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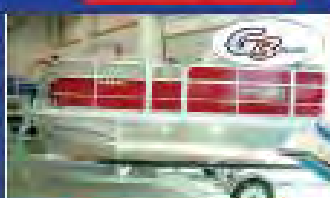
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UPPER BAY Boating

September 2017

- 5** Welcome **6** Put Your Deck Shoes On **8** Tips to Outfit Your New Boat
- 10** Birdwatching For Fisherman **12** Tradewinds Sells Cravalle Boats
- 14** Scattered Thunderstorms **16** Chesapeake Wooden Boat Builders School
- 18** Boaters, Bobbers, PFD's **20** Shallow Stripers **22** Ask a Marine Tech
- 24** The Draw of the Upper Bay **26** Tow Boat U.S. **28** On the Waterfront
- 30** Affordable Boat of the Month **32** Events **34** Soaked Ego
- 36** BRRC at Hart Miller Island **38** Kayaking On the Upper Bay
- 40** Live Aboard **41** Boat Brochures **42** Photo Gallery

Upper Bay Boating

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Welcome to the September UBB issue

Labor Day Weekend is here. Whether you think of it as the last bit of summer or the first bit of fall, it's always a great three-day stretch to be out on the water. But it also marks the time when, if you live or boat in the Upper Bay, you can't help but to start thinking about the change of seasons and the dismal moment when you have to lay up the boat for winter.

Fall is a wonderful time to be out on the water. It is less crowded, fishing and crabbing seem to be much better, and once there starts to be a little bite in the temperature, the foliage begins to turn and makes for a very scenic trip along our rivers.

Even though the kids start back to school and most are involved in sports, try to take them out a few more times, and be sure to invite along some of their friends. They say if your child hasn't been bitten by the bug to fish or boat by the time he or she is 13, they likely never will take up either sport. If you look around many marinas and launching ramps, there is just not as much going on as before the big recession. For our favorite past time to return to the good old days when slips were full, ramps busy most weekends, service departments

were full, then we all need to do our part to introduce boating and fishing to new generations of boaters.

Just as the seasons change, so does Upper Bay Boating. Dick Greenwood has officially retired from writing, so you can read his last column in the August issue. We welcome Tim "Tackle Box" Sherman to the pages in this issue. Tim brings years of writing about fishing to us. He has written for several publications, and the most recent one has stopped publishing. So we add him to our list of wonderful contributors. While we don't print as many pages as other Bay publications, I hope you enjoy what we offer. And don't forget, if you have something to share, please do so.



Happy Boating, Dave



photo by Jeff Hughes

Put on your deck shoes when you feel down and out

By Wendy Gilbert
Features Editor

Forgive this little trip down Memory Lane, but when Bette Midler sings, I listen.

She is currently starring in "Hello, Dolly!" on Broadway and by all accounts doing a stunning job of it. The musical is a classic and one of my favorites. My sister and I used to watch the movie and other classic musicals on quiet Sunday afternoons back in the day. We were entranced by the colors and sounds, fancying ourselves as future professional singers. We never envisioned that we would be living in the country instead of NYC, but we are blooming where we've been planted.

Once, we were in the railroad car used in the "Hello, Dolly!" movie while vacationing near Strasburg, PA. It was a beautifully appointed car and we were huge Barbra Streisand fans. Nanci and I were just thrilled. The ride ended all too soon.

We also loved listening to Carol Channing's take on dear Dolly Levi on our record-player. Three very different women portrayed and portraying a bold character that lives within women.

When my turn to do the show arrived when I was a

senior in high school, I was ready. My director hand-picked shows for her leads now and again and I was fortunate enough that June B. Davis, selected Hello, Dolly! for me.

One thing that people who don't sing in choirs or choruses or perform in musicals don't quite understand, is how the music seeps into your soul over time. The words are filed permanently in some fantastic and magical portion of your brain.

Boating seeps into our souls as well. Perhaps not in the same way, but I wouldn't be the first writer to expound upon the call of the sea! Not by a long shot.

One of the catchier songs in this particular musical is "Put on your Sunday Clothes".

And since so many of us do our boating on Sundays, instead of feathers, bows and patent leather shoes, were talking sunscreen, sunglasses and deck shoes.

So, if you are feeling a little glum about yet another rainy weekend, just put on your purple deck shoes, and let the music of the Bay fill your soul.

Wendy Gilbert



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Tips to properly outfit your new boat

By James Bedell

So, you found your perfect boat. You even managed to afford it. Now the whole family is on board, ready to drop anchor and swim. Sunscreen is on, the cooler is iced down, the water toys are blown up. Life is good. Its then that you realize the windlass isn't working, the anchor won't release and you don't have a spare fuse for the darned thing. This is when you realize how important it is to properly outfit your boat. Whether it's a 14-ft fishing boat or a 50-ft trawler, every boat can benefit from careful consideration of its contents.

My wife and I have a 14-ft Sears Gamefisher aluminum boat that we use as our primary recreation. It isn't big, but with the right accessories it is the perfect bay boat for us. For us the basics are important; a boarding ladder, a handheld VHF, a spotlight, oars (just in case!), just to name a few. For those of you with larger boats, try to think of the things that could really ruin the day like running out of TP or drinking water. A first aid kit is a must- and not just the legal requirements; assemble a kit that will be sufficient for most emergencies. Include large bandages, a splint, allergy medication, aspirin, and other essentials.

Beyond the necessary safety items, you should always have a spares kit as well. Keep impellers, oil, coolant, fuses, and bulbs on hand. Be sure to have fuses and bulbs that are applicable to your boat. You don't want to find that your basic fuse kit doesn't have the right fuse for your windlass or air conditioner AFTER you've anchored for the weekend. And, of course, know where all important fuses are located and how to change them. Even if you have your boat professionally maintained; knowing how to install an impeller if needed can really save a weekend.

Once you are confident that your boat has all your necessary safety and mechanical supplies you come to the fun part- outfitting your boat for your specific needs. My boat is rigged for short trips to beaches or into marshes where we will anchor in shallow areas with differing bottom conditions. My beach anchor has a bright red flag on it and my shallow water anchor has a float, this way when I am anchored inside a sandbar, the anchor is not a tripping hazard to beachgoers. Once we get set at the beach, outcome the beach chairs and umbrella, positioned comfortably in about three feet of water for a perfect day out. What do you want to do out on the bay?

Enjoying your boat is all about outfitting it properly. You shouldn't be bored on the boat and you should never have

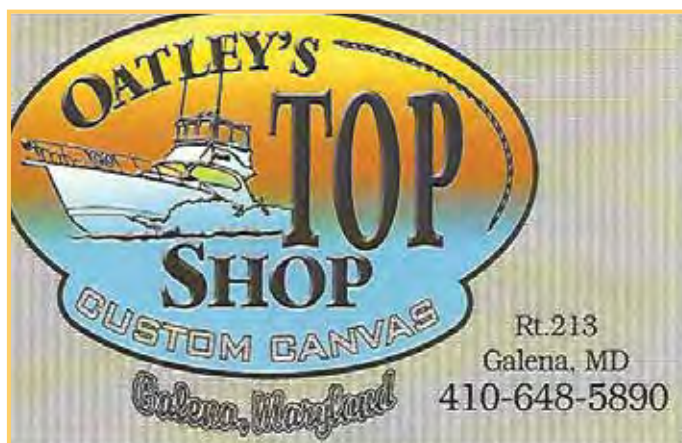
to wonder what to do. If you don't enjoy just relaxing and watching the water, there are plenty of activities to enjoy. Try searching the beach for seaglass, or exploring the streams and coves around your favorite beach. Just the other day my wife and I paddled up a stream in a 6-ft two-person inflatable boat we keep on board and found a marsh pond with seventeen egrets in it. It was absolutely stunning. Because we keep this paddle boat on board we are always prepared to explore new streams and tidal ponds we may find. A little forethought into how you want to spend your vacation time can help you to plan for the best experiences possible on the upper bay.

With the myriad of water toys, water sports, marine gadgets, and nautical activities available to the recreational boater, one of the big issues is often over packing, not under packing. While it is important to load your boat for the maximization of enjoyment during your time on the water, it is imperative that this does not affect the safety of the vessel. Far too often boats are loaded with paddleboards, floats, coolers and more that are not properly stored. This can make it difficult or even dangerous to walk around the boat. Shifting items like coolers sliding across decks can cause injury or damaged when changing speeds and turning. A cluttered bow can make it difficult to get to lines or judge the distance from the dock. Keep items stored while underway and keep all cleats, walkways, and railings clear to ensure passenger safety.

