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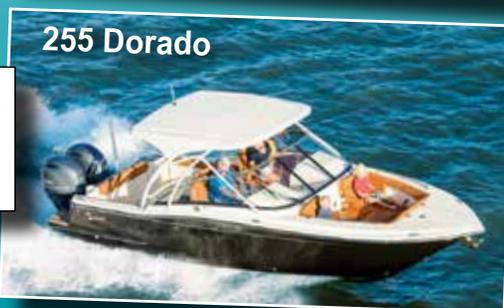
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# UPPER BAY Boating

Fall 2017

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## Upper Bay Boating

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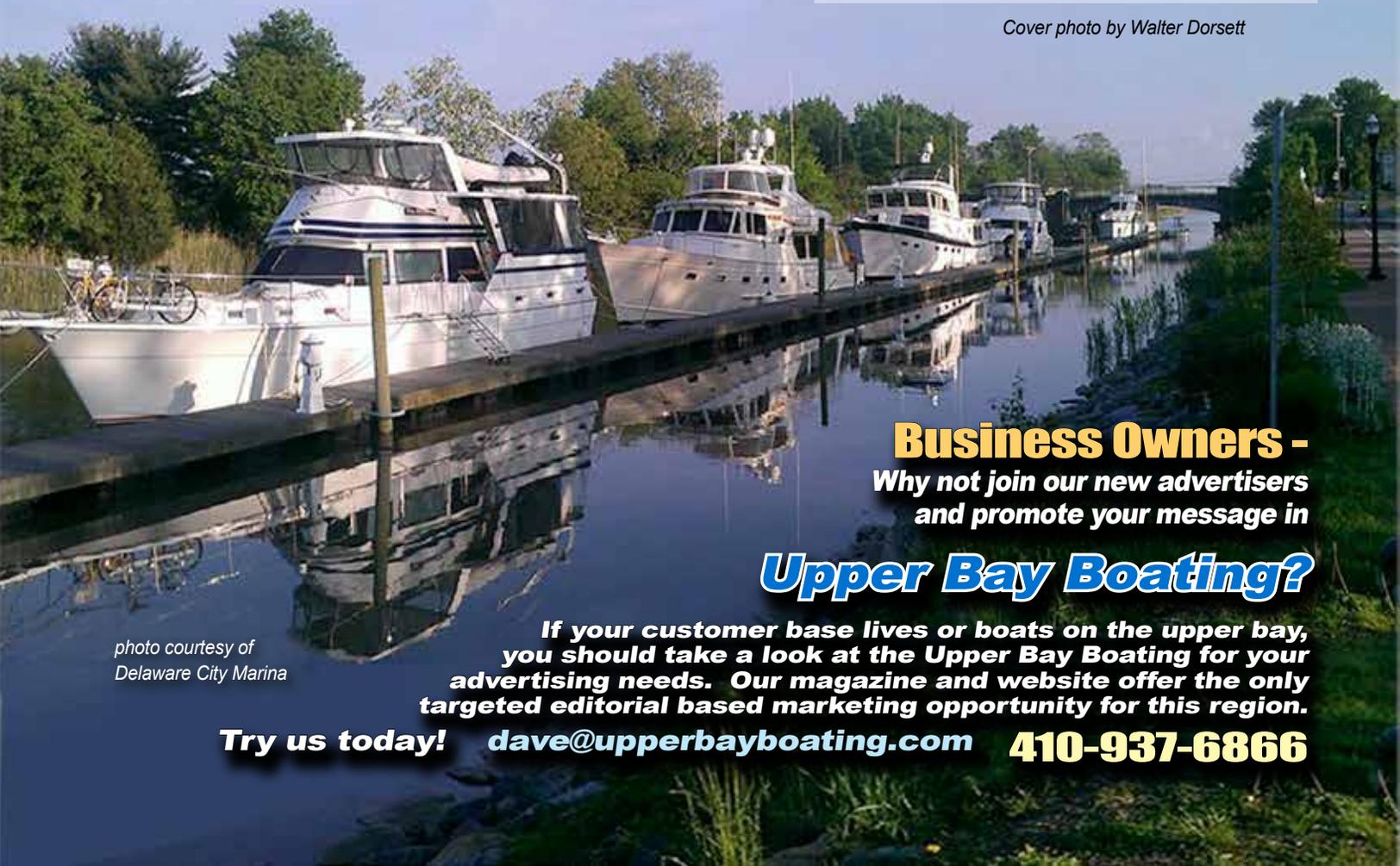


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## Welcome to the Fall UBB edition

Soon it will be time to say goodbye to another season on the Upper Bay. Most of us hate to see it come, especially when we had so many rainy days this year. A few of you made the best of it, the locals spending time out on the water during the week when it wasn't raining, and many traveling down from the north on the weekends despite the rain. Sometimes this year, every weekend seemed like a scene right out of the movie Ground Hog Day where each time you woke up, we saw the same thing again, and again. So savor the good times you had in 2017, and pray for sunny skies and smooth sailing next season. And don't forget, fall can be a great time to be out on the waterfront, just keep an eye on the weather.

In this issue Dave Wilson follows along on Carolyn Choate's month long kayak trip to help create awareness for cancer survivors. The article is more about her experiences in beating cancer, than about boating. I think it is an important read for all of the UBB readers, because cancer seems to touch most families, including mine. I am pleased to do my part in spreading the word, and am so happy she included our part of the bay in her travels.

This issue finishes season three for this publication. As a reminder, we publish monthly April through October, and have one winter boat show edition. In late November, visit us online to read our gift guide, and of course follow us during the off season. We hope to have some good news to share along the way.

As always, we invite you to share your memories and photos with our readers. And please, patronize our advertisers for your winterizing needs now, and again for the spring commissioning. That keeps your favorite boating magazine coming to you. And please let them know you saw their ad in Upper Bay Boating.

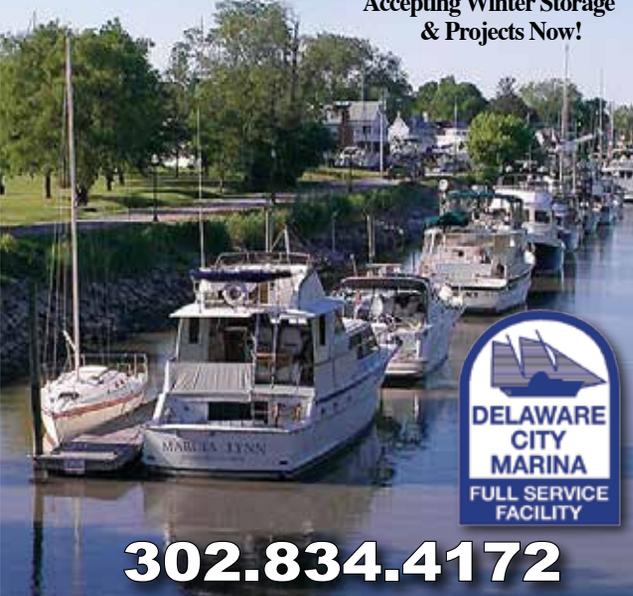


**Happy Boating, Dave**

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# Reverse the Pennsylvania Invasion This Winter

By Wendy Gilbert Features Editor

Once October rolls around and the scent of Pumpkin Pie Spices permeate our foodstuffs, it's time to contemplate the inevitable – the off-season.

Most boating columnists are likely to recommend the usual ideas – go to a boat show, shop for better/cheaper insurance, surf the internet for upgrades, clean and inspect things and my personal favorite – watch football.

These are all great ideas and having watched a few NFL games already this season, I wondered to myself – just what to football players do in the off season? Why not try a few of those things?

Well, as it turns out other than training for the next pre-season, they do all kinds of things. In addition to taking trips home, decompressing and just plain relaxing, NFL stars:

Appear in endorsement commercials

Make sitcom cameo appearances

Work odd construction and demolition jobs

and a rare few, take their turn at being a stay-at-home dad.

Pretty much the same for MLB players. I was curious so, I wondered what tennis players might do:

Appear and/or attend fashion shows

Go rollerblading  
Participate in publicity tours

Tinker around the house

Have surgery.

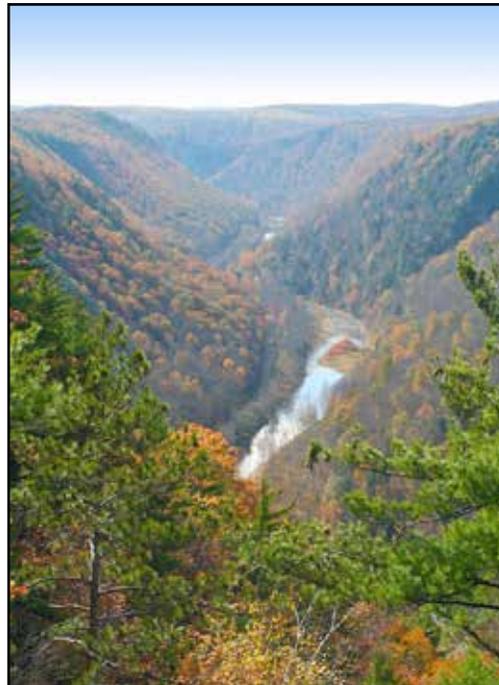
And what about actors?

