

# UPPER BAY Fall 2018 Boating

[upperbayboating.com](http://upperbayboating.com)

**FREE**



photo by Mark Schappell

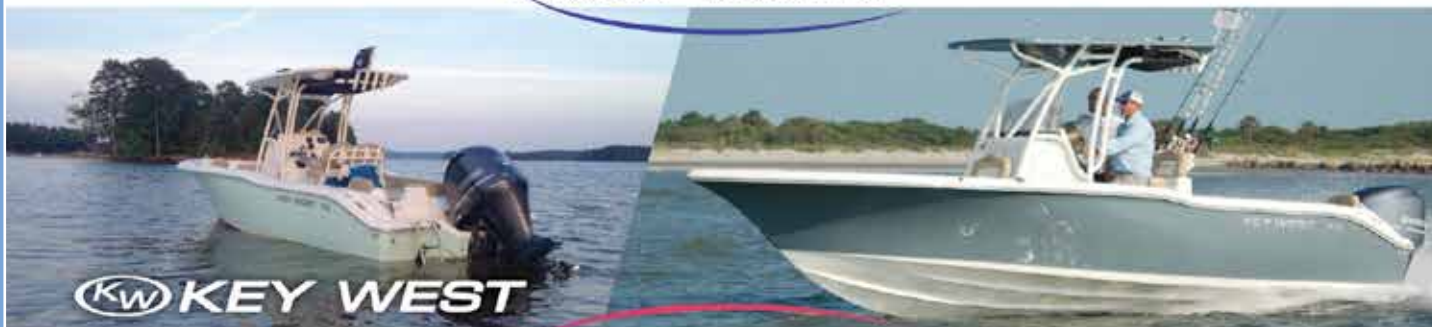
**Your Local Guide to Happy Boating!**





*Scout*

BEST BOATS



**KW** KEY WEST

BEST PRICE



**FOUR WINNS**

BEST SERVICE



**SunCatcher**

**G3Boats**

**ANCHOR BOATS**

*North East, Maryland*

**YAMAHA**

**YAMAHA**

(800) 773-2628



[www.AnchorBoat.com](http://www.AnchorBoat.com)



# IN-STOCK 2018 MODEL YEAR CLOSE-OUT SALE



**Last Big Sale of the Year!**



**Let's Ride and Get the Best Deal of the Season**

**Discounted Pricing on all Winterization Supplies**

- **Yamalube**
- **Mercury**
- **Mercruiser**
- **Volvo Penta**



600 Riverside Drive  
Essex, MD 21221  
410-686-1500 / 800-448-6872



www.RiversideMarine.com • sales@RiversideBoats.com



# UPPER BAY Boating

October 2018

- 5** Welcome   **6** Lessons Learned   **8** Embracing the Middle
- 12** Venturing into the Upper Bay   **14** Turn the Water Off
- 16** Storm Preparedness   **18** Rock and Roll   **20** Center Console
- Test Drives   **22** PYY Announces Blackwater & Deep Impact Boats
- 24** Composite Toilets   **26** Back River Restoration Committee
- 28** On the Waterfront   **30** How to Keep Busy in the Off Season
- 32** Kayaking on the Upper Bay   **34** Winter Storage   **36** What We
- Love the Most About Sailing   **38** Events   **40** Live Aboard
- 42** Photo Gallery

## Upper Bay Boating

P.O. Box 353 • Forest Hill, MD 21050  
410-937-6866 • [www.upperbayboating.com](http://www.upperbayboating.com)

For advertising opportunities call Dave at:  
410-937-6866 or email [dave@upperbayboating.com](mailto:dave@upperbayboating.com)

Event listings from non-profits and advertisers are free.  
Listings may be sent to the above address or emailed to:  
[davebielecki@aol.com](mailto:davebielecki@aol.com) - all are welcome, there is no charge  
for charitable events.

**Publisher:** Dave Bielecki

**Editor & Graphic Designer:** Hutch

**Features Editor:** Wendy Gilbert

**Photography:** Donna Bedell, Tom Scilopoti, David Sites

We are members of the Baltimore Co. Marine Trades  
Association & Upper Bay Marine Trades Association



Upper Bay Boating, published by TLC Services, Inc., is published 8 times a year, and distributed around the waterfront of the upper bay, along with Pasadena, Kent Island, N. Delaware, and SE Pennsylvania.

Neither the publication nor any of the company's employees are responsible for the advertising or advertising claims contained herein. The publisher disclaims any liability regarding product pricing, claims, descriptions, availability, or condition. We exercise reasonable care in checking copy for accuracy. However, no warranty is expressed or implied by the company or its employees regarding product errors, omissions or misprints. Opinions of writers not necessarily those of the publisher. No material in this publication may be used without prior permission from the publisher. Copyright 2018, TLC Services, Inc., All Rights Reserved. Contact us at 410-937-6866, or email: [dave@upperbayboating.com](mailto:dave@upperbayboating.com)

*photo by Thomas Scilopoti*

**Business Owners -**  
**Why not join our new advertisers**  
**and promote your message in**

**Upper Bay Boating?**

**If your customer base lives or boats on the upper bay,**  
**you should take a look at the Upper Bay Boating f**  
**or your advertising needs. Our magazine and website**  
**offer the only targeted editorial based marketing opportunity**  
**for this region.**

**Try us today!   [dave@upperbayboating.com](mailto:dave@upperbayboating.com)   **410-937-6866****



## Getting ready for winter

I hate to say it, but the end of the season is coming up soon. I know most of you are going to try to get some more boating in before putting the boat away for the winter. After this crappy boating year, I sure don't blame you. I would just make your appointment soon for service and keep an eye on the weather.

If you are like me, it's best to hire a professional to winterize the boat. Long ago I learned my lesson that it is much cheaper to pay a good mechanic to do the job right. You will enjoy peace of mind when you put that key in the ignition in April or May -- a season full of enjoyment out on the water is all you will experience. If you ever had to wait in line in the spring for a repair, you'll forget about being the DIY type ever again, and spend the money now to ensure another happy season on the Upper Bay.

Once the professionals are done, you can easily do your part to make sure you are ready to launch in the spring: Spring Cleaning. That's right, you'll be happy that you cleaned both the interior and exterior now. A bit of extra love and hard work on your boat now will make your spring transition back onto the water quick and seamless. While you are at it, remove electronics and gear off the boat. Then all that's left before storing it to have it shrink wrapped. That is one

of the best ways to keep mice, dirt and moisture out.

Fall is also a great time to buy a boat. Visiting a show or open house this time of year can pay off big. Dealers are looking to reduce inventories, and brokers have many new listings for you to investigate.



Some owners would like to find a new home for their boat before paying for winter storage, or they want to be in a better position to buy a new boat at the winter shows. Either way, it's to your advantage.

This is the last issue for the 2018 season for Upper Bay Boating. We'll have an online edition later this fall, then the Winter Boat Show print edition. Our monthly

schedule resumes next April.

Thanks to all the loyal advertisers, writers, and readers for keeping this publication going. I can't wait for our fifth season to begin. Also, don't forget to visit our website, or like our Facebook page over the winter. We'll have free tickets to give away for both the Baltimore and Philadelphia shows.

**Happy & Safe Boating, Dave**

**YOUR SMALL BOAT SPECIALIST**

**PORT SIDE MARINE**

NEW • USED • BROKERAGE  
MARINE ACCESSORIES  
TRAILER SUPPLIES

Over 40 Years Experience • [www.portsidemarine.net](http://www.portsidemarine.net)

**ALUMACRAFT**  
Aluminum Jon Boats 10' to 20'

**KEY WEST BOATS**

**LOADRITE** Trailers **VENTURE** Trailers

**149 Back River Neck Rd. • Essex, MD • 410-682-2998**

**CANVAS PLUS, INC.**  
COMPLETE CUSTOM CANVAS

**"Quality Work Done On Time"**

Shelter Cove Yacht Basin  
230 Riverside Dr.  
North East, Md 21901  
410-287-9450  
[canvasplus@comcast.net](mailto:canvasplus@comcast.net)

**Winner of the  
2018 Best of the Bay  
Canvas Shop**



# Lessons learned, lessons almost forgotten

Wendy Gilbert

By *Wendy Gilbert*- Features Editor

**C**rickets are chirping and spiders are crawling up the transom. Must be October.

Reflecting on the season, I am once again humbled by the unwavering forces of nature and alas, the inevitable decay that approaches.

These last few weeks on the water are among the most spectacular and peaceful. At the same time they are often profoundly sad. At the end of all this beautiful color, calm water and peace of mind, comes the cold, shorter days and the work.

Yes the work.

When I first entered in to the Upper Bay boating world, some of the chemicals my then primary boating companions used were quite caustic. A classmate of ours, Barney, had a dad who was not boating much, but reluctant to get rid of his old fiberglass clunker. In exchange for letting us use his boat on some weekends, we were also in charge of maintenance. After a season of tearing around and drinking freely, it was time to “pay” for all the fun. We didn’t do a thing until we had to and not until all five of us were available. Usually that was sometime in between Halloween, mid-terms and Thanksgiving.

By the time the five of us had Barney’s dad’s boat ready for the hard, T-shirts were peppered with holes and a not a little inadvertent damage to the gel coat was visible here and there. That could be because

of our general carelessness or cheap beer. Hard to say after all these years...

A lot of wax was sopped around and we stuffed whatever we could find into holes and cracks. We drained fluids, cleaned what we could reach and what we couldn’t, we didn’t.

I shudder to think about how fast and loose we played with seriously harmful chemicals. Although we dutifully washed and cleaned our brushes and buckets, some of that crap surely made its way into the water we all love so well.

We hauled that old Bayliner into Barney’s dad’s garage every November (sometimes not until early December) and just hoped for a mild winter. During our sophomore and junior years, that is exactly what happened. That last year though was a frigid one with mind and finger-numbing freezes and repetitive ice storms.

I’m not sure how things went in the end, as three of Barney’s buddies, myself included, moved further up the coastline. We never had to see the result of our sloppy winterization, but I always wondered just how badly we did.

