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June 2017

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Upper Bay Boating

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On the Cover: Sgt. Marvin Haw

Boating Safety Day 2016
photo by Dave

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Let's keep it Safe & Clean

Most of you will be able to have a copy of the June issue in your hands, or download a copy from our website by Memorial Day. After a disappointing wet and cool spring, finally Summer Boating is here! Funny how back in January we were all sure it would arrive months early. On behalf of myself, Hutch and Wendy, I wish you a safe and happy boating season, on the beautiful waters of the Upper Bay.

In this issue, you'll find a special section on the Marvin Haw 111 Safety Day. A few years back, deaths on the water went way up as more and more boaters returned to the bay. Last year things improved a bit, and if all boaters took the time to visit this event, or take a refresher safe boating course, we would all benefit for sure.

We have an article from Montana Grant on how to help to keep it clean. Recently, the Chesapeake Bay Report Card shows most of our area getting a "C". While we are encouraged by that, we hope some of the larger-well funded organizations will start to show us better results from their efforts. I hope the other states that are in the Chesapeake Bay Watershed will step

up efforts to help. If you haven't already done so, how about helping out smaller, grass root efforts like the Back River Restoration Committee and the Friends of the Bohemia River groups?

I have observed their dedication to helping improve our waterways, and believe if you want to help, and want to see tangible results, you really should join them. I promise you'll be happy you are doing your part.

Please continue to send in your photos of your time out on the water, and let me know of any interesting story ideas you may have. Also, the "Ask a Marine Technician" column in each issue might just have that answer to a pesky problem with your boat- email Kevin today if something has stumped you. I hope you appreciate our efforts to produce a publication just for your favorite part of the bay.



Happy Boating, Dave

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The Pride II Goeth Before A Fall

By Wendy Gilbert Features Editor

I used to pride myself on my sharp sense of awareness of my environment. In my youth, I worked hard to attain strength, agility and clarity of mind.

As is so often noted, use it or lose it.

And I have lost it.

Although I may have been aware that my strength and flexibility have long been gone, I did not know until very recently, that other skills have followed in their wake.

A couple of weeks ago, I ventured down to the Inner Harbor with my brother and after a fantastic lunch and before an equally fantastic dinner, there were miles to be walked.

And photos to be taken.

During the middle of our clicking and walking, I spied the Pride II coming in! I was super excited! To get a photo of that ship underway instead of tied up, was thrilling! The deck was full of people and other boats were providing me with a lovely background – unmistakably Baltimore.

I wasn't exactly sure where the Pride II was going, but wherever it was, I was going also. Until I wasn't going anywhere. While walking backwards and trying to get the ship framed perfectly, I tripped over amega-sized "cleat" (what are these things called?). My elbow hit the iron and I hit the hard.

Next thing I know, I'm looking up at three security guards. All of whom, were trying to convince me to see the medic and assuring me that it was better I landed on the hard than in the harbor. I could not disagree. The only lasting damage was to



Pride II - Wendy Gilbert

my pride and I was quick to jump up and dust myself off and continue with the sightseeing day. My sister had fallen the day before and unlike her, I was not treated to ice packs, OTC pain killers and a comfy chair. Nope. It was an "on your feet, soldier" kind of day. So, I sucked it up and on we went.

That said, it's taken 2 weeks for the pain and bruises to go away and deep down inside, I know that I came ridiculously close to breaking a bone or worse. Boating, especially sailing, requires the need for some agility and clarity and like, so rather than give up, it's time to give in.

If you find me acting a bit distracted from time to time, relax. It's just me – paying attention or exercising -- something. I did not expect my "wake up" call to be the ground, but I suspect that I am not alone in that either. Have you ever noticed that after a certain age, the nurses all ask you if you have fallen recently during your pre-screening at the doctor's? Next time they do, I'm going to have to swallow my pride and admit the truth – and blame it on the Pride II.

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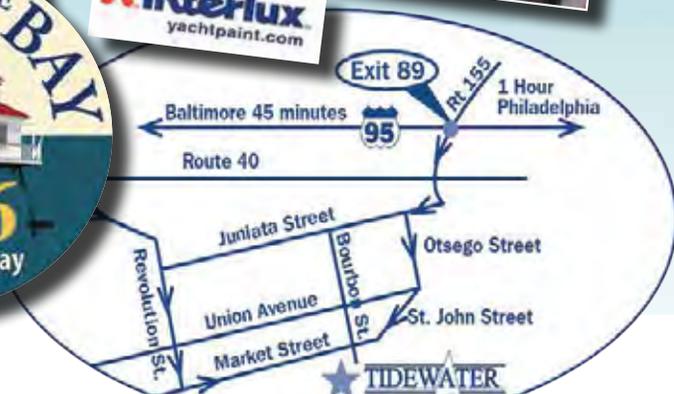
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Chesapeake Bay Report Card Shows Steady Health Recovery

By *Wendy Gilbert*- Features Editor

May 8, 2017

Fisheries Index Gets an 'A' at 90 Percent

The overall health of Chesapeake Bay improved in 2016, a positive sign that recovery efforts are working. The largest estuary in the nation scored a C grade (54 percent) in the 2016 report card, one of the highest scores calculated by scientists at the University of Maryland Center for Environmental Science. In addition, fish populations greatly improved to an A (90 percent). Scientists are encouraged by these improvements in health despite many pressures on the Chesapeake Bay and across the watershed.

"We are happy to see that our beloved Chesapeake Bay continues its recovery. These scientifically rigorous report card results are telling us that we are indeed heading in the right direction," said Bill Dennison, vice president for science application at the University of Maryland Center for Environmental Science. "We still have a long way to go to fully restoring the bay, so we need to have our diverse partnerships of people and organizations continue to work together to reduce the runoff of sediments and nutrients into the bay."

The Fisheries Index is made up of blue crab, striped bass and anchovy indicators, which are ecologically, economically and socially important fish species in the Chesapeake Bay. This index, which increased greatly over the last year, tends to be more variable than the bay health index. The encouraging fisheries grade is an indicator of continued momentum in the recovery of the bay's health. Sustained protection and restoration of the watershed by reducing nutrient and sediment pollution support healthy fisheries.

Most of the indicators comprising the Chesapeake Bay Health Index remained steady in 2016. The total area of the bay covered by aquatic grasses increased. This important habitat provides a home for blue crabs and striped bass. There were also improvements in seven bay regions, with the

greatest improvements in the Patapsco and Back Rivers, Patuxent River, and the Lower Eastern Shore. The Patapsco and Back Rivers encompass Baltimore, an important urban center that has made great strides to reduce pollution and support the bay.

The University of Maryland Center for Environmental Science's Integration and Application Network produces this report card annually to assess the health of Chesapeake Bay, and to enhance and support the science, management and restoration of its waterways. More information about the 2016 Chesapeake Bay Report Card including region-specific data, is available at chesapeakebay.ecoreportcard.org.

Wendy Gilbert



Our friends around the bay respond to the results:

Mark Belton, Maryland Secretary of Natural Resources:
"Many Marylanders have taken action and made sacrifices to protect our treasured Chesapeake Bay. We're seeing signs that those efforts are yielding benefits, and we remain fully committed to improving and enhancing the bay for this and future generations."

Will Baker, President, Chesapeake Bay Foundation:
"There is clear consensus in the scientific community that the health of the bay is improving. The Chesapeake Bay Foundation's (CBF) State of the Bay report, the Bay Program's Bay Barometer, and now the UMCES Bay Report Card all show progress. All three reports, however, show that much more needs to be done. The recovery is fragile and the federal and state partners must accelerate their efforts, not retreat. Our health, local economies, and our legacy depend upon it."



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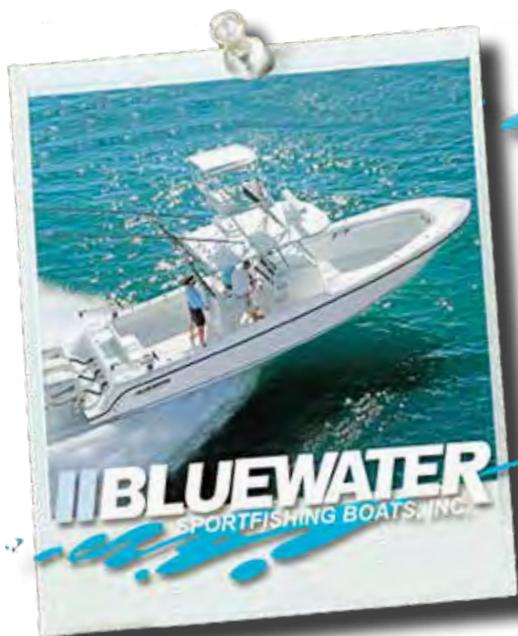
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A Brief History of Bluewater Sportfishing Boats

It all started in 1996 when, after completing a large yacht project, owner Paul Skilowitz found himself with a facility and nothing to build. After several odd projects, sights turned to the center console market.

Beginning with a 25-foot hull, Paul designed and built molds for the deck and console of what has become one of Florida's best riding center console boats. Work was completed in late 1996, and the first boat was shown at the 1997 Stuart Boat Show. The boat found almost-instant success once people took a sea trial; the space and ride won over everyone who test-drove the boat. A customer asked about a 23-foot version, and it soon joined the ranks as well.