If you find you have too much stuff with you, try to weed out the items you don't use often or that are too bulky and are more hassle than they are worth. Reevaluate what you are taking with you each trip and eventually you have a core group of items you want to always keep on the boat and other things can be rotated on and off depending on your interests that weekend. Properly outfitting your boat can make your trips safer, more secure, and much more fun.

Just be sure to take your time and think ahead to decided what items you really need on board, how you will store them, and what kind of access you will need. Of course, we all like the cooler on deck where it is convenient instead of in the cabin where it is safer; just make sure it is secured properly and you'll be fine. If you haven't been boating for long or you are looking to get into the sport, it doesn't have to be intimidating. Just pack for your idea of fun and get to know your boat.

Just a little bit of prep work will set you up for an enjoyable outing every time. Do you have any tips or tricks about outfitting your boat? Contact the author at jabedell@smcm.edu, we'd love to hear your ideas!



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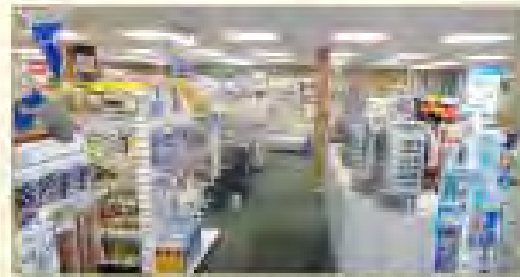
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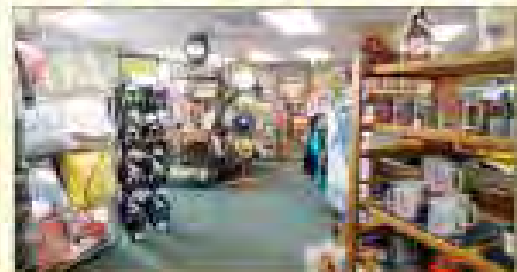
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Birdwatching for Fisherman

By Captain Mark Galasso

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Fall is perhaps my favorite time of the year to fish. Colder temperatures cause predator fish like Rockfish and Bluefish to feed more actively. In fact it takes more energy to survive in cold waters for most living things and "the need to feed". becomes more urgent. This also applies to things that fly as well as things that swim.

As cold fronts approach from the Northwest the barometric pressure rises and the Bird Show commences. On the Chesapeake Bay most of the bird activity is Seagulls. I divide my Gulls into four categories, small, medium, large and Gannets. And I'll explain as to how a little Birding knowledge can go a long way to helping you catch fish.

Let's start out with the small Seagulls. These are usually a few different species of Terns. They are quick and dive rapidly. They have forked tails and sharp beaks. Their food of choice happens to be very small fish like Bay Anchovies, Glass Minnows and small Silversides. Small Snapper Blues and Small Rockfish also gorge on these baits in the fall. However, as the predators grow it becomes too much of an energy drain to chase these small baits. Most predators over eighteen inches are looking for larger baits. This is where the Herring gulls show us the way. These Medium sized birds tend to be lazy. You'll find these grey backed black headed Gulls hovering over feeding fish waiting to pick off an occasional Peanut Bunker (three to five inch Menhaden or Alwife). They'll chase each other to steal the prize.

The large Seagulls are generally scavengers. They look to steal scraps or peck at dead fish. These white and grey birds don't tell me much. You'll usually find them hanging around an oil slick left by a decaying dead predator.

The other Bird we see in late fall and early winter is the Gannet. These birds are the dive bombers of the Gull world. They have long pointed wings and sharp bills. They are easy

to spot while feeding. They fold up their wings and hit the water from sometimes a hundred feet and can dive down to pick off fish over thirty feet down. They will travel up the Bay quite a way in their search for food. Most of the bait they feed on is over eight inches long. Prime forage for Big Rock and Blues.

I find the medium birds are my guides to the fish I'm after. Their feeding happens a lot in the afternoon when the sun is up. Generally Menhaden feed more on the surface in the afternoon when the vertical migration of plankton brings life to the surface.

Birds, like fisherman also look for patterns. At times you may see birds leaving an area to go somewhere else. If it's the right birds it might be wise to follow them. Perhaps they found fish yesterday at a certain time and are going back to have a repeat performance. Also look for groups of birds sitting on the water. At times it may be they just got done feeding. Or like boats attract boats. Birds do attract birds.



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Tradewinds Marina Sells Crevalle Boats

by Tim Campbell

Brian Schneider, vice-president of Tradewinds Marina, greeted me at his dock on a sunny August day. We met so I could test drive the new 2018 Crevalle 26 Bay boat. He just got three new Crevalle Boats in - a 26 Bay, a 26 Open and a 24 Bay SE, and was eager to show them off.

The air was warm and the bay was flat, a good day for boating. Brian had the 83-gallon gas tank full. As we motored out of Frog Mortar Creek into Middle River, Brian turned the wheel over to me. The 300 hp Mercury Verado felt like a race horse ready to take off on full gallop, but I held back the reins and kept the speed down to about 35 mph. The 26 Bay felt silky smooth on the flat calm water. No doubt the tilt hydraulic SeaStar steering had something to do with that.

When we reached the main bay, I opened her up a little more.

There was a lot left in the throttle and although it was flat calm, I didn't want to max out a brand-new motor with only three hours on it. Besides, I'm used to running my 150 hp outboard. That 300 hp Mercury is powerful! We motored around the upper bay for over an hour, enjoying the water and talking in normal tones, even with the engine running. The four-stroke Verado is remarkably quiet.

The 26 Bay was loaded with every option. It is the most luxurious fishing boat I've ever seen. Designed by family oriented fishermen, the Crevalle 26 Bay has lots of family friendly features including a deep cockpit, a forward cushion package with reversible backrests, an integrated swim platform with a fold-out ladder, and a porta-pottie in the console. There are built-in lockers under the gunnels for easy access to PFDs and safety equipment.

The hard top has four built-in misters for when it gets brutally hot. Turn them on to enjoy a light mist of cool fresh water. The Fusion, Bluetooth ready stereo system is top of the line.

For the serious angler, the 26 Bay has three insulated live wells; two oval shaped 28-gallon live wells in the aft and one, oval 20-gallon live well forward. The inside of



the lighted live wells is gel-coated light blue to help relax the baitfish. Thick rubber gaskets on the live well hatches stop water from sloshing out. The leaning post has a tackle station with three storage bins which include four Plano 3700 tackle boxes and a convenient cutting board. Crevalle Boats are pre-wired for 36-volt trolling motors.

The 26 Bay has two built-in coolers; a 65 Yeti under the leaning post and a 72-quart Igloo in the transom. The boat also has lockable rod storage, raw and fresh water wash downs, Lenco trim tabs, LED cockpit lighting and room for two, 12 inch Garmin or Simrad multifunction displays. Deutsch plugs are standard on all harnesses and tinned copper wires are marked with their function every 12 inches. Even the eight stainless steel cup holders have LED lights. Every attention to detail is considered.

Many features are standard like the 100% composite construction, self-bailing cockpit, non-skid deck, dedicated anchor locker, position control hinges, and custom pop up cleats.

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"Scattered Thunderstorms"

By L. Alan Keene

Have you noticed the large number of "scattered thunderstorm" warnings that have been predicted for the Upper Bay this summer? You know, the ones with "damaging winds" and "possible hail" that we should "seek shelter" from? If you have a first mate like mine, she made sure you noticed. Let me begin by telling you a little bit about Peg, the woman who's sailed with me for the last 35 years and lived with me a lot longer than that. Unlike a lot of sailor's wives who become uncomfortable when the boat starts to heel more than a few degrees, mine loves to bury the rail. Unlike a lot of sailor's wives who shy away from leaving the cockpit on a breezy day, mine loves the thrill of hanging her legs over the high side and feeling the spray from the wave tops on her face. Get caught with a little too much sail up?.....no problem. It's all fun to her.

Then what am I upset about, you ask? What's the big deal? I've got it made, you say.

Well, that's true, up to a point. And we reached that point when the weather forecasts for the summer days began to read "possible scattered thunderstorms in the afternoon". That one three syllable word, THUN-DER-STORM, turns this adventure loving, thrill seeking first mate of mine into a timid, whiny, 71 year old wimp.

Now, the logical explanation for her fear of storms would be that we've been caught in a bad one or two and she's suffering from PTSD....post traumatic storm disorder. But that's simply not the case. We've always been able to duck into a safe harbor well before a storm has hit, and we've never suffered any damage or injury. We were caught out in gale force winds from a passing cold front many years ago, but her fear of thunderstorms seems to have popped up overnight.

