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August 2018

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Upper Bay Boating

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Time to Smile

We finally got some great boating weather after a real wet spring. The 4th of July fireworks, enjoyed by most of you, can't be beat by viewing from the water or shoreline. My hope is that all of you get to enjoy at least two or three more months out on the water, before it's time to put her away for another season. It never lasts as long as you want for sure.

There are two issues left after this August edition for 2018. Both will cover the fall boating season, my favorite time out on the Upper Bay. Make sure you take this time to make up for the wet weekends we endured earlier in the year. Labor Day weekend should not be an excuse to end your season, just a reminder to make time to enjoy the boat for a couple more months.

Please continue to send in your photos of good times spent out on the waters of the Upper Bay. If you have a picture of your family, dog, or friends, it doesn't matter, just share it with us. Send to dave@upperbayboating.com

This year brought mixed messages about safety on the water. Certainly not the worse year, but accidents and deaths are higher than we like to see. I hate to preach

about safety, and wish my message could only be about fun on the water. Just listen to the experts for everyone's sake. So, I'll end this with a few corny one liners you can use around your favorite watering hole on the bay:

Big sale on rowing paddles at the local boating store. *It's quite an oar deal.*

Why did the boater decide against buying a new hat? *He was afraid of cap sizing.*

Give a man a fish and he will eat for a day. Teach him how to fish, and – *he will sit in a boat and drink beer all day.*

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WendyAde

By **Wendy Gilbert**- Features Editor

At summer camp it was called "Bug Juice", in college "Tiger Milk", around my house I call it "WendyAde".

They are all homemade concoctions to counteract the effects of profuse sweating and/or excessive heat during the summer months.

I've never contacted Peterkin Conference Center for the recipe, but I am fairly certain that Bug Juice was nothing more impressive than powdered Kool-Aid mix with bit of table salt added. It was only served after our annual hike up the mountain. Once the grueling hike ended, we ate a bag lunch, drank Bug Juice and then just sort of sat around and sang folk music from the 60s. Jesus freak counselors with long hair and red eyes plucked guitars and called me Sister Wendy. This was before drinking the Kool-Aid in a religious setting was considered to be in very poor taste.

The University provided something with real juice and a LOT more salt, but I don't think it was Gatorade. I'm not ever sure we called it anything, but Tiger Milk works for me today. The concoction was only available during swim meets.

Water was good enough for practices and time trials, etc. The good stuff was saved for when we really needed it. This practice was also silly as any swimmer knows. Swimming a few events over the course of a few hours was a lot less taxing than



our daily drills. Suddenly I was the one with long hair and red eyes. Swim goggles were for sissies!

Now that we are older and presumably more sophisticated, Gatorade, Propel and a myriad of other products are available anywhere and everywhere. It amazes me to see ordinary (as in non-athletes) drinking these products on an ordinary day, doing ordinary things. Who needs to slug down a quart of Gatorade to drive to work in November? I seriously doubt this low calorie burn activity requires any level of electrolyte replacement.

Thirsty? Perhaps some water would do? And I don't mean electrolyte infused, pH-balanced bottled water that costs \$3. The prevailing wisdom is (and always has been) to drink water when it's hot outside. And plenty of it.

Boaters love hot summer weather and sometimes we need a little something extra. If you start to feel unusually drained and water is not quite providing relief, go ahead and drink something to replace the lost calcium, potassium and other electrolytes.

Coconut Water is getting a lot of attention these days and with good reason. It's a lot more shelf-stable than bananas and you can often get it without added corn syrup, dyes and chemicals.

I mix mine with some watermelon puree and a dash of Himalayan Pink salt (just to be fancy) and I'm good to go. Save yourself some aggravation and create your own creative blend. Not feeling creative? Got a lot of time to waste? Go to Pinterest Sister Captain, Brother Bossymate.

Wendy Gilbert



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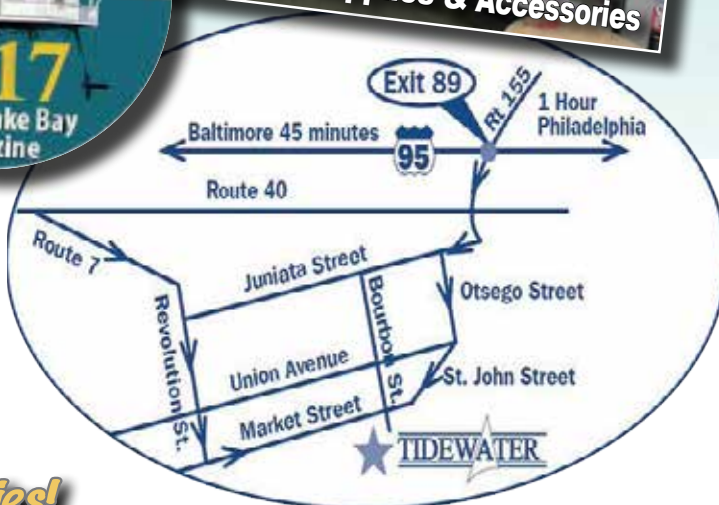
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Tips to remember Port from Starboard

By Wendy Gilbert – Features Editor

What's that called again?

I came to boating in my 30s and felt as awkward as Young Danielsan when Miyagi told him to get to the bow of the rowboat and he bowed from the waist down. Struggling to regain his balance, he was chagrined as his teacher enjoyed a belly laugh.

Ever the wordsmith, I sought out any easy ways I could find to ease my way into at least verbal mastery of nautical terms. At first, all I wanted to know were the most basic terms – what the parts were called and which end was what. Mnemonics come in real handy.

Port–The left-hand side of the boat when facing forward. Many people remember that “port and left both have four letters.” Others use the mnemonic “I wonder if there’s any red port wine left,” which gets the color of the light into the mnemonic.

The name “port” derives from the fact that steering was originally done from the right-hand side of the boat (see starboard, so the other side was put to the dock or “port”).

Starboard–The right-hand side of the boat when facing forward. The easiest way to remember this is to learn where port is, and then recall that starboard is the opposite of port.

Incidentally, the word starboard comes from steerboard, because originally the rudder was just a board held on the side of the boat, and most steersmen were right-handed.

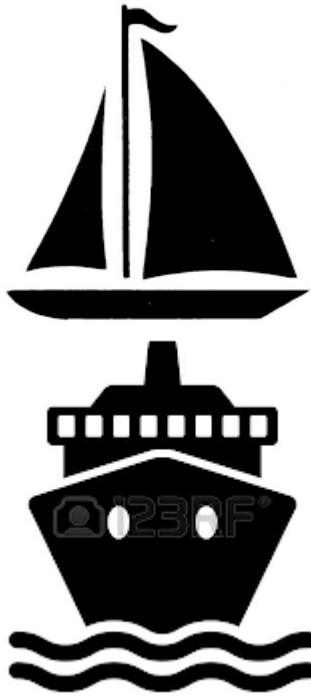
Forward–The direction towards the front of the boat.

Aft– The direction towards the back of the boat.

Bow– The forward end of the boat, usually the pointy end

Stern– The aft end of the boat, usually the blunt end.

Shackle–A handy device for connecting things together. There are many types, but most consist of a “U” of metal, together with a removable metal piece that closes the top of the “U” to make an “O”. Operators pull out the moving part, stick it through or around something, and fasten the whole thing together to make it hold. Often used to attach sails to things and things to sails.



Sailboat Parts

Boom–A spar used to give shape to the bottom of any sail. If you don't watch out, it'll hit you in the head, and you'll hear a loud boom.