I know they chill doing Hallmark movies as a break from their daily grinds, but they also:

Teach or take acting classes

Create YouTube videos  
Wait on tables at restaurants

Wendy Gilbert



These are all fun ideas, but then I fell asleep during a YouTube video. During a very vivid dream, the answer arrived.

## Go to Pennsylvania!

The PA Navy spends a lot of time down here, why not go up there? A reverse invasion! Brilliant, I know!

My first trip is planned for Friday. My husband and I are off to explore The Grand Canyon of Pennsylvania for a week.

I didn't even know there was a Grand Canyon of Pennsylvania. Don't suppose they have a good crabhouse up there?

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# You Have A Friend In Pennsylvania, But Your Boat Is In Maryland

by Dave

On any given summer weekend you will notice many out-of-state tags on the cars parked in the lots at most Upper Bay marinas, and launching ramps. While there are some from New Jersey and Delaware, the tags you most often see are from the Keystone State. The Pennsylvania Navy invades us each season because of their close proximity to our beautiful waterways.

Years ago there was this saying on vehicles license plates, "YOU HAVE A FRIEND IN PA." I don't know what is on them now, but UBB reader Danny O'Kane whom makes the 1 ½ hour trip each weekend for the past 20 years recently saw this bumper sticker on a car: YOU HAVE A FRIEND IN PA., BUT YOUR BOAT IS IN MARYLAND! He boats out of Great Oak Landing.

With gas prices moderating both on land and on the water these past three seasons, I am hopeful that our PA. friends will continue to join us on the Upper Bay, and new boaters will find their way down as well. Several years ago after the great recession, many slips were half full. We are seeing improvements of the number of folks taking the plunge again. Our neighbors to the north certainly are contributing to the higher numbers of boaters out on our waterways. I will speak for the large number of area businesses that benefit from your participation and say THANK YOU Friends.

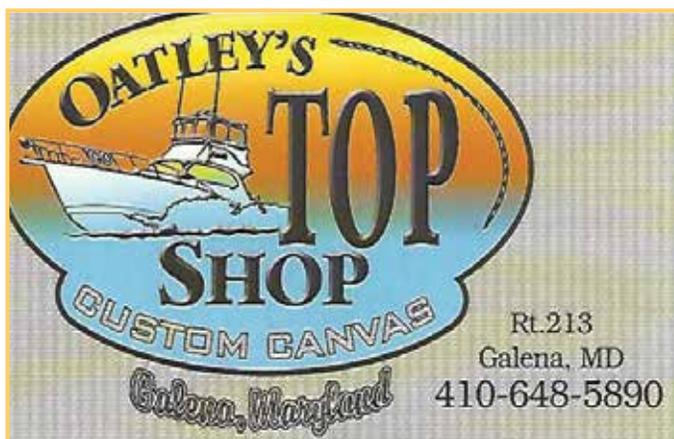
Another UBB reader Scott McCutchen writes: We live in northern Chester County PA and travel the 2.5 hour round trip pretty much religiously every weekend to North East from April-October to where we keep our 20-ft. Grady at Bay Boat Works. We regularly frequent the Bohemia, Sassafra, Still Pond, Fairlee, sometimes all the way to HMI and at least a few trips to Baltimore every year by water. We have made several great friends that we met on the water. We look forward to seeing them every chance get and we have been doing

this since 2006 with my first boat. I think this weekend I single handedly paid someone's mortgage for a few months with how much we spent in Maryland. We consider North East our summer home and hope to actually move there in a few years once our kids are out of school.

And another reader from Pennsylvania, Beth Romesberg really confirms the draw of the bay for our neighbors to the north. She passes by our part of the bay to travel to Crisfield each weekend. She has been making the 6 hour car drive and then the 30-40 minute boat trip to Tylerton on Smith Island for several decades. Her family begins the trip between 1 and 2 in the morning, and after arriving at Somers Cove Marina, they take the Ferry over for another wonderful weekend on the bay, fishing, crabbing, watching sunsets and sometimes sunrises, arrow heading, playing games, bike riding, golf cart riding, reading, eating blue crab and softies, visiting with locals that have become like family, and so much more. Sometimes Beth questions this herself about "is it worth it", but in the end her answer is YES! We love the peacefulness, (it's like a step back in time) and tranquility that the shore provides. We are able to share our place with family and have created and will hopefully continue to create many memories. The Easton Shore is like home away from home for the Romesburg family.

So my hope is that when new readers from Pennsylvania that find a copy of UBB read this, you will journey down our way and start making your own Upper Bay memories. You'll find out that yes indeed, it is worth it.

*Happy Boating, Dave*



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# Don't Forget Your Boat This Winter by Doug and Brenda Dawson

Each fall, many boat owners (sail and power) prepare and store their boats for the winter, thinking they will be safe and sound until spring.

But, there are many good reasons why you should check your boat periodically over the winter to ensure there are no unpleasant surprises, when you visit in the spring to prepare for launch.

Forgetting to check it regularly over the winter months, whether it is tarped, shrink wrapped or stored inside, could be a costly mistake.

For boats stored at marinas, the staff there will usually check it for you. Marinas don't promote boaters whose boats are stored inside coming to see them, because they have to do a double check to make sure everything is unplugged and all lights, heaters, battery chargers etc. are turned off when you leave. If you do want to check on your boat, call your marina and talk to them. You may not have to make the trip.

However, for boats stored outside elsewhere, she's totally your responsibility. You should check often.

A few things to check for:

Four legged critters often find boats to be the perfect winter residence enjoying the opportunity to destroy the interior and leave a huge mess for you to clean up. Finding out early and dealing with it sooner rather than later, will save you time and money in the spring. (All food and paper products should be removed before storing)

During the fall, winter and early spring, check for leaks in the tarp or shrink wrap. Build ups of water and ice will freeze and re-freeze over the winter and could stain fabric and crack fiberglass where it pools; for example, in cockpits and cabin floor molds.

On sailboats with masts left standing, halyards can come loose and often the clanging in the wind will either wear the line through or vibrate it enough that your knot comes undone. As a result, your halyard whips itself to death after beating holes in your tarp and possibly your neighbor's tarp.

Cradle pads push against the hull on a small surface. If the pads and/or blocking shift as a result of vibration caused by the wind or unstable ground, increased pressure will be put on your hull. Check your blocking and pads to make sure all forces are equal and placed below bulkheads.

Water leaking into the inside of your boat will create humidity which encourages mold, mildew and rot; as the temperature fluctu-



ates greatly on a daily basis—especially in the spring. Early detection will prevent a lot of damage. Open the lockers, doors and drawers to promote air flow within the cabin.

Check for snow weight. After a heavy snowfall, sweep or knock off any accumulated snow; otherwise, the snow becomes heavy ice. Then, the weight and wind will rip the tarp on the top of the stanchion posts and any other unpadded or poorly padded wear points. Holes grow in the relentless winter winds, leaving tarps shredded to ribbons. By spring, your tarp could be in the next county leaving your boat

totally exposed and full of ice. Check yours regularly and repair small tears, before they grow.

If you live a long distance from your stored boat, have a friend who is closer, check your boat and report back to you—a boat-check buddy.

Early next spring, if you find your tarp damaged, walk around the storage yard and pay close attention to how undamaged tarps on other boats were installed. Were the ridge poles higher? Were all the wear spots padded differently or better? Was the tarp large enough to prevent the wind from getting under it? Was the tarp fitted or just a rectangle? Learning from others, could save your tarp the following winter.

Fitted covers (left) and shrink wrap (right) when properly installed, survive wind and snow.



Still both should be checked periodically by you or your boat-check buddy.



Avoid the costly mistakes of forgetting your boat, while in winter storage. Check it regularly.

*Queen Scout Doug Dawson  
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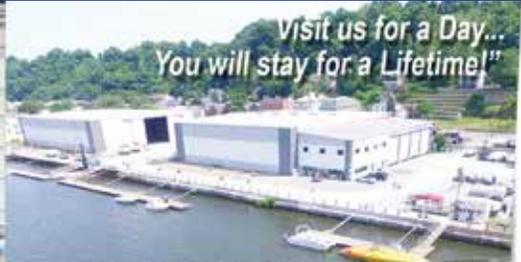
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# When is a Sailboat **NOT** a Sailboat?

By L. Alan Keene

Did you happen to catch any of this year's America's Cup races in Bermuda back in June? If so, you saw a "sailboat" from the diminutive island nation of New Zealand, with a population smaller than that of New York City, soundly defeat the best America has to offer. The score..... 7 races to 1.

Were the Kiwis that far superior in sailing skills? Was the U.S. team that overmatched? I'll leave those questions to the experts. What I am willing to discuss, though, is whether or not this was a sailboat race at all.....or was it a race between two high tech machines that dance on top of the water and happen to be powered by the wind.