As any Chesapeake Bay boater knows, forecasts of "scattered afternoon thunderstorms" make up over 90% of the weather forecasts for the Bay from mid-July to mid-September. If a boater wants to avoid the possibility of an afternoon thunderstorm popping up on the Chesapeake, he or she better limit their boating to early Spring and late Fall or find a cooler place to sail. Peg knows it's true, but it doesn't help.

One weekday back in mid-August typifies the debilitating effect Peg's new found fear has had on our summer sailing. It was a beautiful, sunny, 85 degree day with the forecast of.....you guessed it, thunderstorms in the afternoon. After a lot of urging and a bribe of dinner out (she'll follow me anywhere if I take her out to dinner), she succumbed, with the stipulation that I would not wait to the last minute to head for shelter. I agreed and off we went.

Since we do most of our sailing at the top of the Bay south of the Flats and north of Still Pond, we left our Havre de Grace slip and started down the channel toward Turkey Point. But before we had gotten 100 yards, Peg, who was listening to NOAA radio, popped her head up from the cabin to inform me that a line of storms was headed our way and would be over the Bay in two hours.

"Why don't we just stay up here and sail near the marina today", she pleaded. "That way we can head in before it gets bad."

Although I'd much rather sail in open water than in that small area at the mouth of the Susquehanna, I spun TACKFUL around and headed back up toward Concord Pt. light. ANY sailing is better than NO sailing, I figured..... and besides, if a storm does hit, Peg's right....it's better to be close to home.

With a steady 10 knot breeze blowing out of the northwest, we raised our sails and headed off on a broad reach toward Perry Point. The forecast for "severe thunderstorms" notwithstanding, it was a gorgeous day for sailing. After about two hours, however, Peg pointed out the darkening sky out to the west.

"We better go in," she insisted.

"Hon, that storm is over an hour away," I reasoned, "and besides, it looks like it might pass us to the north. RELAX, will ya? We can be tied up in our slip in 15 minutes. RELAX!!!"

To make a long, sad story shorter and sadder, down came the sails and into our slip we headed. And after the storm had passed to the north and the sun had reappeared, not another dark cloud was seen the rest of the day. Unfortunately, we had packed up and headed out to that meal I promised....another great sailing day lost to Doppler radar.

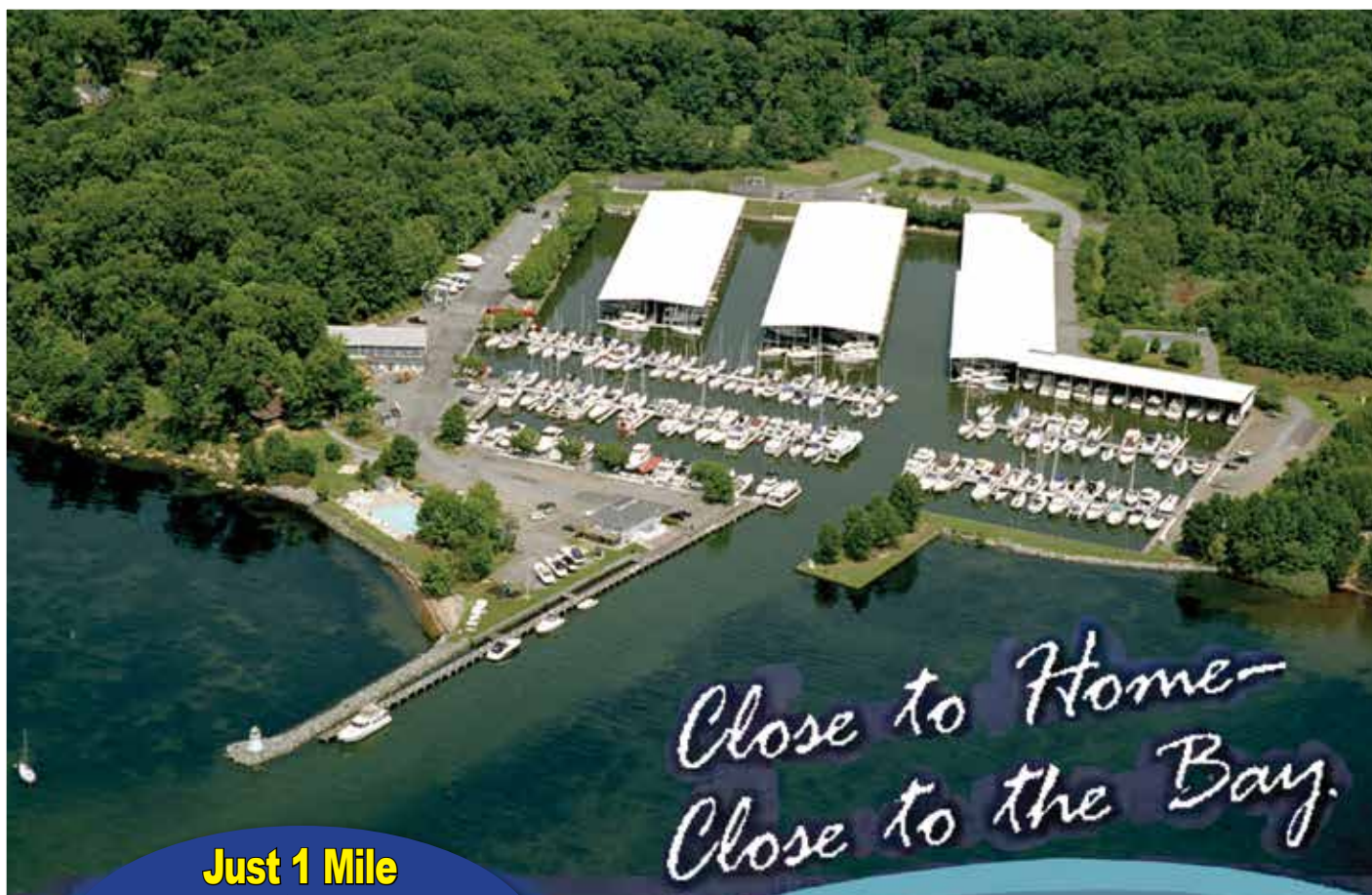
But why? Why would Peg suddenly panic at the sight of a distant dark cloud? Why, after all these years, would she suddenly want to avoid being out on the water simply because a thunderstorm might or might not develop? I've spent hours trying to figure it out and I think I've finally got it. Peg is suffering from WCA.....Weather Channel Addiction.

It all began several years ago when both of our adult kids moved to other parts of the country; our son off to the Sierras of California and our daughter to Missouri, smack in the middle of "Tornado Alley". Every time I walked into the den last winter and spring, Peg would be watching those green, yellow, and red blobs dropping snow on our son or hail on our daughter.

She couldn't help herself. She felt it was her job to text the kids with weather warnings....."watch out, heavy snow coming your way" or "dangerous wind rotation spotted southwest of you, take cover!" It got to the point that the kids wouldn't open her messages. I finally had to threaten to cancel the cable if she didn't watch something else.

But, that was back in the spring and I honestly thought she had recovered. I apparently was wrong. It's clear to me now that the end result of Peg's 12 straight months of total immersion in the Weather Channel is that dark clouds simply aren't dark clouds to her anymore. They're "upper level air disturbances containing nickel size hail, damaging winds, cloud to ground lightning, and torrential rains."

I figure I've had to take her out to dinner at least 25 times this summer just to get her out on the boat with me. It's the only thing that works. Hmmmmmm, you don't suppose.....?



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Chesapeake Bay Wooden Boat Builders School is Darn Salty

By Wendy Gilbert
Features Editor

A six-hour canoe usually takes much longer than six hours to build, but for Charlie Gerhardt at the Chesapeake Bay Wooden Boat Builders School, that's just fine.

Affiliated with the Upper Bay Museum and Harford Community College, the school is in the North East Community Park. It's the perfect place to learn some basic boat-building skills. Every summer for many years now a few lucky teenagers get to do just that – build a 6-hour canoe. A few months ago, 5 teens embarked on a project that would decidedly take them longer than 6 hours, but there's probably no cheaper way to get on the water.

The first six-hour canoe was designed by Mike O'Brien to make use of two leftover sheets of plywood. The idea was that professionals could (in a six-hour time span) create a sea-worthy canoe in less than a day, using the simplest of materials and tools. Novices and experts alike are quite content to string it out a bit. The design was first published in "Building the Six Hour Canoe" as an example of a boat that could be built by novice boatbuilders. Possibly thousands of Six Hour canoes have been built worldwide since the plans became available.