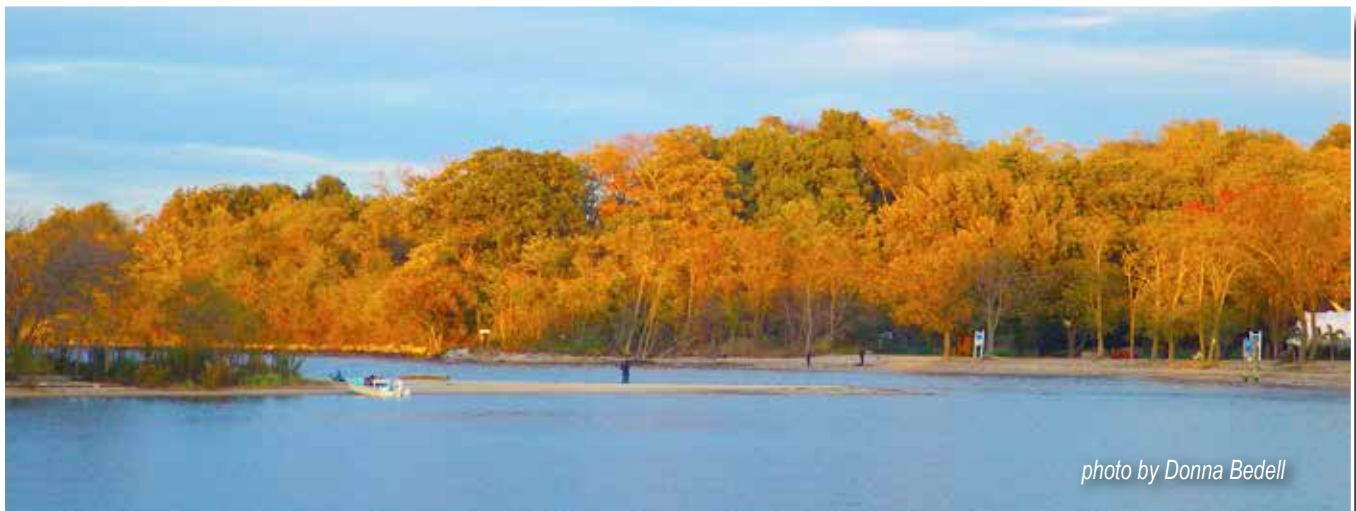


photo by Donna Bedell



# TIDEWATER

## YOUR BEST CHOICE FOR WINTER-

### Havre de Grace

- Convenient to Baltimore, Wilmington & Philadelphia
- Museums, shops and restaurants within walking distance

### D-I-Y or Soup-to-Nuts

Discount Marine Supply Store  
Equipment & Expertise for any job

### Time Saving Bonuses

Free Courtesy Shuttle  
Delivery Service



### FREE SHUTTLE SERVICE

To help get people, cars, and boats all in the right place, our Free Courtesy Shuttle runs throughout the haulout and launch seasons. Call today to arrange your ride.



Winter Storage Hotline **443-209-1101**



# Embracing the Middle

By Wendy Gilbert – Features Editor

Goldilocks knew what she liked—nothing too cold, too hot, too big, too small, too hard or too soft.

This boating season has proved especially difficult—often it's been too hot or too wet with precious few weekend days that were ideal, which today means in the middle. I will admit that the middle ground doesn't work for everyone. Sensei Miyagi made it very clear that "yes, no, maybe" can end in disaster.

The three-pronged approach simply doesn't always work, especially in a belief system and a culture that prefers only two – or four – or 8. Luckily, it works for me. Besides I like 3s.

There are three people in my immediate family. I am one of three kids. And ask any artist and they will wax on and on about the power (dare we say magic) of three. There's even something called The Rule of Thirds. Look it up, if you don't believe me.

Now, within the three, there is a first – highly prized and the third – also highly prized.

The second (middle one) pretty much ignored as it just sort of takes up space and separates firsts and thirds.

I object to that as a middle child, but as no one really cares about said objection, life, art and rules go on.

In addition to taking up space and separating first and

thirds, we are empathetic and skilled at mediating.

And unlike most firstborns, lastborns and onlies, middleborn children are uniquely adept at seeing both sides of the story, understand the argument, and can quickly settle everyone down.

As other writers have noticed, there's something quite pleasant about being a middle child. I always felt closely tied to Middle Earth. That even though almost no one else appreciates us, one of the greatest writers of the age, J.R.R. Tolkien likely did.

The problem is that we are becoming quite rare. Folks are having fewer and fewer children. One or two children seem to suit most people just fine these days – myself included.

Having three or four kids seems an indulgence for the wealthy, famous (and rich) athletes and maybe a few royals. Not too many folks have the resources to get three or four kids through college and our poor planet is in well-publicized peril. Not to mention women are waiting longer to start their families. Having more than one or two after the age of 35 is a bit of stretch.

I spent the afternoon with my middle child Gilbert counterpart yesterday. Given a chance, the two of us could diffuse a lot of drama and angst.

Not that anyone really cares. I think a lot of firstborns and lastborns like drama. They are the ones who sling "blowboats" and 'stinkpot' at each other after a pint or two.

Are they really hard to please, difficult to understand or just selfish little non-middles?



**John's Canvas Works**  
Marine Canvas, Enclosures, Repairs.  
Full Boat Covers and Upholstery  
Serving the Upper Bay, Delaware and the C&D Canal Area  
johncanvasworks@gmail.com  
3039 Augustine Herman Hwy Chesapeake City, MD **410-885-2430**

**Roudebush Yacht & Engine Works**  
Full Service Boat Yard

- Refit and Refinishing Services including Fiberglass, Wood and Metal
- Boatyard Atmosphere with Protected Deep Water Slips
- Mechanical Repairs

Located in Lynch Cove off Bear Creek. 1915 Wills Rd.  
**410-285-8080 • Fax 410-285-7850**





*Close to Home -  
Close to the Bay.*

**Just 1 Mile  
from the ICW  
Look for our lighthouse  
at the entrance**

**Full service marina with  
covered and open slips  
available now.**

- Gas, diesel, pumpout
- Pool • Nettle-free beach
- 50 channel cable TV • Ship's store
- Slipholder fuel discounts
- New 50T lift • Full service and parts
  - Mechanics on duty 6 days
  - A/C heads & laundry • Picnic peninsula
  - Water taxi service to moorings



**Why rent a slip when you can buy?**

Contact us about slip ownership opportunities

**410-885-2601**

1026 Town Point Road • Chesapeake City, MD 21915  
[www.bbyh.com](http://www.bbyh.com) e-mail [ken@bbyh.com](mailto:ken@bbyh.com)





# ROCK HALL LANDING



*A First Class Marina...  
with Direct Access  
to the Bay*



- Direct access to the Bay, 5 minutes from slip to Bay
- Full finger floating docks
- Swimming pool
- Climate-controlled individual showers and heads
- Large picnic area for gatherings



5657 South Hawthorne Avenue • Rock Hall, Maryland 21661  
410-639-2224 [www.rockhalllanding.com](http://www.rockhalllanding.com)

## CLASH OF THE TITANS

was held at Joppatowne Marina on August 25th. Mark & Barbara really lucked out with the beautiful weather that day. They really know how to put on a party- both the car and boat crowd had a great time. Looking forward to next year for sure!

photos by Mark Schappell





# Sassafras Harbor Marina Yacht Sales

www.SassafrasHarborMarina.com

888-221-5022

shmys@sassafrasharbormarina.com

1 George St., P.O. Box 68, Georgetown, MD 21930



**55' Californian CMY '86**  
T-DD 6V92, 3 Strms.  
\$169,900



**37' Egg Harbor SportYacht '03**  
T-Cats, Pristine!  
\$214,900



**37' Sea Ray Sedan '95**  
T-MerCruiser 7.4L  
\$55,000



**35' Carver 356 Aft Cabin '01**  
T-Merc. Low hrs. Clean!  
\$87,500



**34' Sea Ray Sundancer '01**  
Low hrs. T-MerCruiser  
\$64,900



**34' Meridian 341 Sedan '05**  
T-Merc., Exc. condition  
\$109,500



**33' Rinker 330 FV '99**  
T-Merc. Bravo, Generator  
\$35,000



**30' Regal 3060 '03**  
T-Merc, Alpha I, Generator  
\$42,500



**30' Monterey 302 '04**  
T-Volvo, Meticulously maint.  
\$45,000



**28' Bayliner 285 '03**  
Clean, ext. swim platform  
\$33,500



**26' Crownline 262CR '03**  
Merc. 350 MAG, Bravo  
\$24,000



**24' Bayliner 245 '05**  
MerCruiser 5.0 I/O, Clean!  
\$25,000 w/trailer

56' Carver 564 Cockpit Motor Yacht '02.....\$368,000  
39' Silverton 392 Motor Yacht '99.....\$94,900  
27' Sea Ray Amberjack '86, Engines replaced 2008.....\$12,500

26' Sea Ray 260 Sundancer '00.....\$15,900  
23' Chaparral 235 XLC '88 w/trailer.....\$7,900  
20' Sea Master 208FF '98 w/trailer.....\$4,950



Covered Slips  
Floating Docks  
A/C Bath Houses  
Service Department  
70 Ton Travel Lift  
Pool  
Activity Center  
WiFi & Cable TV  
Restaurant  
\*Slips Available\*



Visit our website  
For monthly Specials  
**The Heron's Nest  
Gift Shop**

**Sassafras  
Harbor Marine  
Store**

410-275-2666



Sassafras Harbor Marina ~ 410-275-1144 ~ 2 George St., Georgetown, MD



# Venturing into the Upper Bay

By Tim Campbell

Venturing is an inclusive, co-ed program through the Boy Scouts of America. The local crew #726 meets at Weaver's Marine. During the meetings they plan various wholesome activities including Eagle Scout projects. Back River Restoration Committee (BRRC) charters Venturing Crew 726. BRRC President, Sam Weaver and Executive Director, Karen Wynn had the idea to take Venturing Crew members, Sea Scouts and adult leaders out on the Upper Chesapeake Bay to learn fishing and boating skills. Karen coordinated with four volunteer captains, all of whom are on BRRC Board of Directors: Captain Mike Burt, Don Albright, Larry Farinetti and me, Tim Campbell. After weeks of planning, Monday, Aug. 20, was the day. Sunrise gave way to north winds blowing 15 knots, but at least it wasn't raining. Karen matched the eager crew members with the intrepid captains and we were off on an upper bay adventure.

Captain Mike Burt, is a Chesapeake Bay fishing guide specializing in chumming, trolling and live-lining for striped bass. He owns a 2520 Parker named "Lilly B" and has a slip at Weaver's Marine. His clean, 2003 pilot-house boat has a 225 hp Yamaha outboard engine. Call Captain Mike at 443-250-5166 for charters, he can take one to four anglers. Mike had been out fishing most recently, so we looked to him for a plan during our Captain's Meeting. Mike said that fish were stacked up near Belvidere Shoal, so that's where he was headed. His crew of four anglers consisted of Aaron Donald, age 15, Gordon Leary, Adult Leader, Paige Leary, age 15 and Ryan Bates, age 16. Even though Mike marked fish on the depth-finder at Belvidere Shoal, the morning bite was off. Rockfish were there, but they had lockjaw. Captain Mike decided to move to Podickory Point. Finally, by 1 p.m. the fish turned on and the crew had a great day catching nine keepers. They chummed bunker using cut bait on circle hooks with light tackle rods and reels. By 2 p.m. the crew was all smiles and headed back to Weaver's with a box full of fish.

Don Albright, owner of Albright's Mechanical Services and brother of Venturing Crew Adult Leader Dan Albright, owns a 31-ft Bertram named "Miss Kelly" which comfortably fits six passengers. On board Don had his brother Dan, Dan's son Dylan, age 16, Matt Tydings, 16, Torie Farrell, 16, Dylan Farrell, 14 and Adult Leader, Chuck Kinsler. Captains Mike and Don worked together to find fish using the same

type of tackle and techniques. Don's crew ended up with seven keepers. They were thrilled.

Larry Farinetti, one of the founders of BRRC, owns a 24-ft Celebrity powered by a 350 Chevy. He took three anglers: Phil Roe, Adult Leader, Dale Roe, age 17 and Glen Roe, age 14. The bay was choppy due to the steady breeze which meant Larry couldn't go as far down the bay as Mike and Don. Even so, Larry's crew got to see a lot of the Upper Bay area including Craig Hill Light, the Key Bridge, and from a distance, the Chesapeake Bay Bridge. They caught a catfish, a white perch, and a short striped.

