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UPPER BAY Boating

September 2016

- 5** Welcome **6** Lost & Found on the Upper Bay
10 Getting Schooled **12** Upper Bay Boating Events
14 16th Annual Middle River Dinghy Poker Run
16 Hops & Hot Rods **18** 5 Good Reasons to Ex-
tend Your Boat Season **20** In Search of a Story
22 Tools of the Trade **24** Meeting Jerry McKinnis
26 On the Waterfront **27** Affordable Boat of the
Month **28** No to Ethanol **30** Docking Advice
32 Settin' the Hook **34** Sea Tow - "Ruff Seas Week"
35 Freinds of Bohemia **36** The Classic Corner
37 10 Ways a Boat Trip is Good for the Soul
38 Live Aboard **40** Kayaking On the Upper Bay

Sandy Point Lighthouse
photo by Tim Campbell

Upper Bay Boating

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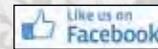
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ON THE COVER: Katie Grasmick

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Everyone Gets a Trophy

In a recent poll, 57% of adults in America said kids should not receive a trophy just for showing up at a sporting event. I agree. Sure it is important to be part of a team, but really folks, do you think your child really deserves that \$3 plastic trophy just for showing up? Do you think they will really remember or care about what it was for years later?

More and more boaters are putting their boats on the hard right after Labor Day these days. When asked why, many say with all the kids' sports going on, it leaves no time for boating. I'm going to go out on a limb here; I'll bet when your children are grown up, their fondest memories will be of their time spent on the Upper Bay, and not so much about collecting the trophies. In my mind, the best "Reward" any of us can get is sharing good times out on the water. In this issue, we list Discover Boating's top 10 reasons to go on a boat trip. Upper Bay Boating suggests that you keep the boat in for a little longer this season, and enjoy all of what the fall offers area boaters.

My daughter grew up the bay, as did her husband. Both work at marinas now, they

own a home in a waterfront neighborhood, and they spend most of their free time on the water. Katie & James share a special bond of their fond memories of family time spent on the boat. My hope is that boaters with young children will

do the same, sharing time together on the boat. There may not be a next generation of boaters without your involvement now in making those memories. As we all know, boating can be expensive, but people will always be willing to make that investment knowing what the reward is. My kids love their time on the water, and it sure beats staying home cleaning all those "Showing Up" trophies collecting dust on their shelves. So, if you are looking for an award for showing up, spend more time on the bay folks, where everybody wins.

If you have a special memory or pictures of your time on the Upper Bay, please share it with our readers. The deadline for our

October issue is September 19th. That will be our last issue for 2016; it is hard to believe our second season of publishing is coming to an end. Hutch, Wendy, and I are looking forward to season three. Look for our Winter Boat Show issue in January 2017. Don't forget to follow us on Facebook, and please check it for special giveaways during the off-season.

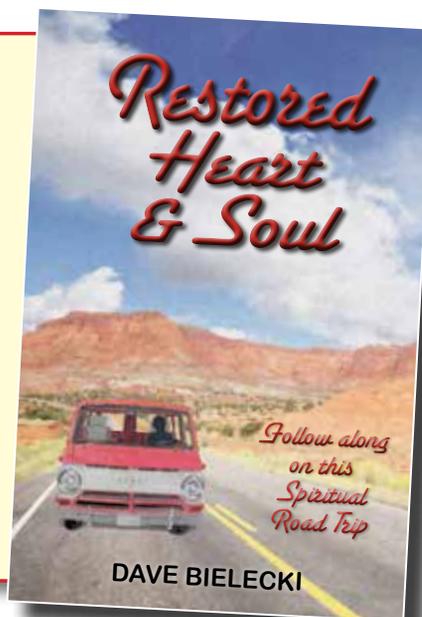
Happy Boating, Dave



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Lost and Found on the Upper Bay

By *Wendy Gilbert* - Features Editor

This year's boating season will be considered memorable by some and of course, years hence, barely recalled by others.

A season-long run of reasonable fuel prices has resulted in a whole lot of boating going on! One of my favorite Facebook groups is called Upper Chesapeake Recreational Boaters. Those folks have been having some seriously good times this year. Many of the photos these enthusiasts are taking are this side of amazing. Stunning photos of sunsets, wildlife and most recently lightning strikes are posted often.

They, and other Facebook groups like them, also share (in a very timely fashion) helpful information and news. Sometimes it's a post about a huge tree in the Bay or breaking water rescue news. They post things that they've found – rafts, canoes, oars, PFDs ... you name it.

And of course there are posts about things that have been lost – cell phones, beer coolers, a bit of dignity.

The cost of fuel is compared, the price of cold beer shared and other very important stuff.

Often, the members of this group warn each

other about storms brewing up. It's like having dozens of pairs of eyes up and down and across our beloved region.

Late summer storms always seem to be the most raucous. When Mother Nature is louder than APG, you know you've got to pay attention. My precious smartphone alerts me to everything – small craft advisories, storm warnings and the like.

Like any responsible boater, I embrace the ever-evolving technology and include a quick glance through my favorite sites before finalizing my float plan. I've only had one outing cut short by a storm this season and the ride home wasn't pleasant, but as they say, no harm done, no foul. As they say, forewarned is forearmed.

All these storms remind me that the height of hurricane season is upon us. Keep a weather-eye out and I all hope you enjoy the rest of this wonderful season!

Wendy Gilbert



Happy Boating!



UCRB group at Tolchester.

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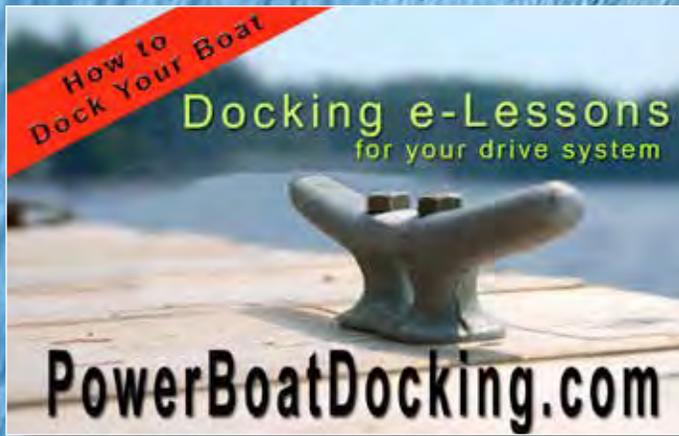
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Getting Schooled

Make your boat a floating classroom

By Wendy Gilbert

School is in session and the boat traffic congestion will ease a good bit for the next two months for what many consider optimum boating conditions.