"We cut out the pieces and they put them together and they get to keep the boats. They pay for the materials," Gerhardt noted as he explained the assembly process in the workshop.

Most of the time, the volunteers and members at the school focus on repairing and restoring vintage watercraft. Usually canoes, skiffs and small pleasurecraft like the 1957 Whirlwind pictured. Originally built in Cockeysville by AAI, this very light, very strong boat is constructed of layers on mahogany veneer.

"It aint salty, but people like them," Gerhardt said as he conducted a tour of current projects. Some of them are easy and some, well, some are this side of ridiculous. "We spent 9 months sanding the interior. There was Bondo glopped all over and I mean all over".

"We have found a source of original parts and it will be a



museum-quality build."

Boats like this one are sometimes sold, others are taken to shows like the annual Antique & Classic Boat Festival & the Arts at Navy Point. This wonderful show is held in St. Michaels every year on Father's Day weekend. Next year's show be its 30th.

Folks who are interested in building small boats will find all the resources they need there – plans, examples, and lots and lots of advice.

The annual decoy show is another great place to find beautiful boats. The Chesapeake Wooden Boat Builders School will be showcasing several boats including Good Little Skiff, which is the only boat the team as ever lofted. Lofting is a boat-building technique that is a departure from traditional boat-building methods like following written plans or working from a half hull model. Lofting is basically a drafting technique whereby curved lines are generated, to be used in plans that are drawn on wood and then cut for advanced woodworking.

"It's darned near perfect," Gerhardt said, noting that the team used traditional methods, used copper nails and other techniques on the boat, which features lapstrake planking.

The third boat currently underway is a Café Racer, cocktail class. The plans for this boat are from the folks at Chesapeake Light Craft plan. Gerhardt is very impressed with the stitch and glue construction.

If you'd like to see some truly wonderful small boats this year, be sure and visit the upcoming Decoy Show. The boat-builders meet every Tuesday evening from 7 – 9:30 p.m.

For additional information, email cwbbsschool@gmail.com. UBM's 50th Annual Upper Shore Decoy Show

The Upper Bay Museum will present the 50th Annual Upper Shore Decoy Show on Friday October 20th – Saturday October 21st at the North East Fire Hall on Mauldin Avenue in North East.

The decoy show will open on October 20th from 4-6 p.m.

followed by the Auction Preview Party at 6 p.m. and a Fundraising Auction at 7 p.m. Organizers are planning some special details to celebrate this landmark event. On Saturday October 21st, the show will be open from 9 a.m. – 4 p.m. and will be packed with demonstrations and activities. Both the museum and boat school will be open and volunteers will be available to give tours.





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Boating Bobbers, PFDs!!!

By Montana Grant

More than half of all boating accidents happen on calm days. You don't need hurricane winds, tsunamis, and gales to wreck your boat, and ruin your day. If the worst happens, you want to make sure that your Boat Bobbers work.

PFD's, or Personal Flotation Devices, are essential for safe boating. The law requires them and the Captain needs to make sure everyone is safe. Many accidents also happen around docks and shorelines. Prevention of a water accident is simply wise. Anticipate the accidents before they happen. Maybe this is just the teacher in me, but I see this as common sense. Often, preparation will ensure prevention.

Life is full of rules. Many of us hate rules, limitations, and restrictions. It must be our "Rebel Pride". Some rules, limits, and procedures are just smart. When you get a boat, this is the time to agree to reasonable, and smart directives.

I remember the movies where the lone boater falls out of a moving boat and watches it sail away. No life line, PFD, or help. They are often great swimmers, but for how long? A "bobbing" human is a speck, in a large body of water. Good luck getting found or surviving.

Make it fun, wet, and familiar. I would rather be wearing a PFD, and be a "bobber" rather than be a "boob"! Swimming is easier when wearing a PFD. Practice wearing and using your Bobber Gear often. They are wonderful swim aids. Take 5 minutes every trip to teach swimming, how to jump off the boat, how to throw a safety line, etc. This training will pay off for a boating lifetime.

Buy a PFD that really fits you! This is not something to be cheap about. If you spend a lot of time on the water, wear a PFD that fits, and looks good. Update the gear as technology, and age requires. Cheapo PFDs are ok for tourists but as an active boater, get something that you enjoy wearing.

If it is my crew, kids, family, friends, and responsibility, then I want only the BEST! The PFD's should fit snugly so that when you raise your arms, it does not touch your chin. As boaters change sizes, change your PFDs. Are you the kind of Captain that has cheapo, crappy, mouse eaten, orange, torn, mildewed, and did I say cheapo PFDs? Equip you crew properly, and have routine drills. Allow, and require them to wear their special PFDs often. "No float, no boat!"



Childproof and Goofproof, your boat! Every boat must have a Captain. They are responsible for everyone's safety. As the crew and family ages, share the responsibility. If only one person knows how to drive a boat, then what happens when that person can't? Boats are a floating classroom. Everyone needs to know every job. Go over some boat rules before you leave the dock.

Alcohol is often a key factor when boating accidents occur. No one needs to be drunk on a boat. Bad choices, mistakes, and accidents are sure to follow. Illness, trash, and behavior will also affect everyone on board. Everyone controls what does, or does not, happen while boating. If the boat day requires a "Brew Crew", then leave me at the dock.

Make it fun. Invite, invest, and share ownership. You will be amazed at how much better your boating experience will be when everyone is involved, and on board. Boating and water sports are great fun. A little bit of safety awareness and preparation can make them even better.

"Be A Bobber, not a Boob!"



Montana Grant

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



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Shallow Stripers

By "Tacklebox Tim" Sherman

The transition from summer to fall is a great time for light tackle striper fishermen. I welcome the stripers when they return to shallow waters. I am a target fisherman: rip rap, bridge pilings, weed lines, sunken rock piles. The time of year fits my fishing style perfectly. If I can see it or use my electronics to find it, I am all for casting to it. These forms of cover are excellent haunts for stripers in shallow water.

In early September, the days are getting noticeably shorter, and air temps and water temps are getting cooler. Longer periods of lower light and the cooler temperatures are what bring the stripers, and their forage base, to the skinny waters. Early mornings, late evenings, and days with heavy overcast skies are best through late summer and fall; but especially when the rivers and bay are still in the low to mid-70s. As a cooling trend sets in, stripers are more readily found on shallow cover.

I am always up for trying topwater lures. The low light conditions give the best opportunities. Watch the surface for baitfish activity. If you see a school scatter, or a couple minnows flea across the surface you make be on to something. Personally, I'll cast a topwater lure even if the river, bay, of creek is as flat as a table top with no activity around. There is always a chance to start the topwater action on your own.

For a straight retrieve on the surface there are a couple lures to use. Chubby wake-style crankbaits and Whopper Ploppers both move water with a telltale "V" wake behind. The plover is also noisy as the offset boot tail on the rear section spins in the water. For erratic splashing action, nothing beats a popper. This lure throws water from its mouth, which mimics a small school of baitfish breaching the surface. To an aggressive striper, the poor popper represents the one minnow that couldn't flea. Surface walking baits resemble a single injured baitfish struggling to make its way. Easy pickings for a hungry striper.

There is a variety of subsurface lures to use when the stripers move shallow. I'd like to say that you have to match your choice of lure to the cover you are fishing, but it is truly best to match the forage base in size and shape. There is a snag factor with sinking lures that becomes risk over reward when fishing submerged rock piles. And lures with treble hooks foul in the weed beds.

Start out with small lures early. Soft plastic jerkbaits and



Mark Tuholsky shows a 24-inch striper that struck a popper.

swimbait impaled on light jigs heads are good for working the bottom. A rattle trap is perfect to fan casting an area. However, these are the most notorious baits that get snagged. These lures, along with bucktails and traditional hard jerkbaits are great for working around rip rap and shallow bridge pilings.

I like casting crankbaits and chatter baits to rock piles. Most crankbaits float up after contacting the cover, and the metal blade that creates the vibration of the chatter bait helps prevent snagging in the rocks. If you are casting parallel to a weed line just about any lure will do. Find what the stripers what and stick to it. If you are working from the vegetation out to the edge, try swimbait and soft jerkbaits rigged on lightly weighted wide gap worm hooks. This style of rigging keeps the bait fairly weedless.

You will soon find stripers in the upper bay river shallows. I've had success fishing shallow cover with these lures and I bet you will, too. Maybe I'll see you out there.

