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Fall 2016

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George Hazzard

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**G-3 Gator Tough Jon 20 CC**



**Four Winns 2016 190**



**Four Winns Horizon H230**



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# UPPER BAY Boating

October 2016

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Bridge over the Susquehanna  
photo by Katie Grasmick

## Upper Bay Boating

P.O. Box 353 • Forest Hill, MD 21050  
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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](mailto:davebielecki@aol.com)- all are welcome, there is no charge  
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Association & Upper Bay Marine Trades Association



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*ON THE COVER:* George Hazzard of Wooden Boat  
Restorations traveled to the Antique Boat Museum's  
52nd Annual Boat Show in Clayton, NY.

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## Fall Forward

As I write this, fall officially began. In most people's minds, it always seems to start right after Labor Day. For the lucky Upper Bay boaters that have not put their boats away for the winter, NOW is the best time to use them. Temperatures moderate a bit, weekend crowds thin out a bit, and crabbing & fishing seem to be better this time of year. I was in a marine store re-stocking the magazine rack this morning, and noticed a whole aisle was full of pallets of anti-freeze, boy that's a sure sign of colder weather to come; and I HATE IT!

Season two for this magazine has come to an end; we'll take a break for a few months. You can keep up with us through our Facebook page and website. We'll have an online gift guide publication later this fall, and we'll be giving away T-Shirts, Gift Cards, and Boat Show tickets this winter, our way of rewarding our loyal readers for staying in touch. If you were wondering why we don't print the magazine all year, every month- here is the skinny: Once most boaters put the boat up on the hard, they just don't come down to the waterfront locations to pick up the free publications. We hate to waste

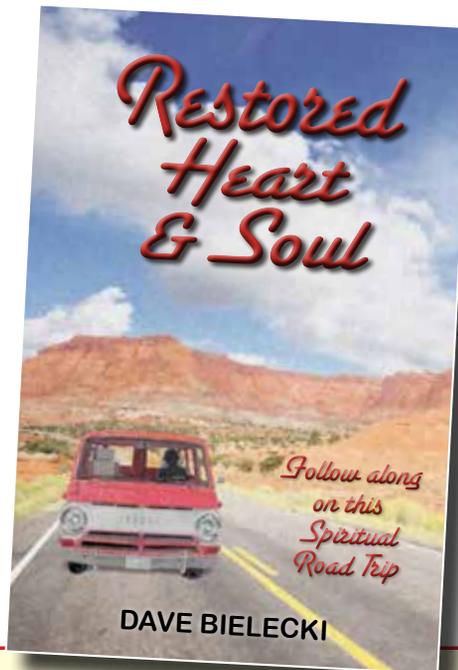
the paper, and don't want to ask our loyal advertisers to spend money on something that is just sitting on the racks. So folks, we are out there when you are. We'll continue to do the winter boat show issue as well. Eight issues a year, all about your favorite part of the bay.

One important item to do in the off-season is to get out and vote. I'm really concerned about the future of our great nation, I wish more folks were. My hope is that we can all just be Americans again. So, Pray, Vote & Engage.... God help our country! Let's

make sure we still have something worthwhile to pass on to the next generation.

As always, we hope to hear from you about your thoughts, and we would love to share your photos. My contact information is always on the preceding page. And don't forget to patronize the advertisers in this magazine; ultimately they are the ones that make this FREE publication available to you.

**Happy Boating,**  
Dave



## Restored Heart & Soul

Check out the UBB's Publisher's first book. The story begins in a Bakersfield Ca. graveyard, and ends on the small beach in Rock Hall, Md. Find out more at :

[www.restoredheartandsoul.com](http://www.restoredheartandsoul.com)

# Beating the End-of-the-Season Blues

By *Wendy Gilbert* - Features Editor

Obvious thoughts:

There are precious few days left in this season.

It's time to decommission, clean and organize.

There are more things to do and less daylight hours in which to accomplish them. This crowds the weekends, leaving time for only one NFL game when cable television gives us what seems like non-stop coverage.

The kids are back in school, the A/C doesn't run all day long and I've picked up my knitting.

Ragweed season.

Soup, spiders and squirrels – not necessarily in that order.

Social calendars are packed. Festivals, parties, weddings and pumpkin patch work must be done.

Not so obvious thoughts:

Pumpkin spice is permeating our foodstuffs and beverages at every turn.

I actually thought about my Halloween costume for this year. As I only permit myself to go as a witch every other year, this requires some thought.

By October 1, the decorating **MUST** change.

Above all, color heralds the season.

So, there's a lot of work to be done, a lot of entertainment to be enjoyed, but what about your boating time? Perplexed? Annoyed? Fear not, there's a little help on the way.

Tips on improving your coping skills:

## **DELETE**

Use your technology and fast forward, skip or otherwise eliminate time-consuming commercials. This can reduce NFL time by a good hour per Sunday. At least. At my house we are getting so good

at this we fall into the last few minutes of the fourth quarter live almost every time.

## **PRAY**

Enlist help. Call upon friends, family and Jesus Himself. Squeeze out every last blissful moment out on the water. I honestly believe that boaters are by nature spiritual people. So don't deny your craving for meditative contemplation and relaxation.

## **TAKE CARE**

I don't mean take care of your boat, your zillions of tasks or your significant others.

Take care of yourself. Now that it's a bit cooler at night, give yourself the quality shut-eye time you really need. Splurge on an extra hour now and again. In bed. Asleep.

Take some exercise. Be like the Brits and take a walk just like you would your vitamins. At least you won't be sweating like crazy now that it's cooler.

Take some time and do some real work on your diet. The harvest is in and there are all kinds of fun foods to play around with. Those squashes aren't just for decoration!

Enjoy these last few weeks of the season and we'll see you in January during Boat Show Season 2017!

*Wendy Gilbert*



**Happy Boating!**



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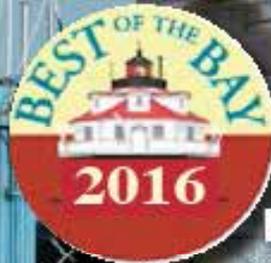
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Mercruiser - 130 HP, Bimini, \$6,900



2001 Formula 27 PC T-Mercs. 4.3 EFI - 370  
hours AC/Heat \$34,900



2002 Crownline 230 CCR W / Volvo  
5.7 Engine \$21,900



2002 Sea Ray 260 SD w/Merc Bravo -  
505 hours AC/Heat \$26,900



2003 Crownline 290 CR w/Mercs. - only 265  
hrs. Gen., AC/Heat \$39,900



2006 Crownline 250 CR w/496 Merc. w/206  
hrs. luxurious cabin \$41,900



2006 Cruisers Inc., 300 Express w/426 hrs. Gen.,  
AC/Heat \$ 59,900



2000 Crownline 242 CR with Merc. 5.7 Engine -  
485 hrs. Camper Canvas, Cockpit Cover \$19,900



1990 Sea Ray 220 DE w/Merc. 5.7 includes  
TRLR. \$8,900



1996 DONZI 33 ZX - 502 MPI  
(FRESH ENGINES) - 415 HP \$39,900



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250 Mercruy Verado \$26,900



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"Fresh" Mercs. AC/Heat \$84,900



1988 Hydra-Sport Yamaha OX66 - 250  
HP - 400 hrs. W/TRLR \$8,950



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 T-Crus., Gen., Ready to go!  
 \$139,900