In 1998, the Bluewater 2150 C.C. was added to the lineup, and the company quickly outgrew the facility it was operating out of in St. Petersburg, Florida. In 1998, Paul purchased property in Fort Pierce and designed and built the current facility which came online in late 1999.

As production grew, the need for a larger boat became clear; this led to the design of the Bluewater 2850 in 2001, and later in 2008, the BW 355.

From inception, the mission statement was to be known as one of the "best little boat shop in Florida"; never the largest. Quality, not quantity, has always been the mindset at Bluewater. Not your production boat shop, Bluewater builds each of its boats to order. This allows the discerning owner the ability to customize their boat to suit their lifestyle, and fit it out to maximize its use. Many Bluewater owners are on their second or third boat, and few have moved on to their fourth! This satisfaction and pride of ownership is proof the Bluewater formula works, and works well.

From the initial conversation to the day of delivery, customers are treated as family, and build details are noted to ensure nothing is missed. From the color of the hull and cushions, to the placement and orientation of the rod holders, everything is documented. Custom electronics installations are completed in-house to ensure quality and conformity with factory wiring standards. As a member of the National Marine Manufacturing Association, Bluewater builds to a higher, well-documented standard.

With the addition of a few select factory outlets, Bluewater Sportfishing Boats are now available without the need for a trip to Florida. By carefully choosing our partners, we have made sure our clients will continue to receive the care and attention we have become known for, with the ease of dealing locally for both purchase and service.

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Riverside Marine Sells Sportsman Boats

by Tim Campbell

Riverside Marine is a family-owned business started by Bob Baumgartner, Sr. in the summer of 1976. Since then, Bob's children and grandchildren, along with their wives and children have continued the family tradition at 600 Riverside Drive in Essex. Recently, Service Manager, Mike Baumgartner gave me a tour of the three acre property along Back River. He described how his father acquired the land and turned it into a successful marine dealership. Mike went on to explain that the boatyard was previously used for a marine service center which had derelict boat parts and old wooden hulls scattered about. The place needed thorough cleaning before the new marine dealership could open. A few months later, Riverside made their first sale – a new Mercury outboard engine. From that day forward, Riverside has been a driving force in the Upper Bay Boating business. The marina has made many improvements in 41 years. Mike proudly showed me the 50,000 lb. travel lift which Riverside bought from Weaver's Marine Service – another local family-owned business. He recalled the day 10 years ago when Sam Weaver drove the giant travel lift from Weaver's to Riverside. Mike said the entire neighborhood helped by watching traffic and standing guard. It's a good thing Weaver's Marine is located just a few doors down.

Over the years, Riverside has sold and serviced a number of popular boat brands. In addition to Bayliner and Crownline, Riverside began selling a new brand of boat in 2012 - Sportsman. Today, Riverside Marine is the premier dealership in Maryland for Sportsman Boats.

Mike introduced me to Matt Baumgartner, one of Bob's grandchildren and the person in charge of sales for Sportsman Boats. Matt, came into the showroom wearing a khaki Sportsman baseball cap, and greeted me with a handshake and a smile. We immediately began talking about the new brand and how it got started. Matt explained that noted boat builders Tommy Hancock and Dale Martin sold their interests in Sea Pro and Key West Boats, and semi-retired. Following the terms of a customary no compete contract; it wasn't until some five years later that the two men partnered to form Sportsman Boats. They wanted to build a quality boat with modern amenities and a new hull design. Jesse Rhodes, renowned Naval architect was hired to design the hull. The rest as the saying goes is history.

Matt has visited the Sportsman Boats factory in Summerville, South Carolina a number of times and seen firsthand how they're built. At Matt's suggestion, we went out to the boatyard and climbed on board a new 231 Heritage. We opened some hatches and inspected the solid hull design. Matt showed me how the stringer grids are finished, and how the console is chemically welded to the stringer grid. He made it a point to explain that the yacht styling non-skid deck is more comfortable to walk on and easier to clean than the traditional diamond grid pattern. The fuel tank has shock absorbing hinges to help reduce vibration as the vessel is underway. He noted that only the highest quality 316 stainless steel is used



on all hardware, and showed me the friction hinges on the hatches. Open any hatch and the lid stays up. The "Total Access Hatch" was remarkable. The patent pending design allows easy accessibility to the bilge and helps keep rigging in the splash-well area clean looking. Every storage compartment is insulated and can double as a fish box or cooler. Matt went on to show me more of the modern features. For instance, the patented LED navigation lights are integrated into the rub rail on the bow. Even the recessed cleats are of the highest quality. The Sportsman fit and finish is impeccable. It's no surprise that the Sportsman Heritage 231 is the most popular selling model. This boat is a work of art.

All Sportsman boats come standard with Yamaha outboard engines, hydraulic steering and high end Simrad electronics equipped with GPS, pre-loaded charts, and a through-hull bronze transducer for depth and fish-finding. A Bluetooth marine stereo system with Infinity speakers and the NMEA2000 network with Yamaha information is also part of the package. Riverside Marine partners with Venture Trailers which are built in Sparrows Point, MD. Sportsman is just completing their full line of boats, but they are still expanding the factory and introducing new product. Visit Riverside Marine for a test ride. Call Matt at 410-686-1500. Go to www.Riversideboats.com and www.Sportsman-BoatsMFG.com for more information.



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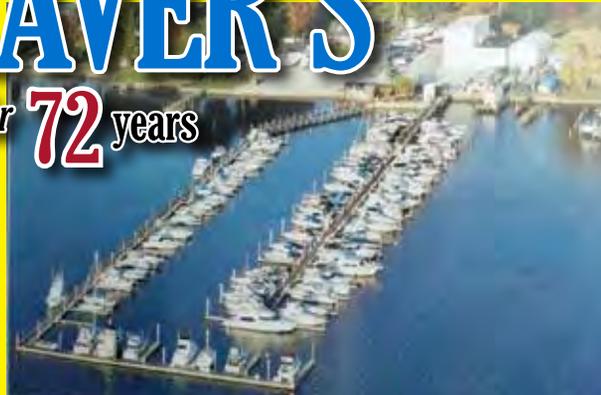
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To Go or Not to Go

By Captain Mark Galasso
Tuna the Tide Charter Service

I was supposed to be fishing today. Instead I'm sitting at my computer typing while watching the trees slowly swaying out my window as the ripples cascade across the puddles in my driveway. I met the charter at 7am this morning at the boat as we had planned. I would have canceled the trip yesterday but hopes the NOAA marine report was exaggerating the conditions were dancing in my head. So we huddled under some shelter and tried to come up with a game plan.

Turns out the game plan was to go out to breakfast and reschedule our fishing trip. In hind sight it was a good plan. I only wish we had thought of it sooner! So here is how we arrived at our decision.

One of the primary factors was the fishing. As everyone has heard by now the trophy season has been disappointing at best. The great fishing we had last year just didn't materialize this year. What do the investors say? "Past performance doesn't guarantee future success." And maybe it's my age but I can't see going out in iffy weather for iffy fishing. And that seemed to be the sentiment this morning for most of the crew. Though honestly there is always one or two in the bunch that votes to load the torpedoes and hit it full steam. (Torpedoes is a nautical term for beer when it comes to fishing I think.)

The other problem we faced this morning is where we could fish. Since we are still in the trophy season it means we can only fish in the main Bay if we want to keep anything for the table. This meant we would have no place to hide. Not really a problem if the wind is blowing east or west across the Bay. However, according to NOAA's CBOFS sight it looked like the wind was going to shift and blow out of the north by mid morning. And if that wasn't bad enough it would be blowing into an outgoing tide. And those of you who spend a lot of time on the water know that the two to three foot waves the marine weather radio was predicting all of a sudden turn into a four to five foot chop when the wind and tide are opposing.

So now we have two strikes against us. Probably the third strike was the rain. Though I don't consider rain a problem generally it is a two edged sword. On the positive side it sure makes it easy to clean the boat when we return. On the minus side it makes the pitching deck more like an ice skating rink for fisherman and coolers. White boots help. No flip Flops allowed. At least on a cold Nor'easter we don't have to worry about lightning.



Capt' Mark photo

People don't always consider how slippery a deck can get. Even a nonskid surface can be quite dangerous when coated with water, spilled beer and fish slime. Last year I was cleaning the boat after filleting the catch of the day. There was a light rain falling and the Tiki bar masses were huddled at the Bar watching me work a few feet away. It was warm and I was wearing a pair of Croc offs I received as a Christmas present. I turned to do something and realized I was suspended in mid air. When my head hit the deck I was out. The only

saving grace was when I came to my face was a few inches from my fish box. I had the presence of mind to let everyone know that upon my inspection I found there wasn't any trash lodged under the box! Only a few close friends noticed when I reached my bar stool my eyes were pointing in different directions.

Come June first Maryland has an open fishing season. You can fish anywhere and the limit is two fish per person. Generally we can find fish in sheltered water. Running out of Kent Narrows means we fish north in a south wind and south in a north wind. Sometimes it's better to just postpone and regroup. For pleasure boaters sometimes it's just trying to get out as many weekends as possible. For charters it just comes down to the possibility of rescheduling. But for everyone the bottom line is to have an enjoyable and SAFE experience on the water.