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Miss Lucie Cunningham enjoying a beautiful day aboard her grandparents boat on the Bohemia. After a quick diaper change, she was back to wearing her PFD.
photo by Paula Fusello

MTABC

Marine Trades Association of Baltimore County

After a 5 year absence, the Marine Trades Association of Baltimore County is exploring the possibility of resuming production of its 4th of July Holiday Fireworks held in Middle River. A committee has been formed and a date set for Saturday June 30, 2018. As in the past the fireworks would be ignited from a barge floating in the river. Next year's location is proposed to be east of Wilson Point. This would provide better viewing for the residents, boaters and restaurants located on Hogpen, Norman, Hopkins, Dark Head, Stansbury and Frog Mortar Creeks.

Obviously production cost of a barge mounted fireworks show is very high. The ultimate decision to proceed with the show will be based on the financial sponsorships of residents, boaters and businesses of the area. Support checks can be sent to: MTABC, P.O. Box 18137, Middle River, MD. 21220. For additional information, please call 410 335-7000.

Ask a Marine Technician

By Kevin Ladenheim
Mallard Marine Services

Tip of the Month: A super handy tool to have on the boat in emergencies is a remote starter switch. These cost as low as \$16, just google for remote starter switch. It can take the place of a broken ignition switch or start your engine right from the low current side of your slave solenoid. You can also use it as a nice controlled way to test a starter solenoid instead of the classic screwdriver. Be aware these are not ignition protected.

Q. What tools do I need to change a lug on my battery cable? I just have a couple to do.

A. Because the tools are specialized and expensive it could make sense to have a new cable made if you can fish it where it needs to go with lugs on. Custom cables made in Maryland are available at <http://shop.plays.com/>.

If you have to do the work in place, you need a way to get a nice clean cut on the cable and a way to crimp on the connector. Cables 2/0 and smaller can be cut with a small hand plier type tool like the Greenlee 727, which is around \$22. Cables 1/0 and smaller can be crimped with a crimper like the Greenlee K05-1GL, around \$220.

Always check ebay, there often people selling tools they only used for one job. There are many other brands to choose from, Greenlee is just widely available and the crimpers are made in Germany.

Cutting 3/0 and 4/0 cable calls for a big tool, like the Greenlee 718, around \$73. It's not easy to cut with the 718 but it works. I tried a hacksaw as a test and it pulled out a lot of strands, even with a fine blade. You need a tool that will make a proper shear cut. You also need a crimper like the Greenlee K09-2GL, around \$265.

A popular DIY tool for this job is a hammer crimper like the NOCO D800, around \$20. Or the Ancor 701010 Lug Crimper, around \$80, used with a hammer or vise. I've seen a lot of failed connections from these types of tools and I think battery lugs are too important not to use the best tools.

Q. I can raise and lower my outdrive using the trailer and down button but up doesn't work. What might be

going on?

A. The up switch controls the same hydraulic pump as the TRAILER switch but with an outdrive mounted limit switch in the circuit. Once the outdrive is as high as it can be and still be in the water, the switch opens. The up switch might be broken but it's hard to access so it makes sense to start troubleshooting at the limit switch.

If you can find the leads to this switch, you can jump them together to bypass the limit switch and test the up switch. If the up switch now works then the limit switch needs attention.

First make sure the switch connections you just jumped are clean and tight and try up again. Next, open up the switch case and scribe the positions of the switch components. Disassemble and clean the contacts and reassemble. Lube the o-ring, I like Dow 111. If the inside of the switch is full of crud or heavily corroded it may be time for a replacement. When fully assembled the switch housing allows limit adjustment via the mounting screws, see your owner's manual.



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The Draw of the Upper Bay



By James Bedell

Growing up in Rock Hall, I could walk down just about any street and end up at the Bay or the Chester River. I got my first boat when I was 8 and I have been hooked ever since. For many of our neighbors to the north though, a love of the bay didn't come so easily. Many found the bay later in life; some remember the car rides as a kid down to Eastern Shore towns to enjoy the family boat. Nowadays these small towns see a big influx of visitors each weekend looking to continue the tradition or bring their own families together with some hard-earned time relaxing on the upper bay. I recently sat down with a Pennsylvania boater, Greg Seifert, who shared his views and experiences on the bay. I first met Greg years ago when I worked at Worton Creek Marina. I showed him a 32-ft Carver aft cabin that we had for sale. After purchase, he kept the boat at the marina and quickly found his place in the marina community. It was less than a year earlier that Greg discovered the Upper Bay while driving to Tuckahoe Park for a steam and power show. Although a boater for much of his life, Greg had never seen or experienced the treasures of the Upper Bay.

As a kid he boated the Delaware River and Jersey shore. Then after college he spent three years teaching high school and living on an 18-ft cuddy cabin in Barnegat Bay. His teaching salary was supplemented by clamming in the summer. From there Greg moved on to the New Jersey State Police where he worked for 26 years. During that time he bought a weekend place in Hatteras, NC where he owned a 17-ft Mako, stripped down for commercial fishing. At the time, owning the property gave Greg access to a commercial fishing license and he learned the craft from a seasoned local. Long winter vacations were spent fishing in North Carolina. The plan was to eventually retire to NC but as Greg said, "It was everything I thought I was going to do in retirement; however, I was there for one hurricane and that changed my mind." Two years before his retirement in 2000, Greg bought a 37-acre farm in Pennsylvania and left boating for a time. "The closest I got to the water at that time was I had a pond on the property." Greg did a lot of his farming with draft horses which led to an interesting comparison when he began boating again. Learning to drive a boat, it turns out, is remarkably similar to leading draft horses. Both require long stopping distances, make wide turns, and will oversteer quickly. "I use that analogy all the time," Greg commented, including recently when he captained a dockmate's boat for a pre-purchase sea trial and the horse analogy helped him to maneuver the behemoth

Chris Craft. Through the farming he met a traditional farming mentor who told him about the Tuckahoe Steam and Power Show. Greg brought his draft horses to the event to demonstrate a draft horse "sweep" where five horses walk in a circle "like a big merry-go-round" to operate a grain thrasher. Until this time, Greg had never seen the Upper Bay, and had only seen the Chesapeake while crossing the Bay Bridge tunnel on his way to Hatteras. At the steam and power show, the author Don Parks was selling his books *Chesapeake Splendor* and *Chesapeake Winds and Tides*. "His books and the conversation with him really set the hook to learn more" and in 2012 after the farming became too demanding, Greg returned to the bay to begin boat shopping. The search for a boat took Greg on a tour of the Upper Bay to Northeast, Havre De Grace, Worton Creek and more. After I showed him the boat at Worton Creek and Greg purchased the boat, the marina owners asked him, "Where are you going to take it" to which he replied "I'm going to stay here, I like it here".

Greg still keeps his boat at Worton Creek Marina, now the proud new owner of 40-ft Carver aft cabin purchased this spring. Two years ago Greg got his captain's license and ended up finding a position on the C&D canal running a two hour tour boat for Bay Breeze Cruises. As Greg noted, he has only been in the "Pennsylvania Navy" since 2012 but the hook was set so quickly and so firmly that he is now hoping to buy a property in the area and retire on the upper bay. I asked Greg "what is the draw of the Chesapeake" and he told me simply "I like the looks of it". Specifically the rural surroundings and lack of congestion make the area immensely attractive. For Greg, too, it is the fact that "you have the protection of all this land around you. I know the bay can get nasty at times, and I've been out there when it got nasty, but it's not quite the same as being offshore". For Greg, the bay was a great solution for retirement. He avoided the ten hour drive to Hatteras, can still enjoy the freedom of open water, and yet have the safety of an inland bay. The easy two-hour commute to the Chesapeake is just part of the weekly vacation for Greg. It may take a bit longer, but the scenic route keeps the drive from becoming a chore. After hearing Greg's story, it is no wonder to me that the Pennsylvania Navy has such a strong presence on the upper bay. With such a paradise so close, anyone who lives for the water is inevitably attracted across the border to an unparalleled boating experience.



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by Captain Dale Plummer, TowBoatUS

The Chesapeake Bay is 4,480 square miles of wonderful scenery, open cruising, small coves to explore and meandering tributaries that can take you miles and miles from your dock. A day trip with no particular destination can turn out to be an amazing adventure. But, an aimless cruise can also turn into a frustrating game of "hide and seek" for a TowBoatUS Captain in search of a single white boat somewhere on the Chesapeake Bay whose Captain has lost his bearings. Take a minute to learn how to be found now to save yourself some frustration later.

Smart boaters should always be prepared with the proper navigation tools and know how to use them. We receive inaccurate Lat/Longs every day from boat owners because they simply don't know how to use their GPS. With so many makes and models of available chart plotters, we can't talk you through the complicated menus over the phone. Set aside an hour to learn your equipment before you need to share your coordinates.