31' Silverton Sedan '97  
 T-Marine Power 5.7, sleeps 6  
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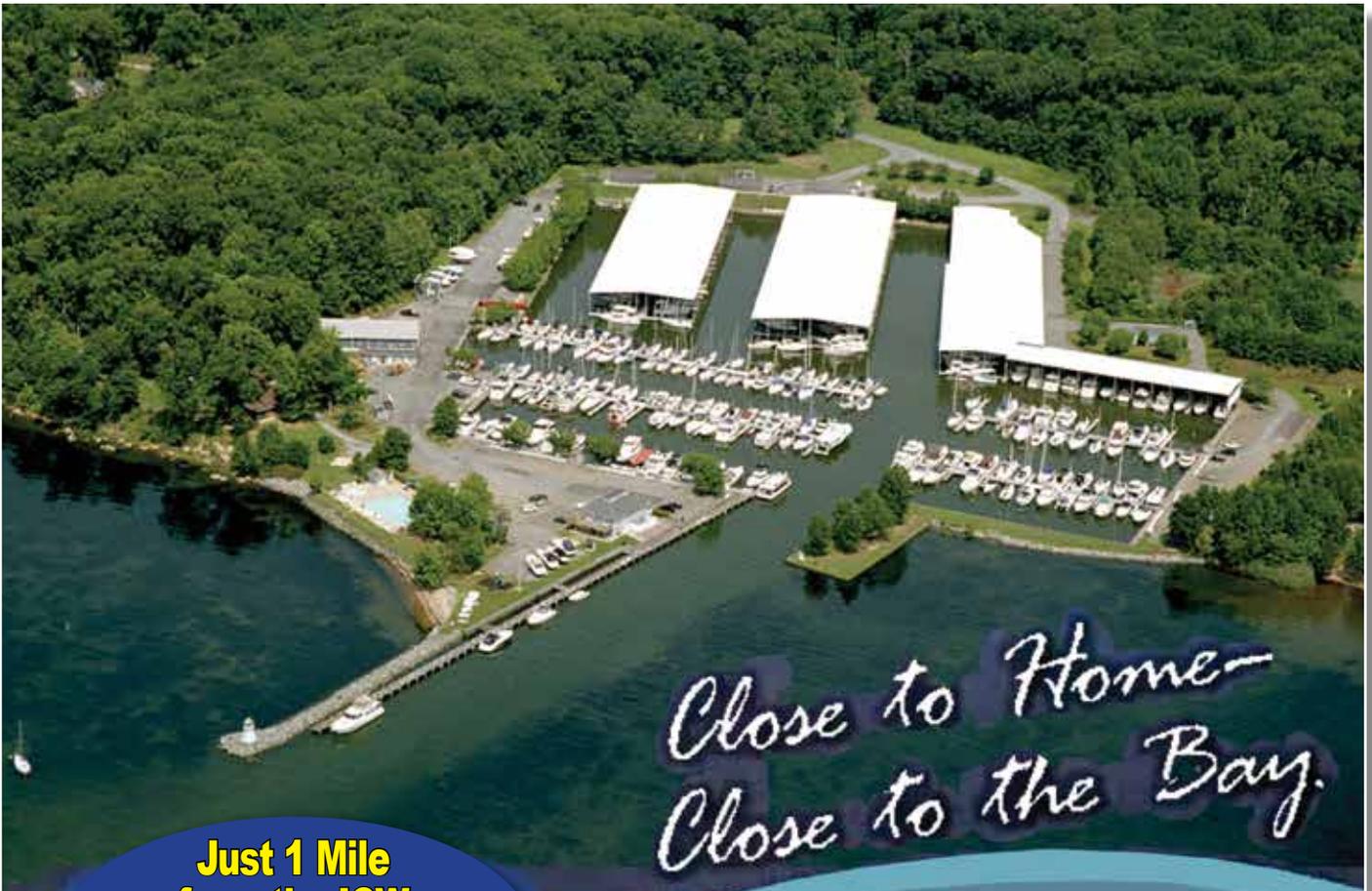
27' Chaparral Signature '11  
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40' Bayliner MY '00, Diesel.....\$125,000	31' Wellcraft Express '84.....\$21,000	26' Sea Ray Sundancer '88.....\$8,500
40' Mainship Sedan Bridge '96.....\$64,500	30' Larson Contempra '89.....\$12,500	25' Rinker Fiesta Vee '05, w.trl.....\$32,500
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# Upper Bay Boating Events and Waterfront Activities

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Anita Leight Estuary Center Boating  
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Rock Hall's Fall Fest October 8,  
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Restored Heart & Soul- Book Signing  
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7280 ( come meet the publisher of  
this magazine )

United States Powerboat Show Oct  
13-16 at City Dock 410-268-8828

Riverside Marine's Demo Weekend  
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See the Online Gift Guide issue of  
UBB for a preview of the 2016 Balti-  
more Boat Show (Online starting on  
Black Friday)

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## Back River Restoration Committee

### Upcoming Events

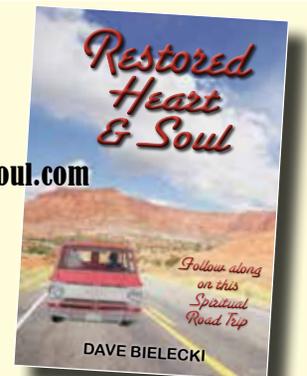
**Back River Restoration Committee Shrimp Feast – November 12th, 2016**  
at the Hawks Pleasure Club, 430 Riverside Dr., Essex, Md. 21221 from 6 pm. to 10 pm.  
\$40 per ticket.

**Back River Restoration Committee General Membership Meeting - November 15, 2016** at the Hawks Pleasure Club, 7 pm. – Free and Open to the Public.

Dave Bielecki, Author

[www.restoredheartandsoul.com](http://www.restoredheartandsoul.com)

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# Back River Restoration Committee 9th Annual Rockfish Tournament Wrap-Up

The Back River Restoration Committee held their 9th Annual Rockfish Tournament on 9/10/2016. There were 63 boats entered in the tournament including 250 participants. It was the biggest BRRC tournament in their nine year history. First place was worth \$2500. It was won by William Corley with a striped bass measuring 34 ½ inches. Special thanks to William for donating back \$300 of his winnings. Second place earned \$1000 and went to Raymond Vrablic with a 32 5/8 inch rockfish. Rob Baugess won third place with a 32 1/4 inch fish. Rob also won the \$250 Riverside Marine Award for the largest rockfish weighed in by a boat purchased or renting a slip at Riverside. Rob donated it right back to BRRC!

Riverside Marine was the main sponsor among the 65 total backers. The After Party was held at Weaver's Marine. The price of the party was included in the tournament entry fee. Pit beef, ham, turkey, hamburgers, hot dogs, chilled side salads and cold drinks were offered to all entrants. The rockfish tournament is the BRRC's biggest fundraiser of the year. After expenses, the BRRC made over \$15,000 all of which goes directly into cleaning up Back River and the Chesapeake Bay.

## BRRC Upcoming Events

Back River Restoration Committee Shrimp Feast – 11/12/2016 at the Hawks Pleasure Club, 430 Riverside Dr., Essex, Md. 21221 from 6 pm. to 10 pm. \$40 per ticket.

Back River Restoration Committee General Membership Meeting - 11/15/2016 at the Hawks Pleasure Club, 7 pm. – Free and Open to the Public.



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	Summer Slip \$1800	
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## Jack Deckelman II

On September 15, 2016, Jack Deckelman II (aka Elvis), passed away surrounded by his family. Jack was an icon on the Chesapeake Bay and of course, Middle River. It's hard, I mean impossible to sum up Jack in a paragraph – as he was larger than life and touched so many with his big smile, hard working hands and helpful knowledge of all that is “boating”.

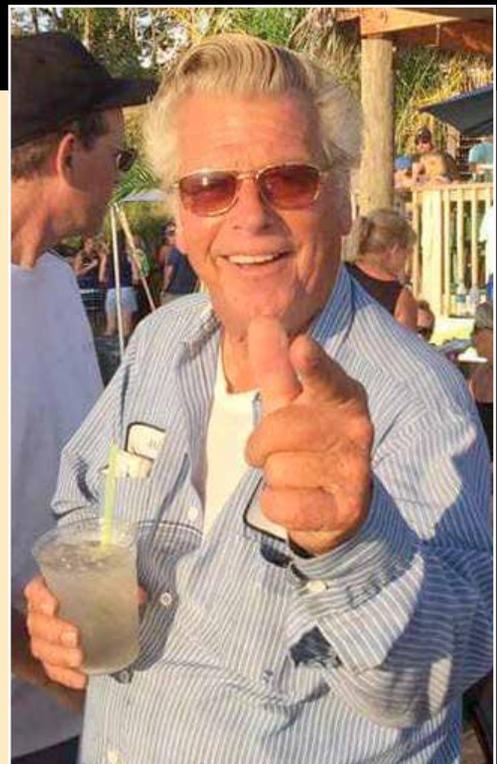
Just a few memories include: Tilghman Island Days, Workboat Races, Bay Assist, Deckelman Marine Group, Middle River Fireworks, Lighted Boat Parade, Dinghy Poker Run, Community Events Support with Fire & Marine Police Depts., Yacht Club Events, ICW trips to Florida .... His life was full!

He said “The day I can't be on the water is the day I don't want to be here”. That day came sooner than his friends and family wanted or expected, but we value the days he spent here with us!

He was a loving companion of many years to Laura Wilmoth; devoted father of Jack Deckelman, III and his wife Shelly, Jeffrey Deckelman and his wife Kathy; dear grandfather of Elizabeth Deckelman, Maggie Deckelman, Gracie Deckelman, Anna Deckelman, Adrian Nigrin, Brooke Nigrin and the late Jack Deckelman and Shane Nigrin; brother of Alan “Mort” Deckelman.

Also survived by countless other loving relatives and friends.

– by Brenda Wilmoth



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## Another sign of the improving local boating economy

Recently, McDaniel Yacht Basin and Shelter Cove Marina have been sold to Galahad Marine Properties.

This is another sign that our local boating economy continues to improve. And it reinforces my decision to launch this magazine last year.