Tack–The forwardmost, lowest part of a triangular sail. Remember that the tack is where the sail is tacked (attached) to the boat.

Clew–The aftmost, lowest part of a triangular sail. Expert sailors make all sorts of adjustments to a sail, but beginners can adjust the clew to catch the wind even if they don't have a clue about the finer points of sail trim.

Luff–The leading (forward) part of a sail, the part closest to the wind. If you adjust the sail improperly, it will flap, which is called luffing, and the luff is the part which luffs first.

Leech–The trailing (aft) part of a sail, the part where the wind exits. When the sail is adjusted properly, the wind will cling to the aft edge like a leech.

Spar–Any structural member that supports a sail or helps to maintain a sail's shape.

Mast–A vertical spar. Most modern sailboats have a single mast which supports two sails, but many boats have two or more masts.

The list could go on, but that's enough for Summer School.

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The advertisement features a blue background with a yellow and silver fish (likely a bluefish) swimming. The text is in white and yellow. The contact information is at the bottom.

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The advertisement shows a close-up of a metal cleat on a wooden dock. The background is a blurred view of a boat and water. The text is in white and yellow.

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Summer Strategies

By Tim Sherman

You can be certain that hitting the water for any reason in August will entail hot days with high humidity. When I head out to go fishing, you can bet that I will have plenty of sunscreen and lots of liquid refreshment on the boat. Yet, as hot as the weather is; if you know where to look, you can find plenty of fishing action. There are some hard and fast rules to stick to. However, much like the pirate's code, fishing "rules" are more like guidelines. You can also find fish in some unexpected places.

The first thing to think about is water temperature. Shallow water warms first and the fastest. You can bet stripers have moved out of the shallows in the middle of summer under most conditions. Out in the upper bay, places such as Love Point, Hodges Bar, and Swan Point are the hot spots. Many areas such as these have the right depth, and in these areas, you will also find irregularities in the bottom. This is why they are perennial hot spots for stripers.

These areas have depths from the mid-teen to lower 20-foot range. You can look for areas with these depths in areas where you like to fish. Look for a channel edge, drop off, hump or some change in the bottom structure around these depths and you increase your odds of finding stripers and the bait on which they feed. Out in the bay proper, most fishermen are chumming or live-lining. For some reason, you don't find many anglers using these bait tactics in rivers. Here, you will find most anglers jigging. Lead head jigs adorned with either a soft jerkbait or paddle tail swim bait are the preferred lures.

As for those unexpected places. If you haven't spent a lot of time perusing rockfish, the "unexpected" applies here. On those dull, dreary, overcast days, you may want to go check some shallow water spots. Low light allows baitfish and rockfish to move shallow. These have to be the right spots and at the optimal tide. I am talking about hard cover shorelines with about 5 feet of water right off the bank at high tide. If said shoreline has good current on either side of a high tide, there is a good chance to score. Here, too, is a good place to cast topwater lures. Start by casting a popper, plopper, or spook right up against the bank and work it back to the boat. If there are no takers within a few casts, work down through the water column with a rattle trap, naked chatter bait, or jig.

White perch are also a favorite fish to pursue in summer. They also seem to vacate the shallows when water temps warm. Yet, you don't have to look nearly as deep as you do for rockfish. I find them is depth of 8 to 15 feet. They aren't as structure oriented as rockfish, but a hard bottom is usually best. However, like



rockfish, they do like to feed on moving tides and they are aggressive for their size. Given that that white perch school in good numbers, there is competition for food. This also contributes to their scrappy nature.

I find that perch feed to the strength of the tie. With stronger water movement, I move my tandem jigs more assertively. With a dying tide, or one that is just starting to move, I'll move the lures more subtly, sometimes as simply as dragging them along the bottom. This is when you have to concentrate to feel the bite. Anything that feels like extra load on the line calls for a hookset. If there isn't a perch on the line, don't feel foolish. Hooksets are free. Better to set the hook on nothing than not to set the hook and miss a would-be fish.

When it comes to hot August fishing, having a strategy goes a long way. You will have half the battle won before you even cast a line knowing the habits and locations of rockfish and white perch. Dress to stay cool. Have plenty of cold water and sunscreen on board. Comfort is king when setting the hook in the August heat.



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The 911 System and Boating

By Captain Mark Galasso
Tuna the Tide Charter Service
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A few years ago, a good friend and I were on our way back to my pier in Greenwood Creek after a short fishing trip. It was during the week so there wasn't much boat traffic. We noticed a small Albemarle with two teenagers waving their arms at us as we went by. We also noticed another boy hanging on to a large tube attached to a ski rope a short distance behind the boat. We went over to check it out. The boy in the water was in obvious pain but couldn't seem to tell us what was wrong. His buddies informed us he had been thrown from the tube and hurt his back. They didn't have a cell phone or a radio on board and didn't want to risk moving the friend in the water.

What happened next is a testament to how well emergency response works in Queen Anne's County. I got in the water and tried to calm the young man down and find out what was wrong. I also tried to shield him from potential boat wakes that might aggravate any injuries to his neck or spine. My buddy got on the phone and called 911. Within 20 minutes we had a Doctor, two boats with at least two EMT's on board and an ambulance waiting at a nearby pier. Since my boat had the least freeboard the EMT's with the Doctors supervision stabilized the patient on a back board while we towed everyone the hundred yards to the waiting ambulance. It was as if we had practiced the whole thing a million times. As my buddy and I left the scene I only could marvel at how fast a network of volunteers could be so prepared and respond so quickly.

I recently had a conversation with Jody Schulz. The Schulz family has been intimately involved in Queen Anne's County fire and rescue operations for as long as I can remember. I wanted to learn more about how all this works. It seems that most waterfront communities in Maryland have fire and rescue boats associated with the fire companies and the emergency response system (911). And they all work together. Recently, Grasonville got a call to respond to a diabetic emergency on a sailboat that was being towed by a commercial towboat. The seas were 3 to 5 feet due to a strong wind blowing out by Bloody Point. A Tighman Island rescue boat also responded. The problem was the seas were too rough to get the man off the boat and unsafe for the towboat to disengage the tow. The boats all worked together to provide the needed assistance.

I asked Jody what were the most important things one can do when dealing with onboard emergencies. First off you need to assess the

situation. How serious is it and what it is exactly. Whoever is responding to your emergency needs to know what it is. Is it a fire? Is it a medical emergency? It makes a difference in what assets need to respond. The second thing is to call 911. I would have thought it was to know your exact location, if you're calling a Mayday on VHF channel 16 you DO need to have your Lat/Lon coordinates handy. Just saying south of the Bay Bridge doesn't help. The exception to that is if your radio has DSC. That would be a little red button on your VHF. It usually is covered so you don't hit it accidentally. By engaging DSC, you turn your radio into a radio direction finder. All this being said if you call 911 on a cell phone your phone automatically gives off the exact location to the 911 system.

Another thing that can be important is to prepare for the emergency responders. For example, in the case of rough seas it can help the responders if you can get your vessel in more sheltered water. Most vessels in the Bays Emergency Response System are 21 to 32 feet. If someone needs to be evacuated from your boat onto another boat it might be quite dangerous in open water with high seas.

It is important that more than one person on your vessel knows how to handle an emergency. I try to show people how to read a GPS and know where we are. In rough weather I also try and show someone how to drive the boat and where to find more sheltered water. I also as part of my pre-check safety speech I ask if anyone has any medical conditions I should know about.