For those of you who might feel a little guilty about cutting class with the family just this once, I have an idea that might take the sting out of it for you.

Don't cut class, teach it!

You don't have to go full-out homeschool on the kids, but there are a lot of truly valuable lessons that can be best taught aboard.

The humanities aside for just a moment, consider the STEM possibilities.

There's no end to the physics lessons. From the sheer mechanics of movement to light refraction and reflection on the water, my old physics teacher could find almost infinite possibilities for teachable moments aboard a boat. The kids may not be entering the next Battlebots competition, but you never know...

Navigation can go in any number of directions (that was almost unintentional, ha, ha!), depending on the age of your progeny. Good idea to get their noses out of their digital devices now and again as well.

If you are having flashbacks to your Safe Boating class, please forgive me. I think that may have been one of the last traditional in-classroom classes I've taken. All this online education is fine, but I will never forget turning in my final exam and waiting for the results. I had missed 3 questions and the instructor told me, "I know who your boss is." I'm not sure he ever told Ira that I didn't have a perfect score like so many of my classmates, but I did leave with a less than buoyant spring in my deck shoes. But let's get back to your kids on the boat.

Your next lesson could be explaining to your eager pupils exactly why boats float. This is also a perfect opportunity to discuss materials, design, buoyancy and the like. Your kids will think your choice of a family boat was exceedingly brilliant by the time you're done. Or will they?

And while you are on the float topic, you can teach them about navigation buoys and the importance of PFDs.

After an exceedingly delicious lunch and swim, you can spend a bit of time talking about the names of parts on the boats. Some friends of mine (they really do homeschool) make a game out of this one. A few rounds of Boat Bingo and the kids will never again confuse the bow from the stern or starboard from port.

A Chesapeake Estuary stewardship study won't go amiss either. What is exactly is under the water? Fish, bivalves, crabs, oysters, submerged aquatic vegetation are all worthy of study and discussion.

When it's time for arts and crafts (knot-tying anyone?) consider having the kids design their own burgee, Yacht Club emblem or create a fun name for their future boats.

According to BoatU.S. popular names this year include: Happy Ours, Grace, Serendipity, Island Time, No Regrets, Liberty, At Last and Blue Moon.

Speaking of blue moons, don't forget the weather! The possibilities are endless, but alas, summer is. Enjoy the last couple of weeks my friends!





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photos by Nicci DeAngelo.





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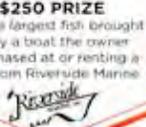
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5 good reasons to extend your boating season

by L. Alan Keene

Well, that dreaded weekend is here. Labor Day weekend has arrived and, in the minds of many upper bay boaters, it's time to get the boat ready for the long winter ahead. With the kids going back to school and the Ravens, Eagles, and Skins fighting for respectability on Sunday afternoons, our weekend activities suddenly change. Not that we want them to, necessarily, but in the minds of many, the boating season is over.

Even though summer doesn't officially end until September 21st, many boaters still go by the school calendar that was ingrained in us when we were school kids. Summertime runs from Memorial Day to Labor Day, and that's that. When it's time for the kids to go back to school, it's time to put away the bathing suits and pull the boat for the season.

Well, if you're a member of this group, you're cheating yourself. Late summer and early fall boating on the upper bay is often the best there is. Why not extend your boating season this year? Here are 5 good reasons why you should.

1. THE WEATHER IS FANTASTIC! Most of September, like the calendar says, is still summertime. The days are almost as warm as August's but usually not as humid. While it's still bikini weather for most of the month, the evenings are cooler and the sleeping is great on those nautical overnights. October weather, though, can be the best of all. Warm pleasant days, cool evenings, and a steady breeze make for great sailing and powerboating. And surprisingly, water temperatures are still high enough to enjoy a late season swim!

2. WHERE IS EVERYBODY? They're home doing what you do. They're home washing the car or painting the shed or just sitting in front of the boob tube watching mind numbing programs, just passing time until kick-off. Meanwhile, there are boaters out there motoring or sailing on flat seas! The number of boats on the upper bay after Labor Day decreases by more than half, so those churned up seas that dominate summer weekends won't be seen again until next Memorial Day weekend. And that busy fuel dock isn't nearly so busy, either!

3. THE SCENERY IS GORGEOUS! There are few sights more beautiful than fall foliage along the shores of the upper bay. With the reds and yellows and oranges reflecting off the water, there are photo opportunities around every bend. As early as late September, hardwoods along the Elk, the Bohemia, the Northeast, the Sassafras, and the Susquehanna rivers are beginning to show their colors. Some years, by mid-October the shorelines from the Patapsco north are alive with fall's beauty!



photo by Katie Grasmick

4. TAKE ADVANTAGE OF YOUR INVESTMENT! Let's be honest. Boating ain't cheap! So why not enjoy your investment for as many months of the year as you can. If you keep your boat in a slip, you've already paid for 8 months or more of slip rental, so why not use it. If your boat's on a trailer, it's tagged for the whole year, whether sitting in the driveway or on the road to the Bay. And that insurance policy that seems to get more expensive every year probably provides coverage 12 months a year (check with your agent), so why not use what you've paid for!

5. HELP SHORTEN THAT LONG WINTER LAYOFF! It stands to reason that if you lengthen your boating season by taking advantage of September and October's great boating conditions, then you've already shortened your winter layoff by two months. If you usually splash your boat in early May, then it'll be just 6 months (half the year) off the water as compared to 8 months (two thirds of the year). Those 2 extra months can make a big difference in getting through those cold February days, when all you can think about is skimming the wave tops out on Middle River or heeling in a stiff summer breeze off of Turkey Point.

A few things to keep in mind if you decide to extend your season: a) the days get shorter so plan on an earlier return to the ramp or the marina, b) with fewer boaters on the water, many fuel docks close, so top off your tank when and where you can, and c) the water can get cold quickly in October, making hypothermia a legitimate concern if you go overboard. So why don't you and your crew don your PFDs at the dock and start enjoying the wonderful fall boating season worry free!

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In Search of a Story...

by Dick Greenwood

Behind every story in Upper Bay Boating is the idea that we want our readers to be, pretty much in this order, safer boaters, more informed boaters, happier boaters. As writers for the magazine, when we write an article for the magazine those outcomes guide us. Knowing that, it shouldn't surprise you that the recent boating problems, one on the C&D Canal and the other in Rock Hall caught my attention.

On the C&D Canal it was a case of a fire. As far as I can tell—I'll make it clear why I have to equivocate later in my article—it was an older boat that had been bought in the Philadelphia area and was being driven down to its new homeport. Half way through the Canal the two men who were operating the boat discovered a fire. They moved closer to shore and were able to go over the side and get to shore in time to watch the boat burn to the waterline. The second accident involved a boat that capsized off of Rock Hall during a storm. There were three people aboard; one swam to shore, one was rescued, one didn't make it.