Windy conditions forced me to stay close to port too. I had the smallest boat, a 21-ft Parker center-console with

a 150 hp Yamaha. My crew was Adult Leader Pat Swink and his 17-year-old son Jake, already an Eagle Scout. Although they are locals, neither Pat nor Jake had ever been on the bay except by canoe or kayak. I had the father and son team help me launch the boat at the Cox



Point Park ramp. My plan to cast lures near the rip-rap off Hart-Miller Island didn't pay off. We couldn't buy a bite.

Man O' War Shoal was our next stop. I pointed out the ancient oyster reef on the chart-plotter as we motored around the 450-acre site. There were no fish marks on my depth-finder. And so, I headed across the bay toward Tolchester in search of fish. Unfortunately, the debris fields in the middle of the bay were so thick with trees, tires and other trash, I soon turned back. At least Pat and Jake got to see the effects of too much rain on the Upper Bay. We also saw ducks, gulls, heron, osprey and cormorants. On the way back, we stopped at the rip-rap shoreline. That's where Jake reeled in a big, feisty channel catfish. It was caught on a single-hook lure using my light-tackle rod and reel combo. He said it was the biggest fish he ever caught. Moments later, Jake caught a small striped which we released immediately.

Although we didn't catch many fish, Pat and Jake had a fun time discovering the open waters of the Upper Bay. The entire Venturing Crew enjoyed exploring the Upper Bay and plans were made to do it again next year.



# Tomes Landing Marina offers the Best Service & Storage Facility in the Area.



## Fall & Winter Service Specials

From Dave Moxey & his Staff - Call today for an appointment. The Service Center Staff has 100+ years experience, including Two Certified Master Technicians. Quick Turn around for Winterization Services including Shrinkwrapping.

**Year Round & Winter Inside Storage Available**



**Our Winter Special includes Spring Start-up!  
We now offer Fiberglass & Trailer Repairs**



**BENNINGTON**



2018 Bennington 23RSBA Merc  
300 HP Sport Tower loaded  
MSRP \$113,801 SALE PRICE \$79,900



2018 Bennington 23SPDX Merc  
150 HP Granit/Sunset  
MSRP \$60,069 SALE PRICE \$43,900



2018 Bennington 22GSRFB Merc  
150 HP Under deck Wave Sh.  
MSRP \$62,203 SALE PRICE \$45,900



2018 Bennington 22SSRXP Merc  
115 HP EFI Ext Aft Deck Privacy Chaise  
MSRP \$47,263 SALE PRICE \$35,900



2018 Bennington 22SSXAPGP Merc  
115 HP EFI Rough Water Pkg.  
MSRP \$51,184 SALE PRICE \$37,900



2018 Bennington 21 SLXP Merc  
90HP Ext. Aft Deck Privacy Enc.  
MSRP \$42,533 SALE PRICE \$32,000

**Clear the Decks Sale continues on in stock 2018's - Hurry in beat the price increase on 2019's**

[www.TomesLandingMarina.com](http://www.TomesLandingMarina.com)



**410-378-3343**



1000 Rowland Drive  
Port Deposit, MD 21904



# Turn the Water Off

by Doug Dawson

We are well into September and the boating season is quickly coming to an end. So, Brenda and I squeeze in as many days as we can over September and into October.

This particular September day, I was walking down the dock to B45 where WINDY is docked. Having been born and raised at our family marina (Dawson's Marina on Lake Simcoe Ontario) and learning from Dad to look after the customers' boats, I still never just "walk" down the dock. I am always looking and listening for anything out of the ordinary that could indicate a problem. He taught me that avoiding problems is far better than fixing or cleaning up later—it's something marina operators just do!

Today, I heard water running on the way to my boat.....

## Water Leak

It wasn't the normal sound of water running; but, rather the noise you hear when a hose is kinked, because the flow of water is restricted.

I followed the sound down the finger to the side of a fellow boater's Chris Craft cruiser. He had a water hose hooked up to his dockside water inlet. The hose had burst leaving a hole big enough to stick my finger in. The leak was right at the bend in the hose where it crossed the side deck into the cockpit. Water was spraying out onto the side deck AND right into the cockpit.

I immediately turned off the water supply from the dock. Luckily, I caught it before there was too much water in the bilge; otherwise, the boat could have filled up and ended up on the bottom in the slip. The flow from the "city water" is far greater than the capacity of the bilge pump. Over time, the bilge pump would eventually lose the battle. As everybody knows, when you fill a boat with water, it sinks!

## On-board Pressure Water System

Boats with a pressure water system, have a tank and often a hot water tank, a pressure pump, faucets in the galley and head(s). All are connected with water pipe and lots of connectors/joints.

A water leak from on-board plumbing failure is limited to only the amount of water in your water tank; whereas, boats with dockside water inlets are able to connect to dockside water (city water) supplied by the marina and/or the municipality or town/city. The dockside water pressure is always many times greater, than the on-board water pressure pump.



## Dockside Water

When you use a cheap garden hose to connect to "city water", the pressure can easily exceed the capacity of the hose—especially at bends and sun concentration spots. If that weak spot of the hose is inside the hull, there is a never-ending supply of water to sink your boat.

Also, leaks or bursts can occur within the boat's plumbing system for many different reasons including—old plumbing, loose connectors, excessive "city water" pressure, aged plastic plumbing, or faulty faucets. Sometimes leaks occur, when rodents chew through plastic plumbing in search of food or a route to food.

When you are hooked up to dockside water, a leak will keep filling your boat. Like a chain, your water system is only as good as the weakest point. Too much pressure blows the hose, the boat fills with water, then it sinks.

Even though some newer cruisers have a pressure reducing valve in the dockside water inlet, don't trust a \$15 part to protect your boat.

## Turn the Water Off

For boaters with dockside water systems, remember to turn off the supply at the dock, before leaving her. It's just good insurance.

## Watch and Listen

Watching and listening is just second nature to me, but I would recommend all boaters keep their eyes and ears open, when walking the docks. You may see or hear something that could prevent a catastrophe for one of your fellow boaters.

- [www.PowerBoatDocking.com](http://www.PowerBoatDocking.com)
- [www.SailboatDocking.com](http://www.SailboatDocking.com)
- [www.HouseboatDocking.com](http://www.HouseboatDocking.com)
- [www.PontoonDocking.com](http://www.PontoonDocking.com)







# Bay View

# Yacht Sales



Located in  
**Bohemia Bay Yacht Harbour**

Three full time experienced brokers

New listings needed; customers waiting



55' 1996 Sea Ray 550  
Sedan Bridge  
**\$169,000**



48' 1986 Chung Hwa  
Seamaster  
**\$125,000**



46' 1978 Pacemaker  
Flush Deck Motoryacht  
**\$72,900**



43' 1988 Sea Ray  
430 Convertible  
**\$59,900**



35' 2015 Crownline  
350 Sport Yacht  
**\$199,900**



33' 2000 Silverton  
330 Sport Bridge  
**\$67,900**



32' 1999 Fountain  
Sport Cruiser  
**\$44,500**



28' Regal 2860  
Window Express  
**\$49,900**

## POWER BOATS

46' 1978 Bertram FBMY	\$69,000
44' 1970 Viking MY (Wood)	\$25,000
38' 1988 Vista DCMY	\$44,000
34' 1988 Luhrs FBSF (Diesel)	\$33,500
34' 1986 Sea Ray Express	\$28,500
34' 1992 Silverton ACMY	\$27,900
34' 1988 Silverton Express	\$16,500
34' 1988 Wellcraft GS	\$17,500
33' 1999 Crownline 330 CR	\$34,900

## Featured Boats

32' 1985 Carver 3207 AC	\$23,000
32' 1978 Trojan F-32	\$15,500
1994 31' Mainship SB	\$31,500
30' 2003 Champion 925	\$34,900
30' 2006 Rinker Fiesta Vee 300	\$43,500
30' 2002 Sea Ray 300	\$44,900
28' 1986 Trojan 8.6 Meter	\$9,400
26' 1995 Wellcraft Coastal 264	\$19,900
21' 1996 Sea Cat SL1	\$21,500

## SAIL BOATS

53' 1974 Gulfstar Motor Sailer	\$40,000
35' 1976 Pearson	\$22,900
33' 1988 Hunter 33.5	\$30,000
32' 1980 Morgan	\$18,400
30' 1984 Laguna	\$12,500
27' 1985 Catalina	\$8,300
25' 1974 Cape Dory	\$8,500

**1026A TOWN POINT ROAD CHESAPEAKE CITY, MARYLAND 21915**

**410-885-2468** [www.yachtworld.com/bayview](http://www.yachtworld.com/bayview) or [www.bayviewyachtsales.com](http://www.bayviewyachtsales.com) **866-832-3273**



I just turned off the weather channel. This time of year unstable weather conditions tend to create storms. Today was no exception as weather forecasters are watching not one but three major tropical storms heading from the Cape Verde Islands toward the east coast of the United States. Probably the three most important storms concerning boaters are

extreme cold fronts, nor'easters and hurricanes. The major issue with cold fronts is the strong Northwest winds that happen as a result of varying barometric pressure gradients in close proximity to one another with a net rise in the barometric pressure. Though winds can build quickly to gale force they usually subside quickly as well and boaters can take the necessary precautions. Nor'easters on the other hand don't usually pack gale force winds but they do produce strong northeast winds that may last a few days. Usually these storms are accompanied by drops in barometric pressures and heavy rains. These storms also usually require a small amount of preparedness.

The storms that produce the most damage however, are the tropical storms and hurricanes. These storms are usually spiraling weather centers that follow warm water paths as they feed and grow on warm offshore waters. Unfortunately for people living and boating on the east and gulf coasts of the United States the Gulf Stream tends to channel these storms from the west coast of Africa to our shores. As they travel they pick up energy and moisture along the way. All one can do is watch, wait and prepare for the worst. Watching and waiting is easy. Preparing takes a little more effort. So as boaters here are some thoughts on preparing.

Obviously the bigger the boat the more you need to prepare. In fact many insurance companies require the owners of larger vessels to have an emergency hurricane preparedness plan. If your boat gets caught in a named storm you better follow the plan. It usually requires a haul out location and blocking procedure. If you know the storm is coming don't wait until the last minute to contact the marina. You're not the only one who has a plan to implement.

So let's work our way up. If your boat is small, say a Kayak or small runabout. Get it out of the water and preferably under shelter. Small boats that are trailerable put them on the trailer and strap them down. Pull any drain plugs and make sure if there is a bilge pump it is working properly and your battery is fully charged. Remove anything that you don't want to get ruined. Don't park the trailer under any trees. Don't think a boat tied down on a boat lift is safe. During hurricane Isabelle a few years ago many small boats up on lifts were destroyed by winds and high tides. Your lift will fair far better without a boat on it. An important thing to remember about hurricanes is they can move massive quantities of water and the wind WILL shift through 360 degrees in a short time. When hurricane Agnes pushed water up the Chesapeake Bay it created a 20 foot storm surge that ravaged Port Deposit and Havre de Grace. Most boats that were left in the water were destroyed.