If you don't have electronics onboard, or your boat battery is dead, a cell phone that has location services enabled can be just as handy. BoatUS' free cell phone towing app has your current coordinates listed right on the front page. Members and non-members can use the app 24/7 to call for a tow. The app not only places your call to a live BoatUS dispatcher but it also transmits your name, membership info, and current coordinates to the dispatcher as well. Visit BoatUS.com/towing to find out more about this easy to use technology.

If you are in an area with little cell coverage or still have an old-fashioned flip phone then you need to revert to good old-fashioned boating skills. Whenever you are on the water practice "heads up" travel. Know the name of the body of water that you are navigating. Keep in mind the distance or



time traveled, which local landmarks and navigation aids you have passed, if you turned port or starboard, and in which named cove you were lucky enough to spend your afternoon. Having local details helps the dispatcher and the emergency responder find you more quickly.

Practice judging distance on the water. Before the situation arises, practice estimating the distance to a nearby bridge, lighthouse or shoreline and then use your electronics to route a path to determine the actual distance. We receive calls for service almost every day where a boat owner has reported his distance from a landmark

as under a mile. When we finally find them, they are three to four miles from their reported location because distance is incredibly hard to judge on the water.

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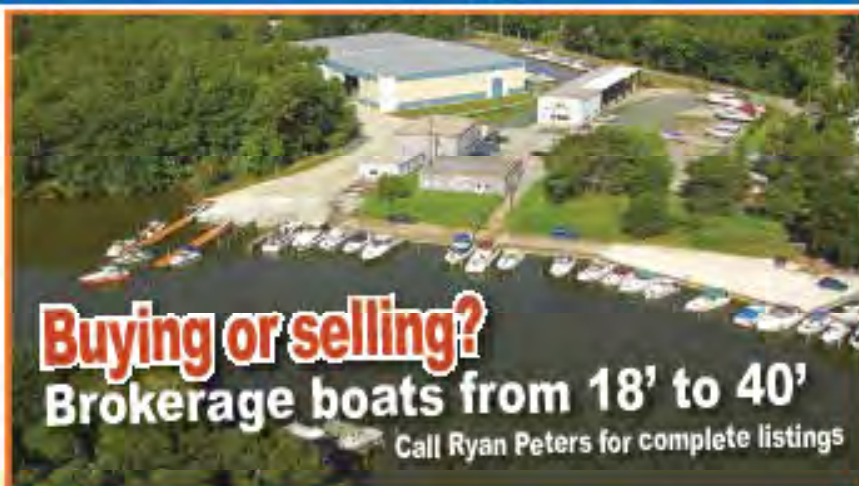
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On the Waterfront

with George Waters

photo by Donna Bedell

A conversation with an invasive Asian carp

It was recently reported that a single “invasive” Asian carp got through river defenses near the Great Lakes, causing a media furor. I am fortunate to have that carp here with me today.

GW: Welcome, carp.

Carp: ‘Sup.

GW: I hear that because your particular type of carp eat up the plants that other types of fish need to survive, your species quickly becomes the only kind of fish in the rivers and lakes you inhabit. Scientists call you “invasive.” Would you agree with that characterization?

Carp: I prefer “ambitious,” but words are political.

GW: Illinois officials set up a multi-stage underwater electrical barrier in the rivers just to keep Asian carp out of the Great Lakes, yet you were found beyond the obstacle. Didn’t you get fried? How did you do that?

Carp: I grew up in Philly. You know what I’m saying?

GW: But that barrier puts out two volts per inch. That’s gotta hurt.

Carp: As G. Gordon Liddy said, the key is not minding it.

GW: You were then snagged in a gill net put in the river by the state. What was that like?

Carp: Well, imagine you are driving down the highway, and suddenly you run into a huge invisible gob of crazy

glue and you can’t move. Then a giant hand comes out of the sky, opens your car door, shakes you out onto the shoulder, then picks you up, carries you through the air and makes you do a fake interview.

GW: That’s intense.

Carp: Tell me about it. I’m quoting G. Gordon Liddy over here and I’m a fish.

GW: The Asian Carp Regional Coordinating Committee (yes, there is one) put out a lot of details about you last week. They described you as a silver carp, 28 inches long.

Carp: Yes, but I put 32 on my resume.

GW: Resume?

Carp: Yeah, my resume. You know, in case anybody ever wants to do, like, “Finding Nemo: American Style.”

GW: But you’re Asian.

Carp: I’m Asian like you’re Irish. I was born and bred in a pet store right here in the U.S.A. When it cratered, some guy dumped me in the river. The rest is history.

GW: So what’s next for you?

Carp: Well, I’m pretty sure the president is going to pardon me in a Rose Garden ceremony. Wait, what is that? Dude, is that tartar sauce?

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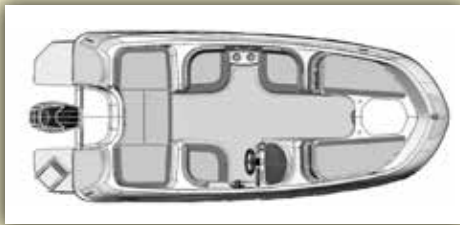
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Chester County Bass Masters- Open tournaments

Sept 16, Oct 7 & Nov 11 out of Anchor Marine in North East Maryland www.chestercountybassmasters.com

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Trawlerfest Sept 28-30 at the Bay Bridge Marina, 357 Pier One Road Stevensville Md. 21666 trawlerfest@passagemaker.com or (410) 990-9086 ext. 22

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Soaked Ego

by Doug and Brenda Dawson

Ramping a boat is hilariously entertaining when you are standing there watching as everything goes wrong on the ramp for somebody else. But, if you are the one screwing up the launch of your boat, the sad story is one of total embarrassment.

And, to make matters worse, it seems that everyone has a smart phone today just waiting to capture your “screw up” on video, so they can instantly post it to YouTube for the whole world to see. You will be there along with the other videos showing the worst of ramping—everything from trying to push on a rope to driving the vehicle first into the water and not being able to float the boat off the trailer because it is still high and dry on the ramp.

Here is a ramp story you may not have seen.

“You’re the ramp guy in that Youtube video” the waiter laughed as he seated Joe (not his real name for obvious reasons) in a window seat in the corner of the restaurant.

He had asked for an out-of-the-way table, so no one would see him.

Joe’s day had started out perfectly.

He had planned and prepared for his first fishing trip of the season and eagerly towed his boat and trailer to the ramp, in anticipation of his first catch.

This is when everything changed.

After lining up the trailer, and multiple attempts, he finally got the trailer wheels wet in the correct position on the ramp. He stepped out of his truck to survey his progress and take a deep breath after the challenges getting this far. To his delight, he hadn’t hit anything and finally, the boat was the right distance to the dock, so he climbed back into his truck.

He carefully backed into the water until his back truck wheels were wet, pulled on the emergency brake, again put it in park, stepped out, waded out into the water to within an inch of the top of his rubber boots to reach the winch, un-cranked the winch and released the bow. BAM! Instantly, it popped up off the winch yoke like a cork flying out of a champagne bottle.

As the boat popped vertically out of the yoke, he jumped back to avoid getting hit with the bow. But, it hit his forehead and knocked him down. As he did a quick step dance to keep his balance, he ended up in the water.



As his boots filled up with ice cold water, “Yeow! That’s cold” screamed out of his mouth.

An old salt on the launch ramp dock could hardly contain his laughter as he shouted “Hey Buddy, your transom straps are still on.” Joe didn’t need this as he was already embarrassed enough.

The trailer straps holding down the transom to the trailer were pulling the transom under water and it was good old buoyancy that popped the bow up knocking him over into the water.

Now what? From here, it got worse and worse and worse. The cell-phone-carrying audience gathered on the dock, was recording every second of his humiliating, frustrating experience. He would never live this down.

Before Joe could empty his boots, haul the boat, disconnect the transom straps, and re-launch the boat, there were several videos of his performance playing around the world on YouTube.

Joe’s day just couldn’t get any worse.

He was wishing he had stayed in bed and slept in.

Avoid YouTube fame!

Be knowledgeable and prepared BEFORE you get to the ramp!

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Coastal Properties Management To Oversee Maryland Yacht Club Marina Basin.



Coastal Properties Management was awarded a contract for oversight-management of Maryland Yacht Club marina yacht basin located in Pasadena, Maryland on August 7, 2017.

Maryland Yacht Club sits on a huge, beautiful waterfront peninsula at the end of Fairview Beach Road in Pasadena. The marina basin is well protected at the entrance to Rock Creek with a gorgeous view of Patapsco River from the bluff.