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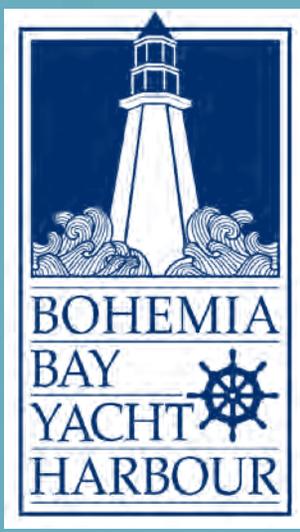


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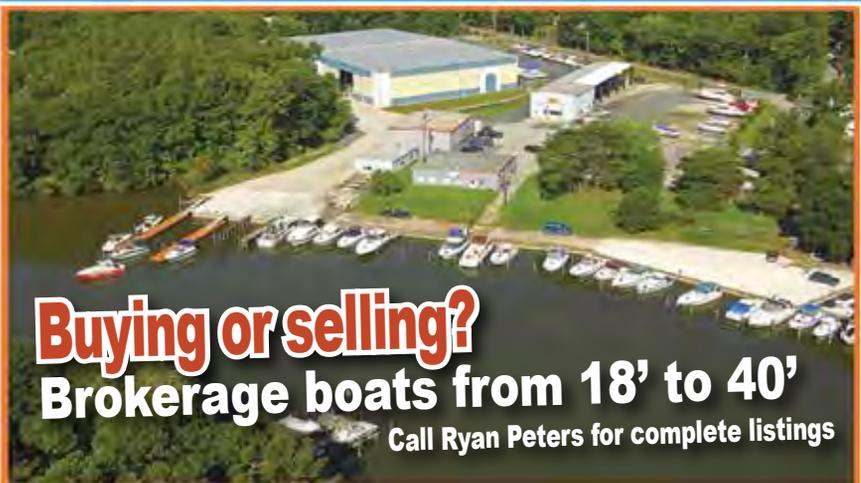
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Paddling Events at Elk Neck State Park

By Wendy Gilbert
Features Editor

Canoes and kayaks just keep getting more and more popular. And with good reason. They are a nearly ideal way to explore the Chesapeake Bay and its tributaries. If you'd like to try them without the commitment of resources, sign up for a supervised paddling event or go on group paddle with a guide. There are several options including paddleboards, single and double sit-on-top kayaks.

These are just a few of upcoming events scheduled at Elk Neck State Park:

June 10th "Evening Paddle" 6-8 p.m.

Enjoy an evening paddle on the serene waters of the Elk River. Discover the wonders that abound on the water as the sun sets. Meet next to the boat launch facilities in the Rogues Harbor Area. \$20 per canoe, \$15 per single kayak. Have your own canoe or kayak bring it along for just \$5 per person. Space is limited, so call today to make your reservations.

July 23rd "Elk River Exploration" 9-11 a.m.

Explore the banks of Turkey Point by paddling the Elk River. Along the way learn to identify some of the animals that call this watery habitat home. \$20 per canoe, \$15 per single kayak. Have your own canoe or kayak bring it along for just \$5 per person. Space is limited, so call today to make your reservations.

August 5th "Evening Paddle" 6-8 p.m.

Enjoy an evening paddle on the serene waters of the Elk River. Discover the wonders that abound on the water as the

sun sets. Meet next to the boat launch facilities in the Rogues Harbor Area. \$20 per canoe, \$15 per single kayak. Have your own canoe or kayak bring it along for just \$5 per person. Space is limited, so call (410) 287.5333 today to make your reservations.

Want more? Download AccessDNR, the official app from the Maryland Department of Natural Resources for the state's outdoor enthusiasts. Whether you want to visit a State Park, hunt or fish, explore waterways by boat or kayak, or simply watch wildlife, the AccessDNR app provides all the information and services you need on the go.

Features Include:

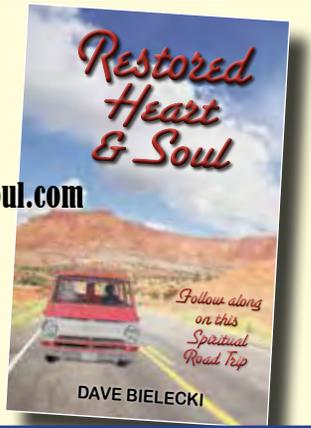
- Maps and directions to Maryland State Parks, trails, Wildlife Management Areas, boat launches and water access sites
- Maryland State Park activities and amenities by location
- Hunting season information by date
- An option for hunters to report their harvest directly to DNR
- A location-based sunrise/sunset display
- Trophy Case, where hunters can upload harvest photos and share through Facebook, Twitter or by email
- Maryland fish and shellfish identifier
- Tide time tables and state fish record information
- Hunting, fishing and boating regulation guides
- Breaking DNR news and alerts

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Ask a Marine Technician

By Kevin Ladenheim
Mallard Marine Services

Q. How can I tell if my batteries are good enough for another season?

A. First, if your batteries are flooded lead acid with fill caps, check the electrolyte level while wearing eye protection and rubber gloves and add distilled water if needed. Make sure the batteries are fully charged, charging them for at least 24 hours.

Traditional ways to check battery health are with a battery hydrometer, load tester or voltmeter. If you want to use a hydrometer, seek out a lab grade model from *Freas* or *Brady*. With a hydrometer, you take six measurements per battery and temperature correct them. You can easily see if you have a bad cell from the measurements. I avoid hydrometers because it's very hard not to drip electrolyte (battery acid!). If your battery is a sealed type, the hydrometer can't be used.

If your batteries are fully charged and have rested for at least 24 hours, measuring voltage with a good digital multimeter (DMM) is a good test. Resting means no loading, no charging, not even running a bilge pump.

A 12v battery has six cells, each with a cell voltage around 2.1v. So a fully charged battery will measure around 12.6v. You need a good digital meter because 100% charged is around 12.6v and 50% discharged is around 12.1v, only a 0.5v spread. The exact voltages depend on battery model and manufacturer. Trojan is particularly good about publishing this data on their batteries.

Nine new 1.5v AA cells in series will measure 13.5v, but won't start your engine! So voltage doesn't tell the whole story. A load tester, like the *Schumacher BT-100* is only around \$21 and effectively contains a large resistor. But in some circumstances using a load tester can be unsafe.

I need a safe, fast and accurate tool for my work. That tool is also the most modern, a conductance tester. I use a *Midtronics PBT-300* (around \$225). The *PBT-300* measures cold cranking amps (CCA), using CCA as a proxy for battery health. You start by connecting the unit and entering the CCA rating of your battery. The entered rating is used to set pass/fail/charge thresholds. If you enter a much lower CCA, your battery

will always pass. If you enter a much larger CCA, your battery will always fail. But the CCA measurement reported will always be the same. The *PBT-300* is designed for starting batteries but most 12v deep cycle batteries have CCA ratings as well. The only true measure of deep cycle health would be a multi-hour load test. A quick test with the *PBT-300* is a good compromise.

Some batteries don't have published CCA ratings. For instance, a bank of two 6v golf cart batteries. In this case, you can max out the *PBT-300* at 1400 CCA and take a measurement of the series bank when new to get a baseline for future tests.

The *PBT-300* can also remain connected for engine start and will capture the lowest voltage measured on the starting battery as you cranked ($v < 9.6v = \text{FAIL}$) as well as the alternator output voltage. The unit also measures battery voltage to two decimal places, like a DMM.

I noticed a unit at Lowe's, the *Schumacher BTF-250* on clearance for around \$37 (usually around \$100) and there are still a handful at local stores. The manual and datasheet don't say it is a conductance tester but I tested it against the *PBT-300* and the measurements were similar but consistently higher. It doesn't do the alternator and starting measurements.

Midtronics has conductance testers that are thousands of dollars that are used by auto dealerships so I trust the *PBT-300* and I do think the *BTF-250* measures a bit high but if you can grab one for \$37, it's a good value.

With either unit, clip directly to the battery posts, avoiding all stainless fasteners. Stainless has poor conductivity and the CCA measurements will be affected.



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Upper Bay Boating News & Announcements

For the readers that read the May issue of Upper Bay Boating and saw the **Sunfish** article on page 32; and were wondering how to get in touch with the sailors, here you go: contact Mike by email: sunfish4naptown@yahoo.com



Scott Karg has recently joined the staff at **Trainer Yacht Sales**, located at **Georgetown Marina**. Scott loves everything about the Upper Bay, and hopes to share that passion with new boat owners. You may reach him at 410-275-4334



Tomes Landing Marina was recently selected to represent the **Bluewater Sportfishing Boat** line up. The dealerships customer service is second to none. You can find out more on page _____. The sales department can be reached at **410-378-3343**

Galahad Marine Properties, an investment group focused on marine and marine related businesses recently acquired **Norview Marina in Deltaville, VA**. Deltaville is located in 70 miles east of Richmond, Virginia. **Norview** is located on Broad Creek, at the mouth of the Rappahannock River on the Chesapeake Bay. **Doug Respress**, who was previously employed at Norview for more than twenty years, will be the General Manager effective May 17, 2017.