I'm guessing that Webster defines a sailboat as any boat that floats and uses wind to propel it. By that definition, the boats that raced in the last two America's Cups were, indeed, sailboats.....but not like any sailboats you're likely to see sailing off Turkey Point or Pooles Island or the Patapsco on a Saturday afternoon. In fact, they'd look more at home at BWI than our home waters.

Let's take a look at these "machines" and compare them to the sailboats that raced in the America's Cup just 30 years ago. Starting with the mainsail, don't look for a cloth sail that luffs when sailed too close to the wind. Instead you'll find a "wingsail" that's constructed of solid composite materials and shaped more like a vertical airplane wing than a sail rig. And sail trimming, while still done by hand, is dictated by computer. The visual skills and judgement that have determined sail set in the America's Cup for almost 150 years have been replaced by technology.

While America's Cup sailboats, up until the late 80s, were monohulls, the twin hulls of today's catamarans are long and narrow; almost needle-like. Positioned like thin stilts on a beach house are four adjustable hydrofoils, with small horizontal wings on the lower ends, that can be extended above or below the water line like daggerboards. When extended below the waterline, these carbon fiber wings slice through the water, lifting the cat's two hulls above the water's surface. These machines literally fly through the water, allowing speeds that most powerboats would envy.

Now, as a septegenarian, it wouldn't be surprising if I were a traditionalist when it comes to sailboat design, and I

am. To me, there are few nautical sights more beautiful than a classic 12-metre America's Cup yacht under full sail on a breezy afternoon. Speed matters, but so do esthetics.

To me, sailboat hulls are meant to stay in the water and their sails meant to luff. A mast's purpose is to hold cloth sails in position to catch the wind rather than to stabilize a verticle airplane wing....a wing with flaps, no less. And sail trim should depend on the judgement of the crew rather than on computer technology. To me, a sailboat captain shouldn't need an engineering degree from M.I.T. to maneuver his craft around the markers. And a sailboat was never intended to "sail" at speeds of 50 knots or more. Call me old fashioned, but that's just not sailing to me.



Now, I must admit that I'm not a racer. I can count on the fingers of one hand the number of sailboat races I've taken part in over the past 35 years. So maybe if I raced every Thursday night I might appreciate the speed more. But I doubt it. To me America's Cup racing should be designed to reward superior sailing skills rather than superior boat design. To me the contest should

be held using identical boats, preferably monohulls, so that there's little doubt about who sailed a better race.

I've read that the organizations that oversee the sport and set the design specs for international racing have hoped that the excitement generated by these high speed "water walkers" will generate new interest in a sport that's been on the decline for years. While that remains to be seen, I'm guessing that any new interest will come from extreme-sports fans who are excited by the danger of it all and who would be bored with the 6 or 7 knot speeds that most of us max-out at on a breezy upper Bay afternoon.

Getting back to Bermuda and this year's Cup, while the Kiwi's dominated and are to be congratulated, my guess is that their victory had as much to do with the superior design of their boat as it did superior sailing skills. The only way to truly tell is to put future crews back in identical monohulls, with cloth sails and keels instead of hydrofoils, and let them duel it out. While television ratings may drop, the America's Cup would again feature true sailboats and true sailors rather than today's boat/airplane hybrids and the computers that sail them.

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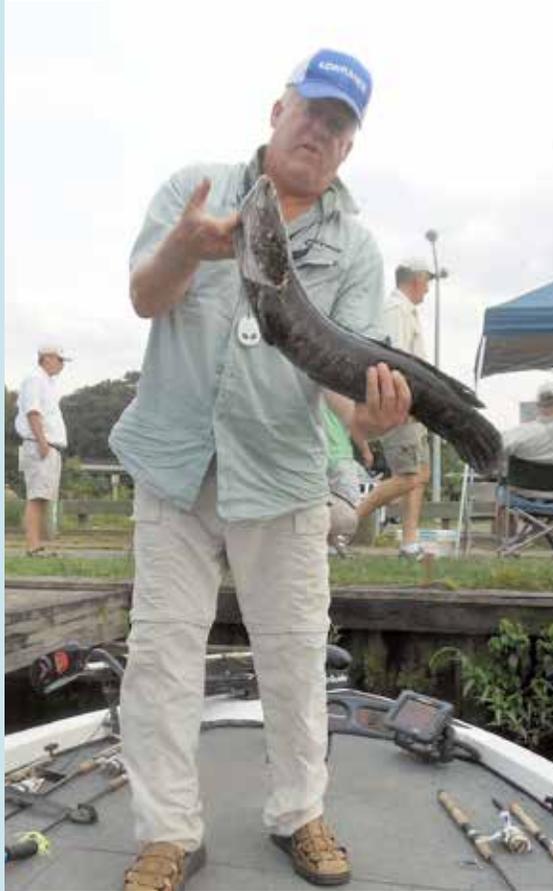
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# Snakeheads *in the Upper Bay?*

by Tim Campbell

Indeed, snakeheads are now firmly established in the upper Chesapeake Bay waterways. Northern snakeheads (scientific name *Channa argus*) have been in Maryland for about 15 years now. They were first found in a Crofton, Maryland pond in 2002. The media played up the story and created the creepy name "Frankenfish" to describe them. Reports claimed snakeheads could breathe air, walk on land, and have sharp teeth, all true to a degree. Snakeheads can survive out of water for a few days, and are able to squirm around using their fins. And like some other fish, snakeheads have sharp teeth. They also have a protective slime coating like other fish and an air bladder which allows them to gulp air. That's how they can be in waters with low oxygen levels. Snakeheads can live in not much more than a mud hole. Another common, not so scary name for snakeheads is mudfish. They can bury themselves in the mud during the winter to hibernate, hence the name. Still, when they were first discovered here, some folks over-reacted. And after much debate, authorities treated the Crofton pond with Rotenone, a poison specifically made to kill fish. That was supposed to be the end of snakeheads in Maryland.

Then in 2004 snakeheads were discovered in the Potomac River. They are now found on both the Maryland and Virginia sides of the river. They have been caught in Eastern Shore Rivers too. Scott Sewell, Conservation Director for Maryland Bass Nation, caught one while bass fishing in the upper Nanticoke River. He told me the story and showed me a photo of it. Scott also caught one in the tidal waters around Havre De Grace this spring. That catch came as quite a surprise. Scott took a video with his cell phone and posted it on Facebook. The fish flopped around on the deck of Scott's bass boat before he bopped it on the head. In May 2017, another local bass angler caught a 26-inch snakehead in the Northeast River. Then in June 2017, yet another friend of ours was fishing when he caught a big snakehead by the Lapidum boat



ramp in the lower Susquehanna River. Snakeheads are present in lots of Maryland waterways. There are some big ones in the rivers too, but most snakeheads around here weigh 3 to 6 pounds. For better or worse, they are here to stay. Snakeheads fight like freight trains on rod and reel. They taste good too. Some say, what's not to like?

Northern snakeheads are a freshwater species native to eastern Russia, China, and Korea. People in Asian countries like to eat snakeheads, but in the USA snakeheads are considered invasive. They are no longer permitted to be imported here in Maryland. Well-known angler Joe Bruce is an expert snakehead fisherman. He has written much on the topic and likes to share his snakehead fishing tips as a guest speaker at fishing club meetings. It's no big secret. Joe catches them in the lower Potomac River from his kayak. He casts artificial lures along lily pad fields in the back of Mattawoman Creek. One of Joe's favorite snakehead lures is a weedless rigged, paddle-tail frog. Joe sees more anglers enjoying fishing for them. It's a fact. Snake-

head fishing is getting more popular in and around Maryland. That's because snakeheads put up a good fight and taste delicious. Joe wishes snakeheads would become a gamefish, but that's not going to happen here anytime soon. The Maryland Department of Natural Resources wants anglers to catch and kill snakeheads. If a person is found possessing or transporting any live snakeheads there is a hefty fine. Northern snakeheads caught and killed of at least 30 inches long qualify for a DNR award certificate. The Maryland State Record northern snakehead was shot with a bow and arrow in the Potomac River on May 20, 2016. The giant fish weighed over 18 pounds. Go to [www.dnr.maryland.gov/fisheries](http://www.dnr.maryland.gov/fisheries) for more information.

**Note:** *Joe Bruce will be speaking about snakehead fishing at the Perry Hall Chapter of the Maryland Saltwater Sportfishing Association meeting on October 23, 2017. The chapter meets at the VFW Hall at 6309 Ebenezer Road, Middle River, MD 21220. Members gather at 7:00 pm. Meeting starts at 7:30 pm. It is free and open to the public.*

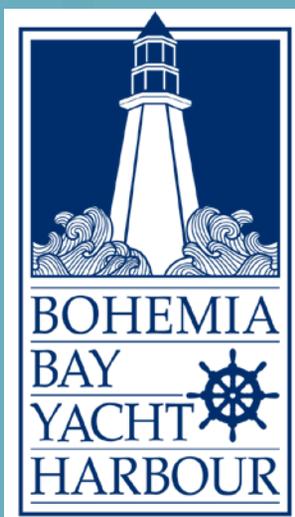


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# Ask a Marine Technician

By Kevin Ladenheim  
Mallard Marine Services

**Tip of the Month:** Since 2009 the manufacture of portable fuel containers has been governed by new EPA regulations meant to reduce spillage and released volatiles. The spouts on some of these new cans are awful and actually cause spillage and some even break easily.