As a boater it is good to know that there is always someone there to help in case of emergencies. We always think of the Coast Guard or The Department of Natural Resources as the first responders, but they have other duties as well. And the boating public is full of good Samaritans always willing to give a hand. But the Chesapeake Bay has a vast network of volunteers within the 911 system who not only are always willing to help but are highly trained professionals. Have a great summer and safe boating.

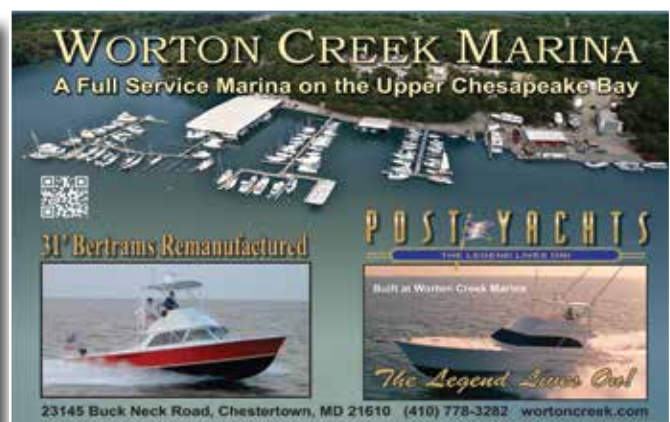


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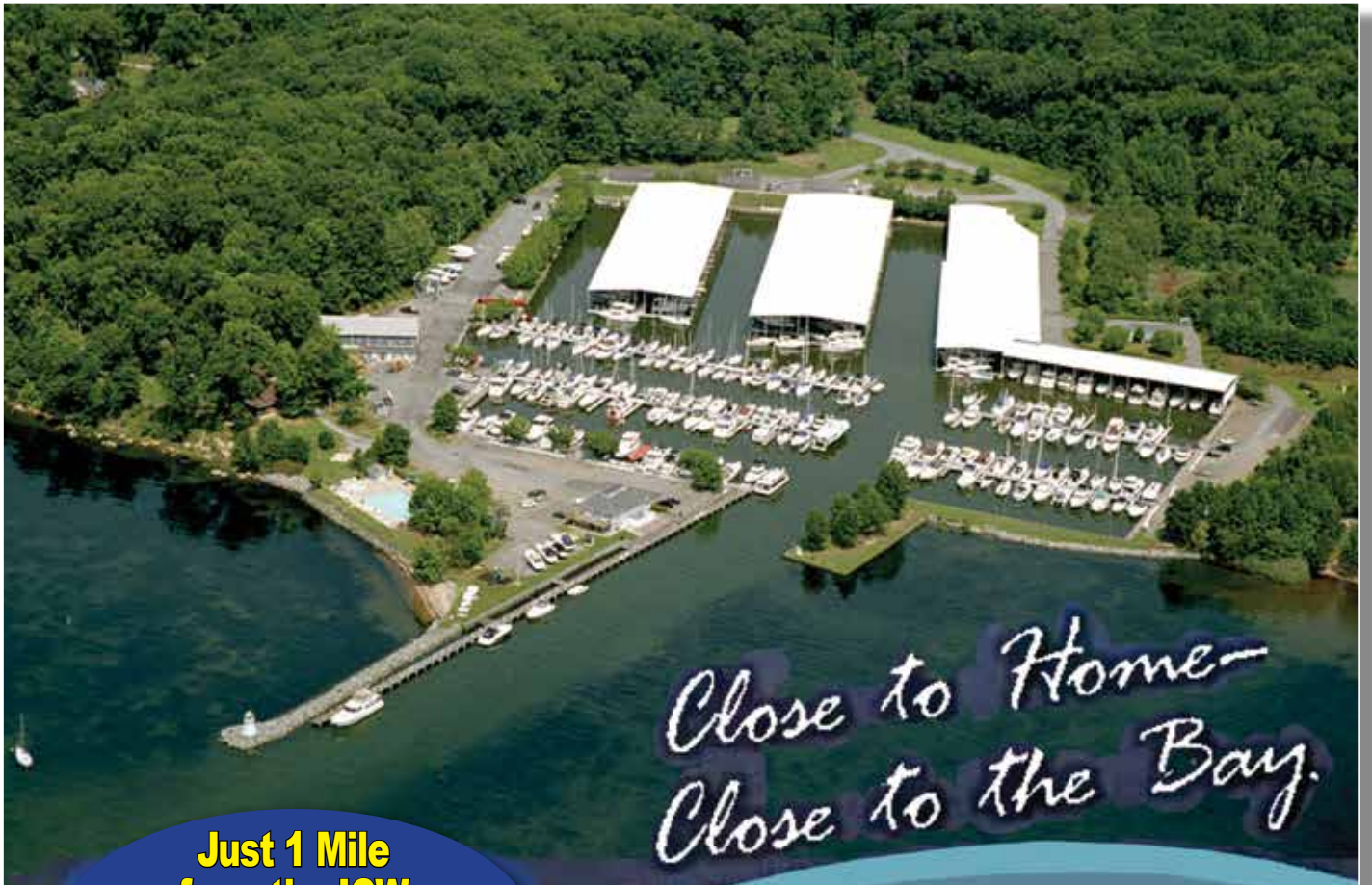


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By Montana Grant

Boating and Booze simply do not go together. Too many Boaters feel that boozing and cruising are just part of their entitled boating freedoms. They would be wrong.

Too many senseless and preventable tragedies happen on the crowded Chesapeake Bay. This congested watershed is full of sailors, fishermen, and cruisers, all hoping to return safely back to port. No one's safety and pleasure is more important than the next boater's. Sadly, some boaters feel entitled to do and act however they wish on open water.

Over one third of all boating accidents are alcohol related. It is against the law to operate a boat while under the influence of alcohol, barbiturates, or narcotics. Penalties may include expensive fines, imprisonment, volunteer public service, mandatory substance abuse counseling, and liability for damages. Boating itself places the Captain and Crew in a high-risk scenario. Alcohol and chemicals push them overboard.

The Captain is responsible for everyone's safety. In the day of designated drivers, Boat Captains should follow the same habits. If you are driving the boat and in charge of the crew, you do not drink. Take turns if this is a problem. Alcohol also impacts swimmers, and anyone not used to the boating life.

Many boaters know that they should not drink and operate a boat. They just do not understand the effects of alcohol and drugs. Once exposed to the sun, weather, motion, and vibration, things change. Boater's Fatigue or hypnosis becomes a factor. This reduces reaction time and common sense. Chemicals, like alcohol, intensify these effects.

Alcohol affects boaters in several ways. Since alcohol is a depressant, the nerves are immediately affected. Most boaters may already be dehydrated, and adding a few quick drinks or beers immediately impacts their handling of the boat. The rest of the crew may also be under the influence, so rarely does any common sense surface.

Poor Judgement- Alcohol reduces decision making skills. Boaters become relaxed and are more willing to try dangerous things. They often do not know how dangerous their behavior is until it is too late. This simply spells disaster!

Dehydration- Alcohol combined with the sun promotes perspiration and dehydration, as your body tries to cool down. Continued drinking of alcohol, when dehydrated, enhances the effects of how fast alcohol is absorbed in the body.

Vision changes- The sun and reflected light already make vision difficult. Even while wearing sunglasses, that are often dirty, vision is impaired. Color perception, peripheral vision, and night vision also decline when adding alcohol to the cocktail of boating challenges. If you can't distinguish colors, beacons, buoy's and other craft, you are simply waiting for an accident to happen.

