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photo by Captain Mark Galasso

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Welcome

Dave Bielecki, Publisher

With cold weather upon us, this is a perfect time for you die hard fishermen that want to get out on a decent winter day or for those of you that left your boat in the water to read up on some tips. Also if you need some tips on some Christmas gift ideas, check out my book, Hutch's art, or the wonderful items at Sassafras Harbors Gift store.

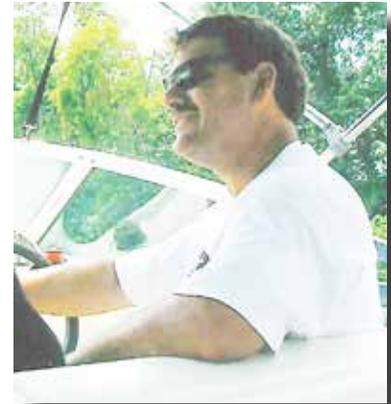
It won't be long before the winter boat shows are upon us. Again this year we'll be offering free tickets to both the Baltimore & Greater Philadelphia Boat shows to our readers- keep your eyes open. We'll be doing a Facebook campaign for them. If you haven't liked us on Facebook yet, please do so.

2018 begins our fourth year at bringing Upper Bay Boaters their own publication. We certainly hope you enjoy reading the magazine, and want to remind you can read it online. With your help we can keep the publication going for several more years. All you have to do is to let the advertisers know you like what we are doing, and hopefully support them as well.

And don't forget, we welcome your photos of fun out on the water, your boat dog, and guest columnists.

The New Year brings me a new lease on life. After waiting 20 years for a total knee replacement, I finally had it done. Had to wait until I was an old geezer before the doctor (and his robot) would do it! I've been recovering for three weeks at this point; it looks like at least three more before I can drive.

My goal is to be upright and pain free at the Baltimore show. Hope to see you all there.



Merry Christmas, Dave

A photograph of a white and black speedboat with a Yamaha outboard motor moving across a blue lake. The boat is leaving a white wake. In the background, there is a dense line of green trees under a clear sky.

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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 consider 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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Winter Boat Preparation

By Captain Mark Galasso

Most winters I leave my 35 Markley, Tuna the Tide, in her slip. And every year I do so I have a few moments when I wish I had pulled her out. When the thermometer starts reading temperatures in the teens and twenties and the icebergs start flowing through Kent Narrows I wish I had made other arrangements. But there are a few important guidelines that always help me get through the winter relatively unscathed.

The first thing I do is drain the freshwater system. In my case that means opening up all sink faucets and pumping out the head. I then pump out all fresh water and replace with antifreeze. I let it run through all the lines both sewage and sinks.

My engine is a diesel so the enclosed cooling system is straight antifreeze. The seawater system can freeze however so I have two heat lamps on a timer in my bilge. One lamp I place next to the raw water pump and the other over the heat exchanger. I set my timer to go on at sunset and go off at sunrise. On very cold snaps or prolonged low temperatures I keep the lamps on 24/7.

I also keep my batteries charged with the charger plugged in at all times. This way if a bilge pump freezes up it won't drain the batteries too quickly. I inspect both bilge pumps and make sure they are operational and clear of any debris. It is also important to make sure your bilge is as dry as you can get it. Many a bilge pump has had a frozen float switch making the pump inoperable. If it freezes in the up position the pump will run constantly and burn up. If it freezes closed water will just keep adding on and freezing.

The only other way my boat can shed water is through the scuppers at the stern. And after a snow they can freeze shut. As the snow melts there is nowhere for the water to go except into

the bilge. Snow can be a major hazard for boats for a number of reasons. It can add a lot of weight to a vessel affecting it's stability either side to side or bow to stern. It can also make a vessel slippery. Other than my cockpit my whole boat is finished with Awlgrip. Frost and snow on and Awlgrip surface is EXTREMELY slippery. One winter my bow had so much snow on it the boat became bow heavy. This allowed water to flow forward instead of to the rear scuppers. But I was unable to get onto the bow to clear it off.

Luckily, I live close to the boat so I can check on it every few days. When I get to the boat I have a winter routine. First, I always let someone know what I'm doing if I'm alone. In February there isn't anyone else around if something goes wrong. I manually run my bilge pumps until no water comes out. I then inspect the bilge to make sure nothing is frozen. If it's snowed I get rid of as much as I can and make sure my scuppers are clear. I then start my engine and let it run for a bit to get some fresh fuel in the lines. I then check my timer to make sure the time is right and the bulbs haven't burned out. And that is pretty much the routine.