The club offers Resident memberships, which include a slip for boat owners; and Social memberships, for those who just want to enjoy all the amenities and activities the club offers. These include a beautiful pool, family/kids play areas, planned cruises; catered events; junior sailing programs, clubhouse with an active bar and full kitchen with a local chef offering meals on weekends, fuel at the marina basin, and many more great amenities.

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Visiting the Islands - Hart-Miller Island that is!



Back River Restoration Committee, Inc. works hard at picking up debris in Back River and the Chesapeake Bay and helping communities clean up dumping areas but they also work to get our youth interested in our environment and just enjoying the many outdoor activities offered in the upper bay region. One way BRRC has done this is by chartering a BSA Venturing Crew. Venturing is a branch of the Boy Scouts and includes both young men and women from ages 14 to 20 in youth led and inspired activities.

While many youths are busy playing video games or watching TV, Venturing Crew 726, Chartered by BRRC and led by Dan Albright, is camping, canoeing, kayaking, zip-lining, fishing or involved in some other adventure or cleanup with BRRC. One recent weekend in August, the crew decided that they would like to visit Hart-Miller Island. While many of the crew had camped on the island in the past, they were eager to take advantage of the bikes, nature trails, and swimming available since the South Cell opened to visitors in May 2016. They were especially eager to take a special bus tour of the entire island and learn how this island was formed.

The Crew started off early on Friday morning on BRRC President, Sam Weaver's boat on their 5-mile journey out Back River to our local islands. Upon reaching the beach they unloaded their camping gear for a two-night stay, and were then were greeted by a smiling Maggie Cavey,

Outreach and Education Specialist with Maryland Environmental Service(MES). They quickly loaded into the waiting tour bus and their journey began to tour the island. The bus took a route around the south cell first, stopped and the group could get out for a short hike to see the many features of the island and the beautiful views of the Chesapeake Bay. Back on the bus, they headed to the North Cell which is closed to visitors while it is still under construction. Maggie was great at explaining how the island was eroding many years ago, about dredge material – why the need to dredge in the Port of Baltimore and how Hart-Miller Island was built from this dredged material. The crew also learned about some of the wildlife and vegetation found on the island and how MES is working to drain the Cell through spillways that are monitored daily. The crew was amazed at how large the island is at 1040 acres. At the end of the two-hour tour of Hart-Miller Island, the crew returned to the beach with a whole new understanding of Hart-Miller Island thanks to Maggie.

The rest of the weekend the kids swam, did a little fishing, took advantage of the bicycles offered by DNR on the island and were visited by a curious fox on the beach in the evening. They survived a pretty intense rain storm and watched a spectacular lightening show put on by Mother Nature. The greatest part was that the kids went the whole weekend with no telephones, televisions or electricity and had a terrific time connecting with nature and the real world.

Why So Many Fundraisers?

Do you ever wonder why Volunteer Organizations, like Back River Restoration Committee, have fundraisers? Well in the case of BRRC the obvious answer is to raise money to buy cleanup supplies like bags, gloves, pickers, and equipment for our volunteer cleanups. The other reason to have big fundraisers like our Rockfish Tournament on September 9th is to raise awareness.

Raising awareness of what our organization is doing, cleaning up Back River and the Chesapeake Bay, is sometimes more important than the funds raised (don't get me wrong, we need the money too). Educating the public at these events, making them aware of the littering, dumping and other issues is worth its weight in gold. Once you are aware of the problems, you tend to notice the trash along the side of the road or in the water when you are fishing a little more, stop and pick it up and start to talk to your friends about the problems. Your friends then become interested and we gain more volunteers.

Volunteers are what makes this organization and many like ours survive and get the job done of cleaning up the Chesapeake Bay. BRRC would like to thank anyone who has ever come out and

helped at a cleanup, participated in one of our fundraisers, donated money or been a sponsor. You are making a difference in our world and we salute you.

If you are interested in volunteering, participating in one of fundraisers or being a sponsor, please visit our website at savebackriver.org or email savebackriver@gmail.com

Karen Wynn, Executive Director – Back River Restoration Committee, Inc.



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2017 Queen of the Chesapeake at the 70th Pageant at Maryland Yacht Club

Princess Gabriella Katrunes from Riverside Yacht Club of Maryland was crowned 2017 Queen of the Chesapeake at the 70th Pageant at Maryland Yacht Club on June 24th.

First runner up was Princess Emma Strauss from Maryland Yacht Club.

Also competing for this year's crown were Princess Devan Taylor from Wellwood Yacht Club and Princess Delaney Bosworth from Bush River Yacht Club.

Full of tradition, the Pageant included competition in five categories: Interviews & Personality, Accomplishments, Essay, Attendance at Yacht Club Openings, Poise and Appearance. It was a very difficult decision, say the judges, but all are confident that Queen Gabriella will represent the Chesapeake Bay Yacht Club community very well this year.

Congratulations to Riverside Yacht Club of Maryland and Queen Gabriella!



Lessons learned in the Middle Chesapeake

On day one, we visited the James Island group and were astonished to learn how little remains of them. On day two, questions arose while gunkholing a southern creek that sparked discussions on wetland ecology, plant taxonomy, and about how to tell if oyster shell accumulations constitute a midden or a mound. Finally, expecting to find extensive storm damage on an offshore island below Meekins Neck, and instead finding none, we asked ourselves what conditions would prompt a hurricane to single out one island for destruction, yet spare others nearby.

It was a beautiful June day. We had a gentle 5 knot breeze at our backs as we made our way to the James Island group. The northernmost James Island lies in the mouth of the Little Choptank river, 3-1/2 miles west of the southern tip of Ragged Point. This tiny island is sparsely populated with scraggly pines and now, is ringed with broken and uprooted trees strewn haphazardly across its beaches. We paddled offshore, daring not to get too close for fear of hitting one of the jagged stumps that lay beneath the clay-laden waters surrounding it. We could see nowhere to land one, let alone eleven kayaks. Having no good options, we continued to the middle James.

Nearing the center island, we spotted a small protected cove on its the northwestern edge. Exiting in shallow water, paddlers waded to shore and lifted their kayaks onto a dirt embankment.

That island had a long, sweeping shoreline of white sand, bordered by short grasses. In the background stood a pine forest. Erosion is evident everywhere. Gone are the beaches. Gone are the forests and the grasses that held the sand in place. Since our voyage, I compared Google Earth satellite images and found a large reduction in acreage occurred on these islands between 2009 and 2013. My guess is Mother Nature loosed her wrath on the James' when she sent Irene up the Chesapeake Bay in 2011. The St. James Islands, as they were called by early settlers, once formed a contiguous land mass extending 3 miles north from Taylors Island. A map dated 1877 shows two islands separated by a narrow channel connecting the Chesapeake Bay to Oyster Creek on the Little Choptank. Their combined area, in 1650, was 1350 acres. In the late 1800's a storm washed through the islands, creating a wide gap between them and Taylors Island, while simultaneously expanding Oyster Bay. There was a dozen or more homes on the island at the time. About this same time, an entrepreneur from Cambridge started importing Sitka deer; a small oriental deer, prized by the Japanese for the belief that its antlers have aphrodisiac qualities. Nearing extinction in Japan,

the deer thrived on the James Islands. Unfortunately, a 1957 winter storm severely reduced their numbers. The deer were the island's last occupants. My understanding is that the survivors were transplanted on Assateague, where their descendants are now managed by Maryland DNR.

The remaining three James Islands combined area is 13-1/2 acres; a far cry from the original 1350 acres. We did not attempt to explore inland. But, as we paddled south for our crossing to Taylors Island, we did see an unearthed coffin emerging from an embankment. It too will soon be gone.

We crossed to Oyster Cove, a body of water obviously named for its plentiful oyster beds. Perhaps as significant though, it is also known as one of three or four eastern locations in North America where Clovis points have been found. These small, early arrowheads were carried by the Clovis peoples in their travels. Originally found in Clovis, New Mexico, there are now scattered finds across the continent. The Maryland find, however, has sparked much debate among members of the archeological community. Who originally populated North America? Were they Asians; crossing the Beringia land bridge? Or were they Iberians, migrating through northwest Europe as they followed the glacier melt that ended with the last ice-age? The debate is unresolved.

Taylors Island Family Campground is a short paddle from Oyster Bay. A concrete block wall protects it from the ravages of the bay. The tent area is open camping in a wooded setting. It is also a hike from the shoreline, and buildings between it and the bay block the cool evening breezes that flow from the water. We found the campground has a store with select staples from each of the kayaker's main food groups: wine, beer, quick snacks, and soda. Another notable feature is the campground's unique wildlife. Apparently, someone left the door on a domestic rabbit cage open. The whole camp abounds with large, strangely marked, wild rabbits. They're everywhere. Rita named them Roger Rabbits.