Blood vessels dilate- Skin blood vessels dilate quickly to increase the heat caused from intense sun on the open water. Once these vessels are dilated, and you fall or jump into the water, hypothermia becomes a huge concern. Most hypothermia accidents occur at temperatures over 75 degrees! Decision making is also harder with decreased blood flow.

Coordination fails- Impaired swimmers can quickly become disoriented. Once the shock of jumping into the water sinks in, cramping, and drowning risks become a serious concern. Even if you throw them a life ring, common sense is often lost.

Balance is off- Falling out of the boat is easy to do. Alcohol makes it more common. A staggering Captain is no help to anyone. A quick acceleration or stop of the boat will cause boaters to fall or go into the drink. Now you have a rescue situation where clear heads are critical.



Fishing and Hunting ups the ante- When boating for fish or waterfowl, sharp hooks, knives, guns, and gear add more safety risks to the mix. Using shotguns for duck hunting, jigs, plugs, and complicated trolling rigs, filet and bait knives, means more ways to have a bad day. Alcohol only makes these risks more of a concern.

Litter is a problem- We only need to walk our shorelines and beaches to see the trash. Booze cans and bottles, packaging, cigarette butts, and other garbage. If we love our wild waterways so much, why would you dump your garbage into them? Good Samaritans pick up everyone else's senseless waste. This enables litterbugs to continue to lack responsibility. All of us should take out what we brought in and dispose of trash appropriately. When you are drunk, nobody cares.

No one plans for these moments. We are all so invincible and immortal, right? It is because of this mindset that bad things happen. The thing is that almost all these bad moments are preventable. No one intentionally wants to harm themselves or others. Alcohol just takes away their learned skills of self-preservation.

Having a few beers or drinks is one thing, but everyone has a different limit. Effects of being afloat and outdoors changes these perceived limits. If you think you drank too much, it's usually true! Be smart and live to fish, hunt, and boat another day.

The Crew can speak up too. If you are a guest on a boat where booze is an issue, take charge or get off the boat. A quick cell phone video, call, or text can bring authorities or help quickly. The threat of this may encourage the drunks to head back to shore before someone gets hurt.

So, what can you drink and still have fun? Try unique beverages that do not have booze. Fresh fruits and citrus create wonderful beverages that also protect the body and skin outdoors. Plenty of water, Propel, or Sports drinks will help you to keep a clear head and allow you to swim and have fun to the max. As the Captain, don't you want your crew to have fun and return to port safely?

If booze is a requirement on your boat, then perhaps you need to seek help, counseling, or a new crew.

There are already too many risks and scenarios where people can get hurt. Booze and drugs simply magnify these risks.

Boat and sail safely!

– Montana Grant

For more Montana Grant, visit his blog or catch him on Facebook at www.montanagrantsfishing.com.



Montana Grant

As a retired Educator, Consultant, Naturalist, Guide, and Freelance Writer, Montana Grant spends much of his life sharing secrets, tips, and stories about the great outdoors. His roots are from Western Maryland's Appalachian Mountains but reach to Montana's Great Rockies. Montana Grant is an award-winning educator in public schools and universities. As an outdoor writer, Scoutmaster, hunting and fishing guide, or just a friend that shares his love of the outdoors, Montana Grant is dedicated to teaching others how to appreciate, respect, and enjoy nature. His blog can be followed at www.montanagrantsfishing.com.

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Dockmaster Dan

the Marine Insurance Man

By Tim Campbell

Dan Zottarelli has been making a living on the docks of the Chesapeake Bay for much of his adult life. He has been employed as a Dockmaster for over 25 years and knows the boating business inside and out. Dan was the Dockmaster at Mears Point Marina on Fairlee Creek for 20 years. He walked the docks every morning and every evening checking the lines on every boat in the marina. If there was storm, he'd check again. Dan left there in 1996. Thirty years ago, Dan started his marine insurance company, Dockmaster's Yacht & Marine Insurance. His wide-range of experience in the boating world is what makes his company different from others.



Born in New York City, his father was in the television business. As a boy, Dan got to meet and have his picture taken with many famous TV tycoons including Ed Sullivan, Jackie Gleason, Perry Como and Robert Goulet; movie stars such as Richard Burton and Elizabeth Taylor too. In his youth Dan wasn't much impressed with all the glamour. At the time he didn't realize the significance of mingling with such legendary personalities. Still, Dan's interactions with some of the most renowned actors of the day must have been an exciting experience.

Later on, his ambition was to become a teacher, and that is what he did. Dan applied for a position in Kent County. There happened to be a blizzard on the day of his interview. Since Dan was the only one among six candidates to show, he was hired on the spot. It turned out well. Dan was a teacher and the wrestling coach at Kent County High School for many years. He is well known and highly regarded in the

community. Being an athletic guy, he ran in 21 New York City marathons and raised over \$184,000 for charity. He also likes to fish. Dan owns a 29 Sea Ray Amberjack fishing boat. In the winter he heads south to Islamorada. In fact, about 40 percent of his company's marine insurance customers are in Florida.

Among his many other skills, Dan is known for his proficiency with dock lines and knots. He can lasso a piling from 40 feet away like a cowboy roping a steer. In the mid-1970's Dan was recognized as the first person to "whip a cleat." There's a video on his website worth watching showing how to tie up boats at www.dockmastersinsurance.com.

In my recent interview with Dan, we talked a little about marine insurance claims. Dan explained how some insurance claims occur while a boat is tied up at the dock. For instance, electric lines

and water lines need to be carefully tended to. Dan told me that so many boaters leave their water lines attached to the boat, go home and forget to turn the water off. He's seen more than one boat fill with water and sink. Power cords need to be used safely too, if not they could cause a fire. That's how a customer's big \$800,000 yacht caught fire one year. Dan told me a short version of the story. It's no surprise that the client was in a panic. Dan did his job. In the end it all worked out for everyone involved.

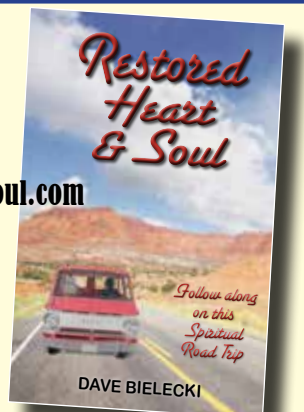
Every one of Dan's clients has his personal cell phone number. If they have a boating related emergency, Dan is available at all times, day or night. And so, with all of Dan's dock experience it makes perfect sense that his marine insurance company name is Dockmaster's. Big or small, if it floats, Dockmaster's Yacht & Marine will insure it. Call Dan Zottarelli or his assistant for all of your marine insurance needs. Dan's cell phone number is 410-708-0240.

Dave Bielecki, Author

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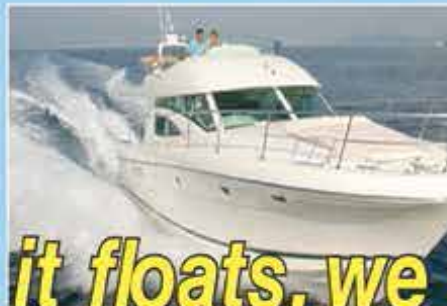


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The Checklist

By L. Alan Keene

"We don't NEED the snow shoes, Hon!", I yelled, tongue in cheek, through my closed office door. "It's supposed to be in the 80's, and sunny for the next three days, MY LORD! Do me a favor, PLEASE....leave those heavy jackets and blankets at home this time? It rarely snows at Fairlee Creek the week before Memorial Day, ya know!!!"

"OK, wise guy," she yelled back. "We just had record lows Monday night and I don't want to freeze to death out there! You freeze if you want, but I'm gonna stay warm. You'll be glad I brought 'em if it gets cold!"