One thing I almost forgot! I make sure my drink cooler is empty. One year I left it through the winter. When I opened it in the spring I had a brown soup of beer, broken glass, burst soda cans and something I think was a bottle of hot sauce I had in case we found ourselves with some Oysters the previous fall! Hopefully winter will only last a few months. But now is the time to get ready.

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Confessions of A Pennsylvania Boater

by Dick Greenwood

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

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

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

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

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

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

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

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

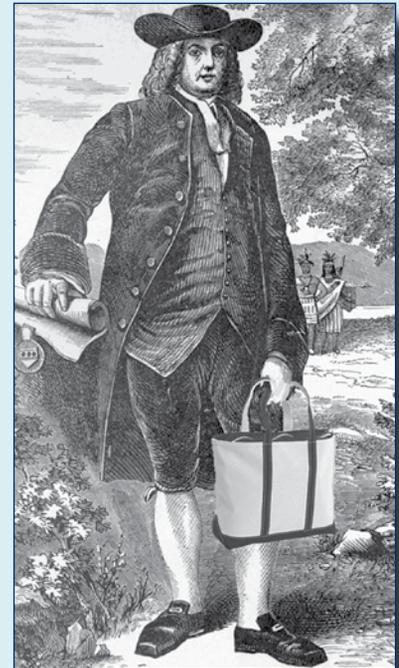
Lesson number 3: Pick your marina on the basis of how close it is to your favorite boating spots and boating people, not on the basis of how close it is to your home. Our first marina was great. It was only an hour-and-a-half from our home, had all the amenities, and our slip was nicely situated. The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

Do the math. We were probably running the boat 60 miles each way to meet up with our friends. We'd get to their marina, pay for a guest slip, and then cruise the 60 miles back. At roughly 1-mile per gallon, each gallon costing around \$5, we were burning \$600 worth of gas to visit our friends. If, however, we moved down to Rock Hall, we'd have 60-miles of extra driving; but it would be at 20-miles per gallon, with the gas costing around \$3 per gallon. In other words, we would burn \$18 worth of gas, for a savings of \$582. I'm not going to belabor the point that we much preferred Kent Narrows to (you put in a north-bay destination, we never found one that equaled Kent Narrows) anywhere up north.

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

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

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



Happy boating.

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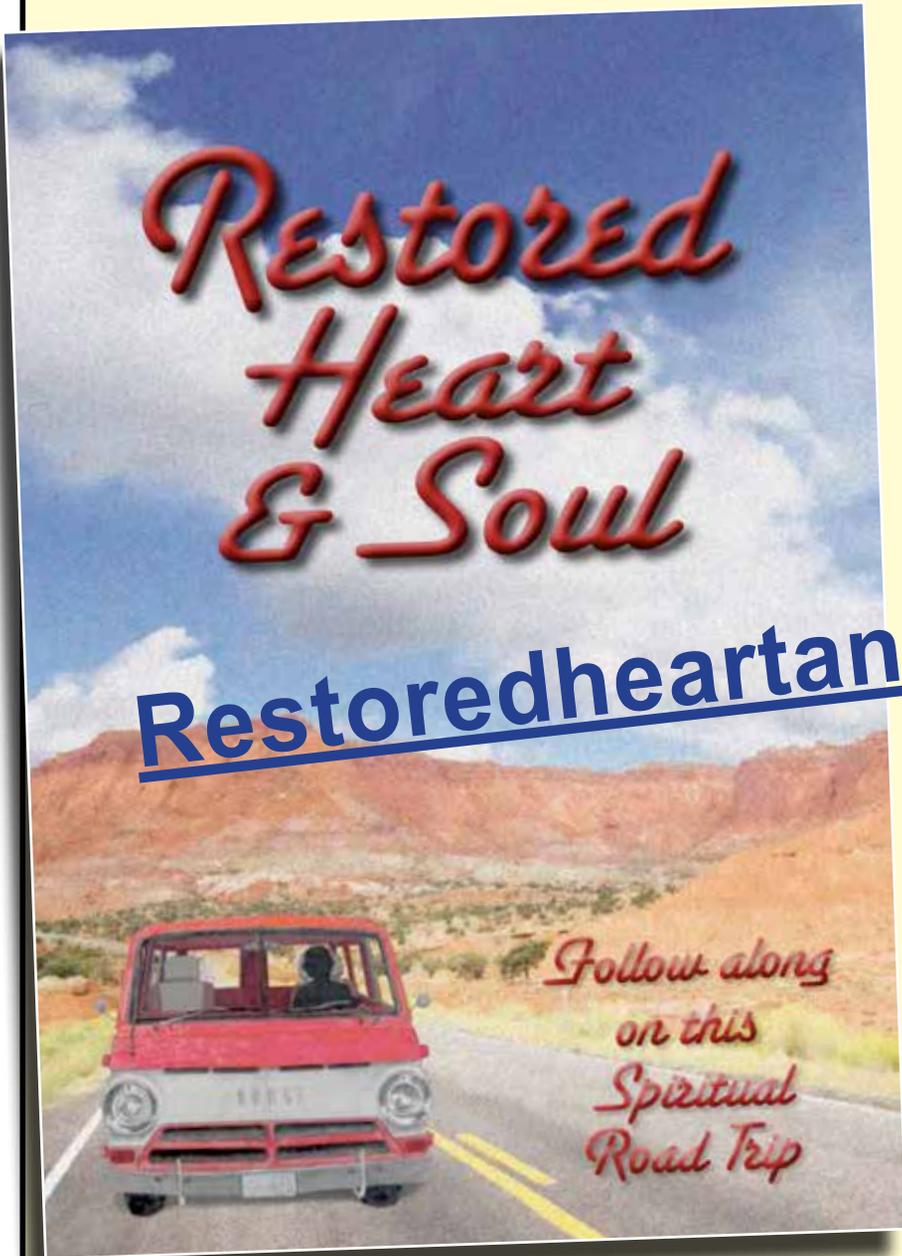