Galahad is the exclusive dealer of **Sailfish and SouthWind Boats** in Maryland, Delaware, and parts of Northern Virginia. The Upper Bay locations in North East, Md are **Shelter Cove & McDaniel Yacht Basin**.



PYY Marine has been selected as the Maryland & Delaware dealer for **Pro-Line Boats**. They are located on **Rock Creek in Pasadena, Md**. Contact them at **410-255-1771**

Bay's Best Friends!!!

By Montana Grant

We are all the Chesapeake Bays Best Friends. For decades, we have enjoyed, shared, and celebrated the Bay's Bounty. Whether we were crabbing, fishing, sailing, boating, or swimming. Everyone is invited and invested in the bay.



With upcoming budget cuts to preserve, and protect, the Chesapeake Bay, we must all find other ways to continue helping with the Bays recovery. Sadly, the scientific data does not define when the job will be done. Climate change, storms, pollution, and heavy usage will continue to affect the bay. Short term improvements can be impacted by flooding, diseases, and a multitude of other challenges.

Education is critical. We are now part of a "Bay Wiser" generation. Schools have been presenting helpful curricula for decades. The new generation of Bay Wiser friends have the knowledge, and desire to keep the bay improving. **We must all continue to take ownership of our wonderful Chesapeake Bay together.**

The Chesapeake is more than a "Bay". We need to manage and protect the entire watershed of the bay. This is where things get tricky. Pennsylvania and New York have no access to the Chesapeake Bay, but it's watersheds feed the Susquehanna River, which is a major part of the bay. Any money or effort that they put into our effort is simply not in their backyard. Virginia is only interested in the southern part of the bay. They collect data and promote legislation that meets their resident needs. West Virginians need to drive several hours to taste the salt water but impact the Potomac River in many big ways. Without a coalition of partnerships, everyone will be affected. The quality of life in our entire region will be impacted.

Watermen are mainly interested in crabbing, oysters, or fish. Sailors just want the wind and waves. Kayakers and Jet skiers just want to go fast and get wet. Sports fishermen just want to enjoy their sport. Planting trees along the creeks and rivers don't seem as important to what they enjoy. A few tons of chicken manure or thousands of gallons of wastewater surely won't be that important to such a huge volume of water.

Nature knows best, when figuring out how to best address the needs of the health and quality of the Bay. Clean, healthy, habitat is where things begin. Aquatic plants create oxygen, cover, and hold the sediments in place. Too much nutrient, that comes from wastewater, fertilizer, and other pollutants, create algae blooms that limit how much light can penetrate the water.

Every drain, gutter, and tributary flows into the bay. It all flows downstream. Picking up trash, and preventing waste upstream is so important. Every little bit helps. It takes very little effort to pick up trash, or dispose of our own waste properly. Recycling is a huge way to limit trash, and protect the environment.

We all want our backyards, and shorelines, to be picture perfect. Lawn fertilizer, mowing, removing trees, building bulkheads, piers, and structures too close to the water does not help. I was once impressed that if every shoreline, and watershed, around the bay was protected with a 50-100 foot plant or tree buffer, many of the bay's problems would decline significantly. Nature could handle the cleanup on her own.

It all begins with our community of **Bay Wiser Friends** to pick up trash, limit pollution, plant trees, and continue to help the Bay, help herself. We all would scream bloody murder if someone else dumped trash, cut trees, destroyed habitat, poached, or broke the law in our backyards.

The Bay is a public space that belongs to all of us.

No one need is any more or any less important than another. The Chesapeake Foundation and other organizations, and agencies have spent time and money to teach us this. Educating everyone about the need to love and protect the bay. This is the real pay-back of decades of funding, and restoration efforts.

Healthy ecosystems are the standards that measure a healthy environment. The Bay region is famous for the seafood, sports, and recreation that it provides. This is a reflection upon the community that uses, enjoys, and protects it.

Being Bay Wiser is Best!

Montana Grant

For more Montana Grant, visit his website at www.montanagrantsfishing.com.



BOAT SHOW



Bay Bridge Boat Show- *It was a cool and damp one this year, but it didn't seem to keep boaters from attending.*



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Confessions of A Pennsylvania Boater

by Dick Greenwood

I'd like to tell you this article will contain salacious details and narratives that include lots of gory details and animated activity, but that would be a lie. I just needed a title, and "confessions" always draw my attention, so I thought they might pull you in. Well, I guess it worked since you're here.

In a way, though, I do have a confession to make: When I first bought my boat, I was totally clueless, particularly about what it meant to live in Pennsylvania and boat on the Chesapeake. Going back to the beginning, it's hard to believe that I ever made the decision to take up the sport in the first place. Ah, I remember now. Lacking anything else to do, my wife and I drove down to Havre de Grace one sunny summer day to have lunch. While we sat at a table at the Tidewater Grille—There's that extra vowel again. "Grille" not "Grill," "harbour" not "harbor." What is with us Americans that drives us to brutalize our language like that?—and we watched the boats flitting back and forth.

"I've always wanted a boat," I confessed to my wife of 20+ years.

With that simple sentence my fate was sealed, and the rest is history. At the time we were living in Bryn Mawr, right outside of Philadelphia. Within two months we owned a boat that we found at a dealership in Allentown, Pennsylvania. Within six months, most of the events occurring within that first two months, we had identified a place to keep the boat, made friends through the Coast Guard Auxiliary, and become deeply engaged in the boating life.

More important, however, were the lessons we learned during the first full year of being boaters. It's those lessons I'm focusing on today. You may think some of them are pretty lame; you may be surprised by some. But all of them reflect "ah-hahs" we had during our first year. Here we go:

Lesson number 1: It's worth the drive, so don't get discouraged when Friday arrives and you're facing another outing to the Bay. After a year, we moved to a place that's an hour closer to the Bay, but it was for a combination of reasons. Being closer was a fringe benefit of our move, not the prime motivator.

Lesson number 2: Don't get so dependent on your GPS that you get duped into driving by a route that's less accommodating or attractive than others. Experiment. Ask other Pennsylvania boaters how they come. I, for example, don't like riding on I-95 on a Friday afternoon, so I much prefer other highways. Keep an open mind until you've exhausted all the possibilities.

For reasons I'm not sure I can even explain, I drive down and back using different routes. I just like one way northbound more than the other way, the one I use only for southbound travel. Part of it—and this will show you how solid the ground is upon which I make my decisions—is that I like to stop at a little store in Landenburg, Pennsylvania, where they sell killer good chocolate-coated popcorn. But I don't want to buy it on the way to the boat, only on the way home.

Lesson number 3: Pick your marina on the basis of how close it is to your favorite boating spots and boating people, not on the basis of how close it is to your home. Our first marina was great. It was only an hour-and-a-half from our home, had all the amenities, and our slip was nicely situated. The only problem was that we soon learned the people we wanted to boat with were in the Rock Hall area, about a two-hour run from our marina.

Do the math. We were probably running the boat 60 miles each way to meet up with our friends. We'd get to their marina, pay for a guest slip, and then cruise the 60 miles back. At roughly 1-mile per gallon, each gallon costing around \$5, we were burning \$600 worth of gas to visit our friends. If, however, we moved down to Rock Hall, we'd have 60-miles of extra driving; but it would be at 20-miles per gallon, with the gas costing around \$3 per gallon. In other words, we would burn \$18

worth of gas, for a savings of \$582. I'm not going to belabor the point that we much preferred Kent Narrows to (you put in a north-bay destination, we never found one that equaled Kent Narrows) anywhere up north.

Lesson number 4: If you live in Pennsylvania but boat in Maryland, buy your car's gas in Maryland. It's a lot cheaper. I got in the habit of running my car's tank down to about a quarter full and making my trip down. By the time I got to my boat and half-way home, I'd need gas and would always find it somewhere around 50¢ less than Pennsylvania prices. Over the span of a summer, that can add up to a nice savings. Probably more than enough to take the family out for dinner and ice cream.

Lesson number 5: While we're saving money, keep in mind that Delaware has no sales tax, so those snacks & food, kitchen utensils and other paraphernalia that you need should be picked up on your way to the boat. I know 6% isn't a ton of money, but \$500 reduced by 6% is \$470, and that \$30 can buy you 6 gallons of gas or 10 ice cream cones.

Lesson number 6: Last but not least, make your life easier by picking up a couple of boat bags—I'd buy them in Delaware if I were you.—and leave them by the back door. Then, as the week goes by, you can use them to hold those things you want to bring down to the boat on the weekend. I don't know how many times Joan looked at me, knowing the answer, and asked "Did you remember to bring the [insert anything you have at home that you want on your boat]?" I'd invariably look ashamed, try for an excuse, and end up having earned her scorn. The boat bags eliminate this problem. Now I only have to worry when I can't come up with the right answer to the question, "Did you remember to bring the boat bags?"



Happy boating.

Upper Bay Boating

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BOAT SHOW



photos by Dave

See this Fiber Classic at the Classic Boat Festival in St. Michaels.



Beacon Light Marina shows off their Yamaha Boat line



2nd Annual Sgt. Marvin T. Haw IV Boating Safety Day

Please join the Baltimore County Police Marine Unit along with the Essex Precinct, Natural Resources Police, the United States Coast Guard, and many other Agencies for our 2nd Annual Boating Safety Day!