Now to fully understand this exchange, you need to know something about Peg, my sweetheart of 56 years (and wife for 49 of those). She suffers from what I lovingly, and sometimes not so lovingly, call "PACKAPHOBIA", the fear of leaving home without everything, I mean EVERYTHING, we might possibly need while we're away. If we're going away for a night, she packs for a week. If we're going away for a week, she packs for a month. If we're going away for a month, we take everything but the furniture. It's true!

Early in our marriage, when our kids were small, we used to spend my three-week vacations camping around the country in an old pop-up trailer we pulled behind a '77 Chevy Malibu station wagon. That old wagon had more room in it than some small homes and we filled every square inch and more. I honestly can't remember a camping trip where I could see through the rear-view mirror. I felt like Jed Clampett drivin' the Beverly Hillbillies west to their new home.

Peg used to take a first aid kit that rivaled many hospital emergency rooms. We were ready for any medical emergency, from scraped knees to accidental amputations.... from the sniffles to the bubonic plague. Her only regret was that we didn't have room for an EMT.

And clothes! I never knew we had so many clothes until she started packing. I saw shirts and shorts that I hadn't seen since the previous year's vacation suddenly appear on the guestroom bed, her pre-trip staging area. Her rule of thumb was that she and I needed a minimum of two changes of clothes per day and the kids three. And underwear! Jockey should have honored us as "Family of the Year". For most three-week trips we could have lived the entire summer and never seen the inside of a laundromat.

I blame it all on "THE CHECKLIST". For a full month leading up to our summer trips, Peg would carry around a steno pad and would write down items that occurred to her that were "crucial". I remember sitting at the kitchen table one morning before a trip and mentioning that a friend used zinc oxide for his sunburned nose. Out came "THE CHECKLIST" and on went zinc

oxide, despite my protests. As the trip approached, the list would grow to 10 pages or more, with asterisks next to the things we needed to buy.

As our kids became adults and our summer camping trips morphed into winter cruises in the Caribbean and summer forays down the Bay on TACKFUL, our 25-foot sailboat, you'd expect things to improve. Right? Wrong!

I've dreaded airline check-ins ever since that day at Philadelphia International when one suitcase weighed in at 58 pounds and another at 54. Not wanting to pay the overweight penalty, cheapo that I am (I'm glad she doesn't write a column), Peg and I spent the better part of half an hour juggling clothes and shoes between bags and wearing whatever we could. Finally, we hit the right combination and off we rushed to catch our plane.

After we got our boat and began sailing the Bay, I honestly thought that things would improve. With no need to dress up and only the sun and the seas to impress, I figured that Peg wouldn't feel the need to pack all those clothes. And I was right. But

what I hadn't planned on were the blankets, sweat suits, and jackets that she'd bring.

One late Spring night 15 or 20 years ago we were anchored in Still Pond for the night and a cold front blew through, dropping temperatures to an uncomfortable level. Ever since, Peg has packed as if we were sailing Lake Superior in March. Since TACKFUL is intended more for daysailing than overnighting, the space down below is limited at best. Add to that limited space enough winter clothing to keep Washington's

troops warm, and what you have is barely enough space lay your head.

Which takes us back to that overnight down at Fairlee Creek on Memorial Day weekend some years ago. As we tacked down from Havre de Grace on Thursday afternoon, with 12 knot winds and two-foot seas, there was a slight chill in the air, but nothing that the warm sun and the exhilaration of sailing the wave tops couldn't handle.

After anchoring behind the spit and devouring a couple of grilled tenderloins, we sat back in the cockpit, drink in hand, and fed our unexpected guests, Mr. & Mrs. Mallard, a piece or two of popcorn (I know we shouldn't do that, but I can't help myself). As the sun disappeared behind the trees, we headed for the bunks and within seconds were fast asleep.

The last thing I remember that night was waking up about 2 a.m., shivering uncontrollably. I looked over at Peg, who was all bundled up, and I reached for those two extra blankets she had put by my bunk. After tucking myself in and feeling instant relief, I looked over at her again and thought to myself, "Thank God I had the good sense to marry a Packaphobic!"

Within seconds I was back asleep.



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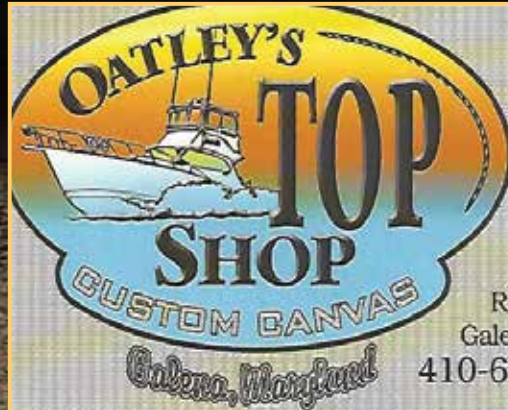
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Top 5 Reasons You Just Might Need a Tow

by Captain Dale Plummer

In 2017, TowBoatUS Middle River/Baltimore assisted just over 1600 boaters in need. That number jumps to 70,000 plus when you look at the cases handled by the national network of TowboatUS Captains. BoatUS statics help boaters to understand the reasons why you might just need a tow before the season is over. The following TOP FIVE is excerpted from an article written by Charles Fort in the digital edition of BoatUS Magazine.

1. Mechanical Breakdown: 54%

Boat engines, transmissions, and drives have a lot of moving parts, which helps explain why more than half of TowBoatUS towing calls are for mechanical breakdown.

2. Running Aground: 12%

Not paying attention to where you are and not looking at your charts is the surest way to get stuck on the bottom. Boats with deeper drafts, like sailboats, get stuck more often but speed is a factor, too. Faster boats have less time to react to shallows. Be sure to have a properly calibrated depth sounder on-board.

3. Dead Battery: 9%

Batteries have a shelf life, though it can vary by years depending on how they're treated. If it's getting weak, replace it. Nearly all batteries are marked with their manufacture date or warranty start date, and wet-cell batteries typically last five years or fewer on a boat.



4. Out of Fuel: 9%

Running out of fuel on the water is more serious than in your car. Not only can you start drifting into danger, you can't simply walk down the road to the nearest gas station to get more. Don't put off fueling up because you think you will make it and don't rely on the fuel gage. Check the fuel level manually whenever you can.

5. Overheated Engine: 4%

An overheating engine is really a subset of mechanical breakdown, because an overheated engine is often caused by a failed water pump or a clogged raw water intake. Rubber impellers don't last forever, and to be safe, they should be replaced at least every two seasons.

Some other interesting statistics (if you're into this sort of thing): Larger boats get towed more often than small boats and power boats over 28' make up more than 1/3 of all towing cases. Maryland doesn't even rank in the top 5 for the states where boaters get towed the most. Who knew? Well, we did. So, before you become a statistic, please become a member of our Unlimited towing program. I can guarantee you will be 100% happy that you made the call to become a member or unhappy when you have to pay out-of-pocket for a tow.

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Back River Restoration Committee

By: Evan Janis

Having spent 3 years exploring the Back River cleaning up a wide variety of waste, I feel comfortable stating the following truism: the river keeps many secrets, but not forever.

And I'm not talking about the rich ecosystem we are trying to save that lurks in depths of the water we explore every day. Instead, I mean the hidden wonders of waste which occasionally surface, and, in doing so, tell a story of not just about the river but the consequences of the way we treat it. In fact, in the past few weeks I've witnessed the river reveal some pretty substantive artifacts - in the form of sunken boats.