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Dennis' Dinghy!!!

By Montana Grant

Size does not always matter when it comes to boats! There are certainly an ocean of boat styles and sizes to choose from. Anyone that has lived near water has had a flotilla of boats.

My friend Dennis, has a growing fleet of boats. As a child, many of Dennis's favorite memories were with his Dad on the water. He continues to navigate life finding joy afloat. The other day, I saw Dennis heading out onto the water. He only had a small cooler and a couple rods. Not the usual boat hitched to his truck. Instead, he was going to use a different craft.

Dennis's Dinghy is small! The inflated, Zodiac style boat, has a small kicker motor on the back. A Big Man can stretch out and touch both ends. On a calm day, Dennis's Dinghy will safely get you where you need to go. It may not be an oceangoing craft, but it is certainly fine for inland waters.

Dennis's small dinghy makes less noise, and wakes, which can scare off fish. Small crafts also can navigate in shallow water. Using these boats can be a great advantage. Stealth is important for fishing and hunting.

"I just wanted to practice using my dinghy.", is what Dennis said. Many boaters have dinghy's and small boats for emergencies, and have never used them. What is the point of having a boat, RV, or outdoor toy, if it just sits. Use it or lose it!

Dennis climbed aboard his small dinghy and headed out to fish. The craft handled perfectly and Dennis was soon into a nice keeper striper! Sitting back, puffing on a cigar, and enjoying a refreshment, was comfortable in his small dinghy. The size of the fish you catch matters more than how big your boat is.

Whatever floats your boat!