I vowed to return to a boating magazine after I lost my job at the Nor'easter six years ago, when I could again make a living at what I loved doing. I had been away from the boating scene too long, really missed everyone, and finally saw the timing was right.

We will interview the management of the marinas and let you know what their plans are for the future. Look for a full write up in our winter boat show edition. For now, we thank the new ownership for their vision and confidence in the Upper Bay boating community, and wish both Tom and Woody well.

- Dave



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# Making It Through the Winter

by L. Alan Keene

Well, this is it.....my last Upper Bay Boating column of the 2016 boating season. Feels kinda sad, especially since Peg and I didn't get out on the water nearly as much as we'd planned this year. As septuagenarians, health issues seemed to get in the way. Not that our health is bad, mind you, but even relatively good health at our age involves check-ups and blood tests, CAT scans and MRIs, along with visits to see doctors of every ilk and persuasion. If they look hard enough and long enough, I'm convinced, they're bound to find something.

But enough about health (that's all us old people talk about). The boating season on the upper Bay will soon be coming to an end and I'm sad about it. Facing us are four miserably cold months that we have to survive before thinking about getting the boat ready for Spring launch. Interestingly, these four months become progressively more difficult to endure, culminating in the shortest(?) month of the year.

Here are a few ways I plan to make it through the winter.

## NOVEMBER:

November is one of those months that has a lot going on in it. Since I usually have our boat pulled in November, at least one weekend is spent draining water tanks, tying down tarps, removing sails, and generally readying her for the cold ahead. Filling out the other weekends is football. If you're an NFL fan like I am, it's early enough in the season to have high hopes for your team(s).....the Eagles and Ravens, in my case. With football on TV three nights a week, it's easy to hibernate in front of the tube, surrounded by various snacks and drinks of choice. Before you know it, it's Thanksgiving and the good times spent with family and friends carry me almost painlessly into.....

## DECEMBER:

Now, December is that holiday month where, if you're looking for that special gift for that special someone, those 3 1/2 weeks leading up to Christmas can be agonizing. Fortunately, I did my agonizing decades ago and now can sit back and let the youngsters worry about what to get her (or him). After our kids were grown, Peg and I decided to spend our holiday money on a winter escape rather than put each other through the pushing and shoving scene of panic shopping. We usually plan our trip south for that time of the year when cabin fever is at its peak..... February. Like November, December passes quickly (even though the Eagles or Ravens or both have begun to disappoint) and before you know it, it's.....



## JANUARY:

Oh, depressing January. The only redeeming virtue of January, aside from it being playoff season in the NFL and Baltimore Boat Show time at Inner Harbor, is that it's one month closer to Spring. With the excitement of the holidays behind us, though, those next 31 days can seem like 61. It's cold, blustery, and altogether miserable outside and altogether boring inside. Here are a few time fillers that I've found to be effective in surviving January:

- 1) Try to keep that New Year's resolution for the whole month, no matter what! If it's to lose 20 lbs., lose the first ten in January. If it's to quit smoking, act like your life depends on it (because it does). If it's to be more pleasant before that third cup of coffee in the morning, concentrate your energies on that early morning smile.
- 2) Read a good book (or five). While I'm not much of a reader usually, I do most of my reading in January. A nautical theme helps, but any good book will help pass the time. In fact, Dave Bielecki, UBB's publisher, has a new book on the market titled "Restored Heart & Soul" that you might want to try. It's the story of a widower's cross country trip in an old Dodge "hippie van" and how the people he meets along the way help restore his van and much more.
- 3) Talk to each other. Get your nose out of your latest high tech device and have a real conversation with a real person. Instead of texting or tweeting or looking for Pokemon, spend some time getting to know each other again. Play a board game like Scrabble or Monopoly or Clue and have fun together. Before you know it, January might be history. And then, the worst of the worst.....

## FEBRUARY:

It's that short little month with the extra "r" that was borrowed from "brrrrr". I don't know about you, but I'm headin' south!

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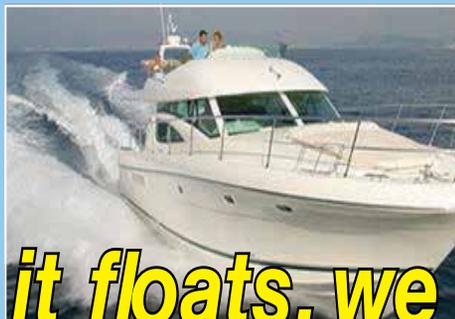


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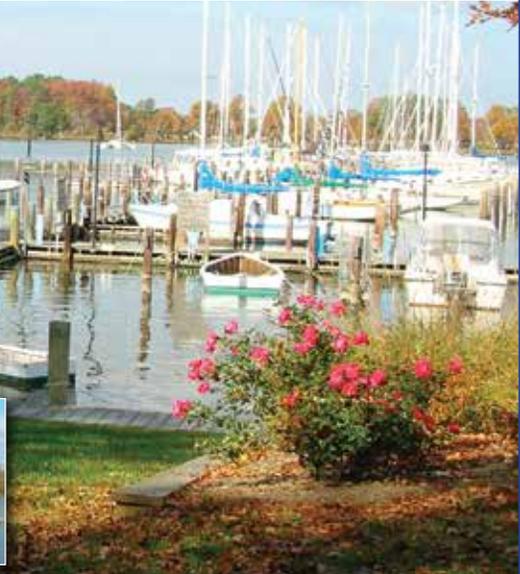
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# Couples & Boating

By Captain Mark Galasso  
*Tuna the Tide Charter Service*

Occasionally I'm asked to jump on board with a couple that just bought a new boat and give them a little basic instruction on how to enjoy their new purchase. Some basic operating instructions on how to dock, what safety gear is needed, how to use the electronics and so forth. It seems after just a few hours I can give you a history of the couple's interactions with one another. And it runs the gambit of couples that really don't need me to ones that would make Jerry Springer cringe. The fact is though that it has helped me really understand why boaters do what they do both good and bad.

So after a few choice examples think about where you and your significant other fit in. You may be surprised. The names have been changed to protect the innocent as well as the guilty.

Mike and Mary from Philly just bought a new runabout. They plan on weekend getaways down on the Bay. They are young professionals with no kids, though if this boating thing works out they're sure the kids will enjoy it as much as they do. I met them at a floating dock where the boat sat already tied up. Mary started barking orders as soon as she stepped foot on the dock. Mike seemed nervous about everything he did. He started the motor while it was still fully tilted up. Mary was sure we were going to hit another boat as we idled out of the marina and let Mike know it. On the way in I took the helm and showed them how we use the wind and current to our advantage in docking and to take everything slowly. I had Mary get the dock lines ready while Mike had the boat hook in hand. Piece of cake.

Cathy and Carl were an older couple. They just bought a small center console. I met them at their dock. The boat was up on a lift. Cathy was packing food up at the house while Carl was lowering the boat into the water. Cathy jumped on the boat the last second and stowed the food and drinks. Carl lowered the motor and backed out of the slip. Before he even put the boat in forward Cathy



had stowed all the dock lines and put three fishing rods in the rocket launchers. Not a word passed between anyone until Cathy asked me where the fish were biting. I think they just wanted to take me fishing and learn a little more about their fish finder. This was obviously not their first rodeo.

Simon and Samantha bought a small inboard cruiser. They had rented a slip and hoped to use the boat as a weekend getaway from the city. It had a small head and a comfortable sleeping set up. With shore power and water it made a nice waterfront home without the waterfront property taxes. Great idea! I was a little jealous when I saw the nice electronics and noticed the cabin had air conditioning. I wasn't really sure why they needed me. Simon had taken a safe boating course and this wasn't their first boat. I realized the reason as soon as we left the slip. They worked well together and Sam seemed to know just when Simon needed something. But Sam and I were constantly pushing off things and trying not to get in anyone's way. The fact was they just didn't have enough time on the water actually operating the vessel. It truly WAS a weekend home. I'll bet their fuel bill was less than their electric bill.

So where do you fit in? Will you still be boating in 20 years? And will your significant other still be your first mate? I hope so. The enjoyment we get from boating only gets better when you share it with someone else. And what could be better than sharing it with your best friend?