About two weeks ago during our normal patrol - we saw a small object protruding from the water. Upon further investigation we realized this wasn't the typical floating log or debris - but the tip of a small watercraft.

We proceeded to tie up the boat and pull it to the dumpsite. The following week we were directed to retrieve an additional boat that had been stripped of its valuable parts - and left on the shore. Once arriving at the spot we found the hull filled with water - but still floating.

After attempting to pump the boat out to no avail, we decided to tie it side to side with our boat and pull it back. Fortunately for us whatever hole sunk the boat was now draining once we started to tow it.



Having recovered two boats within a week I figured it would be the last time we found one for quite some, however only a few days later we came across another craft sunken into the mud far upriver.

While these events may seem mundane, I think recovering three boats in a matter of weeks implies something about our man-made ecosystem of waste.



I understand that it's not particularly odd to find boats on a river - but I believe that the fact they were discarded is indicative of our destructive effect on natural places like Back River. These boats tell a story of not just about us, but also shine a light onto what else might be hidden beneath the waters of Back River and how much of it there is.

In my 3 years working to clean-up the Back River

I've seen an endless variety of waste tossed into our waterways. Fortunately, most of this finds its way to the shore for us to retrieve it. But discovering boats makes me question what else is left underneath that we can't see - and what limits there are to this assault on our ecosystem.



Protecting the future of Back River and the Chesapeake Bay

Evan Janis is a student at Towson University. He is one of eight interns working for Back River Restoration Committee this summer to further their knowledge about Environmental Studies while cleaning up Back River and the Chesapeake Bay. Evan has participated in stream cleanups for many years with his family and has worked with BRRRC for three years.

Other students working with BRRRC this summer include Rob Carrigan, Lorenzo Mack-Johnson, Lauren Swenson, Nick Kobrick, Raphaelra Shin, Elias Sciarillo, and Jake Ossie. The students attend Goucher College, CCBC, Towson University and Archbishop Curley High School.

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photo by Donna Bedell

The People vs. The Piña Colada Song Lyrics

Let the record show that even though almost 40 years have passed since the heyday of “Escape,” the damage done to the eardrums and psyches of people who were exposed continues to this day. We, the people, hereafter referred to as Peeps, have brought suit against the lyrics in an effort to, in some small way, make amends for this egregious wrong of the past.

Peeps: Do you deny that in the autumn of 1979 you put forth in a public venue, where even children could be exposed, the lyric “I was tired of my lady / we’d been together too long”?

Lyrics: Not at all. It’s the opening line. It expresses the dilemma, like any good song, like, I don’t know, like “You Picked a Fine Time to Leave Me, Lucille.” It makes you wonder, why did Lucille leave? You get invested in the story.

Peeps: So how long is “together too long”? I’m just curious.

Lyrics: It’s just a hook, it’s not based on a real couple.

Peeps: But for the record, just your opinion. How long is too long?

Lyrics: I don’t know. Like, a year maybe.

Peeps: A year, and then it’s whoosh, to the personal ads?! This guy in the song is a piece of work.

Lyrics: But his own lovely lady wrote the ad! That’s the twist. She was bored too. She didn’t know he would answer the ad. She was fishing. He’s not a bad guy. They were both to blame.

Peeps: Objection!

Lyrics: Objection?

Peeps: I’ve just always wanted to say that. So... they were both to blame. Fair enough. But she is the more likable of the two, because she makes clear that she wants a man who is not into yoga, and, just by inference, does not have a pony tail. And a man who has half a brain. This

is clearly a commentary on the men of the time, who had embraced disco a little too whole-heartedly (Sample lyric: “Get down, boogie-oogie-oogie.”)

Lyrics: I believe you might be over-think—

Peeps: Then the husband responds to the ad, via your lyrics, with perhaps the worst come-on since humans ventured out from caves, “I’ve got to meet you by tomorrow noon, and cut through all this red tape.” First of all, who shoots for noon when she clearly offered midnight, and second, what red tape? It’s not like what’s keeping their love apart is the DMV. “Red tape” was obviously just used to rhyme with “escape” in the next line.

Lyrics: Look, I was on a deadline.

Peeps: You put forth the idea, to a vulnerable public, a public which just a few years earlier had lost in Vietnam and gone through Watergate, you put forth the idea that we should be all for getting rouged on champagne and umbrella drinks and running out into the dunes to get sand all up in our butts. How do you defend that?

Lyrics: Well, you would take a towel, I would hope.

Peeps: It’s indefensible. I rest my case.

Lyrics: It’s forty years. I think people look back on it with a certain fond appreciation of its campiness, like “The Love Boat.” It was about getting to know your partner better, getting closer, realizing that what you want is right there all along if you’re just a little attentive.

Peeps: That’s a good message, but seriously, who likes piña coladas?

Lyrics: Nobody! But it worked out. It was a hit. I bought a boat. Hey, can I ask you something?

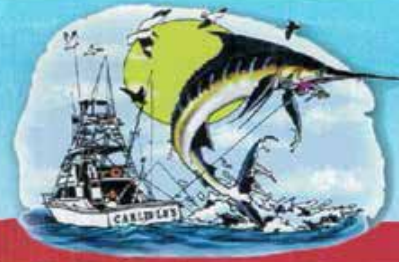
Peeps: Sure.

Lyrics: Why DID Lucille leave? I mean four hungry children and the crops in the field? That’s cold.

Peeps: I will never understand fictitious people.

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2018 Calendar of Fishing Events

by Tim Campbell

Coastal Conservation Association – Baltimore Chapter monthly meetings held the **3rd Monday** of the month featuring expert speakers. Members gather at 6:30 pm. Meeting starts at 7:00 pm. Free and open to the public. Little Havana Restaurant 1325 Key Hwy, Baltimore, MD. Food is available for sale. No meetings July & August. www.ccamd.org



photo by Capt Mark Galasso

2018 CCA-MD Fishing Tournaments For more info www.ccamd.org **Sept. 28, 29 and 30th 2018** - RedTrout Tournament - Crisfield, MD.

Baltimore Chapter Rocktober Cup and Back River Restoration Committee Harbor Trash Tour October 20th – Little Havana, MD.

Pasadena Sportfishing Group

monthly meetings held the **2nd Monday of the month** featuring expert guest speakers. Meeting starts 7:30 pm. Free and Open to the public. Doors open one hour early. Food is available for sale. Earleigh Heights Volunteer Fire Hall 161 Ritchie Hwy. Severna Park, MD 21146 – www.pasadenasportfishing.com

2018 Chesapeake Bay Sportfishing Association Tournaments

CBSFA Summer Rockfish Tournament – Saturday, August 25th

CBSFA Summer Flounder Tournament – September 15th and 16th Ocean City, MD. – For more information please call Captain Joe Thorpe at 410-868-5488 or email him at jthorpe@cbsfa.club

Back River Restoration Committee 11th Annual Rockfish Tournament

Saturday, September 8th – Weigh-in and after party Weaver's Marine - For tickets: Call Karen Wynn at 443-983-2945.

Summer Days *by James Bedell*

So, here we are again. Summer is in full swing, it's hot as ever, and the boating season is back in all its glory. Just a few short months ago we were all so ready for summer, lamenting the cold and making bold proclamations about how we'd spend our summer days. Now that it's here it seems like the season is slipping away too quickly. I just haven't gotten to everything and weekends are filling up fast. I've met plenty of folks at the marina who have only been to the boat a few times this season and still feel like they've been the luckiest boaters in the world.

