

Cell phones (charged, and 12v charger) VHF, (mounted and hand-held). One can never have too many ways to call for help on the water. Your smart-phone probably has a compass feature so you can EASILY identify your lat/lon in case you need to call for help. If not, download the Sea Tow App now. (www.seatow.com/app)

Anchor – do you have one, and do you know how to set it? In case of a breakdown, you can use it to hold your position, but be AWARE of your surroundings. Don't anchor in shipping channels or near dangerous areas if you can help it.

What's your Lat/Lon? Latitude and Longitude (aka Lat/Lon) are coordinates used vertically and horizontally, on a navigational chart, to determine your position. Knowing your lat/lon is crucial to having help find you on the water. Unlike being in a car, there are no street signs on the water, and limited visibility will render land marks useless. Your lat/lon can be obtained on your GPS unit, or on your Sea Tow

Mobile App. Learn how to find your Lat/Lon before you set out, so you'll know what it is in an emergency!

Can your crew take over? – Spend a few minutes showing your crew where the controls are, explain how they work and the function of the VHF radio. You could become incapacitated while underway, or even fall overboard. What your crew does next could save your life. For more safety tips, visit www.boatingsafety.com

If every boater left the dock assuming at some point they will need assistance, and have the confidence of knowing how and who they'll contact, there would be far less incidents on the water and more happy boating stories to share. Should you need on water assistance, we're here for you 24/7!



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photo by Donna Bedell

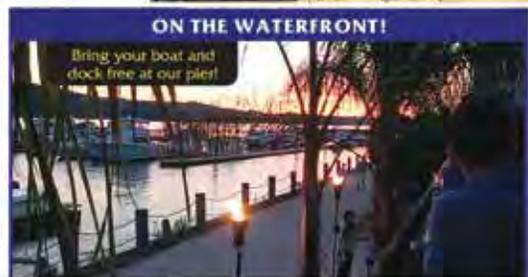


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Scott Sezz:

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 The value of nine months: Ask a mother who gave birth to a stillborn.
 The value of one month: Ask a mother who has given birth to a premature baby.
 The value of one week: Ask an editor of a weekly newspaper.
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photos by George Hazzard

Antique & Classic Boat Festival

*Held in June at the
Chesapeake Bay Maritime
Museum.*



Photo Gallery



photos by Thomas Scilipotti



photo by Katie Grasmick

Live Aboard

by Don and Gail Elwell

We got clobbered here on the Middle River yesterday. A massive storm cell came in from the Southeast and just sat over the warm waters of the mouth of the Middle River and grew and grew and grew. Out of nowhere, and utterly unpredicted, we were facing tornadic winds of 90 mph, whiteout conditions, six foot seas, and golf ball-sized hail.

It was, unfortunately, the weekend, and most of the marina, it seemed, was out, many of them anchored down at Hart-Miller island enjoying the water and a break from the heat. One boat was struck by lightning, shattering the bimini on the flying bridge and toasting all their electronics. Another dragged anchor and was slammed into the rocks, bending up rudders and propellers and gouging the fiberglass of the hull. Some of our slipmates in an open boat raced for cover, and arrived like they'd been used for target practice with a paintball gun, arms covered with welts from quarter sized hail, which cracked hatch covers and shredded sunshades.

Fortunately, aboard Floating Empire, the membrane that serves as the roof for our little shanty boat held just fine, tough stuff that it is (its leftovers from a sports dome). And we were spared much in the way of damage (though our Puddle Duck Racer did have nearly a foot of water in it). Others were not so lucky. Storms are a part of life on the water. We plan for them, we watch their comings and goings, but occasionally, we get caught short.

And when the storm had passed, we do what we always do. People come out of their boats and onto the docks. The tribe gathers, shares stories and ideas. People help one another in resetting lines and taking apart damaged rigging, and what could have been a disastrous event becomes yet one more thing that binds us together.

It's living on the water. It's what it is. I wouldn't have it any other way.



If you think the lightning messed up this bimini, you should see what it did to the radios.



Floating Empire's sturdy membrane weathered the hail just fine, thanks. Whew.



The membrane during installation. It's proven to be a good choice.

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Pokémon Go and Boating- Just say NO

The reality-game-meets-exercise app currently taking the nation by storm, "Pokémon Go," now has 21 million users every day – reportedly the most successful mobile game ever in the US. The game features characters called Pokémon that players capture in the real world using a combination of GPS and augmented reality. That also means that Pokémon-mania has also come to the water and with it, BoatUS, the national boating advocacy, services and safety group has two tips for playing Pokémon Go while boating:

Be aware: The US Coast Guard reports "Operator Inattention" as one of the five main primary contributing factors in accidents. When searching for a "water type" Pokémon such as "Magikarp" on a waterway, let the first mate or friend handle the cell phone while the captain keeps a safe lookout.