Come witness and participate in water safety demonstrations. Enjoy fun in the sun, prizes, food from various local vendors and meet with local marine businesses. Learn and pass on the importance of Boater Safety!



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2nd Annual
Sgt. Marvin T. Haw IV
Boating Safety Day

**A Baltimore County
Police Department
Boating Safety Day
Event**

There are several things certain in life. One is that you cannot walk away from a boating accident. The more boaters are aware of potential hazards, the better prepared we will be if one should arise. On June 3, 2017, the Baltimore County Police Marine Unit will host the second annual Sergeant Marvin T. Haw Boating Safety Day at Wilson Point Park in Middle River. The event runs from 11:00am to 5:00pm and highlights safe boating operation.

Sergeant Marvin Haw was Commander of the Baltimore County Police Marine Unit. He served 28 years in the BCPD. Was a Coast Guard licensed 100 Ton Master Captain, and an avid recreational boater. He died in January 2016.

Sergeant Bob Boudier of the marine unit says there is a lot to take in at Boating Safety Day.



There will be numerous booths and demonstrations on boat operations equipment, safety equipment, and fire safety. You can learn to tie the standard nautical knots, and watch a throwable PFD demonstration that simulated an in-water emergency.

Also on hand will be Baltimore County Fire Rescue, the Department of Natural Resources Police and DNR's Scales and Tales, a program that provides the public with the opportunity to see wildlife close up. MR SUP will host a family fun paddle board event to raise awareness and funds for Mothers Against Drunk Driving. Eastern Watersports will

present paddle board safety demonstrations.

The Sergeant Marvin T. Haw Boating Safety Day is a great opportunity to learn how to be safe on the water. Novice boaters will gain a wealth of knowledge, while avid boaters can get a refresher course on what they have already learned. See you at Wilson Point Park on June 3.

Tim Sherman



2nd Annual
Sgt. Marvin T. Haw IV
Boating Safety Day

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The beginning of every summer marks the start of another boating season for many people in the Baltimore County area. The excitement of being on the water with family and friends on a clear sunny day makes for a most memorable experience. Unfortunately, some of these days end in tragedy; which is why Officer Jim Bylen, along with the Baltimore County Police Marine Unit initiated the annual Boating Safety Day Event.

During the summer of 2015, there were over 20 deaths on the water in the state of Maryland. Sixteen of those deaths occurred on the Chesapeake Bay. Most of the deaths were the result of drowning due to alcohol consumption and/or passengers not wearing their life jackets.



In an effort to prevent future drownings and injuries on the water, the Marine Unit developed an event to promote safe and sober boating. Many local agencies ranging from the

Baltimore County Police and Fire Departments, along with the U.S. Coast Guard and the Natural Resource Police come together to provide safety tips to all boaters in attendance. The event is held at Wilson Point Park in Middle River, Maryland, and each Department provides a variety of safety demonstrations. This is a family fun event with food, prizes, and various local vendors to answer any boating questions for beginners, as well as the

more "seasoned" boaters!

Sara Reich



RIDE INSIDE

Bow riding, or sitting on the edge of a moving boat, is illegal. A fall can put you in the path of the propeller, causing death or serious injury.

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1. NEVER allow passengers to ride on the bow, gunwale, transom, seat backs, or other spots where they might fall overboard.
2. Wear your engine cut-off switch lanyard and your life jacket at ALL times. If the lanyard is removed from the switch, the engine will not shut off.
3. Assign a passenger to keep watch around the propeller area of your boat when people are in the water.
4. Consider purchasing propeller safety devices for your boat.

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Fire Department:
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- Electrocutation in water (Long Beach Marina)
- Live fire demonstration (Fire barrel w/ water pressure extinguisher)
- Simulated boat burn

Natural Resources Police:

- Lagoon security
- Life Jacket demonstrations / Donning races
- Recruitment

CG Station Curtis Bay:

- Small boat display
- Flare demonstration (Possibility? Orion?)

CG Auxiliary:

- Safety exams (Land and Water)

Kyle Fennel Commercial Salvage:

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Deckleman's Commercial Salvage:

- Boat refueling safe practices / ventilation

Baltimore County Aviation:

- Hoist demonstration over lagoon
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- Paddle Board fun paddle

Eastern Water Sports:

- Paddleboard demo

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2nd Annual
Sgt. Marvin T. Haw IV
Boating Safety Day

Scenes from Boating Safety Day 2016



The First Annual Marvin T. Haw IV Boating Safety Day held on May 14th, 2016 at Wilson Point Park on the Middle River. What a nice setting to honor the officer whom helped to make the area waterways much safer for all of us. There was plenty to see for the whole family, safety demonstrations, Paddle Board demonstrations, safety tips. The organizers get a big "Thumbs Up" from UBB for putting this important event together.- Great job Guys & Gals.



photos by Dave

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Scenes from Boating Safety Day 2016



Brenda & Jim, our friends from
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photos by Dave



John and his crew from Bowleys Quarters VFC.



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Scenes from Boating Safety Day 2016



photos by Dave



The Marine Trade Association of Baltimore County is proud to be participating in the 2nd Annual Marvin T. Haw IV, Boaters Safety Day.

The MTABC, working together with the Department of Natural Resources, the Chesapeake Gateway Chamber of Commerce, the Back River Restoration Committee and legislators all around the area, have kept our membership informed of legislation and various "quality of life" issues that affect recreational boating as well as waterfront living. We are working together to create a cleaner and greener community, while still protecting small businesses. By participating in the Clean Marina and other programs, the MTABC and the marine industry is doing its part to improve our environment, waterways and save the Chesapeake Bay.

Please visit our website, www.mtabc.org, for more information or to join the MTABC

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2nd Annual
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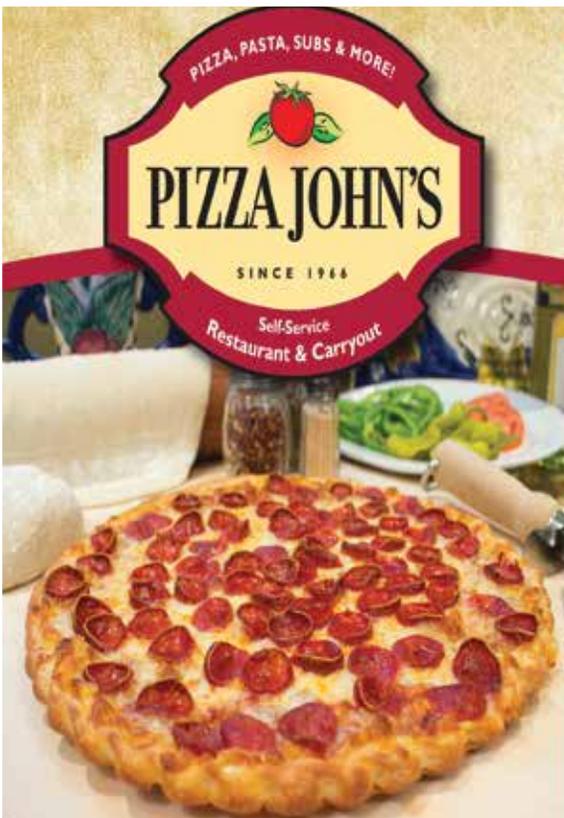
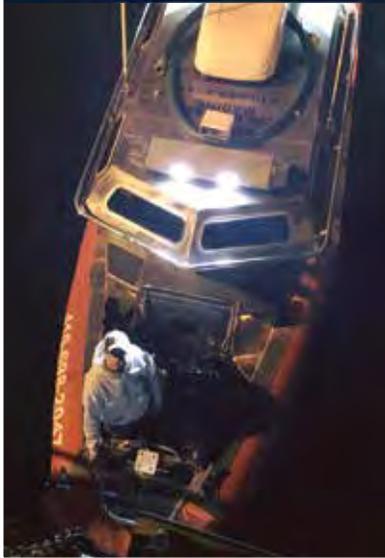
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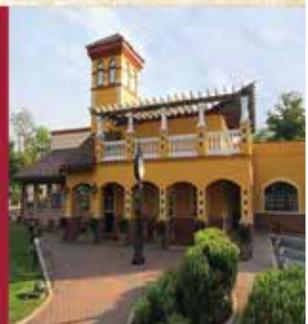
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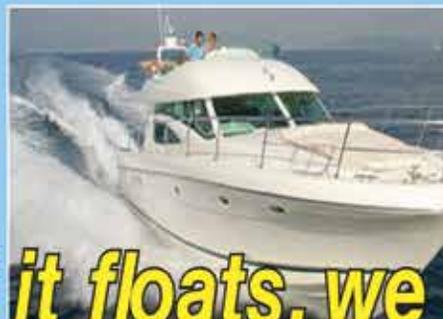
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The Back River Restoration Committee, Inc.

The Back River Restoration Committee, Inc. will be participating in the 2nd Annual Sgt. Marvin T. Haw IV Boating Safety Day on June 3, 2017. The event will take place at Wilson Point Park and will include water safety & boating demonstrations, a U.S. flag retirement service and vendors. BRRC and the Marine Trades of Baltimore County will have a display table with information about pollution, storm water runoff and cleaning up the Chesapeake Bay.