It's all about how you look at it I suppose. Or maybe it's just a matter of which weekends you've spent on the water. Already we've had some hot ones; days that even I threw in the towel and stayed at home. Sometimes, the heat just isn't worth it. But those other days, those perfect days; those are the ones we wait all year for. The days with low humidity, temps in the 80's and a blue sky as far as you can see. Those are the days that make the snow worth it. The days that make the cold bearable. Those are the days I don't miss. Whatever else I've missed, forgotten to plan, or just not gotten to; I don't miss the perfect days. I'm lucky enough to keep the boat just steps from my house and because of that; I never let a nice day pass me by. Even if it's just after work or a short paddle at lunch, I hit the water every time one of those days comes around.

Now, I don't mean to brag or to insinuate that you should be getting out more (although I think we all would if we could!). All I'm saying is that it is all about your perception. I get to be out any day I choose. I never have to pass up time on the boat because it's too far away or needs a repair. And yet, at times, I still feel like I'm missing something. Sometimes I wish I had planned a longer boat trip for this summer, or trailered my boat to a place I haven't been yet. It's during these times that I try to think about the folks who don't live on the Chesapeake. Folks who cherish every moment on the boat as its own vacation.

That is something I admire about the out of state boaters. The resolve to make that drive; the level of satisfaction they take in every visit to the boat. Don't get me wrong, I don't take the bay for granted. I am still truly awed every time I emerge from the creek, swiftly gliding around that last bend out into the open Bay. I know there are those who may never see the Bay. Some folks may only ever enjoy it a few times a year.



photo by Donna Bedell

I've been here since I was a kid; I've got brackish water in my veins.

Even after so many years and so many outings, it's nice to stop to think about how truly lucky we are to be here on the Chesapeake. It's an experience so powerful and can make a summer day so much fun. Even at work, I spend my days helping to get people back on the water. I get to make the magic happening each spring as we scurry to prep boats for owners ready to hit the bay after a long bleak winter. And now, in the heart of the summer I get to go to work every day and look around, knowing that everyone is gathered here, at the marina, for one reason. A love of Chesapeake boating (or should I say Upper Bay Boating?). I get to see a lot working at a marina and every day I see people who love being on the water. Everyone I interact with is enjoying the wonders of the bay.

Some of them prefer party filled marinas, some of them prefer quiet coves, other still prefer a luxury resort marina. It's not about your personal tastes; it's not about your boat. I have as much fun in my fourteen footer as my parents do in their fifty footer. All that really matters is that you're living it up, making the most of this season. Whatever you need to just let loose and relax this summer, I hope you've found it. I have had a lot of fun but I still have some bliss to chase this season, and if you do too, just know that it ain't over yet. We've got plenty more time on the water this season. There are many more perfect days coming. So get the work done, clip on the kill switch, and let's hit the water. Even if I have half as much fun as I've planned, I'll consider myself lucky and my time well spent.

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Boating and Swimming Go Hand-in-Hand.

By Brenda Dawson

It was late-September. Our last Voyager trip ended at Wenona Harbor on Deal Island in mid-July. Since then, I had cancelled two outings; one in mid-August, and another in early September. I CO Poisoning – Invisible but Deadly

A refreshing swim on a hot humid day is a great way to cool off, whether out on the water and diving off the bow, or simply climbing down the ladder off the platform.

Teak surfing is popular in some places, where kids hang on to the platform of a slow-moving boat and ride the wake. Others like to go tubing behind the boat—that is being towed in a tube on a short line behind the boat. Some just jump into the harbor and swim around close to the boat.

Great fun! Not only at the time, but also for years to come as the stories are told and retold with excitement and a little exaggeration.

But, for too many, it's a deadly story....

Lurking around boats is an invisible silent killer. By sharing this information, we hope you will be better prepared to prevent unfortunate preventable accidents.

What is it?

Carbon Monoxide (CO) is an invisible, colorless, odorless, tasteless gas that is produced whenever a carbon-based fuel such as gasoline, diesel, charcoal or oil burns. Sources on your boat are motors, generators and barbeques.

Early symptoms include irritated eyes, headache, nausea, weakness and dizziness. Because these symptoms are often confused with seasickness or intoxication, you should assume it is CO poisoning until proven otherwise. It is also important to note that some people have no symptoms at all. They just silently slip into unconsciousness. So, keep an eye on each other and act quickly.

Get to fresh air and call Coast Guard for help. They will co-ordinate Emergency Services on Land and Water as required or call 911.

Why is it so Dangerous?

Carbon Monoxide can build up anywhere in or around your boat and can harm or even kill you inside or outside the boat, whether you're underway, moored, anchored or at the dock in your harbor. You can't see, smell or taste it, but it mixes evenly with air and enters your bloodstream through your lungs displacing the oxygen your body needs.

Prolonged exposure to low concentrations or very short exposure (only a few seconds) to high concentrations can kill you.

I have heard first hand from boaters as well as read many incidents on the internet where boaters have lost their lives due to CO Poisoning. US Coast Guard has much more information on their site and you can read about Claire Bauer-Babik who lost her brother who swam to the boat, and died in the water before he could climb aboard. You



can read about Al Unser, Sr. who dove in to free the rope caught in the propeller. He was a four-time Indianapolis 500 winner who knew the dangers of CO. But this time, he nearly lost his life to CO Poisoning.

Many innocent children have lost their lives while swimming around the boat, being towed behind the boat or sitting on the platform where fumes have accumulated from a nearby motor or generator.

There are far too many stories and lives lost.

CO Poisoning is Preventable, so be aware of the danger, the signs and symptoms and what to do to prevent and treat CO Poisoning.

When Does it Accumulate?

How often have you been sitting in your cockpit and suddenly caught a whiff of cigarette or cigar smoke, or a BBQ? When you look up to locate the source of the smell, you realize it's coming from several boats down the dock or even the other side of the harbor. You can't see it, but you can smell it.

Carbon Monoxide accumulates anywhere in or around your boat. Whenever there is a motor or generator running, there is CO. The big difference is that you can't see it or smell it, but you can safely assume it is building up somewhere depending on the air movement, superstructure, vacuum etc. and take the necessary precautions.

Where Does it Accumulate?

Relaxing on your boat in the harbor, at an anchorage or on a leisurely afternoon cruise seems harmless, but you need to be aware of the dangers of CO.

If you have a slight breeze on one side of your boat (high pressure side), there is a good chance CO is accumulating on the other side (low pressure side) in the vacuum created by the breeze and superstructure, either in the cockpit, under canvas or inside the cabin.

Your vehicle is another good example. Driving down the road on a rainy day, rain will blow off the windshield and accumulate in large droplets of rain and dirt on the back window or back bumper. The backside of a moving vehicle is a low-pressure zone and that vacuum draws in the moisture, dirt and CO.

Back in the 1950's and 1960's, station wagons had opening back windows that drew the accumulated CO into the vehicle poisoning the occupants. This became known as the "Station Wagon Effect" or back drafting.

Whenever you see a boat running with the flag flying backwards pointing towards the cockpit, you know the station wagon effect is in play, drawing the fumes filled with CO and the flag, into the cockpit. There is a good article about this on the BoatUS.org Site with pictures.

We installed a CO monitor on our boat and were surprised to learn that it went off many times when we were just idling out of the harbor. The station wagon effect is very real, drawing fumes (and CO) into the cockpit under the canvas top.

The only solution is to open the front and/or side curtains, accelerate or change direction relative to the wind. If the weather is okay, it is wise to have the forward hatch open to draw fresh air into the boat and force the fumes out the back.