Two accidents, one fatality, it seemed to me to have been a very bad weekend, and I thought it was worth talking about safe boating. So, as any conscientious writer would, I set about getting my facts in order. That's when things started to go awry.

The first people I called were the U.S. Coast Guard. I figured that they have stations up and down the Bay, so they should know about the fire. (At the point I started to make calls, I didn't know about the Rock Hall incident.) Bad idea, probably somewhere around the 900th bad idea I've had this year. The operator at the Coast Guard's Still Pond station was very polite and connected me with the Officer of the Day. The Officer of the Day was very polite but very clear that the Coast Guard hadn't been involved in the fire. He said I should contact the Maryland Department of Natural Resources (DNR).

With the idea in mind that I was getting closer to finding out what had happened on the C&D Canal and where the burned out hull of the ill-fated sailboat was located—a photograph of the burned out hull was the prize I was after—I called the DNR. At the DNR I was directed to the Public Information office and transferred to their phone number. No one answered. I left a message.

An hour or so later I received a call from Candy Thomson, the Public Information contact for DNR. At last I was getting somewhere! Ms. Thomson was very nice, but Ms. Thomson couldn't answer my one burning question: What had happened to the boat that caught fire? She did, however, tell me that she'd delve into the matter and call me back later that day or the next morning.

Two days later I called again and asked if she had found out what I wanted to know. Now, a few words about and in defense of Candy Thomson: this is one very busy person. While she describes her role as being more like a conduit for questions, she is on the hot seat for answers and information for everything going on on the Bay. The reason she hadn't called me with the answer to my question was simple: she had become sidetracked by the accident off of Rock Hall. She did, however, have a helpful suggestion and gave me the contact information for the Towboat USA office nearest the

location of the fire.

For once, I was able to reach the person I needed to contact with one phone call. I talked with Jim McCarthy, the owner of Towboat USA, Upper Bay. Jim was great. Jim, however, had not seen the boat in question and only knew that the boat had been lifted out of the water by a crane, loaded onto a tractor-trailer, and hauled off to the scrap yard.

Desperate for some beaten up boat to photograph for my article, I asked Jim if he knew of any such relics. He didn't, but he told me of one 53-foot boat that had recently run aground in the C&D Canal and should still be around. Knowing that "a photo" was all I needed, I jumped at his offer of a contact where I could find this boat. A photo would be mine! I could almost taste it!

Yeh, right. I called the marina—I'm not going to mention the name of the place, not now, not ever—and asked for the contact Jim had suggested. He wasn't in. But, I was told, he'd be in later. I called back later. He wasn't in. Two days and four calls later I finally reached him. From his responses to my questions I couldn't tell if the boat I was looking for was still at the marina or not, but while I was never invited to drive down and take a photo myself, the guy did offer to send me a photo of the boat, with the agreement that if we ran the photo I'd remove any identifying markings. He promised me the photo would arrive the next day. The photo never arrived. The illustration that accompanies this article is as close as we can get.

So what can we learn from all of this? Well, first of all, we can learn that good information can be hard to come by. Secondly, we can learn that if we buy a used boat and embark on a cruise that's going to consume most of a full day, we should check it out very carefully. On older boats, fittings, valves, joints, all connections are subject to coming loose. Before the journey begins, we need to go over the craft very carefully. I am not saying the guys in the burning bark hadn't done all that; all I'm saying is old boats come with old problems.

As for the fatality in Rock Hall, the lesson is one that has been preached over and over and over. Wear a life vest. The gentleman whose life ended so sadly as the result of a capsizing was a highly liked and respected businessman. He was known as a guy who would willingly go the extra mile for another. Why he wasn't wearing a life vest we don't know, but we do know his chances of survival would have been increased if he had followed the one directive we hear the most. Boat safely, my friends.



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Tools of the Trade

(Fishing Rods)

By Captain Mark Galasso

Tuna the Tide Charter Service

During the first 40 years of my fishing career I never gave fishing rods much thought. Good and inexpensive was my motto. If it could fight the fish I was catching without breaking the bank that was good enough for me. And even before I started operating charters I found I needed at least a half dozen rods to fish for a variety of species from Blue Gills to Bluefish to, ultimately, Blue Marlin. And now that I run a couple charter boats I have to multiply that setup by at least six. Thirty six rods sounds just about right!

Then I ran into Bill Obrien and Joe Capozzoli of Shore Tackle and Custom Rods and OB custom Rods in Grasonville. To draw an analogy, it's like a beginner golfer who buys a used set of clubs at a yard sale. They work great for a while. Then one day the golfer takes a lesson and learns that it's not his swing that's keeping his score up it's the fact that the clubs were made for someone else with smaller hands and longer arms. And to make matters worse he's chipping with a five iron and putting with his driver! So he goes to the pro shop and gets a set of clubs made just for him. And his scores start slowly dropping.

Fishing rods are the same. I've worked with Billy and Joe and come up with the best rods to fit my situations. Whether I'm trolling for Rock or jigging for Blues or casting in the shallows for Trout I now have the tools I need to maximize my efficiency and those of my clients. I'll share with you a few of the things I've learned.

For bait fishing or jigging sensitivity is the key. I want my customers to feel every little nibble. To that end, my rods have woven graphite butts and fore grips. And they are put on the blank

with glued in graphite spacers. This transfers the smallest vibrations right to my hand.

For casting I love the new microwave guide system. It eliminates line slap through the guides and increases my casting distance while decreasing my effort. You have to try it to believe it! While we are talking about casting something to consider is the weight of the lures you throw. By taking the power and action of a blank you can design your rod to cast the lures you will actually be using. There is no need in having a heavy, slow rod to cast tiny lures. You'll just wear yourself out with no need. Remember efficiency.

Another important thing to think about is what you will be doing with the rod. My rods do spend a fair amount of time in a rod holder while we bait fish. I want to have a little longer butt section to make sure it is firmly seated in the holder if a big fish or a Stingray takes off with the bait. I also need a durable rod. Charters do tend to be rough on rods and it does tend to ruin one's day if someone breaks a rod. In my 20 years of charter fishing I've broken fewer than half a dozen.

So the next time you get a chance, visit a custom rod shop like the one Billy and Joe operate. Ask plenty of questions and tell them exactly how you fish. I think with the proper tools of the trade you'll raise your game, enjoy it more and put more meat on your families table.