Boating season is winding down for many people. If you're not going to be using your boat very much now might be the time to pull it and winterize it. Shrink wrap and canvases don't fare well in Hurricane force winds. You might want to consider waiting on covering the boat until the threats of hurricanes has passed. If the boat is blocked up you still



need to make sure bilge pumps are functional. It is amazing how much weight a boat filled with water can weigh. Not to mention all the vital stuff that can be destroyed while under water like engines.

So what if you have to keep your boat in the water? Get it to a safe place first. That may be an anchorage in a protected Creek or Cove. Remember, the wind might come

around 360 degrees so you don't want any long fetch in any direction. Most vessels put out multiple anchors off the bow in case ones not enough. If you're fortunate enough to have a dock in sheltered water tie the boat up securely to it. That means ALL lines. Multiple spring lines as well as bow and stern lines. Allow for the inevitable rise in tide. There isn't much you can do about 20 feet, but Isabelle created a 7 foot tide that we were able to deal with. In my case I have a dock in sheltered water behind my house. I spent most of the night checking on my boat as well as a friend's 35-ft Carver he brought around to my pier. My boat was fine but my buddy hadn't allowed for enough tide. I had to cut one of his stern lines so the water wouldn't flood into his scuppers. Speaking of scuppers, make sure yours are free and clear of debris and nothing left in the boat can clog them up. Make sure any electric out to your dock is turned off. You don't want to get electrocuted trying to save your boat. Many boats get into trouble as the tide subsides. Make sure your boat doesn't get partway on the dock and tip over as the water leaves, or comes down on a piling. The same thing can happen on lifts.

If you're at a marina or anchorage with sailboats be careful you have a safe distance between masts. Even when the water is calm you'd be surprised how much masts sway in 100 mile an hour winds. One thing I would have never thought of until Isabelle was cars. A number of boat owners from a marina in Kent Narrows decided to ride out the storm anchored up in a quiet cove close to the marina. Their boats did fine. But when they returned to the marina they found their cars parked in a low lying area under water. Just a thought.

The bottom line is watch the weather and plan ahead. Don't wait until the last minute. An ounce of prevention sure beats a thousand gallons of cure. Be safe.

*Tuna the Tide Charter Service Grasonville, Maryland*

**TUNA THE TIDE**  
 Captain Mark Galasso USCG Master Captain  
**Charters**  
 capmarco@atlanticbb.net 410-310-1200



# Two Rivers Yacht Basin



*Where your fellow boaters call home port*



## Two Rivers Boat Brokerage

23'  
CENTURION  
Tow Boat  
TYPHON 2003  
\$22,500



9.6' ACHILLES SPD-290E  
4 persons alum/wood floor \$1100



43.6'  
SILVERTON 40  
aft cabin  
1988 twin gas  
\$37,500



8.10' ACHILLES HB-270 FX  
4 persons fiberglass \$1500



**Winter Storage rates  
starting at \$10/ft.**

64 Two Rivers Lane  
Chesapeake City, MD 21915  
410-885-2257  
[www.tworiversyachtbasin.com](http://www.tworiversyachtbasin.com)



# ROCK and ROLL!

By Montana Grant

Fall fishing, boating, and crabbing are the BEST! It is sad to see so many boaters beach, store, or park their boats as soon as Labor Day is over. Kids go back to school, parents focus more on work, days start to get shorter, and weather is cooling off.

Sure, time is limited, you may need a jacket, and the kids need to do their homework but.... The quality of work and school is improved when everyone is fat and happy. Crabbing, boating, and fishing makes for happy campers. Use the experiences afloat as bait to get things done ahead of time.

Take the family and friends crabbing, fishing, and boating this fall. Celebrate the season. As the leaves turn, the view of multicolored trees is amazing from the water. Rockfish are feeding heavily in preparation for the coming winter and migration. Crabs are feasting to fatten up for their winter sleep. As a boater, you snooze, you lose!

Nothing is better than fresh rockfish stuffed with blue crab. Heck crab meat on anything is the best. They taste even better when you catch them yourself. We still have the summer tomatoes, corn and melons. Enjoying a crab feast while watching dem O's and Raven's is the best! Do I have your attention now?

Evening rock fishing is great. The strippers are in the rivers and bays near the shore. Each evening, and often all day, they feed on baitfish. Follow the birds. The final hour or so of daylight can be awesome fishing for bigger rock.

Crabs are more plentiful and in less demand. More Sooks are available, and most crabs are larger. Crabbing before a full moon can yield big heavy

Jimmies! Crowded crabbing spots are more open and the crabs are anxious to hit the baits. Using collapsible traps is a good way to capture monster crabs. Trot lines work for quantity of crabs but wary large, heavy crabs drop off more easily as they lift off the bottom. Enjoying a sunrise while crabbing near your waterfront places, is amazing. Take some donuts and coffee. Hot chocolate for the kids and crab away.

Fall means fewer

boats. The bay is less crowded and beautiful. You spent the summer teaching your crew how to navigate, boat, fish, and float, so now is assessment time. Let them take a turn at the helm. Kids thrive in this environment. Wives and partners help pay for the boats too. Invite, invest, and let them share ownership.

The Captain can supervise and relax. Once your kids and crew are trained up, give them a test. When the boat is theirs too, they are more willing to care, maintain, and share boating chores. Sit back and reinforce the good and critique the day.

Waterfowl are migrating and everywhere along the bay. Deer are abundant and frequent the shores. Take along some binoculars to critter watch and see any diving birds on a school of breaking fish.

Boating in the fall requires less suntan lotion and expense. Weekends on the bay can be busy but not as crowded as the summer. This is a good time to visit special destinations by boat. Restaurants and bars are still open and often run special deals. Nicer fall weather means fewer thunder storms and rough seas. You can catch more Rock with less Roll.

Everything is cheaper in the fall. Fuel prices drop. Fish and crab are more plentiful, and you bought the great boat for a reason. Use it or lose it. Boats are worthless if all you do is park them in the yard or drydock. What is the point in having a boat if you never use it? Too many people do exactly that.

Just look at the full marinas and storage facilities. Money spent for storage and nonuse are a waste and no fun.

Crab meat and fish filets freeze well. Save up some seafood bounty for winter and holiday meals. We all want Crabs for Christmas! Making crab soup and fish chowders are a perfect way to enjoy life when enduring a cold, boat less winter.

Catching rockfish in the fall is great sport. Try using surface plugs early and late. Tie on a small bucktail dropper.

Use a swivel at the top end to attach to the bigger top plug treble hooks. This rig is harder to cast but will double your chances of a strike. The splashing top plug and submerged dropper mimics a school of escaping baitfish and stimulates a strike. Trolling works in the fall but using lighter tackle and casting or jigging for strippers is even more fun. White perch also will be caught when jigging smaller sassy shads, darts, or jigs.

Fluorocarbon tippet is excellent line to use for connecting the lure and 16-inch leader to your mono. Use a barrel swivel to connect the leader to your line. Make sure your knots are properly tied. I use as light of line and tackle as you are comfortable with. A medium action rod with a decent reel and drag are essential. Mono is more flexible than braid and gives a bit when fighting a fish. I also use gold or green line that I can see when casting. My tippet is clear. Save any Fluorocarbon remnants and all fishing line. Dispose of them properly. They will not decompose.

Try using a crippled alewife jig that matches the size of the baitfish. Chumming with bunker, old frozen crab wastes, or cleaned fish. Place this waste into a decent trash bag or plastic bucket and freeze it. Once back on the water, place it into a milk crate, with a screen cover. Tie it to the boat and let it dissolve and float behind the boat. If you add a brick to the basket, or use a heavy metal one, drop it straight off the bow and let the chum release on the bottom. I have even used metal minnow traps for chumming. Now jig on the bottom. Adding a bit of worm, squid or your favorite bait will only help. Keep the net handy.

This is perfect family fun fishing. Everyone can get into the action. I just wish there were crabs in Montana! Oh well, sounds like a road trip will be in order this fall. See you on the bay catching rockfish smothered in crabs!



## 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](http://www.montanagrantsfishing.com).





## 26 BAY



### Specifications

- LOA: 23' - 6'
- Beam: 8' - 6'
- Deadrise: 16
- HP: 200 - 300
- Approx Fuel: 70 gal
- Draft: 12'
- Approx Weight no motor: 3800 lb
- Persons Capacity: 8

The all-new 26 Bay features standard : 3 Aerated Livewells, Lockable Rod Storage, Rocket Launchers, 2 Removable Coolers, Fresh Water Shower, in console Porti-Potty. Hardtop and Forward Seating Package are some of the notable options

**Price starting at \$68,100 w/250hp**



412 Armstrong Rd. Baltimore, MD 21220 410-335-7000

## Coming Soon! "Boaters Row" at Hack's Point Marina!



A new project with over 30 boat lifts,  
Featuring Remote Control, Personal Parking, Enhanced Security, Water and Electric.

## NOW LEASING! RESERVE YOUR SPACE FOR 2019!

1645 Glebe Rd, Earleville MD



On the Bohemia River 410-275-9151



# Center Consoles Test Drives

By Tim Sherman

There is no doubt that center console boats are popular amongst fishermen. You can find them in small sizes for fishing Bay backwaters. They are even popular with water fowlers who make their way into shallow marshes and off-the-bank duck blinds to hunt. There are bay models and sizes all the way up to the 40-plus-feet with triple outboards for offshore.

Admittedly, I am not in the market for a new boat. However, when given the chance to take new boats for a test ride or drive, I am up for it. The folks at Hooked on the Bay held a "ride and drive" event recently and had several center console models in their lineup gassed up and ready to run. I couldn't pass up hitting the water.

I was one of the first to arrive that steamy Saturday morning, and General Manager Felicia Stein tossed me the keys to an Xpress HD20VJ aluminum center console. This is the multipurpose workhorse in the Xpress line up. It has a 68-inch bottom, a 96-inch beam, and 21-inch sides. The Hydro Dynamic haul is designed for comfort and stability. This was a barebones model powered by a 90-horsepower Yamaha outboard.

I meandered out of Hance Creek into the Northeast River. The experience was incredible and the boat planed out quickly. It is rated for up to 115 horsepower, yet the 90 was more than adequate. As advertised, the ride was extremely comfortable on the mid-morning chop of the river. The Xpress held turns comfortable even at moderate speeds. There was no feeling of sliding or skipping in a turn. You can imagine that I'd want to run it all morning, but others needed their turn.

Hooked on the Bay has the Xpress HD20VJ package available starting at \$19,999. The tested model had plenty of deck space for fishermen or water fowlers to customize the boat to their liking. This is another service Hooked on the Bay is known for.



Next up was the North Coast 230CC center console. North Coast boats are built in Bristol, Rhode Island where you need a tough and dry, yet comfortable vessel for the New England waters of the Atlantic Ocean. The sharp "V" bow helps cut the waves, while the aggressive strakes provide great tracking, handling, and better fuel economy. The design also allows additional lift and water displacement. The reverse chines provide great stability when drifting around, or on the anchor.

The center console is roomy and has plenty of storage. The tested model had a T-top with rocket launchers, under-the-gunwale rod storage, and plenty of compartments to stow your gear. An added feature was the porta-potty located in the center console.

I awaited senior technician Jon Bentley's return from the first test drive. Several other Hooked on the Bay staff and I stepped aboard and ventured out into the river. The 230CC was powered by a 250 horsepower Yamaha outboard. After a throw-you-back hole shot, we were up to cruising speed in an instant. We topped out at 43 miles per hour and 5300 rpm on a busy river chocked of pleasure boat wakes. This well-appointed model, was available for \$66,785.