Pouring is also very slow because the containers are not vented. EZ-POUR at [ezpourspout.com](http://ezpourspout.com) has a range of products to make your new can perform like a pre-2009 can.

They have a simple flexible spout with a cap, no more spring loaded twisty junk. The site says you can't buy the high flow spout kit if you live in Maryland, the kit shown on the right is actually the water jug kit. They also have a vent you can add to a can but I think just pouring into a good stiff steel funnel like a Delphos #495 from an uncapped can is faster and easier but be very careful.

They also sell very sturdy hex caps with gaskets. If you are a cruiser with cans of diesel strapped down on deck, you don't want a multipiece cap or a stiff spout sticking out, you want a simple, sturdy cap that will keep fuel in and water out.

My favorite portable fuel can is the Scepter Military Style (D520S for diesel, RV520S for gasoline). It's taller than most cans and has nice vertical sides, making it better for ganging together. There is no standard for the threads on can openings, so EZ-POUR has caps for at least three different threads that are in use. I can verify that the yellow cap #B4 works with the Scepter D520S.

**Q.** I tried to install a new DC breaker and I can't fit any of my tools in the space to unscrew the back of the breaker.

**A.** On some boats, not only do you have one difficult screw to unscrew but maybe ten or more for an entire column of breakers because the bus bar isn't slotted. It adds a lot of time to the job. You need something that works really well when you have ten screws to unscrew. What you want is the VIM Tools HBR3 bit ratchet, it uses standard 1/4" hex bits you probably already have.

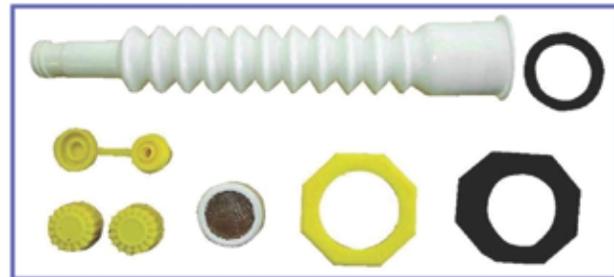
(<https://www.amazon.com/VIM-Tools-HBR3-Bit-Ratchet/dp/B002Y05COI>)

**Q.** I'm planning on cutting some large holes in my deck for vents and I want to get the placement exactly right. Any tips?

**A.** You can measure and measure off of deck features and still be uncomfortable with the placement of a hole. A great way to know the hole will be **right here**, from both down below and on deck is to buy a pair of strong rare earth magnets. I use a pair of Neodymium Magnet N52 1-1/4" x 1/8" disc magnets:

(<https://www.amazon.com/gp/product/B01MDKR646>).

You can move one of these around using the other through 1"+ of wood. If you have a fiberglass ceiling liner with a big air gap it may not work but for most decks it will work great. They will also work great on bulkheads, just tape the first in place with masking tape. If you trace the magnet and eyeball the center you will do really well but you can also make a template using a compass to find the exact center. Be careful to keep the magnets separated, if they meet, you can get hurt and the only way to get them apart is to hold one in a vise and slide the other off with pliers. They are also brittle so wear eye protection when handling.



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*Summer on Injured Reserve* By Wendy Gilbert

**M**y summer season wasn't all it could have been this year. I sustained a MLS tear months ago that has been slow to heal. As if that terrible fall into the bollard at the Inner Harbor this April wasn't enough! Injury has been added to the injury.

I feel like a professional athlete who has been sidelined without expert care or a definitive "return to play" date. Might be the gray hair that keeps me out of the inner circle?

My doctor looked at my swollen knee in May and said it didn't look too bad. It pretty much looks the same in October. Not too bad, but not great either.

Since my doctor wasn't too excited about it, but I was, I mined the Internet and have since read numerous articles on MLS injuries and the standard protocols. Sadly, I get bored with the old rest, ice, elevate and compression

recommendations. Of course, I might have gone a little light on the ice and elevation and a little too heavy on the rest and compress.

In addition to packing lots of Ibuprofen in my purse, I've got a stack of neoprene on the drying rack. My favorites are a thick blue brace and a thin copper-infused sleeve. The jury is out on the bright blue roll of kinesiology tape. I watched several YouTube videos on this subject, but I think my inner trainer is letting me down here.

It looks impressive, but so far, I'm just not feeling it. While I've been babying my right knee, my left ankle (chronically swollen) has been acting up as well. It's not unusual for me to be sporting multiple black copper-infused wraps as I go about my day.

I should be healed up by next season. Right?

# Stinky Ice Chests

By Montana Grant

Everyone has experienced the special fragrance that emanates from a stinky ice chest. Whether it contained fish, bait, old food, or other rotten things, stinky ice chests can take your breath away!

Years ago, I saw an article in a Popular Mechanics magazine. It addressed this exact problem. The powerful stink from old coolers is just as rank as the stink from today's coolers. My friend Tom also read this tip and swears by their not-so-stinky suggestion.

Many stinky ice chest owners try bleach, cleansers, chemicals, and scrubbers to de-stink their coolers. Usually, the cleaning process starts after the stink has already started. Many ice chests die an early death from smells that just will not go away.

Tom suggests that you immediately rinse the cooler after each use. Do not use any chemicals, bleach or cleaners. The cooler is also used to contain food, drinks, and fish that you plan to consume. Avoid any chemical contamination!

Once rinsed, dry with a towel or leave the lid open and exposed. Once the cooler is dry, add a little Vanilla extract to a paper towel. A teaspoon or so is all that you need. Now wipe the coolers surfaces with the Vanilla. Leave the fragrant paper towel in the bottom of the cooler. Your cooler is now clean, chemically safe, and pretty "sniffy"!

Over years, some light brown color may be visible from the Vanilla. With scrubbing, this can also be removed but, most coolers die before that becomes an issue. The truth is, that folks will be able to enjoy opening your cooler to smell the Vanilla fragrance and not a scent that triggers a vomit reflex.

You can also extend the life of the cooler by replacing or protecting the hinges. Replacement cooler hinges are available on line. Use some silicon adhesive, on the screw threads, when replacing. You can also reinforce the hinges with a flexible fabric or rubber cover, that is attached overtop the hinges. An internal string, spring, or strap is also a good idea to hold the lid partly open. This will keep the lid from folding back too far and breaking the plastic hinges.

Keep a damp towel spread out over top the ice and cooler contents. This will keep the temperature down and save



the ice from melting so fast. Freezing ice jugs, with water, allows the cooler to stay chilled and will also provide cool water to drink later. The melted ice water may also be used to clean and rinse.

Attach an old plastic cutting board or tray to the outside cooler lid. This will serve as a cutting board for bait, or cleaning fish. Screw the board in place with stainless steel rust proof hardware and seal with silicone adhesive, on the screw threads.

Stay stink free!

For more Montana Grant, visit his website at [www.montanagrantsfishing.com](http://www.montanagrantsfishing.com).

– Montana Grant

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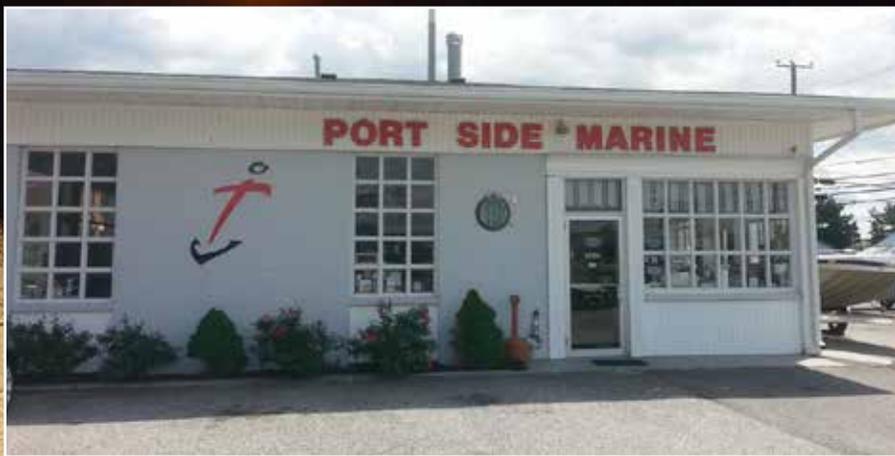
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## Experience Back-to-Basics Boating

In the last edition of UBB, James Bedell wrote an article about budget boating on the Upper Bay. Our publication encourages everyone to get out on the water, no matter what their budget is. Just in case you are overwhelmed at the choices at many dealerships when shopping for a boat, and find the prices way out of line with what you can spend; Port Side Marine is your best bet on finding a boat. Known as Baltimore's Best Small Boat Dealer, they are located in Essex Maryland.

Tom Hall started the dealership over ten years ago after managing a local Sea Ray dealership for decades. That company was bought out by a large national firm that seemed to concentrate on higher end products, so Tom decided to return to his roots and offer local boaters good personal service no matter what they could afford to spend to get out on the water.