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Meeting Jerry McKinnis

by Tim Campbell

Jerry McKinnis is a former pro baseball player, dog lover, father, fisherman, television producer and much more. Jerry is best known for his long running TV show, *The Fishin' Hole*. The show aired for over 40 years featuring his little brown dachshund named Norman, then later his little brown dachshund named Archie. That is how I first learned about Jerry McKinnis; I saw his show on TV.

Jerry lives in Flippin, Arkansas, not far from the Ranger Boats factory. Since I was set to tour the Ranger Boats factory earlier this summer, I contacted Jerry a few days in advance and asked if we could meet. He said yes, and invited me to visit him at his impressive place in the woods on the outskirts of town.

It was my distinct pleasure to meet Jerry the day before his 79th birthday. Our meeting was a special thrill for me, but Jerry played it down by saying he didn't understand why some folks made such a fuss over him. I wasn't really surprised to hear him share those feelings because that is simply the way Jerry McKinnis is; a humble, down-home kind of guy. He is that way on TV, and he is that way in real life.

Jerry put me at ease as we made small talk. I gave him a copy of *Upper Bay Boating* magazine with the *Tochterman's Tackle Shop* article I wrote. In the article I mention that third generation owner Tony Tochterman has a Ted Williams autographed baseball displayed in his tackle shop. Jerry also had Ted Williams sign a ball for him, and he showed it to me. I knew Jerry and Ted fished together as friends.

While I tried to take notes and conduct an interview, Jerry said, "You should read my book." I kept trying to ask questions but Jerry kept saying, "You really should read my book." I promised I would.

Before long, he went into another room and brought out a copy of his book, *Bass Fishing, Brown Dogs & Curveballs - The Adventure of Jerry McKinnis*, published in 2015. I thanked him as he handed it to me.

The book is his autobiography. Jerry writes in his own personable style, and acknowledges those that touched his life. Jerry McKinnis was born June 14, 1937 in St. Louis, Missouri. He started fishing when he was a little boy. His passion for baseball grew after he first met Stan Musial of the St. Louis Cardinals in the 1940's. Jerry, then a little league player, pitched to Stan Musial. What a thrill that must have been!



By the mid-1950's, Jerry made his way into professional baseball and pitched for minor league affiliates of the Kansas City Athletics for a couple of years before being released. His brief baseball career over, Jerry often found himself near the water with a fishing rod in his hands.

Long story short, Jerry McKinnis met Forrest Wood on the White River, became a fishing guide, and grew to become one of the movers and shakers on the bass fishing scene. Jerry has known Forrest Wood, the founder of Ranger Boats, for almost 60 years. He was there in 1968 when some of the first Ranger boats came out of the mold. In fact, Jerry proudly owned one of the first Ranger boats ever made. His fully reconditioned boat is on display at Forrest Wood's Outdoors Museum located just down the road from the Ranger Boats factory.

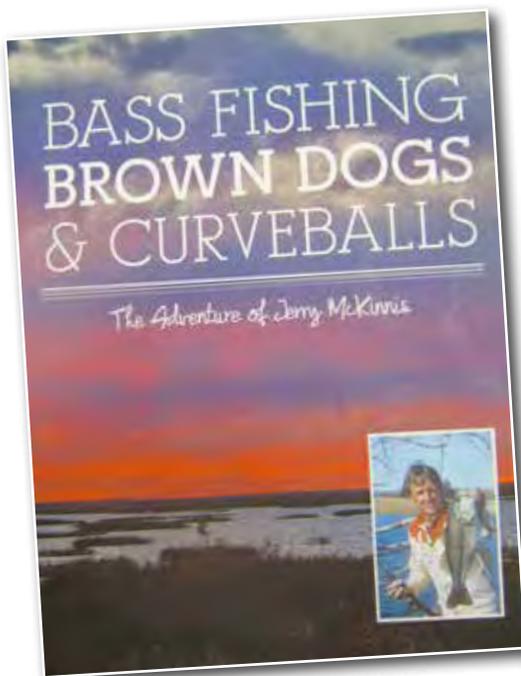
With the popularity of bass fishing on the rise, the time was right for the emergence of Ranger Boats, Bass Anglers Sportsman Society (B.A.S.S.), and Jerry's company, JM Associates which produced many familiar fishing shows. Forrest Wood of Ranger Boats, Ray Scott of B.A.S.S., and Jerry McKinnis of JM Associates, all became prominent businessmen in the formative years of competitive bass fishing. The concept of tournament style bass fishing soon spread to all corners of the continent.

By the late 1980's, I owned a Ranger Bass boat, became an active member of B.A.S.S., and watched JM Associates fishing shows on ESPN. Like many others, I fantasized about quitting my job, becoming a bass pro, fishing the best

bass lakes, and being on TV.

Some determined anglers did make the big time, but many others like me watched it at home. Either way, the business of bass fishing continues to grow. Thus is the legacy built by Forrest Wood, Ray Scott, and Jerry McKinnis.

A proud father, Jerry has a daughter and three sons, seven grandchildren and one great-grandchild. Jerry's daughter Shannon recently convinced him to get a new little brown dachshund. He named him Ollie. Read the book to learn more about the life of Jerry McKinnis; it's a fascinating and inspiring story.





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On the Waterfront

with George Waters

photo by Donna Bedell

Reaching Senior Discount Eligibility Triggers Soul-Searching

I am turning 55 this week, and my lust for senior-discounted scrambled eggs cannot be contained. Last week I could not afford the pancakes, the bacon and the eggs, but this week, and for the rest of my life, it's "the works" for me. I might even get the cut-rate toast. You used to have to wait until 65 to live this large, and by then you were usually dead.

Top 10 things I am looking forward to about being a senior:

- 10) Throwing freshmen in the dumpster again. Hey, I look like a harmless old fogie. Who's going to stop me from going on campus? "I'm a senior. It's what we DO," I will yell at the police.
- 9) Water aerobics. Not doing them, just knowing that girls I went to high school with are out there somewhere doing them.
- 8) No longer having to dress as sharp. (My wife is laughing.)
- 7) Finally having the serenity to accept the things I cannot change (that the Eagles will never play my birthday party), to change the things I can (suspenders are slimming, right?) and the wisdom to know I will truly never have a shot at Claire Danes.
- 6) My head can finally spend the energy it is no longer using on growing hair to remember the names of people I know that I know.

- 5) Twenty-four sweet hours a day to blog about my ailments.
- 4) Ravages of time will seem less pronounced thanks to failing vision.
- 3) Compulsive need to keep up with the Joneses, thanks to fixed income, will be downgraded to a vague desire to keep up with the hijinks of that Kelly Ripa on that morning show.
- 2) With age comes perspective, and 10 percent off most donuts.
- 1) The deference and respect our society automatically confers on people of my advanced years, especially on the roadway.