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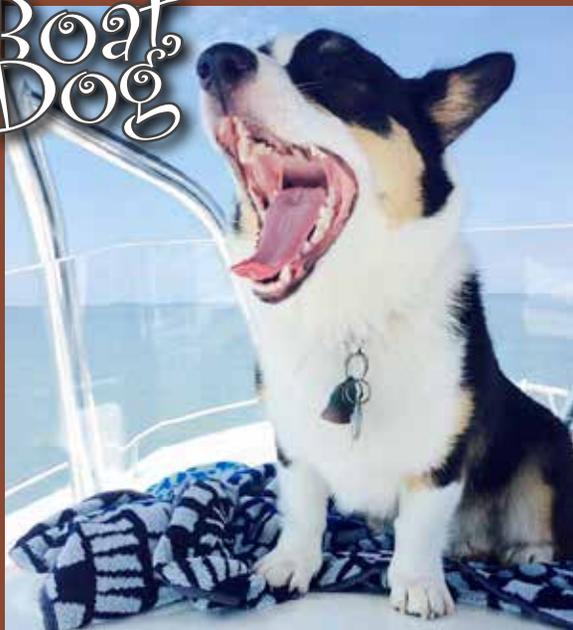
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*My name is Pippin, and I'm a 1 year old Corgi.  
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exploring the Choptank and Tilghman Island  
in our center console .*



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# Sharks in the Upper Bay?

by Tim Campbell

This past summer there were reports of shark sightings in the middle Chesapeake Bay near Point Lookout. It is not unusual to see sharks in the middle and lower bay area in the summertime, but seeing a shark in the upper bay is rare. That said there are many accounts of big bull sharks found trapped in pound nets in the upper and middle bay during the late summer and early fall. For instance, a bull shark measuring nine feet was caught in a commercial fisherman's pound net in the Bush River off of Aberdeen Proving Grounds according to a 1987 article in the Sunpaper. In more recent times, on July 22, 2014, a shark was seen in the waters off of Sandy Point State Park which caused the park ranger to temporarily close the beach for swimming. In September 2015, an eight feet long bull shark was stuck in a commercial fishing net near the mouth of the Potomac River. The same thing happened in 2010, and again in 2013. Bull sharks are known to breed in brackish water in the summertime.

Christy Henderson, owner of Buzz's Marina in Ridge, Maryland reported that her husband Michael was reeling in a -nch redfish in late August when a big bull shark bit it in half right next to the boat. He was fishing the main bay northeast of Point Lookout. Michael told me bull sharks have been seen in that part of the bay toward the end of August or early September just about every year. Special thanks to Christy and Michael for use of the photos. Go to [www.buzzsmarina.com](http://www.buzzsmarina.com) to see more.

Bull sharks are diadromous, which means they can swim from saltwater to freshwater with no problem. Female bull sharks grow larger than males and can weigh over 1000 pounds. The Maryland Department of Natural Resources does not keep track of bull sharks in the bay and there has never been a reported shark attack in Maryland bay waters.

One hundred years ago, shark sightings in the bay were more frequent. In those days, just as today, a lot of folks held an irrational fear of sharks, so much so that sharks in the bay were over-fished.

Atlantic sharp-nose, sandbar and sand tiger sharks were among the most common catches. Some were eaten, but most were sold and shipped overseas. The smallest of the three types is the Atlantic sharp-nose reaching a length of 40 inches. They can live in the wild up to twelve years. Sandbar sharks use the Chesapeake Bay as a nursery. They are often found around sandbars, hence the name. Adult sandbar



sharks can grow to seven feet, have a lifespan of twenty years and are not considered dangerous.

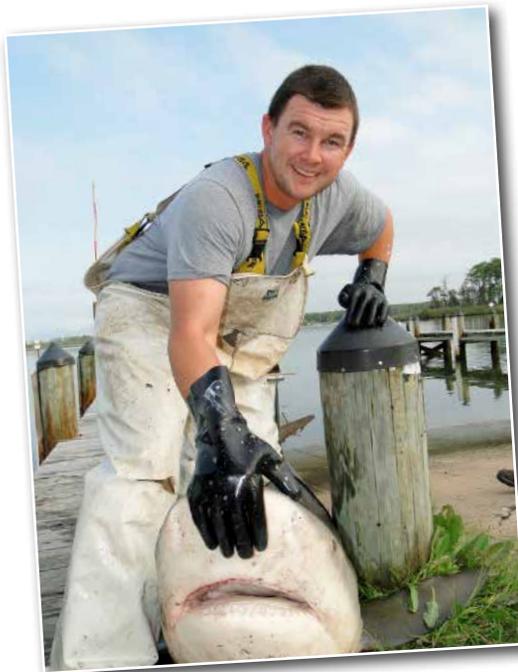
Sand tiger sharks can grow as long as ten feet and live 15 years. The sand tiger shark is still listed as a threatened species. To this day, the exploitation of sharks is part of the reason why there are an over-abundance of cow-nosed rays in the bay. Some sharks eat cow-nosed and other sting-rays. Sensible regulations are important to help keep nature in balance.

Sharks have been around over 400 million years. In fact, one can still find fossilized shark teeth in the shallow waters of Chesapeake Beach and nearby Calvert Cliffs. There are more than 400 species of sharks around the world, but only about a dozen types visit the Chesapeake Bay, most of which are found in the lower bay.

The most common shark species in the Chesapeake Bay are Atlantic angel, Atlantic sharp-nose, basking, bonnet-head, bull, sandbar, sand tiger, smooth dogfish, spiny dogfish, and smooth hammerhead. Of those, the bull shark is the most aggressive, behind only the great white and the tiger shark. Great white and tiger sharks do not come in the bay. And yet, in May of 2015 there was a rumor that a great white shark was seen in the middle bay off

of Chesapeake Beach. Not true. It turned out to be a false ping from a great white which had been tagged by researchers in 2013. The signal was way off. The shark, named Mary Lee, was actually in the ocean off the coast of New Jersey heading north.

Even before the movie Jaws came out over 40 years ago, a lot of people believed sharks to be voracious man-eaters when in reality most sharks are harmless to humans, especially here in the Chesapeake Bay.





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# On the Waterfront

with George Waters

photo by Donna Bedell

## An Interview with the Queen (Ant) Brings Compromise

**T**iny ants have overrun our house this summer, in anticipation, I believe, of the End Times, which have clearly been foreshadowed by this year's political season.

Ants are everywhere, climbing, roving, searching for sugar. If they had any sense they would be looking for a viable third party candidate. When my wife was awakened by an ant on her face, I had had enough. I called a meet with the queen ant. Here's how it went down.

Me: Your majesty, welcome.

Queen: Thanks. Is that sugar?

Me: (glancing down at shirt) No, that's toothpaste.

Queen: Hey, you gotta ask.

Me: I'll get right to the point. Your fellow ants are all over my kitchen, my bathroom, in my bed. What is it going to take to get them back in the dirt where they belong?

Queen: This election is nuts, am I right?

Me: Wait. You're following the election?

Queen: Oh yeah. People are stress-eating. Cake. Boy, are they eating cake. Cookies. It's fantastic. Crumbs everywhere. Every four years it's a golden age.

Me: We don't leave crumbs. You guys are still all over us, on the couch, at the dining table, hitchhiking into the car. I almost drove off the road yesterday when an ant went down my neck.

Queen: Haha. Sounds like Rudy. Did he have a brown thorax?

Me: I don't know! I swatted him off me and just missed a tanker truck.

Queen: That would explain why he didn't make it to aerobics.

Me: The Internet tells me I should just mix some Borax into powdered sugar and leave a pile for your buddies to take back into the nest to destroy it.

Queen: This is that "20 mule team" Borax?

Me: Yes.

Queen: Oh, that is delicious. What doesn't kill you makes you stronger, baby. And a little high.

Me: You want sugar? We can put a pile outside for you.

Queen: It's hot out there. It's summer. You got central A/C, you got drips of spilled sweet tea, the occasional yogurt cup. Plus, how else are we gonna watch "Orange Is The New Black"?

Me: You watch our TV?

Queen: Only the good stuff. We're not swine.

Me: Do me a favor. Stay out of the bed, at least.

Queen: Done. Do me a favor. Watch more baking shows.

Me: Fine.

Queen: And bring home that DVD of "Woman In Gold" again. I love me some Helen Mirren.

Me: Queenie, you are preaching to the choir.



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A photograph of the Duffy Creek Marina building and dock area, showing a large multi-story building with a balcony and a dock extending into the water.

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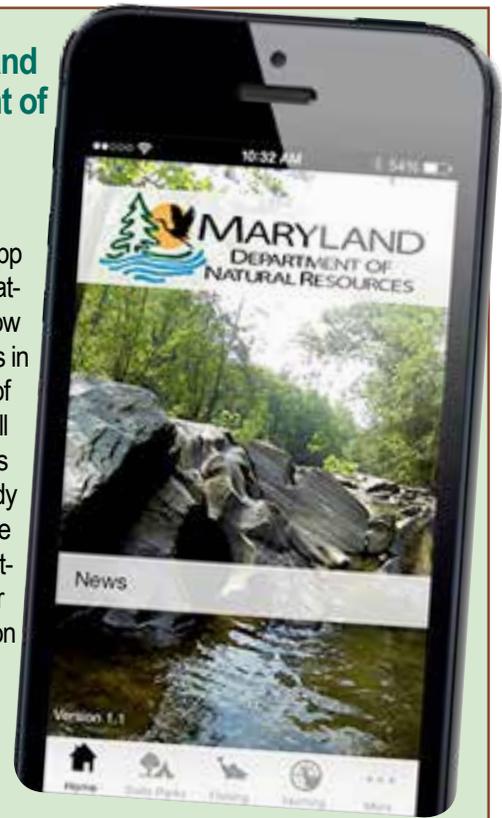
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### The Maryland Department of Natural Resources

is making an App available to boaters that will show the speed limits in different parts of the bay. You will be able to focus right on the body of water you are currently operating on. Look for more information in our Winter edition.