On Sunday, June 4th, BRRC will be sponsoring the 6th Annual Rockin' on the River Concert at the Scenic, Conrad's Ruth Villa on Frog Mortar Creek. The event kicks off at noon (gates open at 11am) with 5 well known bands to include, Awaken, Strait Shooter, Kanye Twitty, Rising Tide, Marshall Law. The majority of the proceeds of this event go to BRRC for cleanup and restoration projects to protect the future of Back River and the Chesapeake Bay with the remaining funds going to other local charities for great causes as scholarships, children's needs, kidney disease and more.

BRRC will hold their Annual Golf Tournament on June 23rd at Rocky Point Golf Course where Back River meets the Chesapeake Bay. Come out and enjoy a great day of golf on an award winning, scenic course while helping to save the bay. There will be a shot gun start at 8am with snacks and beverages on the course and Bull Roast lunch to follow. Contact



BRRC at 443-983-2945 if you would like to play or sponsor a "Tee Sign". All proceeds go directly towards cleanup efforts of Back River and the Chesapeake Bay.

BRRC held a cleanup on Grays Road in Dundalk, sponsored by Key Brewing in late April. The ninety-degree temperature did not deter the over 85 volunteers from coming out and cleaning up 47,480 pounds of trash plus an additional 153 tires. The Storm drain ditches along this mile-long road were loaded with tractor tires, TV's, broken toilets, appliances, bottles, cups and much more. Volunteers worked in the heat for 4 hours to prevent this trash from flowing into Bear Creek

and eventually the Chesapeake Bay. Volunteers included new & long-standing individuals, members from CCA Maryland, BSA Venturing Crew 726, and County and State elected officials. Key Brewing, which is located further down the road had brought the troubled area to the attention of BRRC and asked for help in organizing a cleanup. Key Brewing sponsored the event and provided delicious grill food and refreshments to volunteers and invited all back for a tour of their craft brewery.

For more information on any of the above events or if your business would like to come out for a day of service or sponsor an event, please Back River Restoration Committee at 443-983-2945, savebackriver@gmail.com or go to our website, www.savebackriver.org





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Weather on the Chesapeake Bay

Weather on the Chesapeake Bay can change with barely a moment's notice. A sunny day can become a vicious storm that will put you and your boat in peril. Knowing what's coming your way is the key to a successful day trip on the bay.

First and foremost, check the marine weather forecast for your area before leaving the dock. Winds may be calm inshore but the Bay could be rockin' and rollin'.

trying to stay dry. When the sun pops out again, you can head for home without angry clouds and 4' waves scaring your crew.

Check out these on-line resources below to learn more about good boating practices and a few phone apps which will help you to become an informed, weather-wise boater so this boating season can be your safest yet.

BoatUS Foundation's Weather for Boaters course at <http://www.boatus.org/weather/> NOAA Chesapeake Bay Interpretive Buoy System <https://buoybay.noaa.gov/locations-BoatUS Towing App - Weather and assistance on the water> <http://www.boatus.com/towing/app.asp> Dark Sky App - "Hyper-local, weather with foul weather alerts" <https://darksky.net/app/>



NOAA's Chesapeake Bay Interpretive Buoy System has real-time, accurate readings of wind and gusts at <https://buoybay.noaa.gov/locations>. Check data from not only where you are starting but also a buoy near your destination. Also, access the most recent marine weather reports direct from your VHF radio aboard your vessel.

Always heed the coast guard warnings of impending storms, Small Craft Advisory, or Gale Conditions. If you must ask, YOU are a small craft. Small Craft applies to all recreational craft on the water, small or large, and are announced because real dangers exist. This warning system was created to keep you safe. Heed foul weather warnings and stay home.

Even when you've done your homework and it seems like a good weather day on the Bay, a pop-up thunderstorm can ruin an afternoon. Keep your eyes on the skies throughout the day and check weather sources often. If you see dark clouds looming on the horizon, head for port. If you can't make it home, take safe harbor in a tributary, or small creek. Anchor up and wait out the storm on the leeward side of a cove. During the storm, be sure to check and re-check that your anchor is holding. The last thing you need is to have the wind blow you aground when you are huddled in the cabin

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photo by Donna Bedell

Shrimp kills prey with high-decibel pink claw

Researchers recently discovered a new species of pistol shrimp (motto: "Pistols don't kill people, shrimp don't either, unless you're allergic.") It has a bright pink claw which it can click so loudly the noise can kill nearby fish. Scientists have dubbed it *Synalpheus pinkfloydi*, a nod to a rumor that Pink Floyd once played so loudly in concert they killed fish in a nearby pond. I caught up with the pink critter this week for an interview.

GW: Welcome. May I just call you Floyd?

Floyd: Sure, why not. HEYYY, who knew I could talk?

GW: You were big science news this week. You would think scientists had never seen a shrimp with a neon pink killer claw before.

Floyd: It never ceases to amaze me what impresses people.

GW: They say you can click that sucker so hard it hits 210 decibels. A jet engine is only 140.

Floyd: What is a jet engine?

GW: Well, that's going to be hard to explain. Let's just say it's very loud.

Floyd: Does a jet engine also kill passersby with the manly clack of its claw?

GW: No.

Floyd: Does a jet engine at least eat passersby?

GW: No.

Floyd: A jet engine sounds like a wuss. I could take a jet engine.

GW: Moving on, does the blazing color of your claw serve some purpose?

Floyd: You're asking me?

GW: Yes.

Floyd: I didn't have a say. I didn't ask for flamin'-go-paw. I am playing the cards I was dealt.

GW: Why do you suppose nature gave you a flaming claw with which to stun fish?

Floyd: Why did nature give you freckles and a forehead the size of a dinner plate? Nature rolls the dice. Sometimes you get "hard leathery shell, lifespan of a century." Sometimes you get "rockin' pink nutcracker, delicious with cocktail sauce."

GW: I was reading about your cousin, the mantis shrimp.

Floyd: That guy. He can punch through the shells of his prey with the acceleration of a .22 bullet. Trust me, you don't want to high-five him.

GW: Nature is amazing.

Floyd: Nature should make it easier to find lunch.

GW: So what is next for Floyd?

Floyd: I am looking into politics.

GW:

Floyd: Local stuff at first. Law and order.

GW: What's the angle?

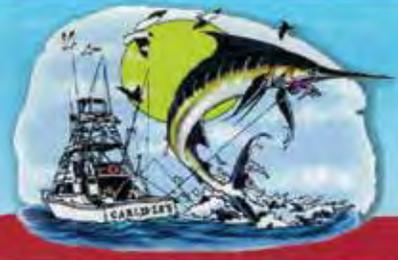
Floyd: "Fear the claw." That kind of thing.

GW: I can see it.

Floyd: All in all, it's just another brick in the wall.

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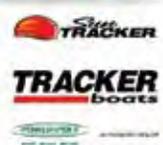
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Your Report Card is in...we need to talk! Oh my gosh, do you remember hearing your teachers or your folks say that? Well breathe easy...you are being invited for an evening of fun and learning. Plan to attend the Friends of the Bohemia annual meeting and 2017 Water Quality Report Card presentation on June 13, 2017 at Chateau Bu-De Vineyard & Winery! Relax with a glass of wine in this beautiful, historic setting and find out about the health of the Bohemia River, the things Friends of the Bohemia has been doing, and what you can do to help keep our waterways healthy and vibrant. You'll also be treated to a presentation on the Chateau Bu-De Vineyard and Winery. The event is free and the public is encouraged to attend. Light snacks will be served, along with a cash bar. Sounds like fun! Hope to see you there! For more information, contact Friends of the Bohemia by email at friendsofthebohemia@gmail.com, or call 443-566-3513.

Friends of the Bohemia (FOB) has been busy lately! Here's a shout-out to all of the volunteers who devote their time and talent to make the world a better place. Recent events have included a workshop on identifying aquatic insects, hosted together with the Sassafras River Association. At the workshop, Director of the FOB Science Program Rebecca Wright taught a group of folks how insects can indicate a lot about the health of our waterways. This year's Project Clean Stream efforts were a big success, with volunteers gathering trash in a Bay-wide initiative coordinated by Alliance for the Chesapeake Bay. Friends of the Bohemia volunteers picked up 360 pounds of trash from two sites in the Bohemia Watershed in about two hours! FOB's public outreach program is ongoing and the group hosted a display regarding litter and recycling at the annual Cabin Fever event at Moore's Chapel UMC in March. Look for FOB at the Cecil County Wade-In in Charlestown on June 17, 2017. That event promises to present a wonderful family-friendly outing! This year, FOB is focusing on trash in our community. Thanks to the efforts of Director Denise DeOrio, Friends of the Bohemia has adopted Town Point Road as part of Cecil County's Adopt-a-Road program. Friends will be doing their bit to keep it as trash-free as possible. How about you? Every little bit helps. We can all pick up whatever litter we see in our own corner of the world, and encourage others NOT to litter in the first place. I am always amazed at what a wonderful, beautiful place our community is! Together, we can make sure it stays that way for generations to come.



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Whatever Floats Your Boat

By L. Alan Keene

I have a confession to make. I pretend to know a lot more about the world we live in than I do. As a reasonably intelligent adult who's lived on this earth for nearly three quarters of a century, I've found that it's important to give the impression of a person who understands the physical laws of our planet. People expect it. But if the truth be known, I blindly accept a lot of things that I don't understand.