Port Side has sales, parts, and service all geared to attract new boaters.

No matter if you are buying a boat, or need Tom's help in selling your boat, you will appreciate his dedication in helping you. Many of the used boats on the lot are under \$10,000, and some of his new Aluminum boat packages start at only \$3000. So, if you want to get out on the water without breaking the bank, or want a broker that will market your boat properly, you have found Upper Bay's Budget Boater's Best Bet.

**Call Tom today at 410-682-2998. The company is located at 149 Back River Neck Road in Essex.**

# A Call to Action

By "Tacklebox Tim" Sherman

By the time, October rolls in, stripers should be on the prowl. Feeling that solid hook up on the opposite end of the fishing line is a thrill. Even though stripers may be charged up, they are still out for an easy meal. We can take advantage of their instincts by casting them just what they want. Lures that imitate injured baitfish are great for fall.

I am going to start with a topwater lure. My first choice is a popper. I love to see the water splash from the mouth of the bait. With stripers, you cast it out and work it back to the boat at a fairly brisk pace with a constant downward twitch of the rod. If a fish misses the bait, keep the lure coming. It will track it down. If the popper doesn't produce, try a surface walking lure. It saunters side to side with a little less forward progress per twitch. As with the popper, work it all the way back to the boat. Try to match the size of the popper or walker to baitfish in the area.

Balls of baitfish on the surface is always a welcome sight. To me, silversides and bunker glinting on the surface call for fluke-style soft jerkbaits. Rigged on a wide gap worm hook, their slow fall and erratic action, when twitched, are the ultimate for imitating an injured baitfish. I'll use a lightly weighted worm hook under three conditions: for a better cast when it is windy, when I want it to fall a little faster, or when I need a long cast for skittish fish.

When the fall bite kicks in, I get excited. One of my favorite striper lures to cast is a jerkbait. The lure gets its name from the action that you add to it. You cast out the bait and jerk your rod tip between pauses and reeling. This makes the bait dart from side to side, imitating a struggling baitfish. Next to the topwater bite, this is one of my favorite ways to load up the rod. Remember that there are suspending and floating models. The floater is for more active fish; the suspending model is for more lethargic fish. It stays down in the strike zone longer and your pauses should be longer.

Soft plastic jigs are very versatile lures. You can twitch them along the bottom or jig them from the bottom to the surface. In shallow water, most fishermen use a paddle tail

swim bait on a jig head and swim it along the bottom. That works well, but adding a few jerks and twitches along the retrieve can provoke more strikes.

I often say that the first angler to impale a soft jerkbait on a jig head was a genius. The lure's initial intent was to be fished as stated above. However, the skinny tail section of the minnow imitator comes alive when you jig it along the bottom or vertically. With both style, soft lures, it's always best to gage the size of the baitfish to the size of your offering.

I'm ready for the fall striper bite. I'll have these lures tied on and ready to go, with a lot of similar baits in reserve. One other item I should mention is to have some pain relief medication waiting for you at home. The action you impart to the lures and the explosive strikes they provoke will yield a pleasurable ache to your casting wrist and elbow ... but it's worth it!



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With the price of gas, slips, and boat repairs these days, it's no wonder that trailerable boats are selling better than ever. The open aluminum boat segment saw huge growth over the past decade. As many people got out of boating due to the increasing costs, others began boating on a smaller scale. The idea is to cut costs, not the fun.

Smaller craft come with their own set of logistics and concerns but they are easy to maintain and store and can give your family plenty of boating adventures for a fraction of the cost of owning a larger boat. A small open boat can be had for a fraction of the cost of any other boat on the market, trailerable or otherwise, and can still give a family all of the enjoyment of a larger boat. Recently, a reader emailed me to get the scoop on how and where to use a small boat on the Upper Bay. My wife and I boat on an open 14' aluminum boat and have found that a small boat gives you many opportunities to enjoy the upper bay. Hopefully some of the tips and tricks we've learned will help others get out on the bay and enjoy themselves in small craft of their own.

One of the questions folks new to the area always ask is "Where should I launch?" There is no best answer; a lot of it depends on what's close by. Check the Maryland DNR website for launch ramp locations. County websites will also list launch ramps and kayak launches. My advice is to vary your launches. If you've got a trailerable boat, take it to different spots to keep trips interesting. When you find a place you like, spend some time exploring. That is the real beauty of a small boat; you have the ability to explore more in-depth. Always keep an eye on the water depth and be ready to tilt up your outboard, but don't be afraid to pull right up to creek banks or nose into marshes. A lot of the fun of a small craft comes from going places others can't. My wife and I keep paddles on board to navigate shallow tidal areas and head waters of creeks. We won't be making any speed records, but we can navigate our 14' boat into marshes full of egrets, eagles, and herons without the noise of the motor or chances of running aground. Be prepared to explore with paddles, binoculars, a camera, and plenty of sunscreen. It can get hot on an open boat in the midsummer so be sure to bring plenty of water! And in the fall, always remember a jacket. Fall winds can come up quickly and make for an unenjoyable ride home.

## Advantages of a Small Craft



By James Bedell

With a small open boat, it's generally a good idea to find a destination; a spot to get out and stretch your legs, maybe have some lunch. While exploring, maybe you'll find the perfect spot for a creekside picnic. Maybe you want a nice beach to relax on for

a while. Try checking out a nearby creek or river. Generally the north and south points of a river or creek on the upper bay will have a wide shallow basin and a sandy beach. You should notice a crowd of boats anchored around letting you know that's the favored local beach. As with any boat, you can spend the day messing about at the beach. The advantage is that you can pull right up to it! Just be sure to avoid the rocky points- anytime you see crumbling cliffs along the shore, you can bet there are rocks in the water. Move slowly with the motor tilted in the shallow water position until you can be sure your path is clear. When you disembark on the beach, take the opportunity to walk a wide path back to deeper water, noting any obstacles to avoid. It can help to keep a log of approaches to shallow areas you frequent. It's important to remember though that shallow areas, especially at the mouths of tributaries, can change frequently. Don't get complacent and rely solely on past approaches, the bottom may have changed since your last visit.

Still Pond is a very popular place on the upper bay with its own ramp and a long, shallow creek just perfect for small craft boaters looking for a day of adventure. It's also got beaches to bask in the sun, sandbars to hang out on, and a wild tide that can be ridden out of nearby Churn Creek. You can find it on a chart south of the Sassafra River. With a small boat it's all about using the size of the boat to your advantage. You may not be able to spend the night out or cross the bay, but you can explore endless miles or shoreline and creek banks, paddle around tidal ponds, and spend some time floating around a creek with no one else in sight. The joy of boating small comes from making an outing of it. It requires a more proactive approach towards fun but the reward is well worth it. Just remember you don't need a big boat to have big fun. If you can get yourself out on the water, there is a world of possibilities to keep you entertained all season long.



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# All-Season Boating on the Chesapeake

by Captain Dale Plummer, TowBoatUS

No, don't say it's over! Just because it's October, doesn't mean you should give up and sit by the fire. Boating season can be as long as you want it if you are prepared for the changes in the season and take the necessary precautions for cold water boating. Once Labor Day hits there will be fewer and fewer boaters on the Bay. You can't rely on a "Good Sam" to be at hand if you break down, your boat begins to take on water or you fall over board. You should consider any situation that puts you on the water in the cold season as potentially dangerous.

It may look the same but water below 70 degrees can quickly take your breath away and it could be deadly. Since water is 25 times more efficient than air at drawing heat away from your body, you need protective apparel to prevent excessive heat loss. Always dress as if you expect to take a swim. Dress in layers with your base layer being a synthetic that will help contain body heat and wick away moisture. Outer layers should be water repellant or water proof. If you do end up in the water, kick off your shoes and rely on your life-jacket to keep you afloat. You should also prepare a ditch bag with dry clothes, snack bars, first-aid, even those chemical heat packs could come in handy.

Always boat with others and wear your life jacket. I love being out on the boat by myself, early in the morning when there's not another soul in sight. But, there is safety in numbers. If you do fall overboard there will be someone there to turn the boat around and help you get aboard. A recent rescue of a guy who was sailing alone, fell overboard during a storm, and was not wearing his life jacket is a great example. He miraculously was able to tread water for 7 hours until he was found. That was in July when water temperature was above 80 degrees. It would have been a completely different ending had he fallen over in October or November.



Things to keep in your life jacket or pockets include a signaling device, hand-held VHF or waterproof cell phone. A couple of years ago several winter sailing adventurers near Sandy Point lost their lives when their boat capsized. One woman survived. She had a waterproof cell phone and was able to continue communicating with rescuers after their boat sunk. A hand-held VHF enables direct contact with the Coast Guard and nearby boaters to increase the odds of quick rescue.

In the fall, weather can change quickly. Check the forecast before you go and as we have said before "Keep your eye on the sky." Also, when planning your trip con-

sider that daylight hours are getting shorter. Be sure to do a pre-departure check on your lights but also have emergency spare bulbs and emergency lighting repair onboard. Low light, mist and fog can make you and your white boat harder to see this time of year. Wear bright colors like orange, lime green, or yellow. A strobe, bright safety light, flares or chemical lights can be a lifesaver if your boat's power system goes down.