My friends who have already attained senior status seem to be split about accepting discounts. Some ask for them openly, while others, when offered them based on their appearance, are offended.

What the cashier says: "Would you like to take advantage of our 10% senior discount?"

What my friends hear: "Do you realize how few days of life you have left on this Earth?"

My friend's husband accuses her of just wanting him for his 10 percent discount. I say hey, there are worse reasons for staying together. Truth be told, we humans are, none of us, bargains.



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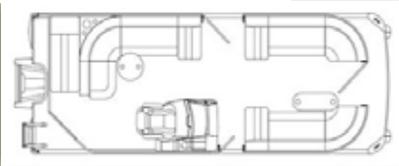
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Boat U.S. Delivers Over 24,000 Boat- ers' Comments Urging EPA to Stop Adding More Ethanol to the Nation's Gasoline Supply



Boat Owners Association of The United States (BoatUS) President Margaret Podlich (L) and Government Affairs Manager David Kennedy (R),

On July 11, Boat Owners Association of The United States (BoatUS) President Margaret Podlich (L) and Government Affairs Manager David Kennedy (R), delivered over 24,000 comments from recreational boaters to EPA Headquarters in Washington DC to urge the agency to stop adding more ethanol to the nation's gasoline supply. BoatUS had asked the boating public to add their voice to a proposal to increase the amount of ethanol that must be blended into the nation's gasoline supply for 2017. If adopted, these proposed levels will require the use of a record amount of ethanol, forcing higher-level ethanol fuel blends (including E15 or 15% ethanol) into gas pumps and at more gas stations.



“A sticker on the pump mixed in with all the other labels may be the only warning for E15 gasoline,” said Podlich. Most marine engines are built to only work with up to 10% ethanol, and it is illegal to use gas containing more than 10% ethanol in any marine engine. The national boating advocacy, services and safety group has voiced its concern for the significant potential for misfueling, putting boaters at risk by using fuel that will damage their engines.

About Boat Owners Association of The United States (BoatUS):

Celebrating 50 years in 2016, BoatUS is the nation's largest organization of recreational boaters with over a half million members. We are the boat owners' voice on Capitol Hill and fight for their rights. We help ensure a roadside breakdown doesn't end a boating or fishing trip before it begins, and on the water, we bring boaters safely back to the launch ramp or dock when their boat won't, day or night. The BoatUS Insurance Program gives boat owners the specialized coverage and superior service they need, and we help keep boaters safe and our waters clean with assistance from the non-profit BoatUS Foundation for Boating Safety and Clean Water. BoatUS is a member of the Smarter Fuel Future.



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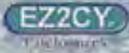
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“Don’t approach your dock any faster than you are prepared to hit it.”

by Doug & Brenda Dawson

Read this advice several times the other day, when checking some internet boating forums. This really isn’t good docking advice at all. In fact it is very bad advice, because you should never hit the dock at any speed.

Those writers who give this advice clearly don’t know how to dock a boat. When you reduce speed, while approaching your dock against the wind, who do you think is going to win? You? Or the Wind?

I often observe boaters timidly approaching their docks in the wind, following the “Don’t approach your dock any faster than you are prepared to hit it” advice. Every time, the wind wins, leaving the boat at the mercy of the wind.

All power boats slide sideways like a toboggan; so maneuvering in close quarters can sometimes be challenging, especially if there is a breeze or wind which there usually is. Because boats float, they are greatly affected by the wind; even more so, if you have canvas or high superstructure, or if you have a flat or pontoon bottom or a houseboat.



When your boat is approaching too cautiously against the wind (so you won’t hit the dock), at a pace slower than the wind, Mother Nature will win every time—you have relinquished control. The wind will redirect your boat hard against your downwind slip neighbor or downwind dock. So, in an attempt to not hit the dock that you are approaching, you end up T-boning the end of your downwind dock or tobogganing sideways into your downwind slip neighbor.

There is one simple trick to keep in mind to maintain control of your boat in a wind.

To Take Control Against the Wind to bring your boat alongside your dock, keep her moving against the wind. This applies to both sail and power.

Step up your throttle (s) to approach your dock with “attitude” and determination with a little more speed, than you would do on a calm day. You need to rehearse this procedure on a calm day, so you and your crew know how your boat responds to higher throttle settings before doing the following:

As you approach your dock with more speed, you need to:

- Have a plan and share it with your crew
- Have your crew ready to act faster
- Have thought through exactly what you are going to do and when
- Know when to turn the wheel.
- Know when to pull the shift out of forward.
- Know when to shift into reverse.

Also plan the “what if’s” like:

- “What if” your First Mate misses hooking the dock cleat on the first toss?
- “What if” you turn too late?
- “What if” you need to abort and try again? Think it all through. Talk it all through. Work your docking plan with “attitude”—more in gear, more throttle, less neutral. In other words, more attitude to maintain control (not relinquish control).

Win against the wind.

Because each drive system requires different instructions for

docking, there isn’t room in this article to cover all of them. However, all our Docking e-Lessons include instructions for docking when it is calm; as well as in north, south, east and west winds. Approximately 130 pages of easy-to-follow, step-by-step instructions with diagrams and pictures. The Docking video shows you what to expect to be able to do, once you have mastered the techniques in the Docking e-Lesson.

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Doug Dawson is the author of 17 Boat Docking Books – covering Each Drive System.

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SETTIN' the HOOK

with Dave Kilby

Tournament Bass Management...Preserving our Future

The Upper Chesapeake Bay has garnered much attention on a national level the past few years as a premier destination for bass fishing. It has been ranked high on the popularity list in several publications including Bassmaster Magazine and even Reader's Digest.

In addition to recreational bass angling, the Upper Bay sees a host of bass tournaments weekly from the Gunpowder River to the Susquehanna and Northeast Rivers. From small club tournaments to televised professional events, the allure of the Upper Chesapeake is boundless.

In order to be proactive in maintaining our fantastic fishery for generations to come, the Maryland DNR, spearheaded by Black Bass Manager Joe Love, has taken steps to reduce the stress on released bass therefore reducing mortality and ensuring health of the bass AND the fertile waters of the Bay, especially between mid-June through late October.

Tournament directors at every level are required to apply for a permit for each tournament conducted on the Upper Bay and Potomac Rivers. Two options are offered to each director, both designed to minimize stress on the fish.

Option One allows each angler to possess 5 bass with a minimum length of 12", only one of which can be greater than 15" in length. This is not a popular choice for most tournament anglers as they are accustomed to weighing in 5 bass, all over 15" if they are so lucky. While this option may level the playing field it restricts fishermen and women from catching and weighing large limits of bass they may have been lucky enough to locate.