On Saturday winds were out of the east with temperatures in the high 70's. As we exited the marina and entered the bay proper, Calvert Cliffs was visible on the western shore. It was lit by the long rays of the morning light. Our destination was Tyler's Cove via Barren Island chain. Along the way, we would take a rest stop in the mouth of Punch Creek. This wide creek connects with Dunnock Slough, Slaughter Creek, and several other inland creeks. Its name harks back to prohibition when bootleggers smuggled their "punch" onto the

eastern shore via these waterways. .

The Choptank and Nanticoke Indians survived Delmarva's long winter months by eating the Chesapeake's bounty. And what did they do with the non-biodegradable dinner scraps? They simply chucked them out the doors of their dwellings and left them to accumulate in huge piles. Today, archeologists use middens as place markers for sites of previous habitation.

Our next stopping point was Barren Island. Like the James Islands, Barren Island was originally part of a long finger that stretched south from Meekins Neck. With rising water levels, most of the peninsula has washed away, forming "The Big Broads." Before crossing to Barren Island, we stopped at the tip of Meekins Neck to enjoy lunch on a convenient sandy beach.

Barren Island is now 2.5 miles from Meekins Neck proper. The crossing would be difficult with wind. We were fortunate and crossed without incident, landing on the Barren islands northern end. The land mass here is protected by rip-rap. To our surprise, we found little evidence of hurricane damage. Finding an opening in the rip-rap, we entered a protected lagoon, beyond which lie extensive marshland. There were few trees, but lots of low shrubs. The area was teeming with Dragon- and Damselflies, which probably meant you would need a lot of DEET here when the winds are calm. Both predators feed on mosquitoes and keep their populations in check.

That work on Barren Island began several years ago, with the intention of restoring it to its original condition. Mike confirmed this, stating that he had read where the Army Corps of Engineers has initiated a pilot pro-

ject. They may begin restoration in a few years. We all listened intently, hoping this is the case. We've seen too many islands on this trip that will disappear beneath the Chesapeake within the next 20 years.

After a snack, we continued our trek south. Our mapped route would take us through the Barren Island thoroughfare. This passage has sanded over. We eventually found a cut between the north and south islands and crossed into Fishing Creek and, eventually, Tyler's Cove.

It was Saturday afternoon and no waterman were to be found. I wandered over to a docked crab boat to get a closer look. In the cabin window, the owner had pasted a sticker that read: "Welcome to the Eastern Shore. Now go home." Well that's rude, I thought. Then I chuckled. Such is life in the middle Chesapeake Bay. We packed up our gear and followed his instruction. Western shore? Here we come.

When I look back on what we saw during our paddle, I'm reminded of a 1970's TV commercial in which a native American is looking out over a river littered with trash. Tears are trickling down his saddened face. The native Americans, through centuries of living on the land, learned to respect their environment. We non-natives, it seems, are still in the steep part of that learning curve. The early settlers did not understand the roles the trees, the grasses, the sedges, and the reeds play in helping to protect the soils in and around the Chesapeake. Consequently, their heavy logging exposed the surfaces of many islands to harsh weather conditions. This set-in motion a sequence of events that eventually forced them from their homesteads. If we fail to understand this, if we fail to work together to find workable solutions, then more of our precious bay will head the way of the James Islands.

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Live Aboard

by
Don and Gail
Elwell

Off Gridding

Boat living, tiny house living, van living, tent living, cave living. ...one of the advantages of virtually ANY living other than the standard suburban home is that your small spaces and tiny carbon and energy footprint means you can have an unprecedented amount of freedom from utilities, services, and their associated bills. One of our objectives in this livaboard enterprise has always been to get as far off that dependence as was possible.

Our original shantyboat "The Floating Empire" went a long way in that direction. We could filter and pump our own water, and our scant 200W solar panels provided enough power for our electronics and interior lighting, but, sadly, not for refrigeration or travel. One of the driving forces behind getting our new vessel "Tesla's Revenge" was to take care of this.

So, in our right minds and everything and after large amounts of caffeine, we've begun the process of getting fully off grid, with new components and a new battery layout, with an eye to producing and being able to store enough power to both live and travel unconnected from shore power.

Every solar system is made of two major parts, both of which are limiting factors to what you can do. The first is, of course, the solar panels. Modern panels produce a LOT more than their predecessors, and the prices have plummeted. Our ultimate goal is to have 1300 watts of energy coming in, the limitation being more one of the surface area that we have on which to MOUNT the beasts than anything else. The second part is your storage, how much of that energy can you put away when the sun ISN'T out, and how rapidly can you draw off that energy when you need it. This is somewhat complicated by the fact that our new motor system will run at 48 volts, which means both the solar panels (normally 24V apiece) and the batteries (12V, grouped in series to make 48V) must be wired to match that voltage, and anything like, say, an inverter to produce 110V AC for appliance use must be able to take 48V on the DC side



Finding a space for the Inverter and Charge Controller can be a challenge.

After a couple of days of the knuckle busting job of rewiring our 8 deep cycle batteries in two series sets of four (48V, remember?) and dragging wire and installing our new 48V true sinewave inverter and the MPPT controller to regulate the power going from the solar panels to the batteries, we embarked on the perilous task of mounting the first two of our four solar panels on the hardtop. Actually, we wanted to do it the day before, but there were 16kt winds, and I figured I'd wind up somewhere over White Marsh hanging from a



Okay, so how do I get over there o put on the LAST two panels?

flying solar panel. Stylish, yes, but the landings can be messy.

One great place to acquire solar panels (if you're looking for large and high output) is solar installers. They buy the things by the palletload, and after they finish an installation, they'll often sell off the remaining few panels at cost or nearly so. We dealt with the VERY nice folks at Ameresco Solar in Chase and managed to acquire a couple of 325 watts, 24 volt panels for a very reasonable price. Great. Okay.

So now all I have to do is managed to install two 6 1/2 by 3 1/2 foot, forty pound solar panels on the top of a moving vessel. We are VERY fortunate to have some lovely slipmates who came over to help us get them on top of the wheelhouse, which made life a lot easier. Of course, though I figured my spaces PERFECTLY for the installation, I forgot to ask one simple question: Where the hell do I stand to screw these in?

The resultant, somewhat comedic installation routine

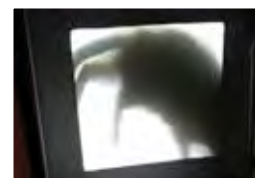
resembled someone playing a game of "Twister" over a bed of black, hot, potentially shatterable glass with a cordless drill in one hand. This was one of those moments when extra limbs might have come in handy. Certainly, my wife's suggestion that I put on taller shoes (no kidding, it worked) made it possible by about 2/3rds of an inch. Regardless, we got it done, clipped together the wires, and low and behold, we were powered up and off grid. ...

... sorta. ...

It's been four years since we launched The Floating Empire, and that's about the lifespan of the original bank of deep cycle batteries. Frankly, they're getting a bit elderly and are no longer up to the task. We can produce plenty of power now, but can't store enough of it to reliably make it through all evenings and cloudy days (a problem also faced by municipalities and utilities working with renewables. Tesla's working on it.). So, I'm spending my days at the moment shopping for another block of 100AH batteries to replace our old bank. For the moment, though, we have just dramatically reduced any power consumption we had (which wasn't much).

The current system can provide power for all our internal lighting, electronic gear, refrigeration, fans, and assorted small appliances without being plugged into shore. As soon as the new battery bank goes in, We'll be completely disconnected. Then we put in our 4.7KW drive motor and other goodies, and another two panels. ...

Yay, off grid. Where am I STANDING to put in the last two panels? I have no freaking Idea. Stay Tuned.



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Hemingway Sunset

by Scott Kelsey

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We went sailing,
You and me,
We followed the moon,
And worshiped the sun,
We rode the waves,
To kingdom come,
We went sailing,
You and me,
We saw the sight that we
could see,
Our skin turned to leather,
And are hair turned to
blonde,
Our eye turned true colors,
Of Sailors from song.

We went sailing,
You and me,
We ended up on a island,
On the Pacific Lee,
Our lips were chapped,
Our feet were bare.
We lived on that island,
With not even a care,
We went sailing,
You and me,
We slept in the open,
Wild and free,
With stars to guide us,
On the clear, clear, nights,
We went sailing,
Right out of sight.

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Donna Bedell



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