As impressed as I was with these boats, I was equally pleased with Yamaha outboards. Both models are known for their fuel economy for their respective horse power rating. What really stuck with me was the midrange power. Throttle response was instantaneous for both motors, and almost scary on the Xpress. With the 250-horsepower motor on the North Coast, we went from 30 mph to the upper end of 43 in the blink of an eye.

If you want more information on North Coast or Xpress boats, call or stop by Hooked on the Bay. Felicia and her staff will guide you to the model that fits your needs and outfit it with your specified accessories.



We are the Area's  
Newest  
Dealer for

**Demo Rides  
Available  
by Appointment!**

**North  
Coast  
Boats**



*Built for reliability and an exceptional fishing experience!*



**Industry Leading  
10-year Bow to  
Stern Warranty  
& 10-year on  
Honda!**

**Hooked on the Bay, Inc**

895 Nottingham Rd. Elkton, Md. 21921  
SALES • PARTS • SERVICE

[www.hookedonthebay.com](http://www.hookedonthebay.com) 410-287-4290



**Tomes Leftover Blowout Sale!**



2016 Clearwater 19 CC w TRLR ~~MSRP \$32,600~~  
**Blowout Price \$19,900**

**Pre-Owned Boats  
Are Selling Fast-  
We Need Clean  
Brokerage Boats-  
List With Us and  
Get Your Boat  
Sold!**

**Voted Cecil  
County's  
Boat Dealer  
of the Year!**



[www.TomesLandingMarina.com](http://www.TomesLandingMarina.com)  
**Tome's** Landing Marina 410-378-3343  
1000 Rowland Drive  
Port Deposit, MD 21904

**Worried About the Stock Market?**



**Picket Fence Financial**  
Saving You From Wall Street

410-878-2999

[www.picketfencefinancial.com](http://www.picketfencefinancial.com)

Discover ways to protect your portfolio from stock market losses from Harford County's **fee-only** planning firm. Call or visit our site for your free kit.





Tired of compromising with your current boat? Maybe it is a great fishing boat, but lacks features to please the rest of your family. Maybe the layout is just not right for the way you fish? Maybe you want to take it off-shore but are concerned it won't hold up well. Well Mike Hatcher and his team at PYY Marine have found two new boat lines that address many of the issues you might find with your current boat.

PYY marine is pleased to announce the addition of Black Water and Deep Impact Custom Boats. Both lines are built in the same plant in Florida, and the manufacturer is happy to work with you to ensure you are happy with your new boat. All boats are built to each customer's needs, and can be customized to the customer's specifications. Seating layouts, cabin amenities, power options, paint and graphics can be changed. All these custom choices are part of their mission to meet each buyer's desires. Both the dealer and manufacturer's passion for quality boats shows up with the attention to detail and quality.

Blackwater Boats brings a New Level of Luxury and Comfort to the Sportfishing World. The craftsmanship is beyond compare. All built to your specs. The models range from 36' to 43' and the larger models boat have an 11' 11" beam and fuel capacities of up to 840 gallons for an extended range of up to 700 nautical miles. The 39 Has a stepped hull which allows it to get 1 mile per gallon at 55mph.

Power options are available for the triple and quad installation. You can expect to get speeds up to the mid-70's with the Quad 350's The Mid Cabin has 6'5" headroom with a nice berth, head and A/C which runs off an inverter system, no generator needed. All the models have the comfort of a high end sportfish.

Custom Boats have always been recognized as a performance leader. With either triples or quads the 399 will keep you at the front of the pack. Just bring them your ideas and they will build it!



Are you looking for a boat that will give you the creature comforts of your cabin cruiser? Deep Impact Custom Boats represents a departure from the traditional fishing boat style T-Tops, the patented hard top design will set you apart from the crowd. In addition to advanced styling the aerodynamic look offers reduced drag and efficiency like no other.

The expansive size of the new roof provides plenty of protection while still providing a feeling of openness from the incorporated flush mounted dark tint acrylic panoramic overhead panels.

The new Deep Impact 399 Sport Boat doesn't stop there. Features abound with plenty of comfortable seating and roominess throughout the cockpit. There are several options that allow you to build the boat the way you want to use it. With the helm seat module you can



build yours with an aft facing seat, a storage compartment or a full wet bar with an integrated bottle/beverage dispenser and built in blender.

The oversized center console cabin offers impressive head room. There's a full sized forward berth, sink, head system and options for Air conditioning and A/V equipment.

The list goes on but there's more to the Deep Impact 399 Sport boat than style and features. Solid construction provides the ultimate in ride and wave crushing performance. The Deep Impact 399 Sport boat is no lightweight and when the seas become a challenge, you'll be confident that your ride will be soft and dry. For those looking for speed, handling and fuel efficiency, the Deep Impacts Custom Boats have always been recognized as a performance leader. With either triples or quads the 399 will keep you at the front of the pack. Just bring them your ideas and they will build it!

**For more information on these two boat lines, call Mike Hatcher. He can be reached at 410-255-1771 and will be happy to meet with you to help you plan and design your new boat. Let's get your build started today.**



# **PYY Marine** is Proud to Announce they are the Maryland & Delaware dealer for Blackwater & Deep Impact boats....

*Custom boats built for the detailed - oriented Buyer*

If you are in the market for a truly custom built center console, you owe it to yourself to take a look at the all new Blackwater Boats and see the difference. The appearance and craftsmanship will stand out amongst the crowd.

When you are ready to build a Deep Impact boat, our professional team is ready to help make this a pleasant experience. What you envision, Deep Impact Custom Boats will create. Attention to every detail is what you can expect during the design and development of your new boat. From color choices, options and amenities we can guide you through the process to make sure Your Deep Impact meets or exceeds your expectations and boating needs.



1132 PASADENA YACHT YARD RD. • PASADENA, MD ... WWW.PYYMARINE.COM ... 410-255-1771





# Composting toilets:

## The good, the bad and the bucket

By Tiffany Bee

Among those who live, work, and play on the water, there are few subjects more polarizing than that of your boat's head and how best to use it. Should you flush the TP or bag it, how many pumps make up a sufficient flush, and how much instruction should you give to guests when the first one asks if they can use your bathroom?

My husband and I are full-time liveaboards so fully operational systems are essential, however, during routine plumbing maintenance at the beginning of the summer, we discovered our holding tank had a small leak and a faulty Y-valve. We were faced with the decision to pull out and complete costly and extensive repairs, or install a comparatively inexpensive composting toilet and forgo all future toilet plumbing concerns. While our marina's facilities are excellent, who wants to walk all the way down the dock mid-way through an ice cold Dark & Stormy, or worry that we're going to be unexpectedly reacquainted with the contents of each flush? After much deliberation, and when I say much, I mean a whole fifteen minutes, we elected to pull out the holding tank and install a composting toilet.

My initial concern was not that we'd be pooping into a bucket forever after. Instead, it was that the interior of our boat is paneled in Honduran mahogany and the big names in composting toilets appeared to be white plastic monstrosities. Fortunately, we found the C-Head, a composting toilet with a small footprint and an uncomplicated system that comes in a variety of luxurious wood veneers and a choice of a white or black seat and lid. After visualizing a toilet that matched our decor better than the original, I was sold.

In addition to the aesthetic options, the C-Head comes in a variety of custom configurations to fit most boats and offers additional solutions based on how you'll use it. Ordering was simple, and the owner of the company was available by phone and email to allay our concerns. After all, we'd been flushers our entire lives, but now, our bathroom business would soon be divided into liquids and solids and discussed at length.



The C-Head separates liquids into a simple one-gallon jug, and we gladly take turns emptying this jug because neither of us wants to be the one who didn't check the level and caused an overflow. Solids are deposited into a converted five-gallon bucket filled with a dry substrate. The bucket is customized with an optional crank-operated churning system that requires only fifteen quick rotations to mix the solids into the substrate. Since liquids and solids are

separated, the solids dry out in the bedding, and there is little odor aside from that of slightly musty wood. With daily use, we empty the bucket into a garbage bag about once a week and apart from the humor that one must invoke while handling a bucket of dried family poop, the task is much less arduous than it sounds.

Popular varieties of substrate include coconut coir and peat moss, both commonly available at big box home and garden retailers, and specific types of shaved wood animal bedding. If you choose a wood substrate, please know that bargain basement cedar shavings are the least suitable unless you're looking to recreate a neglected hamster cage. We prefer to use Alfapet Aspen Bedding, an inexpensive shredded wood product that is recommended by C-Head. Many composters have successfully used other dry materials such as sawdust, but after our

unfortunate hamster cage experience with cedar shavings, we're sticking with Alfapet.

Our boat was equipped with a forty-gallon holding tank and many feet of plumbing hoses which we've removed. Imagine the convenience of gaining almost twenty cubic feet of storage space, closing one thru-hull, and eliminating an entire plumbing system. We'll never have to worry about pump outs, unclogging, maintaining, repairing, or replacing the joker valve again! Additionally, those who winterize their boats will find that not having to service the toilet also saves time and money.

Composting toilets come with new habits and a brief learning curve; what once disappeared with a thoughtless flush now requires a substrate, fifteen turns of the crank handle, and a regular conversation with your significant other about who's next up for bucket duty. Combining the space we've gained since removing the holding tank, and our increased peace of mind at having considerably less boat maintenance to manage and to pay for, we find the benefits of our composting toilet far outweigh the responsibilities.

If you'd like to join us in our adventures at sea, on land, and with our little dog too, please visit us at <https://thesailboattara.com/>.

Dave Bielecki, Author

[www.restoredheartandsoul.com](http://www.restoredheartandsoul.com)

Davebielecki@aol.com

410-937-6866

## DUFFY CREEK MARINA

*The Sheltered Harbor on the Sassafras*

Providing quality service to the Sassafras River for over 50 years. Bring your family and Lets Go Boating! Launching ramp open 24hrs.

Seasonal hours: M-F 8:30-4:30 Weekends 9:00-5:00

20 Duffy Creek Rd., Georgetown, MD

**410-275-2141** [duffy@duffycreekmarina.com](mailto:duffy@duffycreekmarina.com)





# DOCKMASTERS

## YACHT & MARINE INSURANCE

Established in 1989

**Dockmasters** has long-standing access to the leading recreational marine boat insurance and yacht insurance underwriters. We are able to provide the broadest coverage at the best terms to our clients due, primarily, to our extensive and long experience in the marine industry.

Our top-rated customer support staff is quick to respond, especially when you need it most; like in times of loss. Our constant communication with our surveyors and claims adjusters is just one example of our commitment to fair and equitable claim settlements for our insured.



### WE COVER ANY VESSEL INCLUDING:

- Small Boats
- Yachts
- High Performance
- Houseboats
- SeaDoo & Jet Ski
- Guide Boats
- Six Pack Charters
- Wooden & Antique Boats
- Marine Service Centers
- Yacht Brokers Insurance
- Marine & Yacht Clubs  
(Marine Operators Legal Liability)



**Dan Zottarelli**  
410-708-0240

*Insurance Agent,  
Experienced Dockmaster  
and Captain*

**100 Talbot Blvd. Chestertown, MD 21620 410-778-2260 Dockmastersinsurance.com**

*Dockmasters is a division of Fleetwood Insurance Group*  
[www.FleetwoodInsuranceGroup.com](http://www.FleetwoodInsuranceGroup.com)



# Back River Restoration Committee



While the summer is winding down, the boating, fishing and cleanup season still have a couple of months to go – that is if it ever stops raining. Once the weather turns cold, the cleanups will turn to land in areas where it floods. It has been a rough summer with all the torrential rain and storms bringing down islands of trash and trees, the opening of the gates at the Conowingo Dam and spurts of heat in between, making it unbearable to work or play outside.