Montana Grant

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



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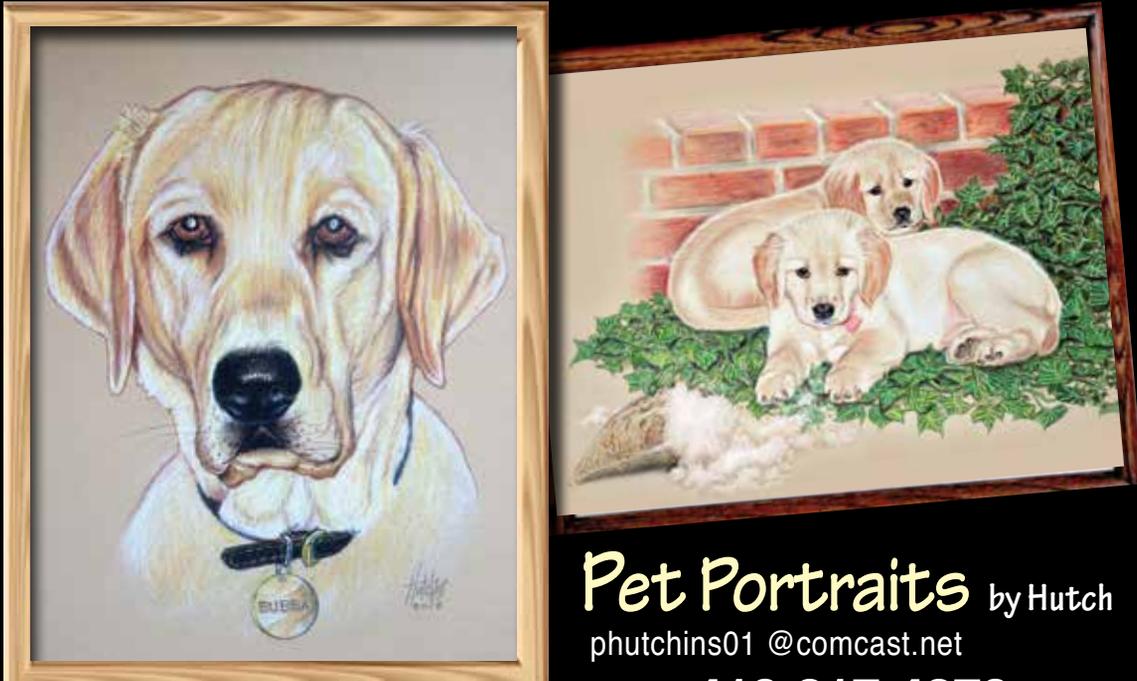


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On the Waterfront

with George Waters

photo by Donna Bedell

Waters to world: Stop making scents

We do not appreciate what we have until it's gone, as they say, and this is certainly true of deodorant. Major retail stores seem to have gotten together to stop selling the scent which I identify as me. So for months now I have been smelling like some other guy, someone probably not as attractive but maybe with more hair. My arm pits currently evoke a guy who definitely drives something I don't. I'll never know what.

It is surprising the power which scent has over us to evoke memories, people, moments. I did not notice scent, really, until my first girlfriend in high school. If I smelled her brand of shampoo on someone tomorrow, there is no doubt I would have flashbacks like they have in movies—first kiss, walking from Lit holding hands, slow dancing in the dark, begging her to take me back over the phone. I could not tell you the shampoo's brand name, but they should have called it LoveStinks.

I grew up using Prell shampoo, because that is what my mom bought. The TV ads for it showed them dropping a single fat pearl in the top of the bottle and watching it slowly sink to the bottom. This expressed, I guess, that Prell

was wonderfully viscous. Or that elegant people had really simple tastes in visual entertainment. It was sold in glass bottles back then, because the world did not hold enough menace already. It smelled like mom, and Cold War.

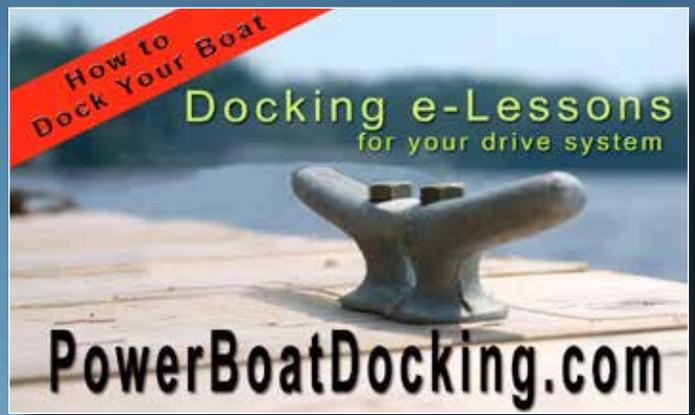
It is hard to convince people that a little scent goes a long way. Teen boys are notorious for overdoing it. Stores should sell that teen stuff in tiny canisters like pepper spray, behind locked glass cases like spray paint. If you ever drive a carload of teen dudes somewhere, your upholstery is done. You might as well just Thelma and Louise that sucker. You'll never resell it.

I work at a public desk, so I am exposed to a lot of people's fragrances. Perfume, skin lotion, pot smoke. It is surprising how few people understand that cigarettes are basically incense for your face. I guess we don't smell ourselves, really, unless something seems off. Speaking of which, I found my old deodorant online, so after this other guy's brand runs out I guess I will reclaim myself, olfactorally speaking. Not that you'll notice. I hope.