It is Murphy's Law that "What can go wrong, will go wrong." But, being prepared for the unexpected, makes life-threatening situations easier to get through and certainly make for a better ending to your fall boating adventure. And, remember (Shameless Commercial Endorsement) TowBoatUS is up and running all year - 24/7/365. Be safe and enjoy!

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# On the Waterfront

with George Waters

photo by Donna Bedell

## How climate change has made my pants too tight

People are aware oceans will rise because of global warming, but what about the subtler issue of rising humidity, which has noticeably caused my leather belt to shrink uncomfortably in recent months? Humidity is the only culprit I can come up with. My friends report increased stress-eating since last fall's election, but I have too much self-control for that. No. Rising humidity. It's heck on leather; that's a known thing.

For the longest time, for decades, I had the same waist measurement, same belt hole. We have all seen the news reports that five of the hottest years in recorded history occurred in the last dozen years. They do not mention humidity much. You start to wonder if climate scientists have some sort of deal with the leather industry. Because, I'm telling you, in the last nine months, when I sit down I feel like I am wearing a girdle.

Have you ever noticed how much better a bacon cheeseburger tastes when the weather is humid? Um, I mean, SOMEBODY needs to do that research, because I, for one, have not been on a quest to find the best bacon cheeseburger in town since November 8th. Nooo. My doctor forbids it, no matter the relative humidity.

I am starting to think maybe belts are old-fashioned, like coastal cities. Like bathroom scales. Belts are just another

excuse to keep methane-producing cows around. It may be time to release my inner Mork, to go with suspenders of the rainbow variety, or at least orange. Orange is a conversation starter. As an introvert, I can use all the help I can get.

They make leather suspenders, but with all this humidity, that's an invitation to a wedgie by midday. (Imagine sending invitations to a wedgie. Main quandary: what font to use.)

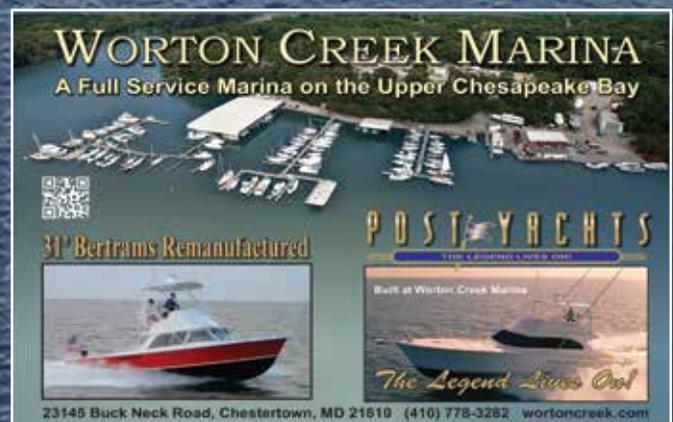
I have never even considered wearing Sansabelt slacks, because that is a slippery slope to white dress shoes and golf jokes. That is like trashing the Paris Accords using polyester and Spandex, the blending of which, as I recall, is expressly forbidden in the Bible.

Strangely this rising humidity has not affected the tightness of my leather shoes. I guess it is just one of life's mysteries, like the Electoral College and the current proliferation of Civil War beards. I hope a scientist will write and explain why my pants no longer fit. They fit perfectly fine when I was 30.

Maybe Al Gore can weigh in.



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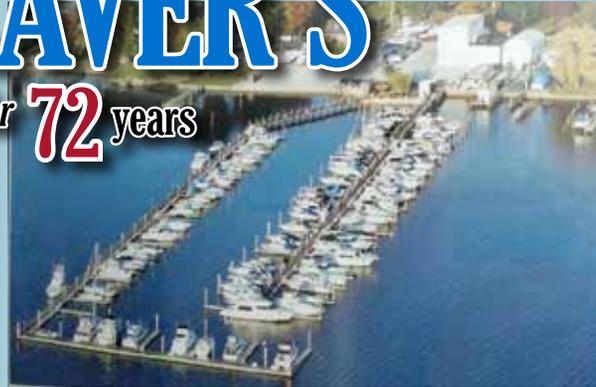
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## **MTABC** Marine Trades Association of Baltimore County

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.

# Fun in the Sun 101

By Captain Mark Galasso

As a young wharf rat on the Jersey Shore I lived in the sun. We spent so much time outdoors I can't even remember whether our beach house had a TV. If the waves were up we surfed. If the seas were calm we crabbed, fished or clammed. Even our work schedules revolved around these pursuits. Jobs like lifeguard, clammer and head boat mate let me make a few bucks and work on my tan all summer long. We used to lather up with oils and hit the waves. Sometimes we'd be so oiled up you'd just slide off your board. But what a great tan!

Fast forward 45 years. I still do a lot of the things I did as a teenager. But things like Carcinoma and Melanoma as well as sun poisoning have tempered my love of a tan. I've replaced my baby oils with sun screens. I have quite a collection of hats and tee shirts. I put sunscreen on my nose and ears as often as I brush my teeth. And probably the most important thing is I visit my dermatologist twice a year. In fact a recent visit to him prompted this article. So here is what I've learned.

Obviously skin type makes a difference in your proneness to skin cancers. People with light skin, blue eyes and freckles seem to have the most problems. I'm Irish and Italian. I always went through a good burn before I peeled and then tanned. But the fact is my father who is all Italian has had issues just like my Irish mother. Much of the damage you do to your skin is in your younger years though repeated expose sure doesn't make things better. And the fact that the water reflects things back up to us we get a double whammy. I've had it all and my Dermatologist is always amazed when he DOESN'T find an issue! So how can we protect ourselves and still enjoy our time on the water?

The most important thing to do is visit your Dermatologist as often as they recommend. In my case it's twice a year. They will look for potential issues and treat them. Scan your whole body often. If you notice something that is new and changing contact them immediately. The most deadly of the skin cancers Malignant Melanoma generally

happens quickly and can spread just as quickly. The Carcinomas not so much but they still need to be treated to avoid larger excisions in the future.

Wear protective clothing and sunscreen. There is a lot of fashionable clothing nowadays that has an SPF value of 30 or greater. When I was a teenager I didn't know what SPF stood for. I prefer baseball caps but that does leave my ears exposed. So I always use sunscreen on my nose and ears. A sunscreen with a value of at least SPF 30 is best. I asked my Dermatologist what about getting some sun so your skin can help produce Vitamin D, one of it's functions. (Thought I'd lay a little biology on him.) He told me that enough rays still penetrate for the skin to do it's job and much of the Vitamin D we need comes through our diets. I learned an important lesson about sunscreen recently. It has a shelf life. Believe what the label says. Old lotion for whatever reason can totally lose it's effectiveness.

While I was waiting in the Doctor's office I read through a few pamphlets that they provided. Much of the information was about what to look for and recommended treatments. There were a few things that stuck in my memory banks though. The first was early detection is the key. Even the most serious issues can be cured with early detection. Second, age doesn't matter. Even people in their twenties develop skin cancers. Third, UV light which can trigger skin issues penetrates car windows. And something I already knew but the point was driven home. "The sun's rays are strongest between 10am and 4pm. If your shadow appears to be shorter than you are, seek shade." Interesting quote. For most boaters it's not a matter of if, it's a matter of when and how bad we will have skin cancer. Be smart. Tan smart. To learn more about Carcinomas, Melanomas and other skin issues visit [www.aad.org](http://www.aad.org).

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**United States Sail Boat Show Oct 5-9** at City Dock in Annapolis 410-268-8828

**United States Power Boat Show Oct 12-15** at City Dock in Annapolis 410-268-8828

**Rock Hall's Fall Fest Oct 14** from 10-4 410-639-7779

**Kent Narrows Sail And Power Squadron Membership Meeting Oct 18** 6:00 pm, Reservations required, 571-276-1476, Cost \$20, Fisherman's Inn, Kent Narrows, Public Welcome.

**CCBC's SCUBA Diving Course Oct 19 to Nov 23** Class is a 6 Wednesday evening sessions held at the Dundalk campus pool .The course cost in only \$194 but does not include equipment rental fees. Call CCBC at 443-840-1237 or email boating at cbcemd.edu for more info.

**Riverside Marine's Demo Weekend October 20-22** Test Ride your Favorite Boat 600 Riverside Dr. Essex, Md. 410-686-1500

**Kent Narrows Sail And Power Squadron Seamanship Class, Oct 23 – Nov 20** 5 Sessions, Mondays, 6:30-9:30 pm, \$58 members, \$78 non-members, sign up 410-279-0862, Location: Kent Island Volunteer Fire Dept. 571-276-1476

**Chesapeake Watershed Forum Nov 3-5** in Shepherdstown, WV-Note: Must register by Oct 6 This year's theme, Healthy Lands, Healthy Waters, Healthy People. contact Lou Etgen at [letgen@allianceforthebay.org](mailto:letgen@allianceforthebay.org), or call the Alliance at (443) 949-0575.