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# Antifreeze is antifreeze, right? Wrong.

**N**ot only are there different kinds, the temperature at which they freeze is different, too. And that's important because if they do freeze, your boat is likely to be damaged.

Antifreeze for winterizing engines and freshwater systems is not the same as

the coolant you put in your engine's heat exchanger (the boat equivalent of a radiator). Ethylene glycol, the chemical used in coolant, is highly toxic, and winterizing antifreeze must be nontoxic because it goes in drinking water systems and may eventually go overboard.

The antifreeze you use in your engine and plumbing systems aboard must also have the proper freeze protection to keep your systems safe at the lowest possible temperatures your boat may face.

Choose antifreeze that contains propylene glycol, which is safe and tasteless, and one that has rust inhibitors for engine protection.

Most importantly, check the freeze rating, but be aware that the numbers used don't correspond to what you may think. A typical antifreeze labeled for minus 50 degrees Fahrenheit will only protect PVC water pipes from bursting down to about minus 10 degrees and will actually begin freezing at about 15 degrees above.



photo by Dave

At 50 below, it's a solid chunk of ice, capable of cracking an engine block. Play it safe and use an antifreeze that is rated well below any temperature you're likely to experience.

Most winterizing antifreeze must

be used full strength — don't dilute.

When pumping antifreeze into your engine or freshwater systems, don't shut down as soon as you see the antifreeze come out of the faucet or engine exhaust. The antifreeze first mixes with the water already in the system and has to displace all of it before the antifreeze can protect fully. It's better to invest in a couple of extra gallons than end up with a cracked block at the beginning of next season.

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# Fall Boat Buddy

by Doug & Brenda Dawson

Summer has again come to an end and some boaters are preparing for haul-out. For many who are continuing to enjoy fall boating, the weather isn't as dependable, so trips to the boat aren't as frequent.

Most marinas keep watch over your boat; but, in some harbors, there is no one to check your boat at all. With fewer fellow boaters around, the chances of problems going unnoticed, increases. To put your mind at ease, there is a simple solution.

As kids, we were taught the "buddy system" for safety. We always had to hold hands with our "buddy". It worked then and it can work for boaters now. Team up with a "Boat Buddy" and watch each other's boats. Make a list of items to check. Here are a few suggestions and consequences:

- Is the shore cord disconnected? If so, the fridge and bilge pumps stop working resulting in bad food or bilge full of water.
- Is the shore cord in the water? Stray electrical current in the water can cause electric shock drowning.
- Are there rain puddles on the canvas as in picture #1? If so, the canvas could leak causing water damage and mildew or broken canvas supports and further damage.
- Is the boat floating lower than normal? This means it could be taking on water.
- Is the furling partly unfurled as in picture #2? Wind damage will most likely result.
- Are the halyards loose? Continual beating against the mast or shrouds wears the halyards and annoys other boaters—especially at night.
- Are any fenders loose or missing? Hull damage can result if all fenders aren't hung properly.
- Are the dock lines loose, untied or chafed? If they are, you could end up with scratches and gouges like picture #3.

- Is the glass or isinglass plastic damp? This could be a sign of a bigger water problem inside.
- Is the canvas unsnapped? This could be an indication of an intruder, or left unsnapped could tear and unsnap more as in picture #4.

- Are there any signs of entry by humans or rodents? Either could be bad news.

Depending on your boat's size and your marina's customer care, you may have a longer or shorter list. Exchange contact information with your boat buddy, then agree on a procedure to follow when and if you find something. When you know who to call and what to do, it will be easier for both of you.

After haul-out, you and your buddy can continue checking each other's boats. Boats stored outside under a tarp or shrink wrap should be checked after severe wind and heavy snow. Noticing a small tear on a sharp point and dealing with it, will avoid the damage of a tear developing into a huge problem.

Watch your kids and grandkids. They are always taking and sending pictures of "stuff" on their smart phones. They are always sharing information. Learn from them.

When inspecting your buddy's boat, grab a picture or two and email or text them—even if everything is okay. Your buddy will appreciate knowing the good, as well as any bad, you may have to send him, the same as

you would appreciate anything sent to you about your boat.

Having a Fall/Winter Boat Check Buddy out there keeping an eye on your "pride and joy" when you are away, will certainly reduce the stress and worry until next spring.

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



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## Fall/Winter Fishing on the Susquehanna River

When one thinks of the Upper Chesapeake Bay, their mind often pictures big cruisers, saltwater spray, and big, open water. At the top of the Bay, however, is the Susquehanna River which empties into the headwaters of the mighty Chesapeake.

A series of dams as you go further north regulate flow and generate power. These dams create several pools or lakes as they break the swift waters of the Susquehanna.

Year 'round fishing opportunities abound on the river and it harbors a multitude of species of fish. Just because the calendar turns to October does not mean it's time to stow away the fishing gear, especially on the Susquehanna River.

As the water cools, fish become more active and begin to feed more as their senses tell them that winter is on the way and eating heavily in the fall is similar to a squirrel storing nuts for the winter.

Largemouth and smallmouth bass are more aggressive at this time of year and the larger bass will be as fat as the pre-spawn females that show up in late March. The heavier smallmouth bass begin to reappear in the fall and winter as they are scant during the warmer months.

Both large and smallmouth bass can be caught with regularity as the water drops to the mid-to-low 40 degree mark and even colder. Concentrate on the deeper drop-off's and ledges using blade baits, drubs, or Shakey Head finesse worms. Work them slow over deep rock piles in calmer water.

Conowingo Reservoir is a great place to catch a variety of largemouth bass, smallmouth bass, hybrid striped bass, and catfish right up until the water freezes. Late fall/early winter bass tournaments on the lake usually take 5 bass totaling over 20 pounds to win.



Steve Bowman

Cold water means yellow perch in the Susquehanna River. You can always tell when the "run" has started, usually mid-to-late February, by crossing the Hatem (Route 40) Bridge and glancing over the Perryville side. If the perch are hitting you will see folks on the docks at Owens Landing almost shoulder to shoulder and a couple dozen boats nearby.

These perch will turn the screen of your graph or depth finder black as the schools are just that thick. In fact, if you are bass fishing in the area you will likely need to add extra weight to your lure as the aggressive yellow bellies will attack a lug nut if it fell in front of them. 14" and better perch are common.

It's a great time to take your kids out if you bundle them up properly because

the action will be constant and they will not become disinterested.

The dying grass beds on the flats will hold bass right up until the last remaining stalk turns brown and a shallow running spinnerbait should do the trick.

As the water begins to approach the freezing mark you will want to look for calmer water in the backs of creeks and rivers. Docks, piers, bulkheads, and pilings will be your main visible target with drop-offs also being a good choice. You can expect to catch bass, perch, catfish, bluegill, crappie, and an occasional rockfish. Don't be surprised to hook a giant carp that will put your tackle to the test.

Don't let the falling temperatures keep you from wetting a line this winter. Make sure you are safety-prepared, warmly dressed, and in compliance with the DNR regulations.

Paycheck Tournament Series offers several fall and winter tournaments for the anglers who love the thrill (and chill!) of competition.