Watch cell phone battery use: Users report the game eats up a smartphone's battery charge. With many recreational boaters today relying on their cell phones for communication, it would be wise to bring along a spare charger, or use battery saving mode. Boat US also reminds boaters that only a VHF radio can summon emergency help from the closest rescuers, ensuring the fastest response.

Courtesy of Boat US

Since this app came out, there has been an uptick in accidents and crime. From driving accidents to distracted pedestrians and dangerous trespassing, the phenomenal success of Nintendo's "Pokemon GO" game is fueling public safety fears. Texting and driving was already a

serious issue, but now playing Pokemon Go and driving could make things worse. Besides car accidents, law enforcement agencies have reported injuries and robberies where suspects have used the game to lure victims. In Baltimore, a distracted driver even rammed into a Police Cruise that had its flashing lights on!

Upper Bay Boating recommends you follow the Boat US tips for safety sake. We also suggests that you just say Pokemon' NO and just enjoy your day out on the water without another distraction. Isn't that what your favorite pastime is all about? Folks, please escape the all the craziness and have an electronic free afternoon on the boat- You'll be much happier- I guarantee it- **Dave**



Printing and Waterproofing Marine Charts for Kayak Use

In the last issue of UBB we plotted a kayak route using information obtained from Google Earth (GE). GE's satellite images are useful for identifying landmarks like good beaches for landing/camping, land features such as water towers and other places of elevation, and for quickly rough charting a route, but it does not provide the orienting information we need for navigating our way along the route once on water. For this we need additional information such as buoy and light information, channel markers locations, water depth, and other objects visible from the water. This type of information can only be obtained from a marine chart. In this issue we will talk about a manual method for transferring our GE route onto NOAA Booklet Charts.

You may ask, "Why not just load that digital information into the chart plotting program that came with my GPS?" That's a fair question. First, good chart plotting programs like Garmin's HomePort read and display data downloaded from your GPS's SD card. That's why you have to connect your GPS to the computer before high resolution charts appear. Blue Chart and other companies supplying this data do not license this data for printing. HomePort, while allowing the information to be displayed, defaults to an utterly useless base chart for printing. You can work around this by doing screen captures, but the process is not straightforward. Second, knowing how to create and/or update route information on the fly while on the water or in camp is a useful skill that is easily practiced at home. After all, it is highly unlikely that you will be bringing your computer and printer along on that multi-day kayak/camping trip. If you need to make course corrections during the trip due to inclement weather or to deviate from the pre-planned course to check out an interesting area that someone told you about along the way, you can easily do this on a picnic table or any other flat surface using the tools we will be talking about. Third, after a chart is waterproofed, it can be reused. You simply erase the old route with rubbing alcohol and copy the new information onto it. It won't take you long to build up a nice chart collection.

Chart construction begins by selecting, downloading, and printing the NOAA Booklet charts you need. Open your browser and enter the search term "noaa booklet charts". Open the page labeled "BookletChart™ - Office of Coast Survey". About midway

down the page is a box labeled "obtain". Click on "Atlantic Coast". This page lists all of the marine charts for the Atlantic Coast that NOAA has converted to the booklet format. For our example route, we will need select pages from booklet charts 12278, 12274, and 12072. Go ahead and download these charts in PDF format and save them to your drive.

Note that I have chosen multiple Booklets Charts scaled 1:40,000, instead of a single 1:80,000 chart covering the same surface area (Booklet Chart 12273). On the original 1:40,000 scale charts, 1 chart inch equates to 40,000 real world inches or 0.631 nautical miles. Charts of this scale provide good detail and require a minimum number of charts to cover a route. On 1:80,000 scale charts, detail is significantly degraded. On the other hand, if you want to paddle around Baltimore harbor or into Curtis bay, you are probably best downloading a 1:15,000 scale chart, such as 12281.

I do not print my maps actual size, but choose to fit them to the entire 8.5" x 11" page. On my printed maps 1 inch equates to 0.727 nautical miles, i.e., the scale is slightly enhanced. For our example route, I printed pages 7, 14, 18, and 19 from Booklet 12274, pages 7, 11, 15 from Booklet 12278, and page 12 from booklet 12272. To minimize the number of charts on my deck, I printed charts two to a page. I organized the front and back of each printed page so that consecutive charts do not appear on the front and back of the same page. This way I can lay two or more charts end-to-end for a larger view if needed. Occasionally the main portion of the route will be visible on one booklet page, run onto an adjacent page for a short section, then return to the original page. When this happens I use the old "cut and paste" method. Using scissors, I cut a straight edge on the page where the short section occurs, then fit it over the matching portion of the main page. A bit of tape fixes the two together for a large chart view which can then be cropped to the needed 8.5" by 11" view showing an unbroken route segment. Don't worry about the pages staying together, lamination will permanently bond the two pages.