Option Two allows each angler or team to weigh in 5 bass with no length restrictions, other than the minimum 12" legal length limit provided the tournament director follows strict guidelines according to DNR's protocol.

The tournament director must provide a large recovery tank with fresh water from the river pumped



Colton Lambert, age 12 and his record-breaking 11.375lb, 26 inch-long bass pulled from a Huntington, MD pond on July 31, 2013. Anchor Marina is a DNR-approved Bass Release Site, and 65% of the Maryland Tournaments are held there.

in, ice, when necessary, an oxygen tank and meter to monitor the oxygen level in the recovery tank, thermometer, two 100-gallon tubs with proper aeration, and personnel educated in this newly-implemented fish care process.

After gradual stress relief techniques are complete, the bass are returned to the water in low traffic, deep water areas of the Bay.

One of the more popular venues for tournaments of all sizes is Anchor Marina, located on the upper reaches of the Northeast River. They offer ample parking for tournament anglers, provide shuttle service to and from the parking lot, and adjoin the popular Nauti Goose restaurant.

One of the few DNR-approved bass

release sites, Anchor Marina has already provided the infrastructure on-site for bass clubs and small-to-medium size tournaments that may not have the resources to supply their own live-release equipment.

Anchor has a 300-gallon release tank, aerated staging tanks, oxygen tank and meter, canopies, and pumps, and a water-lubricated PVC release chute available to use for a small fee. This allows the participants of each tournament to compete under Option 2 as they are accustomed.

Tournament directors are required to reserve the live release station well in advance so multiple tournaments can stagger their weigh-in times. This way all tournament organizations can utilize the station and everybody wins...including the bass. Anchor Marina managers Freddie and Kay will educate each tournament director and staff as to proper operation of the live release center in advance.

Winter plans at Anchor Marina include the fabrication of a state-of-the-art weigh-in station to coincide with the live release area.

Both the Maryland DNR and Anchor Marina are to be applauded for taking the necessary steps to ensure our fishing future on the Upper Bay.

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‘Ruff Seas’ Week

Spending the day on the water is a family affair, so why not bring your pup along for the fun? Dogs enjoy the outdoors and boating life as much as we do.

In July, the TV program Inside South Florida featured “Ruff Seas Week” a partnership between Sea Tow Fort Lauderdale and the Humane Society of Broward County, to help promote boating safety and awareness for pet owners and their dogs in South Florida.

Ruff Seas Week featured many tips and safety advice for when your four legged friends join you on the water. Some of the tips recommended included:

Use a Pup Flotation Device (PFD) or life jacket.

Just as humans need life jackets when boating, your dog should have one too, says Vinny Focaracci, owner of Sea Tow Ft. Lauderdale. Even if your dog isn’t likely to jump into the water, it may fall overboard. Find a PFD made specifically for your breed of dog and try it on ahead of time to make sure it fits correctly. Find one in a bright color, like orange, yellow or green, so the dog can quickly be spotted if it goes over the edge. Dr. Fisher, a veterinarian at the Human society of Broward County also suggested writing your phone number and name in large print on the PFD so if someone else finds your dog, they can quickly reunite you and your pet.

Protect your dog from the sun.

Most dogs have built-in sunscreen – their fur. However, dogs with thinner fur or light-colored hair may need extra protection from the sun. If your dog has a white or pink nose, put a small amount of sunscreen on, just as you use for yourself.

Keep your dog cool and hydrated.

Offer water and ice cubes throughout the day to keep your pup properly hydrated. Just as you should be consuming water all day long, your pup will need regular access to stay hydrated. However, Dr. Fisher says not to force your dog to drink water. If he is panting heavily to cool down, forcing water in his mouth may cause him to inhale the water or choke. Leave a bowl of cool water out and he’ll drink when he’s ready. Ice cubes are a great way to get a dog to cool down and consume water slowly.



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Keep your dog on the boat.

Feel free to splash water on the dog too, but never drop him in the ocean or lake to cool down. The dog may have trouble swimming, especially if he’s panting heavily. Plus, the water can be unpredictable and you may lose site of your dog.

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invites everyone to participate in the Ocean Conservancy's International Coastal Clean Up! This is a worldwide event with over 800,000 volunteers from every state and many different countries expected to help out. On Saturday, September 17, 2016, from 9 am to Noon, Friends of the Bohemia volunteers will be cleaning debris from two sites in the Bohemia watershed. We will meet at the Bohemia River public access parking area on Route 213, on the northwest side of the Bohemia River bridge. One group of volunteers will work at the public access site; a second group will car



pool to a site at Old Telegraph Road and Bunker Hill Road (parking is limited at this site). Come join the fun! Wear your old clothes, sturdy waterproof footwear, and gloves. Water and trash bags will be provided. It's your community and YOU can make a difference!

Questions? Send an email to us at: friendsofthebohemia@gmail.com or call us at: 443-566-3513.

You can also sign-up on-line at the Ocean Conservancy's website: www.signuptocleanup.org

See you there!!



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10 Ways Boat Trips Are Good For the Soul

- 1.** Boat trips are just plain good for the soul. The sense of peace and tranquility that can be restored to you while gently rocking on the waves is undeniable. Although, if you need more reasons to take a boat trip, or are trying to convince someone else why a boat trip is well worth the time, look no further.
 - 2.** Boat trips create bonding experiences with family and friends. The lasting memories you can make while on a boat trip are priceless. Think about watching a sunset on the Upper Bay with your best friends, fishing with your kids, or admiring the fall foliage.
 - 3.** A day in the sun allows our bodies to soak up a safe amount of Vitamin D. With the use of sunscreen, Vitamin D is an important vitamin that one needs in order to survive.
 - 4.** There is proof that being near water can naturally help lower anxiety, leading to a healthier and more relaxed lifestyle.
 - 5.** Learning new boating skills can be an empowering and educational experience. When you go on a boat trip, you will always have the opportunity to learn something new.
 - 6.** Boat trips allow you to unplug. In this digital age, we are always either sending a text message or checking our email inbox. Stress, insomnia, and depression have been connected to our inability to power down. When you head out for a boat ride, it's the perfect excuse to unplug, even if it's just for a few hours.
 - 7.** You are following your passion. Having a passion or hobby, such as boating or fishing can contribute to your overall happiness.
 - 8.** Boating establishes a feeling of community on the water. Fellow boaters are known for being there to help one another and for offering words of advice. (The Facebook group Upper Chesapeake Recreational Boaters just reached the 5000 member milestone- congratulations)
 - 9.** When you go on a boat ride, you have the opportunity to broaden your range of experiences by trying different types of water sports like fishing or water skiing.
 - 10.** Boat trips keep you balanced. How many times have you become so consumed with work or school commitments that you neglected to set aside a day for some fun family boating? Going on a boat ride will help you keep your life in balance between work and play.
- A boat trip is an adventure. We only have a limited number of days on this amazing and wonderful place we call earth, so plan to explore a new Upper Bay tributary this weekend. Embrace the adventure!