**Benefit Bull & Oyster Roast Nov. 11** from 1-5 pm Held at Columbus Gardens 4301 Klosterman Ave. Nottingham, Md. 21236 Great Menu, Great Music, And Great Cause. Please come out and have a good time while doing your part to Save the Hobby. Purchase tickets online \$45 per person. Custom & Classic Car Educational Foundation.Contact Dave

410-937-6866 [www.savethehobby.org](http://www.savethehobby.org) Please help the UBB Publisher Dave with his foundation - see you there!

**Annual Great Havre de Grace Oyster Feast Nov 18** 4-9pm Havre de Grace Community Center 100 Lagaret Ln Havre de Grace MD 21078 Family friendly event catered by Atlantic Caterers featuring oysters, fried oysters, oysters on the half shell, homemade oyster stew and MD crab soup, as well as traditional foods on the pit. 410-939-2100

**Middle River Lighted Boat Parade November 25** at the Wilson Point Park starts at 5pm.

See our website [www.upperbayboating.com](http://www.upperbayboating.com) for list of boating activities at the **Anita Leight Center**

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- Attend a mid-day Flag Retirement Ceremony conducted by a local Scout troop
- Speak to our *Clear Creeks Project* staff to find out more about our 50-80% discounts on rain barrels and Bay-friendly gardens
- Learn about the Maryland State Game & Fish Protective Association's programs
- Enjoy light refreshments



Questions? Contact Amy Young, Clear Creeks Project Outreach/Volunteer Coordinator at [ayoung@gunpowdervc.org](mailto:ayoung@gunpowdervc.org) or (410) 404-4748.

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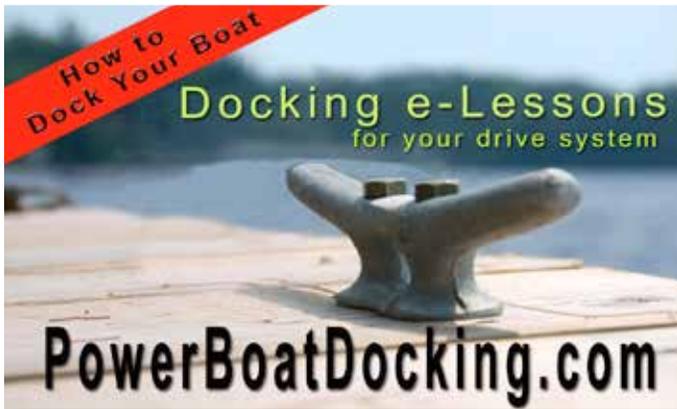
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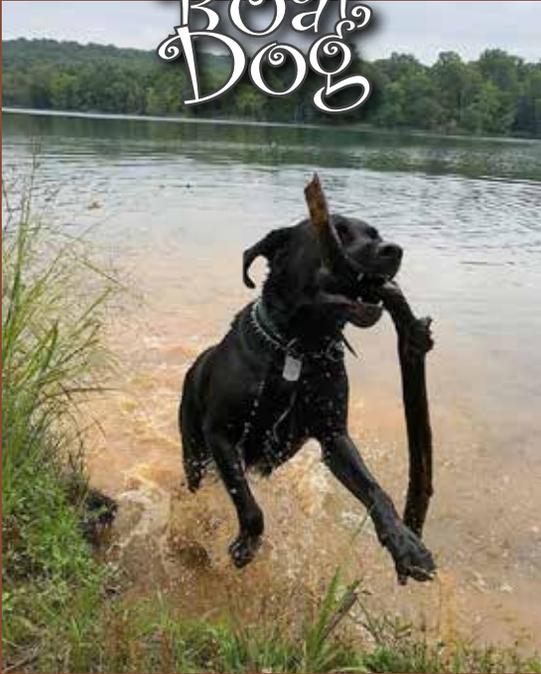


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*Still Pond 2017* by Scott Kelsey

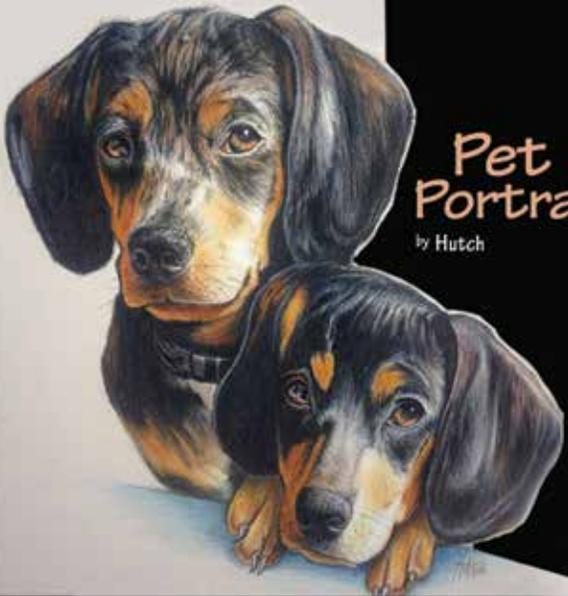
Anchored out, Buoy markers flashing their  
 On a not so sunny afternoon, Red or Green light,  
 Waiting for the rain to come, We moved on,  
 The wind to blow, Friends so few,  
 Cooler weather, We drank coffee and  
 Maybe Fall is in the air, enjoyed the view,  
 A Happy Hour, Then Two,  
 Afternoon turned to Evening, Another day,  
 We awaited the Moon, Another destination,  
 Rain came this morning, One boat turned right,  
 Forecaster had it right, The others left.  
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## Classic Corner

Scenes from St. Michaels 2017



photos by Ken Visser



# Back River Restoration Committee 10th Annual Rockfish Tournament

By Karen Wynn

The 10th Annual Back River Restoration Committee Rockfish Tournament was held on September 10th on what was a beautiful day on land although very rough on the water. Many anglers were challenged by the choppy water, wind and being let down by their favorite "go to" fishing spots.

The event is growing every year with 78 boats entered in the tournament this year including one Kayak entry, all going after the \$3,000 first place prize. The winning Rockfish measured 32 1/2 inches from nose to the V in the tail and was brought in by Team Wallhangers. The second place fish, caught by Nick Mohn and earning him \$1,250, was just a half-inch shy of the winner at 32 inches even. Third place, at \$750 and sponsored by the Essex-Middle River Chapter of MSSA, was taken by Ron Baugess for the second year in a row with a 31 5/8 Rockfish. Ron once again also won the \$250 prize for the largest Rockfish brought in by a boat purchased at or slipped at Riverside Marine, the Platinum Sponsor of the event.



Eighty-four sponsors, including Upper Bay Boating Magazine, stepped up to support the Back River Restoration fundraiser and their efforts to clean up Back River and the Chesapeake Bay. Sponsorships included monetary donations, advertising, services, and merchandise.

The event was followed up by a Bull Roast After Party at Weaver's Marine. Over 250 hungry anglers enjoyed the delicious food, including Rockfish bites and wrapped duck breast, offered by Herb's Catering which was included in their registration fee.



After expenses, the event should net around \$20,000 for BRRC which will go directly to cleanups, restoration and storm water runoff projects. BRRC would like to thank every sponsor and angler for making the event such a success and their role in protecting the future of Back River and the Chesapeake Bay. Next year's Rockfish Tournament will be held on Saturday, September 8, 2018.



## BRRC Upcoming Events

The BRRC Shrimp Feast, held at the Hawks Pleasure Club will be on Saturday, November 18th and a General Community Meeting will be held the following Tuesday, November 21st also at the Hawks Club on Riverside Drive in Essex. Fall and winter cleanups will be scheduled as the shrubbery falls back and will be posted on our Facebook and Webpage. For more information visit [www.savebackriver.org](http://www.savebackriver.org), email [savebackriver@gmail.com](mailto:savebackriver@gmail.com) or call 443-983-2945.



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I read with excitement and relief on your OldBoatBrochures website, that you have old Starcraft Boat literature from the mid 1960's. I have been looking everywhere. My Grandad's old 22' Starcraft Chieftain cuddy cabin has just come back to our family and I am trying to find any information I can. I would really love a scanned copy of the 1965 Starcraft brochure, so we can restore Grandad's old "Chieftain" back as close as possible to original. Thank you.





## River of Life

Imagine, you are 45 years old, with a husband and two lovely daughters, ages 12 and 9. One morning while dressing for work you notice a lump in your breast. Your mammogram, performed 2 months ago, was clear. But there it is, a lump the size of a golf ball. You can clearly feel it. You schedule another exam with your physician, who, in turn, refers you to a surgeon, who then informs you that you have stage 3b estrogen-positive breast cancer. "You have a 75% chance of dying within the next 3 years," he tells you flatly.

Late last month I had an opportunity to paddle with Carolyn Choate, who, 14 years ago, was given this death sentence. When we met, she and her oldest daughter, Sydney, were on the 250th mile of their 300-mile kayak journey down the Delaware river and Chesapeake Bay. The purpose of their paddle, called "The River of Life Journey," was to honor Dr. Angela Brodie, whom Carolyn credits with saving her life through the discovery of a new class of drugs to treat estrogen-positive breast cancer. Their journey began 16 days earlier in Port Jervis, New York and would end the next day in Baltimore's Inner Harbor. "I am a breast cancer survivor; a member of a very exclusive club," she explained. "Our goal on this trip is to raise \$500,000 to help the University of Maryland establish an endowment fund in Translational Cancer Research." "Wow," was all I could muster. That is some goal. We chatted as we paddled. I learned a lot about breast cancer, and much more about Carolyn. She's quite a strong woman, mother, and wife.