We have even heard stories of people on an enclosed fly-bridge, being overcome with CO fumes and the boat running ashore with 2 dead occupants on the bridge.

www.boatus.org has a great review and a story of a Michigan couple who were overcome by fumes while doing a few end-of-season projects—they did not have a CO Detector.

CO can accumulate anywhere; so, ventilate, ventilate, ventilate.

Another source of CO on board a boat is from portable cabin heaters that are brought aboard & used mainly spring & fall. If a heater uses fuel, then it produces CO. Catalytic camp-style heaters are often used indiscriminately on a boat without thinking that they should never be in an enclosed place. The same with using the boat's portable butane or propane stove or barbecue in an enclosed place for either cooking or heating. It can so easily be done without thinking, but deserves a warning too.

We believe that every boat should have at least one Marine CO detector around the helm or cockpit area and another inside—especially in the midcabin. Fumes (with CO) can find their way into the cabin and sleeping area. A CO detector will immediately warn you of a CO buildup so you can get out of the boat—and save your life.

Most boats built after 1998 have CO Detectors installed. If your boat was built before 1998, seriously consider getting one or more Marine CO Detectors from your local marina or marine store. Domestic CO Detectors may not have "time weighted averaging" that reduces the number of alarms. This is necessary on a boat because you will have whiffs of CO on board often during the day. These detectors average the readings over a few minutes and only sound the alarm when there are repeated readings of CO. Domestic CO Detectors may go off too often which will result in them not being taken seriously.



How Do You Protect Yourself and Your Crew?

There is plenty on the internet on this subject, but the best summary I found to protect yourself and your crew is published in the US Coast Guard Flyer.

- Know where and how CO may accumulate in and around your boat.
- If you can smell engine exhaust, you are inhaling CO.
- Follow all warnings and instructions for canvas, engine operations, etc.
- Maintain fresh air circulation throughout the boat always.
- Know where your engine and generator exhaust outlets are located and keep everyone away from these areas.
- Stay off the back deck and the swim platforms while the engines are running.
- Never enter areas under swim platforms where exhaust outlets are located unless the area has been properly ventilated.
- Although CO can be present without the smell of exhaust fumes, if exhaust fumes are detected on the boat, take immediate action to ventilate these fumes.
- Treat symptoms of seasickness as possible CO poisoning. Get the person into fresh air immediately. Seek medical attention—unless you're sure it's not CO.
- Install and maintain marine grade approved CO detectors.
- Every alarm requires immediate action
- Replace detectors as recommended by the manufacturer
- If CO is suspected, open all hatches, windows and ports to ventilate.
- Changing course and speed to place boat heading into the wind can improve ventilation.
- Maintain your engine in accordance with manufacturers' recommendations.
- Engines that are not tuned properly produce more CO.
- Get a Vessel Safety Check
- Boat Responsibly.

Upper Bay Boating Events and Waterfront Activities

Huk Bassmaster Elite at Upper Chesapeake Bay July 26-29 Take off at 6 am Flying Point Park in Edgewood, Md. Weigh ins at Ripken Stadium in Aberdeen, Md. each day around 3pm

Crab Feast & Boat Slip Give Away July 28 at Joppatowne Marina 510 Riviera Dr. Joppa, Maryland, 21085 (443) 981-2469

Pirates & Wenches Fantasy Weekend August 10-12 held in Rock Hall, Md. 410-935-3491

Upper Bay Arts Festival August 11 from 11-5 Shelter Cove Yacht Basin 230 Riverside Drive, North East, Maryland 21901

Havre de Grace Art Festival August 19&20 in Tydings Park 410-939-9342

Rock the Bay Poker Run August 24& 25 Anchor Marina & Nauti Goose in North East, Md. www.pokerrunsamerica.com

Clash of the Titans Car Show & Poker Run August 25 at Joppatowne Marina 510 Riviera Dr. Joppa, Maryland, 21085 (443) 981-2469

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 for list of boating activities at the
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Sunset at the Head of the Chesapeake Bay

poem and photo by Scott Kelsey

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 And the kiss of the Sun.
 We rode waves,
 Until the day was done,
 And we drank in,
 Salt with Sea,
 Sails filled cloth and liberty,
 We ran ,
 From life,
 And complacency,
 We smiled,
 For a few hours,
 We were free,
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photo by Donna Bedell

Live Aboard

by
Don and Gail
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Dealing with Heat

The weather this year has been nuts (and I'm afraid that may be the new normal). We had something like 14 days of rain in a row, and now we're going into our eighth day of heat warnings, with heat indexes that have soared into the 116-degree (Fahrenheit, that is. That's over 46 degrees Celsius) range. Neither the wife nor I were raised with air conditioning (she in Wisconsin, me in Florida) and neither of us really like it. As a result, Tesla's Revenge like Floating Empire before it, has no AC.

Yeah, I know. . . .

In any case, weather can change the way you deal with your daily routine, and living on a vessel and that much closer to nature, you feel it more. Wind knocks you around in the slip or at anchor, heavy rain makes conversations aboard impossible, cold can rather trap you aboard in winter. As with everything, you adapt, you take the conditions into consideration. It's a part of living aboard.

Now as to heat: you have to watch your butt with heat. It's exhausting. It, like extreme cold, makes even the simplest things more difficult, and like extreme cold, it can kill. I was returning to the boat yesterday and ran into one of our slip-mates. He looked like absolute hell. "I got sick," he said. He'd been working in the sun, re-doing his hull, sanding, painting. . . he got overcooked. It happens, but heatstroke is nothing to fool with. In our friend's case, he retreated to the cabin of his air conditioned boat to recover. Mulling on it, I realized, we don't have that option. So I thought I would pass along some of the ways we deal with the heat, some of the ways we modify our behaviours and schedules to make life livable.

First of all, it must be said, most of the year it isn't an issue. Water tends to come with it some lovely breezes and moderates the temperatures, even in the tropics. This week-plus blast of temperature has been an anomaly. Most of the time, spring, summer, and

Nights can be a challenge. There are few things more unpleasant than being there in bed naked, uncomfortable, and bathed in sweat. Fans, of course, help. We have, at times, resorted



to the "redneck air conditioner" technique of sitting an ice block (frozen water in bags from wine boxes work well btw) in front of a fan. It's short term and inefficient, but it works. The heat has led some folks to creating some great DIY versions that are far less wanky and more usable.

fall, the temperatures are moderate, the waters refreshing, and it's pretty pleasant. Sometimes, however, nature fails to cooperate.

We try not to be stupid. When the heat index is over 100, you're not going to be working on deck, or in enclosed, poorly ventilated spaces. I don't care how much you "need to get things done" or how much free time you may have to work on the boat, you're not immune to the heat. Worse, when you do get heat-affected, you tend to get stupid and make poor choices that are at best counterproductive and at worse, dangerous. When the forecast is "this week, expect the third ring of hell during daylight hours" you need to re-make your schedule accordingly. Do paperwork. Read. Nap. Just accept the fact that, living aboard, you live closer to nature and have to partner with it, even if inconvenient. I watch our beloved ship's cat Magellan in the heat. He naps up on shore in the shade and the breeze, or parks himself on the galley table in front of the fan. I make sure he has lots of water when he needs it. You need to do the same for yourself. If you're not behaving like your pets in the heat, you're doing too much.



These little 5V USB fans can clip anywhere, take little power, and can make the difference between typing and sticking to your keyboard (which this one is doing at the moment).

Another great option is the venerable box fan. They don't eat up a lot of power, move a lot of air, and can flush the hot air out of your entire vessel. Just position at one end, open the hatch at the other, and let her rip.

Of course, some cooling options are better than others. . . .



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