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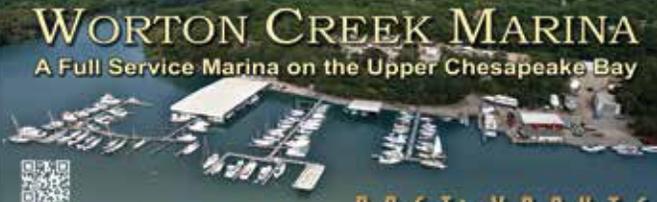
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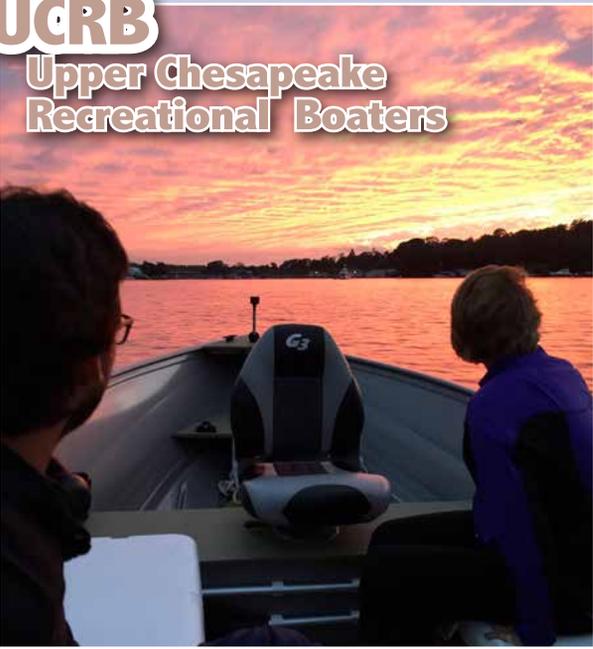
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# Hurricane Preparation Tips



## Hurricane Season Is Not Over Yet!

This has been a very quiet hurricane season so far, but it's important to stay prepared in case a late summer or fall storm should threaten your boating area. Here is a checklist of precautions to take when a hurricane is approaching from our team members at Sea Insure®, presented by Sea Tow®. Their team deals with hurricane cases each and every year, and these are their Top 5 Tips to protect you and your boat when a hurricane is headed for your area.

Of course, their first piece of advice is to be sure your boat is fully insured against damage or loss due to a storm.

1. Move out of the way. If your boat is trailerable, and it is possible to move it out of the path of the storm, then this is the safest and best way to protect it. If your boat is on a trailer, lash it down. Use tie-downs to anchor the trailer to the ground, let the air out of its tires, and weigh down the frame.

2. Batten down the hatches. If the boat cannot be moved, make every effort to protect it from wind and flying objects. Remove all detachable items from your boat, such as sails, canvas, cushions, fishing rigging and gear, electronics, and antennas. Lash down everything you cannot remove, including booms, tillers, wheels, etc. Store your dinghy and its outboard motor away from the boat and inside, if possible. Don't leave important documents like the boat's registration on board.

3. Be Secure. If the boat must be kept at a dock, then secure it with as many lines as possible. Remember to check the lines for chafe, and replace or protect them if necessary. Disconnect the shore power. Be sure all power is turned off and all shore power cords are stowed securely. This could prevent electrical fires.

4. Off the Lift. If the boat is kept on davits or a lift, remove it if at all possible. If your boat is in a marina, center it in its slip. Double up all dock lines and make sure they are of sufficient length to compensate for extreme high water. Check that the boats docked near yours also are securely double-tied. A boat that breaks loose in a hurricane could wind up damaging your boat and others.

5. Protect yourself. If your boat is at anchor, put out extra scope. Inspect all anchor rodes and chain and use only good or new gear. Set extra anchors as necessary. Finally – if your boat is to stay in the water during the storm, protect yourself and please do not stay with the boat!

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After The Storm...

What to do if your vessel is damaged by a catastrophic event

### Keep This With Your Captain's Documents

1. Notify your carrier immediately and Sea Tow 410-885-5044 Sea Insure has a 24/7 claims intake center, which can be reached at 888-760-9195.

2. Your vessel may be prone to looters. If accessible, remove any loose items. If items are found stolen report them to the police.

3. Document the damages to the vessel. If possible take photos.

4. You have an obligation to protect your vessel from further damage. Cover any holes/fractures in the hull, but only if you can do so safely.

5. Engines submerged? If the engines and machinery have been submerged you should notify your mechanic and request the engine(s) to be pickled; this will prevent further damage or seizure.

6. Boat recovery. If your boat was stored on land and was displaced following the storm or if your boat sank and you need assistance to have it recovered, your insurance adjuster can help you with this. After catastrophic storms Sea Tow is standing by and ready to assist. If you have any concerns speak with your adjuster.

7. Damage Survey. Your adjuster will make arrangements to have the boat surveyed for damage. Provide him/her with any receipts or expenses you incurred after the loss showing you mitigated the damages.

8. Work with your adjuster to choose a repair facility to provide you with a written estimate of damages that should be presented for review.

If you have any questions on your insurance coverage, please call Sea Insure at 877-568-1672 For more safety tips check out [www.seatow.com](http://www.seatow.com)

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can also do on your own and they will make a huge difference in your shrink wrapping project: Start with a dry boat or object to wrap to prevent mildew; we dry out our customer's boat bilge or low spots where there is sitting water or even the entire top-side when there's morning dew. Use the right size wrap, we bring three or four sizes with us while wrapping boats so that we keep waste to a minimum, if you shrink wrap yourself and need some advice on the right size for your project, we can help. And finally, vent. vent. vent. On a typical 24' boat we use six vents, at 28' – 35' we like eight vents, larger boats get ten or more. In addition to vents for the open spaces under the shrink wrap, we use dry bags in enclosed areas to keep moisture from building up. Check out our website for more tips. We carry a full line of all products mentioned above, are close to the Philadelphia Airport for convenient pickup to I-95. If you need help or would just like us to come out and wrap your boat or other items for you, give us a call at **800-847-5290**.



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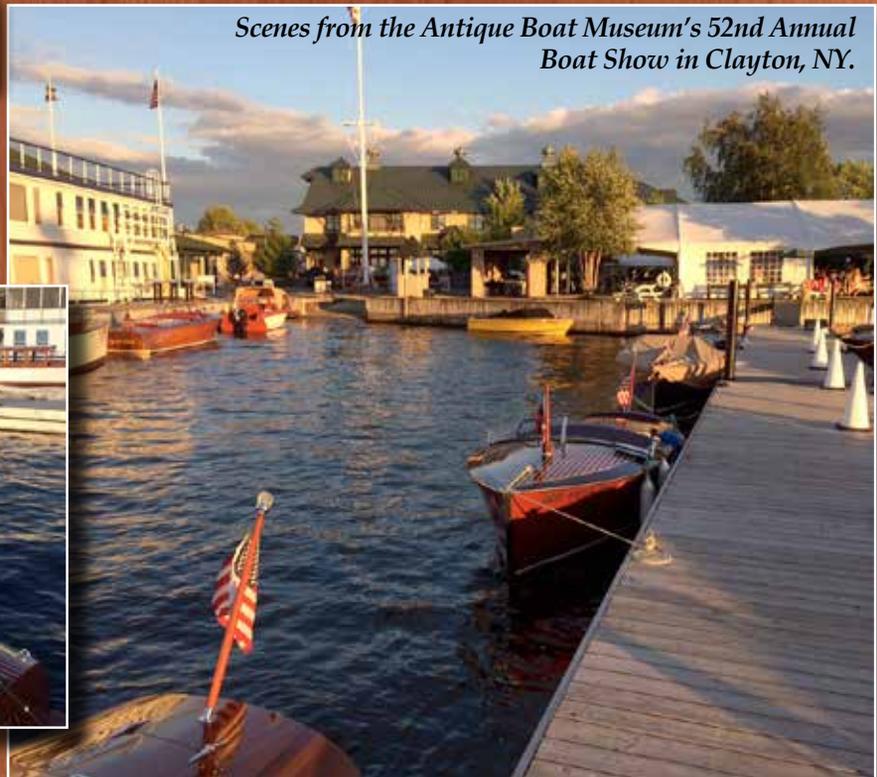
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## Classic Corner

### Antique Boat Museum's 52nd Annual Boat Show



*Scenes from the Antique Boat Museum's 52nd Annual  
Boat Show in Clayton, NY.*

photos by George Hazzard

# Lunch with the Boss

by Dick Greenwood

For the last issue of the season—that's right, after this issue we'll go into hibernation until the Winter Show issue—I decided to try something completely different. Rather than interview and write about some aging, retiring insurance mogul-boater, or go looking for a boat that's been run through a grinder, I thought it might be interesting for the Upper Bay Boating readers to get some insight into the guy who makes this magazine happen, our publisher, ad salesperson, distributor, super organizer, Dave Bielecki. Besides, interviewing Dave would give me a chance to get to know him better and to have a free lunch.

So I gave him a call, outlined my plan, and suggested we meet for lunch at Woody's in North East. He accepted, and I felt like I'd hit pay dirt. Magazines are a funny business: the writers and publishers and editors rarely meet—I'd only met Dave a couple of times, face-to-face—and on larger publications you might never meet. If you do what I do, write about whatever comes to mind and then send it in and pray the publisher doesn't call you a moron as he tosses your article into the trash bin, all the contact you'll have is an occasional phone call and a monthly email reminding you of your deadline.

On the appointed day and time, I met Dave at Woody's, armed with a head full of questions, determined to find out why a grown man would ever decide to create a magazine. When we met at Woody's, I immediately realized that just about everything about Dave Bielecki has a hint of enigma. He readily admits that he's just turned 60, but he looks more like 50. He has a long career in sales behind him, but his mild manner and soft-spoken way suggest that he might be more suited to be a teacher or a preacher. His every mannerism speaks of a gentle nature, but even a brief conversation with him about his magazines tells you he's a serious competitor. In spite of the enigmatic quality and the grocery list of contradictions, he's a guy you walk away from feeling that you've just been with someone you can trust.