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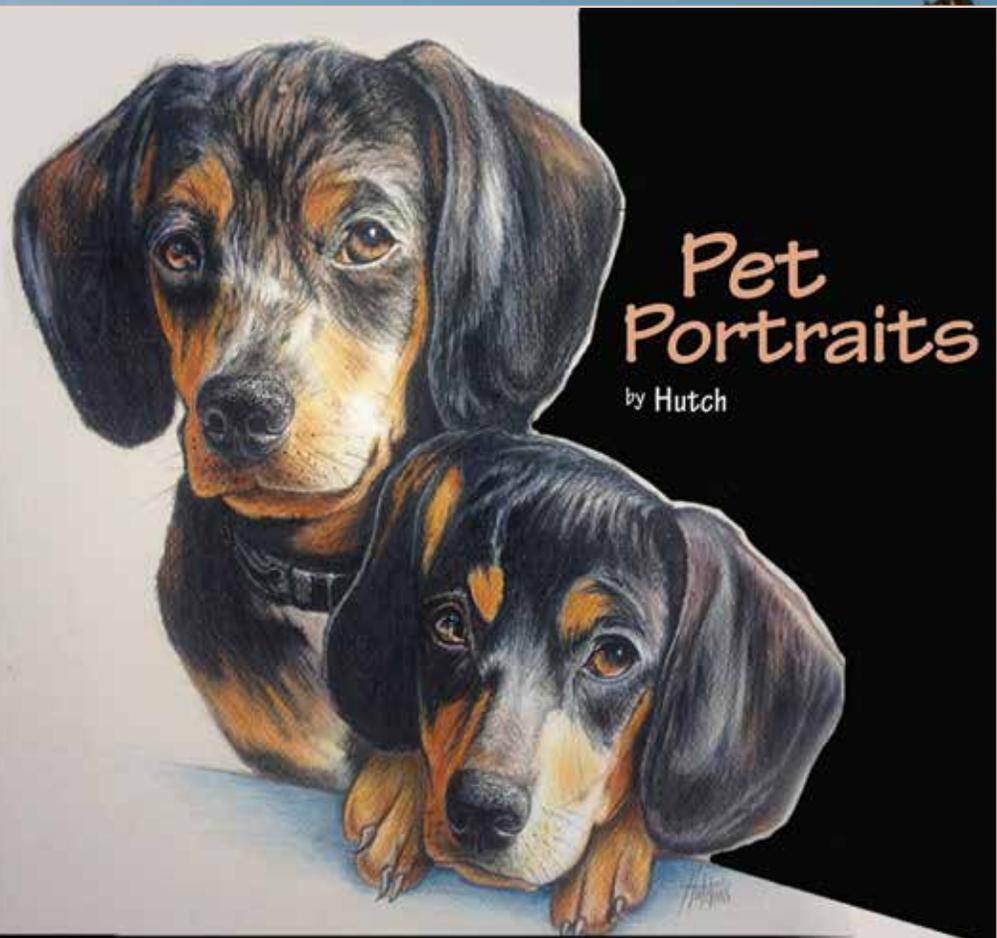
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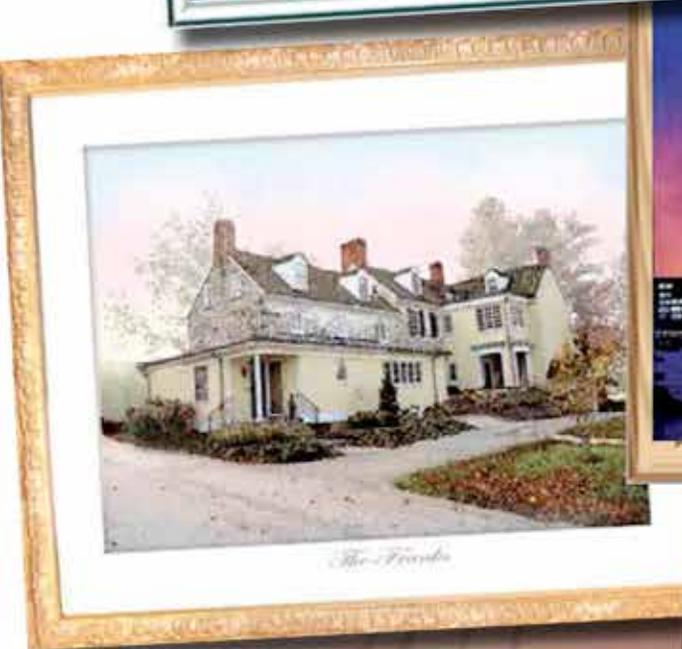
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