Most waterways, including the Chesapeake Bay have been inundated with trash and dangerous logs lurking at every turn. Many boats have been damaged and put on land prematurely for major repairs caused by the floating debris, often not visible until it was too late.

Back River was fortunate to have 7 hard working and dedicated Summer interns from various local colleges and one high school this year. Each of these students are majoring in some area of Environmental Science and begged for the opportunity to be apart of one the dirtiest, most disgusting jobs they could be a part of, cleaning up other people's trash filling our waterways. They were told from the start that they would be covered in trash, mud and other items as well as working harder than they could ever imagine everyday and they still jumped at the opportunity. With the help of, "Captain Pickle", a generous donor, we were able to pay these students a whopping minimum wage, so they can buy books and supplies for their next school semester. The program is intended to not only clean up Back River and keep trash from flowing into the Chesapeake Bay but also to give these students a real-life experience and gain some focus for their future careers. They were given the opportunity to learn to run a boat, navigate, learn tides, plants and wildlife. The students also met the inventor of the trash wheel at the unveiling of Captain Trash Wheel at Masonville Cove and were given a tour of Poplar Island, a dredge island. All these experiences are not merely kept with the interns as they have shared their adventures with friends and schoolmates as they return to for the new semester.



eyes of these interns, they were able to locate these vessels that had escaped retrieval in the past. The students not only located the boats but pumped the water from the vessels, found a way to attach to the boats as they were decaying under the water and pull them to shore for the Baltimore County Marine Unit to inspect and give approval for destruction.

With the horrible storms this spring and summer, the trash boom managed by BRRC had pulled loose and was twisted up with trash and logs for several weeks before being pulled back into place. Each of the students was able to help and experience the workings of the trash boom and the tremendous amount of trash it faces flowing from Towson, through Baltimore City and into Back River from Herring Run every day.

The students answered calls almost everyday from property owners whose piers were surrounded by debris and needed help to clean up trash and retrieve up to 70-foot logs grabbed by residents and tied to their piers to protect boaters and wildlife. While most of us saw the news and pictures of Annapolis, not much was mentioned about Back River which leads directly into the Upper Chesapeake Bay and was as badly plagued with trees and debris. With the hard work of volunteers and our tenacious interns we have been proud to hear from several sources that Back River was the clearest and safest place to boat after all the storms.

With the help of 7 hardworking interns this summer alone, over 500 tires were retrieved from Back River and over 125,000 pounds of trash kept from flowing into the Chesapeake Bay. Other cleanups by volunteers this year add another 170,000 pounds of trash bringing the downstream cleanup numbers for 2018 to just under 295,000 pounds of trash out of our waterways plus the trash boom has weights exceeding 606,040 pounds so far this year, bringing our numbers to well over 3.5 million pounds of trash retrieved since 2011.

- Karen Wynn



On a slow day (not that they really had any slow days), the students brought in at least 25 tires, pulled from shorelines and fished out of the river. On a good day, the students worked to pull in 1 of 5 abandoned boats retrieved from Back River and Northeast Creek. Several of these boats had been submersed in the river for thirty plus years. With the water quality improving, increasing clarity in Back River and the keen





On-Site Shrink  
Wrap Services  
& Products  
Available  
Locally to the  
Public

1-888-497-0562

MrShrinkWrap.com

**MR. SHRINKWRAP**

COVERS • PACKAGING • CONTAINMENT

Services Available for: Boats - Outdoor Furniture - Industrial Items - Construction



First-Class  
Customer Service

**Pre-Season Material Sale:**

- 10% OFF Shrink Wrap
  - Free Shipping on all Heat Guns
  - Free Shipping on Tools & Accessories Orders of \$200+
- Sale Ends Labor Day

Call with Questions or to  
Schedule Service:

888-497-0562

Order Online at:

MrShrinkWrap.com



Ask about our DIY shrink wrap kit for getting started

**Rock Hall  
Marine Railway**

WINTER STORAGE Inside or Outside



- Marine Store
- Travelifts
- Service Buildings
- Bottom & Topside Painting and Varnishing
- Summer Slips
- Boat Repairing
- Boat Detailing
- Fiberglass Repairs

5676 Hawthorne Avenue, Rock Hall, MD  
410-639-2263



October 20th, 2018

at North East River Yacht Club  
80 Bayside Dr, North East, Maryland 21901



For more  
information call  
Lance-443-553-8534



# On the Waterfront

with George Waters

photo by Donna Bedell

## Toothy Talk on a Root Canal

When you have a tooth that hurts, you probably do what I do—notify the dentist swiftly; within two years, tops. Time is of the essence, because the longer you wait, the longer you get to not be at the dentist.

I went in last week because my gums seemed irritated, kind of inflamed, like I get when I accidentally go on Twitter. They did not see any gum problems, but they did identify that the tooth in question needed further investigation by...specialists.

There is never a time when you want to meet a specialist. People who are special at things are trouble. My dentist made a point of not saying what the specialists specialized in. She is a professional.

Turns out they specialized in root canal. Root canal. Like Love Canal in the '70's, root canal is a phrase nobody wants to hear. I did not know anything about it except that, like videos of orcas eating penguins, it is supposed to be horrible.

The specialist office was pristine, though. All black marble and dark wood, to make you think they like you. They put me in a standing position biting down on a rubber thingy and they ran an X-ray machine around my head to get a 3D image. I felt like airport security had suspected my head of something, and had singled it out for extra screening.

The 3D made it clear—I needed a root canal.

I always pictured a root canal being a canal they dig under your roots, like an open trench, a lot of gore. Much like that time I was sure "Gremlins 2" would surpass the quality of the original, I was wrong. It didn't even hurt.

My tooth had a crown on it, so they had to drill down through that (dude was changing drill bits like Will Rogers doing rope tricks.) They cleaned out the infection, and filled the gaps with plastic of some kind

(and I was glad, because at least it wasn't going into the ocean), and then topped that off with a temporary filling.

There was smoke. I had smoke coming out of my mouth. Nobody acted like that was unusual, so I didn't either.

They could have totally screwed up, and accidentally set my tooth on fire, but I'll never know. This is what being raised to be polite gets you.

I still have to go back to my dentist in a few weeks and get this filling ground out so they can put in a permanent one. I am not sure why the specialists are not authorized to put in a permanent one. Maybe it's a union thing.

So the upshot is, I advise everyone to get a root canal, mainly so you have an instant conversation starter, like women who have been through childbirth.

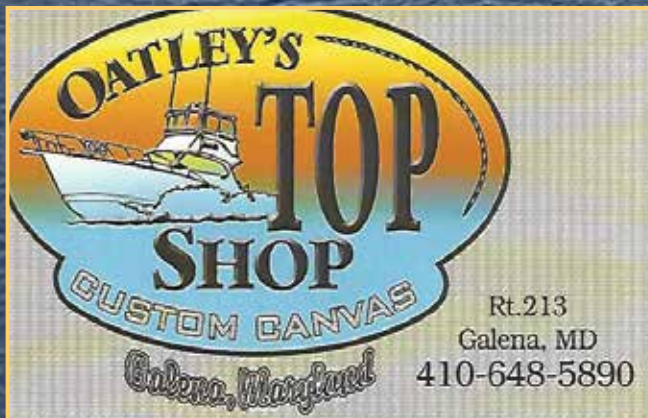
Somebody will overhear you and be all, "Oh, you had a root canal? Mine took five hours. They burned through three drills, they ran out of that plastic filler and had to use Spackle, a hygienist died!"

"Did smoke come out of your mouth?"

"Smoke? Are you nuts? What kind of animals worked on you?"

The oddest part of the whole thing was the big screen TV on the wall showing a home remodeling channel during the whole procedure, I guess to take your mind off things. I couldn't hear it, but it is a little bizarre to watch people fix up kitchens through a haze of your own oral smoke.

Bizarre seems to be the new normal these days, though, just in general. I guess it's time my mouth got with the times.



**OATLEY'S  
TOP  
SHOP**  
CUSTOM CANVAS  
Galena, Maryland

Rt.213  
Galena, MD  
410-648-5890



**MALLARD MARINE  
SERVICES**  
*Mobile Electrical, Mechanical and Plumbing*

**www.mallardmarineservice.com**  
Have a question? Need advice? Contact Us!

*Every phone call returned.* kevin@mallardmarineservices.com  
*Every email answered.* Kevin Ladenheim  
*Responsiveness you can count on.* 410-454-9877



Sizes 22 - 36 ft.

# Cape Horn Boats

The 2018 Cape Horn 31T Fishing Team Demo Boat will be available for Sea Trials... Call to schedule yours TODAY!

SUZUKI
 YAMAHA

1132 PASADENA YACHT YARD RD. • PASADENA, MD ... WWW.PYYMARINE.COM ... 410-255-1771

*It's A Water Life*  
Radio Program

Saturdays 10am-11am  
w/ Jon Boesche'

**SPORTS RADIO**  
**105.7 THE FAN**  
**BALTIMORE**





# How To Keep Busy in the Off-Season

By Captain Dale Plummer

**I**t's already slowing down in our local TowBoatU.S. office. With the bad weather and water conditions in September, some have put away their boats early and will miss the best of Fall scenery and crisp days. So, what's an old salt supposed to do until Spring?

**Shop** – The Fall Annapolis Boat Shows run for two weeks in October and both the Power, October 4-8, and Sail, October 11-14, shows are a great way to look at the latest boat models and dream big. It's also the easiest way to see the latest boat gadgets, equipment, electronics and to renew your BoatU.S. towing. This year's BoatUS show special for new or renewal memberships is \$50 off. Show details can be found at [annapolisboatshows.com](http://annapolisboatshows.com). Come visit us at the BoatUS Barge in front of the Annapolis Fleet Reserve Club.

**Clean** - Even though the boat is on the trailer or on the hard don't ignore the scum line and barnacles. Take the time now to clean your baby inside and out. Remove gear, batteries, and removeable cushions that may mildew. Apply a light film of spray-on furniture polish to the clean, dry cushions and then wipe with a clean cloth. This should help guard against stains and preserve the life of your boat's upholstery. Store them vertical so that if they do get damp they will drain and dry faster. Be sure to scrub the salt away to keep your windows and other surfaces from staining or corroding. And above all, once its covered check on it after a rain or snow event. Pooling water or heavy snow can wreak havoc with a cover and sink a boat that's still in the water.

**Winterize** -Even though the Farmer's Almanac is calling for slightly milder temperatures for the Mid-Atlantic this winter, you still have to winterize. FYI: If your boat sinks over the winter and you didn't correctly winterize, some insurance companies may not cover the claim. If you can get it out of the water, please do. But if the boat is going to sit in the water take extra precautions and check on it often. Ever wonder what TowBoatU.S. Captains do all winter long? We raise sunken boats. There is a great winterization checklist from BoatU.S. at [boat.us/seaworthy/winter/winterworksheets.pdf](http://boat.us/seaworthy/winter/winterworksheets.pdf) And, don't forget BoatU.S. members always qualify for double rewards at West Marine so when stocking up or getting ready to winterize take advantage of your membership benefits.