I started with the obvious question, "What the hell are you doing!?" and learned that Upper Bay Boat-

ing isn't Dave's first or only magazine. After nearly 20 years running his own landscaping company, he decided to move away from that overly subscribed industry and return to his roots as a Chesapeake Bay boater. After selling his business, he sold boats for a year before settling in marine advertising sales. He spent years selling ad copy for *Mariner*, the Baltimore Sun, before joining his old friends at the *Nor' Easter*.

The fun lasted for a few years at that publication before the crunch of the economy pared back the boating industry, and Dave was forced to re-invent himself again.

Although secure, he still wasn't settled. The call of the Bay, a love kindled when he was a teenager and strengthened over the years, drew him back. Now he publishes two magazines, *Car Show & Cruise Guide* and *Upper Bay Boating*. Both are successful in their niche markets; neither is fabulously lucrative. I had to ask, "is it your intent to build *Upper Bay Boating* to the size of *Nor' Easter* or *Mariner*?" He didn't miss a stroke, "No, I named the magazine *Upper Bay Boating*

because I wanted to contain its content and focus on the area I know and love best. My emphasis is on 'Upper.'"

It was at that moment that I learned an astounding thing about Dave; he is completely content with where his life has taken him. I asked, "How much growth do you want *Upper Bay Boating* to see?"

"It's fine where it is," he responded immediately.

And that, my friends, is an exact summary of Dave Bielecki. He's fine where he is. He's not about to stagnate and has just released his first novel, *Restored Heart & Soul*, a story about a middle-aged man who finds renewed optimism after his life seemed to have collapsed. Unlike so many people, most people, Dave has found a level of satisfaction that rises above dollars, properties, things he owns. He has found a reason to get up every morning and to go to work doing what he most loves; supporting and nurturing the growth and health of the Upper Chesapeake.

Now if he'll only approve my lunch expense account.



Dave

# Live Aboard

by Don and Gail Elwell

## Loving the Fall, Prepping for Winter

One of the differences between liveaboards and the rest of the boating community really hits home in the Fall. Fall is a beautiful time here on the Bay. It comes with milder temperatures, spectacular colors, great fishing, and some of the best sailing weather of the year. For most of the boating community, spring is a rather frenzied time, getting the boat ready to splash for the year. In Fall, it's a time to finally kick back, enjoy the great weather and the water, and anticipate the run-up to pulling your boat for the winter.



For those of us who live year round on the water, it's just the opposite. We putter at projects all Winter, so when Spring comes, it's no big deal, but the Fall. . . in Fall we have to do our Winter prep -- adding insulation, sealing hatches, laying in supplies, preparing bubblers and ice eaters for the docks. It's our busy time, and The Floating Empire is no exception.

We've made a number of revisions aboard for the Winter: taking our super-durable roof membrane (boy was THAT a good choice) all the way down to the water to replace

some of the wood siding that failed to hold up, replacing windows, adding insulation and some new floatation, re-seating our woodstove, and, in general, getting ready to button up nice and cozy for the months to come.



And then that being done, we finally get a chance to kick back and enjoy the Fall. The Herons are especially active right now on Middle River, these gigantic Pterodactyle critters flying overhead (though they do have a singing voice like a jackal trying to barf up the carburetor from a '57 DeSoto). The fishing is great right now, the crabs are in, and

soon there will be oysters and clams from the Bay. All in all, it's a wonderful time of year. After a summer of noise and parties and people, we're ready for a little peace and quiet (and, of course, by April, we're ready for everyone to come back. . . please).

Someone asked me the other day: "What do you guys do there all winter?" Actually, winter is pretty busy for us. Gail is a professional artist, right now doing collage work and handmade books (available through [lifeartwater.blogspot.com](http://lifeartwater.blogspot.com) and [facebook.com/theartofgailwell13](http://facebook.com/theartofgailwell13)), I'm a playwright and novelist, with most of my works on Kindle and through [wildshorepress.com](http://wildshorepress.com). Winter is when we have the solitude to take the time and create.



But for now, it's projects, and enjoying the fall. Don't miss out on some of the best boating by pulling yours too early. See you in the Spring.

Enjoy!

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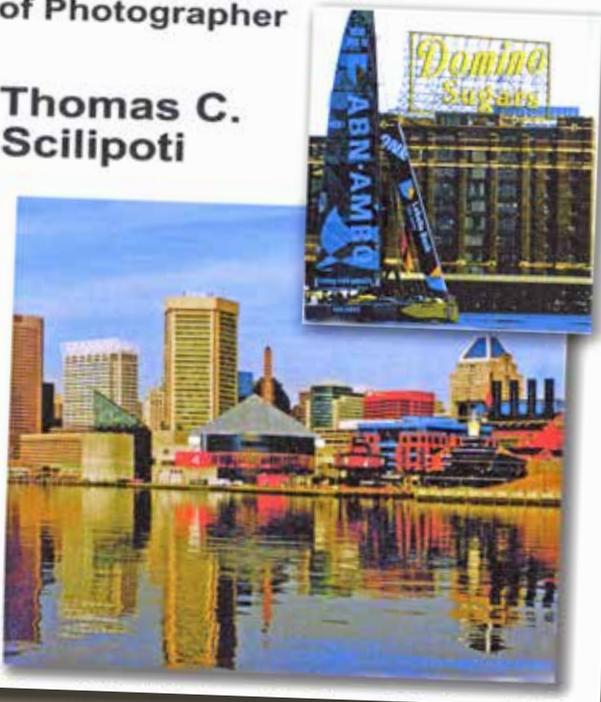
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# KAYAKING ON THE UPPER BAY

with Dave Wilson

**K**ent Island is one of three remaining islands in the Chesapeake Bay that supports viable communities. The other two are Smith Island and Tangier Island. Kent Island is the largest of these, and given its height above sea level it will be with us for another 200 years or so. The same cannot be said for Smith and Tangier Islands.

If you have read my previous articles, you know that I like to learn a little about the histories of the places I paddle. Kent Island's history is rich, only part of which can be told here. But it is worthy of noting that Kent Island as we know it might not have ever been. It was once a Virginia territory. Also, it was one of two sites considered by the Bureau of Ordinance for what is now Aberdeen Proving Grounds. I find the story of how Kent Island came to be a part of Maryland, interesting and will attempt to summarize it here to give you something to think about as you paddle this island.

Kent Island was part of the greater territories granted to the Virginia Company, a private shareholder company, in 1606 by English King James I. The First Virginia Charter granted these venture-capitalists authority to establish English colonies within a territory that ranged from present day South Carolina to New York City. This is the same charter that enabled the establishment of Jamestown. For a variety of reasons, King James I failed to renew the company's charter after it went bankrupt. The crown assumed control of the charter. In 1627, a Virginia surveyor and partner of the London firm Cloberry and Company set out from Jamestown on a voyage to find and establish a base from which he could begin trading with Native Americans. William Claiborne found the island we now call Kent Island and purchased it from the Matapeake tribe for some 12 pounds of goods. Claiborne named the island 'Isle of Kent', after his home county of Kent, England. It was chosen because it gave him easy access to the northern Indian tribes, yet was within several days of sailing from Jamestown. With financial backing from his company and with a royal trading commission, he proceeded to build a new settlement to support his enterprising fur-trading operation. The original Fort Kent was recently discovered by archeologists in a submerged portion of the southern tip of the island.

Meanwhile, back in London, King James I died. His son, Charles I, inherited the throne. England was in the midst of religious turmoil at the time and a fellow named George Calvert, Lord Baltimore, appealed to the new king for a charter to establish a Catholic

colony north of Virginia. This new colony would provide refuge for Catholics who were then being persecuted for their religious beliefs by the Protestant majority. The new colony would be called Marie's Land and later shortened to Maryland. Lord Baltimore died before he could see the fruits of his efforts, but King Charles I did grant his son, Cecilius, the Second Lord Baltimore, the requested territory. And herein problems began. Kent Island lay within the territory re-deeded to Maryland.

In the April 2016 issue of UBB I mentioned Claiborne's clash with Lord Baltimore over an outpost he established on Palmer Island. I didn't provide any details. Tensions in the territories rose when Lord Baltimore, aware of Claiborne's fur trading business, instructed his brother, Leonard Calvert, to give Claiborne notice. Claiborne would be allowed to continue trading (on Maryland property), but only under Lord Baltimore's license and authority (read taxation). Claiborne response was clear. He told Lord Baltimore his allegiance was to Virginia and Royal authority, not to proprietary authority.