From Discover Boating

Live Aboard

by Don and Gail Elwell

Liveaboards and the Health of the Bay

Living here, year in and year out, right on the water, you see it all. Perhaps more than any group of people, we who live on our vessels see every change, however minute, to the bay and its tributaries. We wake to the sound of birds along the banks. We hear the frogs in spring (or lack thereof), the slap of fish against our hulls, and the racket that the geese make when they land. We saw first-hand the huge die-off last November when warm temperatures and chemicals in the runoff conspired to create an algae bloom that wiped out every fish, crustacean, and most of the plants, paving the suddenly clear bottom with dead fish and sending our seabirds elsewhere. We witnessed the huge effort of the country and civic organizations as they cleaned the shoreline along Hawthorn of human detritus. We are bellweathers. We can report it all.



This summer I'm pleased to say the report is pretty good. The health of the Chesapeake Bay and its tributaries seem to be in better shape than I've seen in years. Efforts to curb runoff into the waters (including the much-derided "rain tax") along with a healthy growth of water plants have led to



I don't know why the ducks love our potted rosemary, but they do.

some of the best water quality we've seen here in Middle River. Schools of fish are back in droves (this was especially pointed out to me when we literally pumped a pencil eel into our galley sink one morning). Our more enthusiastic slip mates are leaving early in the mornings and coming back with baskets laden with large, healthy looking crabs. The birds are having a great time.

Ospreys plunge into the river and struggle up carrying what is either some really large fish or a lost Japanese mini sub -- we're not sure. The potted rosemary on our finger pier has been host this summer to three—count 'em—three clutches of duck eggs, for a grand total of 23 ducklings for the season. Whatever we and nature are doing, it's working.

That's not to say that human stupidity and churlishness don't complicate matters. Clowns in powerboats still occasionally tear through our 6 knot zone throwing 3 foot wakes, battering boats and sea grasses, and I wish I could find whoever filleted three gigantic rockfish the other day only to toss the remaining carcasses back into the water in which the marina kids swim (smooth move, numb nuts). We're becoming more aware, though, and that pleases me. Folks are being more careful about their trash and cigarette butts, people are actually making an effort to fish plastic bags and bottles out of the waters if they float by, and, in general, policing of runoff and chemicals and black water systems is improving daily.



This little guy got pumped up from the river into our sink one morning

We're liveaboards. We see this stuff. You're doing better. Keep it up.



C'mon guys, you know better than just filleting the fish and throwing them off the dock.

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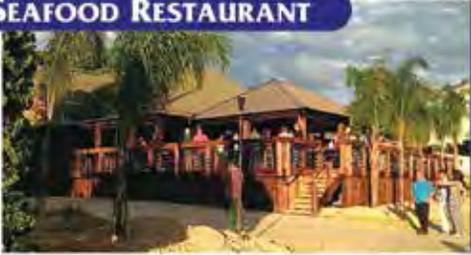


photo by Donna Bedell

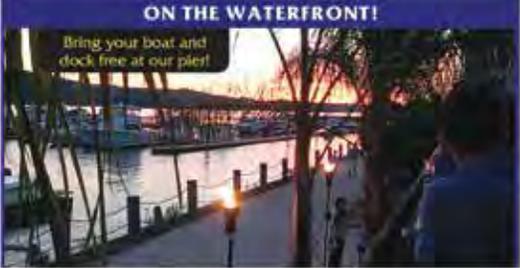

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Scott Sezz:

Tips for novice & some seasoned boaters.....

When launching a boat, always back the boat into the water. Pulling the boat into the water can really mess up your carburetor.

When water-skiing, never allow a feisty duck to hitch a ride on your skis.

Always stay at least five boat-lengths behind the whale in front of you.

While sinking to the bottom of a lake or ocean, screaming does not help.

When boating, always wear a swimsuit with suspenders. This makes it easier on the guys with the grappling hook when they're trying to retrieve your body.

Drowning can cause severe shortness of breath. And you don't even want to think about what it does to your complexion.

Always wear a life jacket in case you fall overboard. Also, it's a good idea to take along something to read, in case you're swallowed by a whale. Most whales seem to enjoy Moby Dick.

Boating while intoxicated is not illegal in some states, but it's stupid in all of them

More on Navigation

I frequently hear kayakers using the terms bearing, azimuth, and heading interchangeably. While I can usually understand what they are referring to from context, strictly speaking these terms have different meanings. In this article a heading refers to a compass reading, in degrees, that defines course direction. It will always be uncorrected for magnetic variation (V). Bearing refers to the direction in which an object lies with respect to magnetic north (MN). Thus, I use azimuth and bearing interchangeably. Both bearings and azimuths may vary between 0 and 359 degrees and unless specifically stated otherwise, will include V. With this understanding, let's talk a bit about how these variables are measured and used to follow/plot a course.

A kayaker's two main navigational tools are his compass and his charts. To be truthful, many kayakers carry two compasses; a deck mounted marine compass and a hiking (orienteering) compass. The marine compass is a fluid-filled compass containing a flat, circular disk, or card, labeled from 0 to 359 degrees, that floats on a frictionless pivot. On the backside of the card is a compass needle. The compass is usually deck-mounted and reports the direction the kayak's bow is pointing. Bearings are read from the compass's lubberline when the kayak's bow is pointed towards an object. Because the deck compass is mounted on the foredeck, it can be difficult to read. Also, it has course divisions and provides approximate directional measures. The hiking compass is more precise, but difficult to use aboard a bouncing kayak. To obtain a bearing using a hiking compass, one points the direction of travel arrow at the object, then aligns the orienting arrow (sometimes called the shed) with the compass arrow, and reads the bearing from the dial at the index pointer. Hiking compasses are usually marked in 2 degree increments, whereas marine compasses are in 5 degree increments. The deck compass is used mainly for following headings and taking approximate bearings. The hiking compass is used when precise measurements are needed and for chart work. While many hiking compasses include a mechanism for removing V from consideration, I prefer not to set this because I cannot also correct my deck compass.