**Learn** - Continue your boating education by visiting the BoatU.S. and BoatU.S. Foundation websites. If you think you know it all then you probably should sign up for some of the classes, too... Hope not all of you have put away the boats yet and can enjoy a few more days of Fall boating. See you out on the water. As always, happy to help!

**TowBoatU.S.**

**NEW MEMBER SPECIAL**  
**Unlimited Towing**  
**\$99 per year**

*Service for any boat you own, borrow or charter including degroundings, fuel delivery fees, battery jump starts and towing back to your home port. This nationwide saltwater/ freshwater membership includes off-shore coverage! Call for more information.*

**Call 410-255-8700 to join!**





**25'- 50' Slips available for 2018**

Enjoy boardwalk boating in Middle River, MD



For more information or to reserve your slip contact Mary at 443-996-1155 or [chrismarmarina@gmail.com](mailto:chrismarmarina@gmail.com)

[www.chrismar-marina.com](http://www.chrismar-marina.com)

200 Chrismar Lane Essex, MD 21221

**BOATS 4 HEROES**  
**DONATE YOUR BOAT**  
**HELPING OUR WOUNDED VETERANS**  
**BOATS4HEROES.ORG 240-750-9899**

**SS CANVAS**  
 MARINE FABRICATION & REPAIR  
 410-344-1183

**EZ2CY**

- Yacht Enclosures • Covers • Repairs
- Upholstery • All Your Custom Fab Needs

222 Bowley's Quarters Rd | Middle River, MD 21220  
[www.sscanvas.com](http://www.sscanvas.com) | [sscanvasmd@yahoo.com](mailto:sscanvasmd@yahoo.com)

**PREMIER MARINE**

*World-Class Customer Sales and Service*

We now feature **POLAR KRAFT** Aluminum Boats *Since 1951*

**The Toughest Built Aluminum Boats, Bar None.** Bass Series- 195 Pro

Also your East Coast Dealer for **CHARGER BOATS** Put In With The Best.

**HAMPTON** Pontoons by Playcraft

**YAMAHA** Authorized Dealer & Service Center

**MERCURY** Platinum Dealer & Factory Service

114 Carroll Island Rd.  
 Middle River, MD  
 410-335-0000

**REPOWER** Sales Specials on Mercury!

[premiermarinemd.com](http://premiermarinemd.com)



photo by Donna Bedell



## Pungoteague

Heading into October 2014 the Chesapeake Voyagers had paddled 175 miles of eastern Maryland and Virginia shoreline. Autumn weather was settling in and we had 70 miles remaining to complete our paddle of the Chesapeake Bay. On October 1st a cold front crossed the southern bay, bringing with it high winds and rain. Gusts on Janes Island reached 30+ mph; precluding any thoughts of paddling. At this point, I began to worry we would be forced to wait until Spring 2015 to complete our goal.

About the middle of October, hope sprang forth. The weather forecasters were predicting another high would soon move across Onancock, Virginia, bringing with it calm and unseasonably warm weather. I contacted the other voyagers, but most already had plans for the targeted dates. All, that is, except Chip. Chip and I talked and we both thought the opportunity of spending two more days in a region we were beginning to enjoy, too good to pass up. The others could make up the miles next year.

Chip and I met Sunday night in Pocomoke City. Our plan was to paddle from Ann's cove to an intermediate takeout in Harborton, VA. We would camp overnight on Beach Island along the way. Noting that on Tuesday winds were expected to pick up from the south, Chip suggested that we reverse the direction of the paddle and launch from Harborton. In retrospect, that suggestion was both inciteful and transformative.

Monday was one of those rare mid-September, early October mornings, when the sunshine is bright, the air crisp, and the skies blue and clear. As we prepared our kayaks for launch, we chatted with a man who had recently moved from Havre de Grace to work in a nearby hospital. He told us life was more relaxed here and that it was better for his mental health. I can believe that. There didn't appear to be much to worry about in this small community.

Kayakers have a lot of time to contemplate the mundane. On this morning, as Chip and I paddled out to the Bay, we discussed the meaning and origins of the suffix "teague." There is Pungoteague, and Chincoteague, and Assateague, and probably other similarly named places. Just what is the meaning of this suffix "Teague"? Chip recalled that in

the Chingo-Teague Indian dialect, Chincoteague translates to "Beautiful place across the water," so, "teague" probably means something like "water" or "bay." But neither of us knew for sure. I have since learned that Pungoteague (the name of the creek we paddled) is derived from the Indian word *pungotehew* meaning "sand fly river." I guess we were close.

Leaving Pungoteague Creek, we headed into the expanse of the Chesapeake. The planned route would weave us through some small islands, eventually to a beach on Ware Point at the mouth of the Onancock. But as we passed Finneys Island, a single cabin on the horizon caught our eye. It lay on a very edge of the horizon, and of course we had to investigate. The cabin was built on a high set of stilts, half over land, half over water. The back side of the cabin faced southwest and I'm sure must take a terrible beating during storms. None-the-less, the cabin was well maintained and we could see that it was provisioned. I took several pictures for my photo album and wondered if I would ever see the cabin again.

The north side of Parker Island is named Coffin Point. Wow! How could anyone ever forget a name like that? We decided to stop there for a rest and quick snack. What I recall about this island is that getting in and out of a kayak required a lot of coordination. The shore, although only inches above the water, immediately dropped into deep water. There was solid land and then there was deep water. There was no in-between. Eventually Chip found a small swash with enough water to float ashore and bottom out our kayaks with the cockpits sitting on solid ground. Nearby, hundreds of gulls stood by idly on a finger of sand and watched. I could have sworn they were laughing as we awkwardly exited our crafts.

We made Beach Island by mid-afternoon and spent the rest of the day exploring, setting up camp, and settling in for the evening. Chip found a set of fox tracks along the shoreline and later signs of racoon. He must have eaten dinner nearby, because he left behind a lot of scat. To me, the fox somehow seemed out of place here. Did he live here, or was he just visiting? Between the gull eggs, the frogs, and perhaps crabs, there is plenty to dine on here, but I would



think that fresh water is scarce. I wasn't surprised to see racoon tracks. Having grown up in southern Indiana, I had been on many coon hunts and know that they are very capable swimmers.

Sunset that evening was beautiful. The evening sky merged from black, to deep blue, then brightened to brilliant orange along the horizon. Later, the absence of light pollution allowed the Milky Way to stand out like an astrological chart. As Chip and I sat back marveling over the wonders of the universe, he casually mentioned that during his walk he had listened to tomorrow's weather forecast. It had changed. A small craft warning would go into effect during the night. Winds would rise to 20 mph with 30 mph gusts. Rain was predicted for late morning, early afternoon. We discussed our options, then decided there was nothing we could do but break camp early and make a run for Ann's Cove.

I was awakened about midnight by the sound of waves crashing on the beach. The sides of my tent were flapping and I recall wondering if my tent stakes would hold tight in the loose sand. A number of worst-case scenarios ran through my mind. Would we have to weather the storm on the island? Would we have to call for a Coast Guard rescue? That would be embarrassing. What if, what if... too much needless worry. Eventually, I fell back to sleep.

When I crawled out of my tent to answer nature's call, the sun had not yet risen. I noticed a light in Chip's tent, but decided to go back to bed and try to get some rest before our paddle. The kayaks were safely anchored on the beach and it was clear we weren't going anywhere in the darkness. About that time, I heard, "Wilson? You up?" (pause) "Yeah, Chip. I'm awake." I replied, and we both began packing. No breakfast this morning. We had to leave before the really big winds, and waves, arrived.

Fortunately, the winds that morning were directly out of the south. As I pointed my bow into the wind, waves rolled across the deck and dumped gallons of water into my cockpit. "No time to worry about that now," I thought. "Get in, get the spray-skirt on, and try to get away from shore without broaching!" I did, and so did Chip. Once offshore, we opened our spray skirts and pumped out the water that had entered there.

Before departing Beach, I measured 17 mph sustained winds. I was not surprised then to see my GPS registering 2-3 mph as I drifted northward. We finally found shelter from the wind on the northern side of this island grouping, but it was short lived. The next crossing, from Russell to Webb Island, was a 2 mile stretch of open water filled with white caps. It was here that I began to worry. We would have to deal with a strong, and often confused, following sea. We would have to brace several times during this crossing.

Webb island is broken into two parts. We found a small cove on the north side of the western island and landed for a



brief rest. As I looked southward to gauge the weather, I saw an old house amidst the grasses. It was framed by dark storm clouds. A photo of that house now hangs in my study. The photo captures the essence of desolation; a lonely brown house, standing in a brown prairie of marshland, underneath a gray and angry sky. It is one of my favorites.

Chip and I both were beginning to feel more confident now. We had weathered several crossings in some of the toughest conditions yet encountered. The problem facing us was finding our way to Ann's Cove in the complete absence of landmarks. In this region of the bay, the banks of the shoreline are inches above the waterline. The treeline is usually several hundred yards from the water and there are numerous small creeks; each with a wide inlet. Navigating by sight, in dark and overcast condition is virtually impossible. The route I had plotted for this leg included a waypoint on Half Moon Island, which was now out of question. Our only alternative was to use dead-reckoning. From each point, I would measure a compass bearing to the next point and we would blindly follow a heading to that point; Zare Point, Peters Point, Samson Point, Flood Point, until we reached the entrance to Guilford Creek at Ebb Point. From there the paddle to Ann's Cove dock was uneventful.

I learned several lessons on this trip. First, conditions can deteriorate rapidly. Second, having a good "brace" is important when conditions suddenly go south. Third, when paddling in pairs, always choose a partner with skills equal to or better than your own. You will have enough to worry about without having to worry about your partner. Fourth, when you plan a paddle in a remote area, also include an alternate plan for the worst case scenario. Someday you will need to use that plan. Finally, always pack good quality map, a compass, and a GPS. Practice using them so that when you have to focus on paddling skills, navigation will be second nature. All in all, this was one of my most memorable, and challenging paddles. This region of the Chesapeake is truly spectacular and I look forward to paddling it again.



# Winter Storage

by James Bedell

It's that time of year again and here at Upper Bay Boating we are settling in for a winter without boating, just looking forward to the ramp up to boat show season again! By the time you read this, hurricane Florence will have come and gone and hopefully some of you found last issue's Hurricane preparedness tips useful. Now we look towards the end of the season and the winter to come. There is still a bit of boating season left, so be sure to get out and enjoy the magic of fall boating on the Chesapeake. Between the changing leaves and the cooler temperatures, fall boating is definitely not something to overlook so try not to put the boat away too early! If you do go out in the fall be sure to remember that cooler days means colder water. Be extra cautious, always wear a life jacket, and practice man overboard procedures. The colder the water, the less time you have to make a successful recovery. Add to that the higher winds that can blow in the fall and you can have dangerous conditions if you are not prepared. Treat fall boating like early spring, get out, enjoy, but be aware that the water is much colder and the winds stronger.