The degree and minute labels on the latitude/longitude lines of full-sized NOAA Charts appears along the chart border. Our charts, having been extracted from the inner portions of the original chart, will not always include this information. It is helpful to hand

label these orienting lines when missing. Also, it is useful to write the NOAA Booklet Chart number/page on each chart for future reference and to make sure the chart contains a distance scale. Both should be within the chart borders. This will allow you to trim one side of each chart, allowing it to be appended to a sequential chart by matching geographical features and lat/long lines. Before proceeding, lay out all of your charts to see how they fit together.

Next we need to waterproof our charts. Chart cases are OK for holding commercially printed charts, but do not protect ink-jet printed maps. Water condenses inside them and causes the ink on the chart to run. Printed charts must be fully sealed to be considered waterproof. Some people prefer to use the services of Office Depot, or similar office suppliers, who will laminate charts for a nominal fee. I purchased an inexpensive 3M laminator from Amazon for about \$30. I make a lot of charts and for me, this was a good investment. If you go this route, you will also need a box of 8.9"x11" laminating pouches. Both the 3 mil and 5 mil pouches work equally well. I recommend clipping a corner of your chart before laminating it so that a hole for nylon cord can be punched through the laminate and used to keep a chart series together. If you do this, make sure you do not punch through the actual chart because water will bleed in through the exposed paper fibers to ruin your chart.

To transfer the route information we will need a Sharpie with a fine point and a clear straight edge. The ink used in Sharpies is waterproof, yet easily comes off with rubbing alcohol. For bearing measurements, we will need a Douglas protractor, or my preference, a Small Craft Nav-Aid© (SCNA). The latter was available from the inventor, Dr. Charles Sutherland (skimmer8@verizon.net.), but Dr. Sutherland has not responded to recent inquiries attempting to confirm availability. The SCNA is a 4.5" x 5.5" piece of clear plastic with a compass rose printed in the center. It has permanent markings that are sunlight and water resistant and a tether that you can use to attach it to your PFD. A piece of monofilament line emanates from the center of the rose. It is used to obtain magnetic variation corrected compass bearings and distance measurements. To measure distances you must calibrate the line by placing waterproof tic marks along its length that corresponding to the mile markers on the chart you are using. You can make a similar device by drilling a hole through the center of a Douglas protractor and inserting a monofilament line that is heat flared on both ends to prevent loss.



The advantage of the SCNA over the protractor is that when properly calibrated it corrects for magnetic variation. Magnetic variation in the Chesapeake Bay area is 11° 30' W, meaning that your compass will point 11.5° west of true north. Not accounting for this deviation can lead to the accumulation of significant error while navigating. When you receive your SCNA, the first thing you should do is add the correction for magnetic variation by drawing a 5-1/2" line through the 11.5° tic mark, the center of the SCNA, and the 191.5° tic mark. This as your True North pointer. Next, draw an East-West line perpendicular to the base of the True North pointer. Now, when you lay the SCNA on a chart with the True North pointer aligned with a longitude line,

your compass and chart will be synchronized. Any bearings taken from the SCNA translate directly to the bearing/heading you apply to your compass, and vice-versa. If you travel to the west coast for a kayak trip, all you have to do to re-align the True North pointer is to re-sync your SCNA to local charts using the magnetic variation measure found within the compass rose.

Go ahead and transfer your route information to the NOAA Booklet Charts. Be sure to include the waypoints and any notes you have collected from your study of Google Earth satellite photos. On long crossings it's also helpful to include a distance and magnetic bearing to the transit line. Place the center of the SCNA on the line of transit (LOT) with your True North pointer positioned parallel to the charts longitude lines. Now overlay the bearing line along the LOT. Your magnetic heading at this point in your journey can be read directly from the compass rose. Mark this bearings on your chart using the format NNN°M to indicate it is a magnetic, and not a true bearing. The transit distance is measured directly from the chart using the tic marks you previously placed along the bearing line. It is also useful to mark position markers. For example, in transiting Susquehanna Flats from Concord Lighthouse to Turkey Point Lighthouse, it is helpful to note that when the Fishing Battery Light is 90° off your starboard side, you are 2.5 nm into the crossing. When Bull Mt. on Elk Neck appears 90° off your port side, you are 4.5 nm into the crossing and have 2 nm remaining. In each of these instances you are using the intersection of two lines of position to determine your location. The first line of position (LOP) is the line between you and Turkey Point Lighthouse, and the second LOP is either between you and Fishing Battery Lighthouse, or you and Bull Mt. In the next issue we will talk about navigational techniques.

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