Ironically, one of those less-than-fully-understood laws is "The Law of Buoyancy".... the physical law that explains why some things float and others don't. As a boating writer for the past 12 years, I've felt compelled to act like I understood this one completely. I mean, come-on.... if a boating writer doesn't understand why things float and sink, then who does!

For Archimedes, a mathematician from ancient Greece who is credited with discovering the "principle" over 2,000 years ago, it was as plain as the nose on your face. So, obvious, in fact, that he stated it in just 26 words:

"Any object, wholly or partially immersed in a fluid, is buoyed up by a force equal to the weight of the fluid displaced by the object."

Say what???

When I was a kid, it was simple. Light things floated and heavy things sank. And when it came to boats, they floated because they were made of wood, just like that 18 foot ChrisCraft that we use to water ski behind on the Bohemia River back in the 50's.

Over the decades since taking high school physics, though, I've tried to convince myself, and anybody willing to listen, that I understood the science and could apply it if needed. A summer trip through Nova Scotia a few years back made me realize that I haven't progressed much beyond that "boats float because they're wooden" mentality.

While traveling through Nova Scotia's Cape Breton Island, we decided to go for an advertised sail one afternoon on gorgeous Bras d'Or Lake. The boat was a beautiful 67-foot wishbone schooner named "Amoeba" and her capable captain's name was John.

As Captain John motored out of the harbor that afternoon, with the sun glistening off the wave tops and the eagles diving for an early fish dinner, we knew that a special day lay ahead. As the sails quickly filled, Captain John began telling us a little bit about his beloved family-owned schooner, Amoeba. She was a labor of love, he told us, built by his father



over a 10-year period in a pole shed behind their family home. Her weight was 36 ton, with 12 ton of ballast and her hull was made of ferrocement.

"Ferrocement.....did he say the hull is made of CE-MENT? I wonder how deep it is here." My thoughts were not those of a mature boating writer who understood the law of buoyancy, but rather those of a naive child who knew that a cement boat should sink like a rock.

After quelling my initial anxiety, I was surprised and a little embarrassed by my reaction, albeit internal. It wasn't as if I wasn't aware of ferrocement hull construction.

I knew it had been a successful method of boat building for decades. But I had never sailed on one before that day and, down deep (no pun intended), I still didn't quite understand how a 72,000-pound concrete sailboat could float....and so beautifully, at that.

Now that I've gotten that off my chest, let's take a close look at Archimedes' principle and see if we can make some sense out of those 26 words.

"Any object, wholly or partially immersed in a fluid" - seems straight forward enough -

"is buoyed up by a force equal to the weight of the fluid displaced by the object" - here's the hard part.

Using our beautiful ferrocement schooner as the immersed object, the force that "buoyed up" Amoeba and kept her afloat had to be more than her weight of 72,000 pounds. If not, she'd sink.

That force, according to Archimedes, was provided by the weight of the water that was displaced by her hull as it protruded down into the water. Since a cubic foot of water weighs about 63 lbs., we need to figure out how many cubic feet of water would need to be displaced to equal 72,000 lbs. of force. Using simple division:

$72,000 \text{ divided by } 63 = 1,142.85 \text{ cubic feet of water}$

There you have it. If Amoeba's hull displaces over 1,143 cubic feet of water, she floats. If she displaces 1,142 cubic feet of water or less, she sinks. Pretty simple, huh? Not really, because we haven't allowed for the weight of the cargo and passengers.

I don't know about you, but my brain's getting tired. I think I'll go out and buy a wooden boat and forget about it. Everybody knows wood floats, ya know!

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Still Pond to Fairlee Creek

Paddling long distances in the upper Chesapeake Bay necessitates creative trip planning. Potential campsites and other places to overnight are few and far between. The western shore, between Havre de Grace and Middle River, is difficult because the shoreline here lies on two military reservations; Aberdeen Proving Grounds and Edgewood Arsenal. The property is strictly off-limits and trespassing can lead to heavy fines. Paddlers may pass, but they must stay outside the buoys that lie several hundred yards offshore. Potential routes down the eastern shore are not much better. Elk Neck State Park offers tent camping, and, as we found, heated cabins that can be a welcomed upgrade from a cold tent at the end of an early season paddle. Kent County will grant permission for overnight camping on Turner Creek Park, but Turner Creek Landing is five miles up the Sassafras River and well off the straight path down bay. The next camping area is 34 miles to the south of Elk Neck State Park. Bay Shores Family Campground is privately owned and operated. The campground is amiable to kayak groups, as we would find out on the next paddle. The problem is connecting Still Pond to points south such that daily distances are not inordinately long. I decided to break this section of the bay into two separate paddles. The second leg of the Chesapeake Bay Voyager series thus became a short day trip from Still Pond USCG Station to Fairlee Creek. We would continue south from there on another weekend.

A few years ago I scouted Fairlee Landing for a possible paddle. My recollection, when considering the CBV routes, was that it would provide adequate parking for a large group and that it was reasonably isolated. However, before our paddle began, another paddler decided to call Kent County Parks and Recreation Department and was told there was only sparse parking at Fairlee and that security could not be guaranteed. He was given the name of the Harbor Master for Great Oaks Marina and told they could probably accommodate us. Great Oaks is a private marina located at the mouth of the Fairlee River. When contacted the Harbor Master was personable and willing to let us launch from the beach on the bayside of the marina. He assured us that launching would not be a problem.

Saturday morning, April 19, 2014. Jay and I arrived early to find the Marina littered, literally, with boats and yachts being readied for the spring season. Trucks and autos were double parked in the roadway leading back to the boat ramp that would make access to the beach difficult. It had all looked so good on the satellite photos. We decided that launching from Great Oaks would pose too much of a hassle and that the original Fairlee site would be preferable, provided it was as I had remembered. I asked Jay to remain at Great Oaks while I drive over to Fairlee to check out the site. Fortunately, I found it in good condition. Not much had changed over the two years since my last visit. A quick phone call back to the Jay brought a convoy of kayak laden vehicles.

After parking our recovery vehicles alongside the entrance road, a shuttle caravan set out for Still Pond. We carefully selected a route that avoided traveling through the small village of Still Pond proper where our sheriff friend could again be lying in wait.

At Still Pond the Kayaks were unloaded and we began the process of loading them and dressing for the paddle. I heard someone ask, "Hey, what happened to the porta-potties that were here last time?" We had all been relying on their being at Still Pond so that we could do our last minute business, but as luck would have it, they had been removed (I wonder if the sheriff had them taken away). To our

good fortune, about this time a nice lady arrived to open up Artworks; a shop located in the old USCG station. We asked if we could use her indoor facilities and, thank God, she said yes. Please, someone thank her for us by visiting the art collections there.

As we began entering the kayaks, one of our paddlers heard a loud "pop." A back-band had broken. The kayak was pulled onshore and repairs begun. The problem was a broken buckle. The buckle had become corroded after years of use and its metal had finally given way, leaving two chunks of metal dangling from straps. Another paddler had some cable ties in his repair kit and began reattaching the buckles. We all thought this fix would work. Instead, we found cable ties are insufficient for this type of repair. They cannot be pulled tightly enough to keep the straps from slipping through them and pulling off the ends of the straps. Searching for another fix, Finally, someone found a length of wire in his kit along with a small Leatherman tool. Bingo. That did it. In a few minutes he had the back-band in position. The wire could be twisted down to grip the straps tightly. The repair held for the remainder of the trip.

It turns out the delay caused by having to change to an alternate launch site and then having to do a minor repair, worked to our favor. Whereas we would have been paddling against a flood tide, we now had an ebb tide. Our speed on the first part of this leg was 3.5 knots. This is 1 knot faster than our previous trip average. Rounding Worton Pt, speed peaked at 4.5 knots. We were moving!

The shoreline on this leg alternated between clay cliffs that fall steeply onto a very narrow beach and low lying lands where the water blends with marshy landscape. Beneath the cliffs the beaches are generally clean, whereas the shoreline along the low lands is littered with fallen trees and other debris. I'm guessing that the very narrow beaches beneath the cliffs allows fallen trees to be washed away quickly. The beaches formed in the valleys between cliffs tends to trap debris. The differences were quite noticeable.

A little after 1:00 PM we arrived at our lunch spot; a long, wide beach on the northern side of Worton creek originally identified from Google Earth satellite images. It was edged with old tree trunks that provided great seating and eating accommodations. Everyone relaxed, talked, and enjoyed the scenery. Someone said to me, "We are so lucky." I agreed. Enjoying great outdoor moments like this are, I guess, part of why we kayak.

The paddle down to Fairlee was leisurely. Arriving, Jay, a kayaker with decades of sailing experience in this region, pointed out that the currents in the narrow inlet leading into the creek proper, could be quite substantial during a tide change. We watched two boats exiting through the inlet and saw that indeed, the currents were notable. In retrospect, the track recorded on my GPS during passage indicated it was about 2 knots. They were swift, but manageable.