I've been using different types of compasses for 50 plus years and I still have to stop and think each time I do. The reason is

because there is an offset between where things occur on a chart and where my uncorrected compass reading tells me those objects should be. This offset is V; the correction I referred to previously. Landlubbers know this variable as declination, but we will stick with the marine term, variation, for consistency. V comes about because there are actually two norths. True, or geographic north (TN), is where all lines of longitude converge. Magnetic north is where your compass points. These two places are separated by a several hundred kilometers. Unless you kayak any place in North America other than along the null line that extends from western Wisconsin to the southeastern tip of Louisiana, then you will have to account for the difference between the two norths. The null line is the only place in North America where MN and TN converge. As you move east or west from the Mississippi river, V grows larger the further you go. Moving east causes your compass needle to point more and more west of TN. A similar thing happens when you move west from the Mississippi river, except in reverse; your compass points east of TN. The cause for this effect is not important. What is important is understanding how TN, MN, and V are related so that you can translate chart readings to compass readings and vice versa.

Charts depict the real world referenced to true north. The compass reports position referenced to magnetic north. In earlier times, mariners created mnemonics to help them remember when to add or subtract V. But we don't need to remember these if we understand that V is the amount you always subtract from your chart reading (T) to obtain a compass reading (M). That is a risky statement and I usually receive criticism for it, but the landlubbers actually had it right. Declination is derived from decline, which means to reduce. The hitch with stating it is always subtracted lies in knowing that magnetic variation has a sign. It is either positive, or it is negative, depending on which side of TN the compass needle points to at your particular location. The math simplifies to: $M = T - V$, where M is your desired magnetic compass reading, T is the number of degrees from TN an object lies, and V is magnetic variation. All values are in degrees. East variation is always positive and West is always negative. Its amount depends on where in the world you are. Along most of the Mississippi river V is zero, in Frenchman Bay off Bar Harbor, it's 16°30' W (-16°30'), and in Prince William Sound, Alaska it's 19°30' E (+19°30').

Magnetic variation is stated on the innermost ring of your chart's compass rose and varies from chart to chart. Because in some locations the magnetic pole moves annually, charts will also include a date for when V was recorded. When stated, the yearly amount of change is multiplied by the age of the chart and added to the stated V. In the upper bay V is $11^{\circ}30'$ W, meaning the magnetic rose is rotated $11^{\circ}30'$ west, or counter-clockwise, from the true rose. In the upper bay it does not change.

OK, to the good part. Let's talk about how compasses and charts are used to navigate a kayak.

Compasses allow us to perform three essential tasks: take a bearing on an object from our position, follow a heading, and make course corrections when necessary. The chart is a 2-D description of the world around us. Using a compass, we can determine our relationship to objects noted on the chart, and thus determine our position within the world; even when we cannot see those objects because they lie either beneath the horizon, or hidden in fog or darkness. Perhaps, the best example of this application is dead reckoning.

Dead reckoning is a navigational technique whereby one blindly crosses a large body of open water using only a compass heading for direction and a watch to estimate position. For practice let's plan a crossing for the Susquehanna Flats that uses dead reckoning. Previously I illustrated how to obtain a compass heading from the chart using a Small Craft NavAid. This can also be done using hiking compass. Lay your compass on the chart so that one edge lies along the line of transit. Now turn the compass dial so that the orienting lines line up parallel with the lines of longitude on the chart (ignore the compass needle for now). Read the heading from the dial at the index pointer. The transit across Susquehanna Flats from Concord Point to Turkey Point is approximately 6 NM. Turkey Point lies 147° T from Concord Point. The compass heading will be 147° T - $(-11.5^{\circ}$ V) = 158.5° M or 159° M. You can estimate your position at select times along this transit by adding mile markers. Some kayakers prefer to write the ETA at one NM increments along the transit. My preference is to write the time from beginning the transit. This makes more sense to me, because ETA in the long transit will depend on the actual time you start the paddle and how well you meet all the preceding time markers. Assuming a speed of 3 knots, for every 1 NM, I will place a tic mark and advance ETA by 20 minutes at 1 NM / 00:20, 2 NM / 00:40, 3 NM / 00:60 ... 6 NM / 02:00. When paddling this transit, I can reset my stopwatch at the Concord Lighthouse and tell how far into the transit by knowing how long I have been paddling. By the way, if you need to do the



crossing in reverse, you can compute the back bearing from the heading. Add 180° to the course heading if it is less than 180° or subtract 180° if it is greater than 180° . To return to Concord Point from Turkey Point, follow a heading of $158.5^{\circ} + 180^{\circ} = 338.5^{\circ}$ M.

If you only have a hiking compass, in a pinch you may be able to use it to follow a heading. Set the index pointer and dial to the heading. Now place the compass under your deck bungies so that the direction of travel arrow points to the bow. To follow your heading, turn your kayak until the compass needle aligns with the orienting arrow and keep it there during the transit.

Another technique where we need chart and compass skills is in setting up a ferry crossing. Ferry crossing is a technique where a paddler follows a compass heading that allows his kayak to travel both forward and into a current at the same time, so that it's movement offsets the force of the current on his course. Practically speaking, one should plan inlet and river crossings so that they occur at slack tide. However, when this is not possible, we can calculate an adjusted course heading by considering how far current would carry us downstream, if it was not accounted for, and then computing a corrected heading from that point to our destination. It sounds complicated, but it isn't. Suppose we wished to cross the Sassafras River to Betterton, beginning from Grove Point. We know that at a time of our crossing a 1 knot ebbing current will be flowing. If we do not compensate for drift, then the current will push our kayaks $\frac{1}{2}$ NM downstream during the 30 minutes it takes us to do the 1.5 NM crossing paddling at 3 knots. To correct for this drift, on our chart we draw a $\frac{1}{2}$ NM line directed downstream from Grove Point. From the terminus of this line, we draw a second line to Betterton. Now, we measure the true bearing of the second line. Correct this bearing for V and we have our ferry heading; $179^{\circ} - (-11.5^{\circ}) = 190.5^{\circ}$. During our crossing each paddle stroke moves our kayaks a little into the current and a little towards Betterton. The path will take us directly to Betterton, but our bows will be pointed elsewhere all of the time. We must hold this heading throughout the crossing for it to work.

This concludes the series on Kayak Navigation. It was written to introduce novice kayakers to the art of chart making for kayak navigation. By no means is the information here all that you will need to head out on a week-long wilderness outing, but will hopefully help you to plan weekend and day paddles. If you are serious about learning how to navigate competently, I recommend that you take a course from an accredited kayak or canoe instructor.

Photo Gallery



photo by Thomas Scilipoti



photo by Colleen Smart

Galloway Creek - Log Point



Wilson Point

photo by Katie Grasmick

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