As you can imagine, Carolyn's life changed dramatically in the months following her diagnosis. Initially, she was filled with despair. But a few months and one radical mastectomy later, her perspective was changed by the oncologist who would be managing her chemo- and radiation therapies. It wasn't the oncologist, per se, but the oncologist's attitude and the way she spoke about Carolyn's diagnosis. "You're fortunate," she said. "You have a 25% of surviving this." Not, "You'll probably die from this," but, "You've got a chance of surviving this, if you're up to the challenge." And from that moment on, Carolyn has oriented her life to meet one challenge after another.

Carolyn's tumor was estrogen-positive breast cancer; the

most common type of breast cancer. And, as Carolyn's oncologist said, she was indeed fortunate. Not for having breast cancer, but for receiving her diagnosis shortly after clinical trials had demonstrated that a new class of drugs named aromatase inhibitors were highly effective against this type of breast cancer. Until about 1999, the approach physicians took to treat estrogen-positive breast cancer was to block the growth-stimulating effects that estrogen receptor stimulation has on estrogen-positive cancer cells. The drug of choice then was Tamoxifen. The drug is still used in some cases today. Unfortunately, Tamoxifen can also stimulate, rather than inhibit, estrogen receptors, causing rapid proliferation of the tumor. Aromatase inhibitor drugs, created by Dr. Brodie, act differently. They lower circulating estrogen levels by blocking the conversion of androgens to estrogen. This new class of drugs promised hope, but Carolyn was told she was ineligible for treatment, because aromatase inhibitors are only effective in postmenopausal women. Why? Prior to menopause, the ovaries are the predominant source of circulating estrogen. After menopause, fat and muscle tissues become the major sources for circulating estrogen. At age 45, Carolyn was still premenopausal. When, after mastectomy, chemo- and radiation therapies had failed, Carolyn's oncologist suggested an ovariectomy. This would push Carolyn into menopause and make her eligible for the aromatase inhibitor trial. Fourteen years later, it's safe to say the drug worked its magic. Carolyn's tumor has disappeared. She still takes aromatase inhibitor. It also prevents reoccurrence.

In the years following Carolyn's diagnosis, she returned to college to complete her Master's degree in Literature. While talking with Carolyn, I learned that she is a self-proclaimed feminist who takes much pride in promoting women's accomplishments. Thus, it came as no surprise when she told me that after reading *The Odyssey* and *Beowulf*, she was aggrieved by the fact that the epic journeys written about in the classics were written by and about men. "Women have their own battles to fight. Women with breast cancer fight hard to just survive." And with this, she set out to demonstrate to

herself and the world that women could perform equally well when challenged. Looking back, she says, "I told myself, 'If I live through this, I will retrace those epics myself.'" And she has. She has biked solo from Boston to Montreal to raise money for Rotary International's "End Polio Now" campaign. She has hiked across Santorini Greece, retracing part of Odysseus' 10-year struggle to return home after the Trojan War. In 2015, she traveled to Denmark to backpack the route Beowulf took as he searched for the monster Grendel. She likens her battle against breast cancer to that of Beowulf. As we paddled and talked, I began to realize that I too had become part of Carolyn's battle to defeat breast cancer.

Carolyn began to obsess with finding out who had created the drug that saved her life. She quickly realized that once a candidate drug is found, the drug companies begin taking all of the credit for its development. The real people who have devoted their lives to create the drug are left in the background, receiving no credit for their accomplishments. Carolyn was determined to find and give credit to the person who first realized that aromatase inhibition could possibly prevent women with breast cancer from having to undergo disfiguring surgeries. One evening, while searching the Internet, Carolyn ran across Dr. Angela Brodie's name and with a little more effort, uncovered her 25-year effort to get aromatase inhibitor to be taken seriously by the medical community. She contacted the University of Maryland and was connected to Dr. Brodie's lab. She told Dr. Brodie that she wanted to meet her in person to thank her for saving her life. And thus, blossomed a relationship that lasted until Dr. Brodie's death earlier this year.

Dr. Angela Brodie and Carolyn Choate are much alike. Both were career women. Carolyn was a TV producer in New Hampshire. Dr. Brodie was a pharmacologist that immigrated from England to study and work at the University of Maryland. Carolyn has traveled to Denmark and Greece to retrace the classic journeys. Angela's was passionate about mountaineering and skiing. Before her death she had climbed all of the major summits, except Everest. Her favorite ski slope was the infamous Tuckerman's ravine run on Mount Washington. According to the University of Maryland's website, aromatase inhibitor would never have made it to clinical trials without Angela's tenacity. She approached her work, as she approached her life; with enthusiasm and perseverance. Those efforts paid off.

Upon Dr. Brodie's death, The University of Maryland created a special fund. It is co-named for her living husband, Harry, and is called the Drs. Angela and Harry Brodie Distinguished Professor-



*Carolyn and Sydney Choate*

ship in Translational Cancer Research. It is a \$2,000,000 endowment. The Choate family aims to add an additional \$500,000.

Bob Shakeshaft, Julio Perez, Lisa Giguère, and I paddled from Jean Roberts Memorial Park to Perryville Park early Saturday morning to meet Carolyn and Sydney. From there, we crossed back across the Susquehanna to pick up a dozen more paddlers; some of whom had known Carolyn since high school. Our final destination was Millard Tydings Memorial Park and Marina where Carolyn would meet with representatives from The Upper Chesapeake Health Foundation and Havre de Grace's mayor, Wayne H. Dougherty. During the ceremonies, Carolyn awarded a \$5,000 check from the Choate family to the Upper Chesapeake Health Foundation. It was donated in memory of Anne Hellmann, a nurse who spent her career helping breast cancer victims. Anne lost her life to the disease. Following the award, Mayor Dougherty gave Carolyn a rare challenge coin for her accomplishments. He described the coin to the audience. It depicts a scene from the War of 1812, where John O'Neill and his cannon stand alone on Concord Point to face the approaching British fleet. The coin is rare because stipulations state it is to be awarded only to Havre de Grace residents for outstanding achievements. He went on to explain that since Carolyn lives in New Hampshire, this could not be done without first granting her an honorary citizenship, which he did. In his talk, Mayor Dougherty likened Carolyn's courage for taking a stance against breast cancer to that of John O'Neill's unwillingness to yield to the British. I second that sentiment. When handed a potential death sentence, Carolyn refused to sit back and accept it. She made a vow to herself to live each remaining moment to its fullest. "It's the only way," she told me.

It was a pleasure paddling with Carolyn. And by the way, I failed to mention earlier that before she made this 300-mile paddle, Carolyn had never before paddled a kayak. She is currently writing her memoir, *Flat as a Pancake & Loving It*.

# Live Aboard

by  
Don and Gail  
Elwell

## It's Electrifying

So, having completed (mostly) our quest to get the boat off-grid, we're now working on our ultimate experiment: Converting Tesla's Revenge to a solar-powered electric cruiser. Doing this with a displacement hull like the CAL 2-29 we're refitting has some advantages. First, the displacement hull is very stable, without the wallowing problems at low speeds one sees in planing hulls, and, second, most of the sailboats in the 25-30 foot range tend to have auxiliary motors in the 10-18HP range, which is really simple to replicate in an electric drive.

We've already done some of the background work by converting the electrical system over to 48 volts (which makes driving the motor easier—less amperage needed), and by clearing out space in the bilge where the old motor had been.

Now we're assembling components (many from Wilderness EV out in Idaho) including a solid state motor controller, throttle, LOTS of heavy wire, and a 4.7KW permanent magnet motor to act as the drive.

We're still waiting on some bits and pieces, but hope to have the thing completed by summer's end and do a bit of gunkholing before winter sets in. The aim is to be able to drive the boat at about 1/3 hull speed directly off the solar panels during the day, augmented by a bank of deep-cycle batteries. I'm getting antsy. We had hoped to be done with



A 4.7 KW motor. Electric motors are so much more compact than their gas counterpart.

this by the end of July, but no such luck. Ah well.

We count our blessings at having thus far avoided the catastrophes that hit Texas and Florida in the last month. The weather here has been pleasantly cool, the waters calm. . . . The fall is coming on here on the Middle River, and with it an end to the noise and bustle of the summer. We're looking forward, frankly, to the peace and quiet that the winter typically brings. By April, of course, we'll be desperate for folks to come back, for the human hubub and contact of an active marina. For now, though, we're completing our summer projects and contemplating how best to button

down for cooler days and quieter nights.

Oooh, and we made our first batch of hard cider for the fall. Tis (almost) the season.



Motor Components for scale. Here are the motor controller, throttle, and motor mount.

**Don and Gail Elwell, and first Cat Magellan  
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