A long sand bar extends from Shell Point to the inlet. Behind it lies a small, deep water cove that is great for practicing re-entries. Bob entered the 52°F water and demonstrated a heel-hook re-entry. Jay assisted by holding Bob's kayak. Some others followed, but we quickly learned who had dressed for the cool water temperature and who had not. After playing for an hour or so, we began the last mile paddle upstream to Fairlee Landing. Kayaks were loaded onto the recovery vehicles and the trip back to Still Pond and our shuttle vehicles begun. Everyone enjoyed this section of the bay. It was a perfect day for paddling.

Boat Dog



My name is "Captain" Mambo, Brian Godfrey's dog enjoying a trip along Taylor Creek in Joppatowne



Upper Bay Boating contributor, **Tom Scilipoti** was one of the winners in the **Friends of Patterson Park Photo Contest** for May of 2017. A big UBB Congratulations to Tom!



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When Is A Knot

by Doug and Brenda Dawson

“My boat slowly and smoothly slid into my slip alongside the dock as it always does. I have perfected your FLIPP Line™ procedure and docking is easy for me and my First Mate. She attaches the FLIPP Line™ and we are secure. I can count on her,” explained Dan.

“However, today was different. My First Mate wasn’t with me, but my son-in-law insisted he knew how to tie the FLIPP Line™, so I let him do it. My son-in-law jumped onto the dock, secured the Stern FLIPP Line™, then let me know I was secure,” continued Dan.

“As the boat edged deeper into the slip, the boat pulled the FLIPP Line™ off the dock cleat. The boat crunched against the main walkway.

Why? What happened?” asked Dan in surprise and shock.

Dan told us, “when we investigated the problem, we learned that my eager son-in-law had only looped the line around the far horn of the cleat (which became the near horn as the boat passed it) and the boat just pulled the line off the cleat! He was so embarrassed he wanted to disappear between the boards on the dock when he saw the damage to the boat. Those in the marina who had been praising my great docking skills were now looking down their noses at this terrible screw-up.”

Lesson Learned

“Now, I don’t take anyone’s word—not even my son-in-law. I make sure I show them the correct way to tie knots and how to handle my lines. I don’t want a repeat of today—especially if it is windy.”

Poor damaged Dan. He learned the hard way. Guests are usually eager to help but sometimes overstate their ability. Captains need to know exactly what their crew are going to do, not what they say they are going to do. What happened to Dan has happened to so many captains. It is important to teach each family member, crew and guest who is going to handle the lines, the correct procedure and the correct knots and how to use them to avoid docking screw ups.

Even experienced boaters may do things differently on their boats, but when they are your guests or crew, they need to follow your procedure on your boat—so you both know what the other is doing.



The boat’s stern cleat is approaching from the left to the right. The son-in-law hooks the stern dock line underneath the “far horn” which is actually the “near horn” once the boat’s transom passes the cleat.



As the boat’s transom passes the cleat, the dock line slips off the horn. (now the near horn)



As the boat proceeds deeper into the slip, the dock line is off the cleat and the boat is not secure and continues deeper into the slip.

Not a Knot?

What happened here is as follows:

Dan’s slip is longer than his boat. When his son-in-law said that the boat was secure, Dan assumed it was tied. Had he known that it wasn’t tied, he could have aborted and reversed to stop his forward motion. In this case, he was trying to pull against the stern line to bring his bow to the dock against the wind. This is the procedure he and his First Mate had perfected.

It is easy to mistakenly pass the line round the wrong horn when the boat is still moving towards the cleat.

The near horn quickly becomes the far horn as the boat travels past the cleat.

You need to have the line around the correct horn of the cleat to prevent the line from slipping off.

That afternoon, Dan felt like keelhauling his son-in-law, but patiently sat down and taught him how to tie his knots and handle the lines.

When all your family, crew and guests know how to handle the lines and tie knots correctly, you can dock without incident preventing damage to the boat, loss of fenders and embarrassment.

Knowing your knots is the cheapest, and best way to save relationships, avoid damage to your boat, replace embarrassment with confidence and put the fun back in boating.

We’d like to thank Dan for sharing his story.

Doug Dawson
Author of Boat Docking Lessons
www.PowerBoatDocking.com =
www.powerboatdocking.com

Tying and Using Knots =
<https://www.boatingwithdawsons.com/lessons/tying-using-boating-knots-how-to-tie.htm>

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Live Aboard

by
Don and Gail
Elwell

Stateless

As we renovate and prepare the new boat, Gail and I were discussing the pros and cons of our livaboard lifestyle. So much of what I've put on these pages has been in glowing reference to the joys of the way we live, the place and the people. I thought, perhaps, it might be good to temper that with a bit of reality. . . not TOO much reality, mind you. Reality and I have always been barely on speaking terms, but here are some considerations you might take into account before taking to the water.

First and foremost, as a livaboard, you are relatively stateless. Living on a (potentially) moving platform, your mailing address, your utilities, your "home" anything is largely a fiction. Slip four lines and shove off and you're somewhere else. By and large, this isn't a problem, but you will find, occasionally, that "we can't verify that address" will come up as the marina, a commercial address, can't be verified as a residence.

Of course, the bug out potential is there as well.

Living on a vessel, you are living effectively in a floating tiny-home. Boats, particularly sailboats, can have a surprising amount of storage, but it's mostly "dead" storage. Want the tupperware? It's right there, under the cushion, under the hatch, underneath the extra life vests, the bagged catfood, the box of DVD's, my dad's photos, a box of tools that we had no place else to store, a bin of art supplies, and the peat moss for the composting toilet. No problem. But having to move six things to get to anything you want can be a hassle, and takes a bit of forethought when you arrange your storage.

It's also a compressed space. I'm fond of telling people that I don't take up any more room in a phone booth than I do in a stadium, and it's true, but this is, after all, a tinyhome. In a boat, Peter Dinklage from Game of Thrones could reach each and every top shelf. From where I'm sitting right now, I can open the fridge, reach the wine glasses, type of course, reach the battery bank, the towel storage bin. . . all without getting up. It's a convenience. If you're claustrophobic, it's the third ring of hell. Your new "kitchen range" is likely a single burner stove, your refrigerator, if you have one, is likely the same one your kid has in her dorm room at college. Hot and cold running water? You must be kidding.

On a boat, you just can't "let things wait". Like houses and apartments, of course, they can burn, gas leaks can make them explode, shorts can cause fire. Unlike houses and apartments, boats can sink. They can ram the docks in high winds. They can leak around the hatches. They can break free of their moorings and go drifting off



You a foodie? This is your new stove, oven, warming tray, souvee, broiler, toaster, and, in a pinch, handwarmer.

uncontrolled, with you sound asleep belowdecks. You have to be a bit more proactive, and no one is going to do it for you.

Boat repairs can be expensive. I once asked a distributor what was the difference between a \$.40 stainless steel bolt and a \$2.30 Stainless Steel Marine Bolt. He said, candidly, the word "marine". Tack "marine" onto anything and you're likely to pay at least 40% more for the same stuff.

Not that "marine" is a vain piece of marketing, not entirely. Marine environments are damp, corrosive, full of stresses that no landlocked construction would ever experience, and you

don't DARE let that slide. One good wake from a drunken power-boater, one grounding, one lightning strike, and you are, figuratively and occasionally literally, toast. You have to pay attention. You have to keep yourself safe, because no one else will.

Having said all that, here we sit. We're up to our butts at the moment in new wiring and making decisions about motors and solar panels and where what goes and what we keep, but here we are.

We're free. I can slip the bonds of this dock at will The cat loves the place. We wake in beauty every morning, and no amount of wind and rain and dryrot can ever change that.

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Hey, you guys know the dinghy is sinking?



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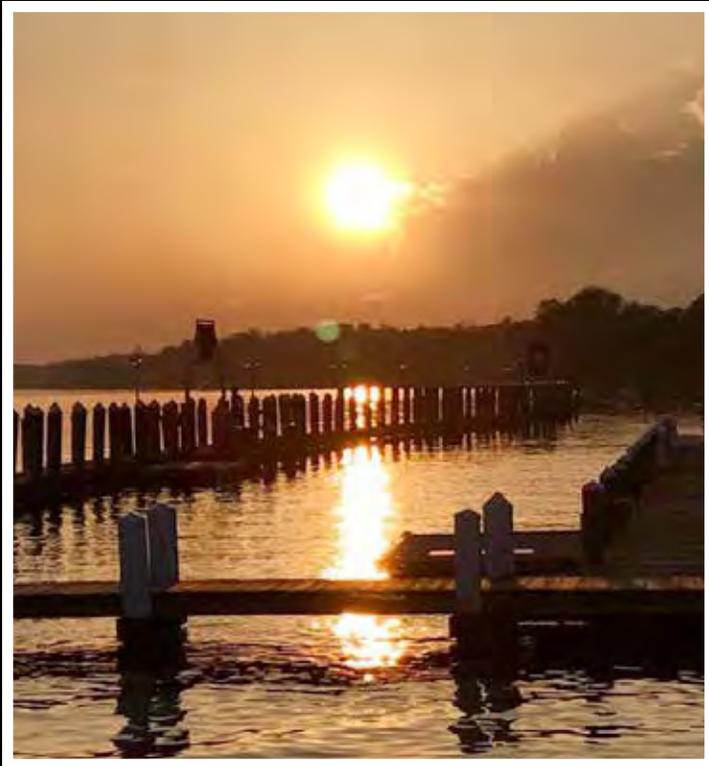
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