When Baltimore's charter arrived, the Virginians rightly viewed it as an encroachment on their grant and petitioned the King to redress the issue. King Charles was blunt in his response, "Sort it out yourselves." Claiborne then asked the Virginia Council how the matter should be handled. Their answer wasn't a solution, but more of an expression of how they wanted to see things turn out. They let it be known Kent Island was to remain part of the Virginia Colony. They left the means of achieving this up to Claiborne.

Claiborne and his partners again petitioned King Charles to protect their claims. The king replied that he could not dispossess the land from Maryland, but he would instruct the Calverts to allow the Kent settlement to continue trading and to not disturb or molest the settlement in any way. Apparently, word never got back to the Calvert.

When the new settlers for Maryland began arriving, Claiborne was accused of inciting the Indians against them. His was charged and his case was brought before the king. There evidence was presented that another trader, jealous of Claiborne's success, had started the rumors. Claiborne was cleared of all charges, but again, word getting back to Lord Baltimore only told half the story. Claiborne was exonerated, but the part about Claiborne's innocence was left out. Baltimore was furious. He instructed his brother that if Claiborne continued trading without official license, he was to be arrested and his island settlement confiscated.

# KAYAKING ON THE UPPER BAY

Tensions built. The flashpoint came when settlers from St. Mary's sent a boat to Palmer Island with a cargo destined for Indian trade. I'm guessing the Virginians saw this as an attempt to nose in on their trade. The record regarding intentions is unclear, but the result is not. One of Claiborne's boats seized the Maryland ship and the crew. The incident is the first documented act of piracy on the Chesapeake. The crew was eventually released and told to carry word back to St. Mary's that the Virginians would continue their trading.

It story should have stopped here, but it didn't. In retaliation, the Marylanders seized one of Claiborne's ships. With this, both sides escalated their preparations for war. Several river skirmishes ensued, mostly in the Pocomoke and Wicomico rivers. In one such clash, the Battle of Pocomoke, a Kent Island vessel confronted two Maryland ships. Blood was spilled on both sides and the Kent Island vessel lost. It was recorded as another first; the first naval battle in the New World. Retaliatory battles continued on both sides until the Marylanders decided that both Kent and Palmer's Islands would have to be taken by force. They landed a small force on the southern point of Kent Island and captured the settlement there without opposition. Claiborne was in England. The chain of events following from here makes for interesting reading, but their significance lay in the outcome. Claiborne petitioned the king who wanted nothing more to do with the colonist's dispute. The king turned the matter over to the Lords Commissioners of Plantations. In April 1638 they decided that Kent and Palmer Islands were to become a part of Maryland. Claiborne gave up the fight and returned to Virginia. The Kent Island settlement continued to flourish. The Indian tribes that once inhabited the island have fallen out of the historical record.

Kent Island's circumference is 34.6 miles. Circumnavigation is possible, but should be attempted only by advanced kayakers. Much of the route crosses bays and traverses open, exposed waters subject to changing weather conditions. Most paddlers choose to do more protected day paddles from one of the islands many boat ramps. Please be aware that parking in Queen Anne's county is closely regulated and you will be fined if you do not display either a temporary pass or a permanent bumper sticker. For a list of boat ramps and permit vendors, search "QAC public landing parking permits". Parking fees are nominal.

A popular paddle launches from the Goodhands Creek Landing and includes a circumnavigation of Parsons Island. The route takes you out Goodhands Creek, past Kirwans Creek, Hog Island and into Prospect Bay. Prospect bay has a high volume of boat traffic because Kent Island Narrows is at its northern end.



You should stay close to the shoreline during your passage down the western edge of Prospect. On your way, you will pass several tidal bays and some pine forests. On a sunny day, you might choose to stop at one or more of the small beaches for lunch or rest. Narrow Point lies at the bottom of the last neck. Parsons Island lies just across the half-mile channel to the south. Be careful making this crossing. Powerboats and jet skis use it to access other areas of the island.

Parsons Island is private property. If you choose to cross over for a circumnavigation, avoid trespassing above the high water line. The island is surrounded by either beaches or high banks. On the south side of this island the waters are very shallow due

to erosion. Old maps show the island originally extended several hundred yards to the southwest. Now this finger is under water and only the skeletal remains of the forest once covering it stand in the shallow waters between Parsons and a small patch of land where the tip once lay. On the northern side of the island is an enclosed private harbor. The last time I paddled past, it was loaded with pelicans; a rare site in upper bay waters. You may also see other wildlife along Parson's shoreline. One summer afternoon I enjoyed watching a doe watch me as I crossed to the island. On that day I first realized that deer have an amazing ability to move only in the moments when you are not looking at them. How they know where you are looking is beyond my comprehension, but if you see one, note it's posture, then look away momentarily before looking back. The animal will probably be frozen in an entirely different pose. If he is not threatened, he will continue doing whatever he is doing, but not while you are watching. It's pretty incredible.

From the north side of Parson's you can retrace your route back to Goodhands, to make this a 9-mile paddle. If you choose to enter into and explore Kirwans Creek, you will add an additional 3 miles or so to your paddle.

More experienced paddlers might consider setting a shuttle at either Little Creek Landing boat ramp on Crab Alley, or at the kayak launch off Great Neck Road which parallels Warehouse Creek. Routes to either from Parson's Island can be devised to include a pass by Bodkin Island, where Maryland's first lighthouse once stood. The lighthouse collapsed in 1914, but a bit of the eroded island still remains. It is now a gathering site for cormorants, sea gulls, and pelicans. Boaters consider it a water hazard. I consider it a beautiful, not smelly, historical site. The paddle from Goodhands to Parsons, then Bodkin Island and Great Neck Road launch site is about 12 miles. Enjoy.

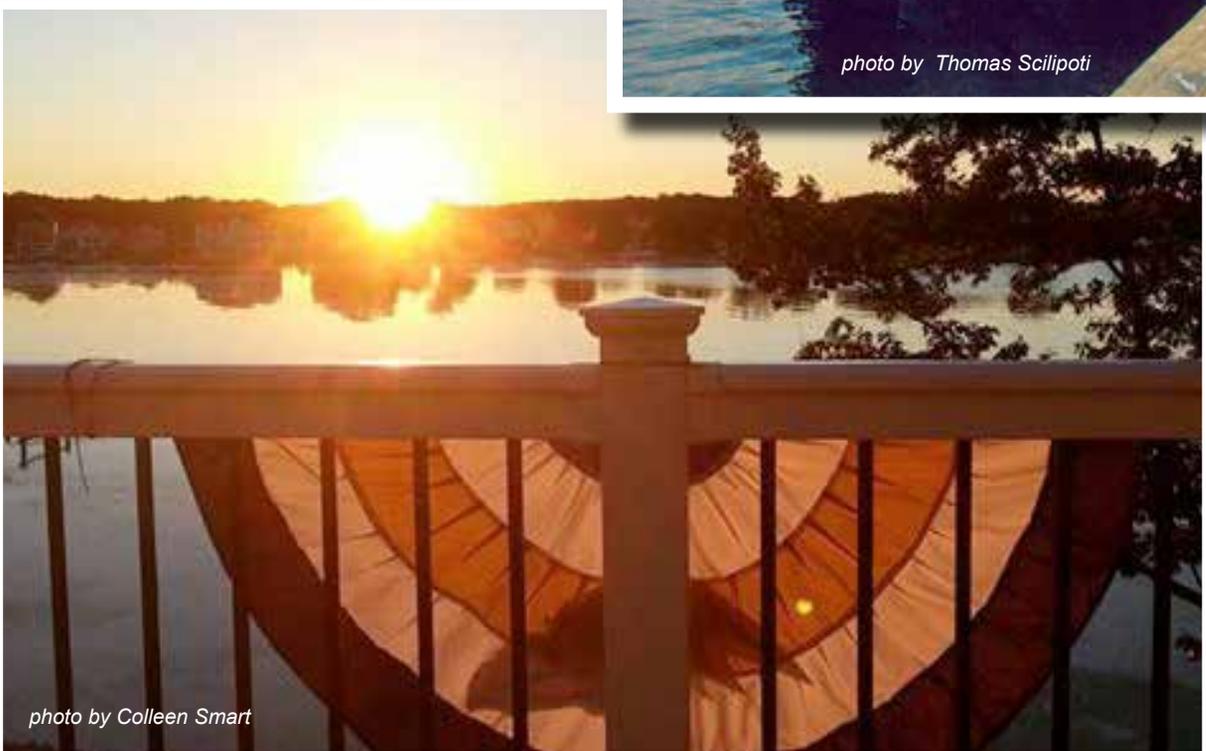
# Photo Gallery



*photo by Katie Grasmick*



*photo by Thomas Scilipoti*



*photo by Colleen Smart*

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