Once you've had your fill of fall boating, it's time to think about winter storage. For me, this comes about the time that I have to wear a heavy coat to venture outside; boating just doesn't have the same appeal when I'm bundled up from head to toe. Whenever you decide to wrap up your season, be sure to store your boat correctly. Various forecasts have given mixed predictions, but at the worst, we could be in for a long, cold, wet winter. To keep your boat in tip top shape (and save some money in the spring) there are a few key things to keep in mind.

Moisture is one of the worst of the winter gremlins and can hit any boat in any yard at any point in the winter so you must be vigilant to keep it at bay. I have seen numerous boats damaged from moisture collecting during storage. Some take a bottle of bleach and an afternoon to clean up, others are a complete loss (I've only seen one boat totaled due to mold but boy was it BAD). Don't get stuck with mold, mildew, and moisture damage. Always use some method to combat moisture. Damp Rid hanging bags work wonders, as do moisture absorbing buckets. Numerous brands are available but I like the Mary Kate Moisture Absorber buckets, they work well and come in a variety of sizes to suit your needs. Be sure to check and replace these bags and buckets if necessary. If they spill, the desiccant used to absorb the water can cause stains and foul odors. Plus, if these units fill up you lose your ability to absorb moisture going forward. If you can't get to the boat to check them, have the yard do it for you.

The minimal cost is worth preventing moisture-related issues and the headaches that follow.

Eliminating moisture is especially important for boats under shrink wrap which can heat up rapidly on warmer days, creating an explosion of mold and mildew growth if any moisture is present. Be sure to find out if your shrinkwrap includes vents, and if not, insist on having them installed. Shrinkwrap vents are cheap and easy to install but can save in cleanup costs.

Also remember to unhook your batteries to avoid parasitic draw. Prolonged battery storage will not adversely affect them when fully charged. However, a parasitic draw (low, constant draw that can happen just from leaving them hooked up to the system) over a long period in cold temperatures can draw a battery down and it may not recover. If you can remove the batteries and store them in a warmer environment (a shed, garage, or spare room works well) even better! Just remember to move them outside in the spring when you top up the charge. A charging battery can release dangerous gasses that are not suited to your home or confined spaces. Just be sure to check with your mechanic as every boat is different and some systems or layouts may require the batteries to stay hooked up. If you do leave the batteries hooked up, be sure to check on them as well. Don't just plug in the charger and walk away! Check the water levels in your batteries at least once over the winter to ensure their longevity. Check the battery tray for leaks or spills and check battery cases for swelling, or other signs of battery failure. After charging for a few minutes, smell around the area for pungent or foul odors that may mean a battery is burning up. Good battery maintenance over the winter can prolong the life of your batteries, saving you money and down time, and getting you ready for the water that much quicker when spring rolls around.

The bottom line is that just because the boat is in storage doesn't mean it can be left unattended. Check up on your boat, monitor its systems for any issues and keep moisture under control. Do this and you can expect to start off fresh in the spring without any nasty surprises and unforeseen expenses. And remember; never leave a heater unattended on your boat. Not only is it very dangerous, it is also illegal. Enjoy your fall boating, have a wonderful winter, and be sure to join us soon at the boat shows in just a few months!





# CARLISLE'S MARINE



Customer Satisfaction since 1949



**Suntracker Fishin Barge 20**  
Trailer and Cover included

**\$23,180.00**

*Tax, tags freight and prep not included.*

[www.carlislesmarine.com](http://www.carlislesmarine.com)

Carlisle's Marine, Inc. • 49 Artisan Drive Smyrna, DE  
Mon-Fri 7am-5pm • Sat 7am-Noon

**302-389-0100**

**WORTON CREEK MARINA**  
A Full Service Marina on the Upper Chesapeake Bay

31' Bertrams Remanufactured

POST YACHTS  
THE LEGEND LEAVES OVAL

Built at Worton Creek Marina

23145 Buck Neck Road, Chestertown, MD 21610 (410) 778-3282 wortoncreek.com

**RE/MAX**  
Paul Fortier 410-241-8224  
Serving Buyers and Sellers since 1992

**WATERFRONT Living**

Summer is just around the corner.  
Waterfront living is like vacationing year round.  
Let me show you how easy it is.

Deep water  
Boat slips  
Chesapeake Bay

*Paul Fortier*

RE/MAX American Dream • 620 S Main St. Bel Air, MD 21014 • 410-638-0200

**KAROLINA graphics** **BOAT Lettering**

443.847.5518  
karolinagraphics@yahoo.com

designed produced Installed

LIKE KarolinaGraphics  
Boat Lettering Album! and more.....

Available for evening and weekend appointments for consultation and final installations



# What We Love Most About Sailing by L. Alan Keene

As Shannon, our waitress at Coakley's Pub in Havre de Grace, bounced from table to table on that busy Saturday night several April's back, Peg and I were enjoying the afterglow of a great day out on the Bay. After a drink at the bar while waiting for an open spot, we were led to a little table for two not far from a corner window.

"What can I get you to drink this evening?" Shannon queried, as we perused the familiar menu.

"How about another drink, Hon?" I asked my first mate.

"Let's celebrate the start of a new season."

With that Shannon was off to secure a second gin and tonic for Peg and bourbon for me....taking us to our long standing limit of two. Since it was after nine and we hadn't eaten since mid-day, hurriedly downing a sandwich as we tacked down the Bay toward Fairlee Creek, Peg was starting to feel the effects of the first when the second arrived. Toasting the steady 12 knot breeze and flat seas of that perfect April day, I noticed that she was starting to get a little giggly.

"You know what I love most about sailing?" she offered, not waiting for my witty retort (see, I was starting to feel a little loose myself). "I love not thinking about anything else but the wind and the water and trimming the jib. It just seems like every little problem or worry I have is gone by the time the sails go up. Nothing else seems to matter. It's better than psychotherapy."

"How would YOU know?" I demanded, and we laughed out loud like two school kids. "What I love most is..." I began, and paused as Shannon approached our table. "Can I get you another drink?" she asked in the din of the Saturday night crowd. As I shook my head in the negative, I heard Peg say yes. And Shannon was gone, two empty glasses in hand.

"Do you know what you just did?" I asked. "I think you just ordered us another round."

"I did not! She asked if we wanted her to take our glasses and I told her yes."

Not being as certain as Peg (I'm NEVER quite as certain as Peg), I continued, "What I love most about sailing on a day like today is how everything on the boat seems to work



in harmony. The helm was perfectly balanced today. Even when we were sailing to weather, I could take my hand off the tiller...YOU saw me...and she would hold her line.....even though we were heeling at almost 20 degrees. And the seas were so...."

Looking up from my menu at the sound of Peg's gasp, there on the table were two more drinks: the ones she didn't order. We looked at each other and began to laugh. After our entrées arrived, we continued our "love most" discussion, nursing our drinks as we devoured our meals. It was Peg's turn. "Another thing that I love 'most' is the peace and quiet. No TV or radio... just the sound of the wind. And what's nice about sailing in April is that it seems like we're the only ones out there."

"After 3 o'clock, I think we WERE. That boat up by Turkey Point and the sailboat down by Still Pond were the

only two we saw all afternoon. After the fishermen up near the flats went in, we had the whole upper bay all to ourselves. What a great day! And those long tacks were great. With the wind out of the south like it was today, we could....."

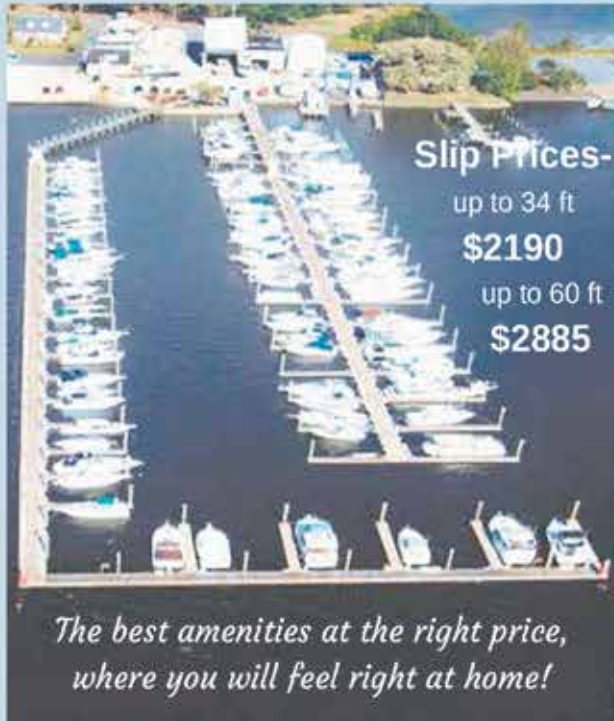
I don't know how long it was that we sat there and talked that Saturday evening, but by the time we got up from the table we were the only ones left in the dining room. Shannon, our attentive young waitress, didn't seem to mind our extended stay. As a matter of fact, I think she was glad to be able to catch her breath. She would check on us periodically and then be gone. As we stepped out of Coakley's onto Havre de Grace's quaint little main street that parallels the Susquehanna, the effects of the one-too-many drinks long gone, I took Peg's hand, as I've been doing for the last 49 years, and we headed off to the car.

"You know what I REALLY love most about sailing?" I asked her as I slid into the driver's seat. "I love the fact that we can enjoy a great day of sailing long, long after we've snugged up the lines. In fact, the day even gets better sometimes, like it did tonight. And I love even more the fact that we've had this same 'most favorite thing about sailing' conversation hundreds of times over the years and each time it seems fresh and new. We're really lucky to have sailing as a hobby, you know? Want to go out tomorrow?"



# Looking for a Marina to Call Home?

## Weaver's Marine



- \* Floating Piers
- \* Slips to accommodate up to 60' boats
- \* Newly remodeled, immaculate bathroom / shower facilities
- \* Upgraded, hi-speed wi-fi
- \* Full Service gas pier with pump out services at pier or in slip, open daily
- \* Professional, Certified Technicians and 38 ton lift for onsite repairs
- \* Just 5 miles to the Bay on Scenic Back River with no speed limit
- \* Only 1 light from 695
- \* Picnic area with grill and tables
- \* Adjacent 30 acre park with boat ramp
- \* Restaurants close by land and water
- \* RV Campsite with hook-ups
- \* Fully stocked boat store with professional parts specialist & discount pricing
- \* Live Aboards welcome
- \* Home of Back River Restoration Committee and Riverside Yacht Club
- \* BSA, Venturing Crew 726 & Sea Scout Ship 7117 on site for youth seeking outdoor activities
- \* Safe, quiet environment

## Spotlight on Service Since 1945

Expert Restoration, Installation & Service of the latest Marine Technology Including:

**Bow Thrusters**  
**RePower & Rewiring Experts**

Discounts for Active First Responders and Active Military on Repairs



410-686-4944

730 Riverside Drive, Essex, Maryland 21221

www.weaversmarine.net







**Coco BUNS**  
**TANNING**  
 www.cocobunstanning.com

LOOK GOOD, FEEL GREAT.

1015 Pulaski Highway  
 Havre de Grace, MD 21078  
 410-939-1350

134 Carroll Island Road  
 Middle River, MD 21220  
 410-630-2082



*Providing Uncompromising Quality and  
 Craftsmanship for the Repair and Restoration of  
 Antique and Classic Wooden Boats.*

*Come visit our 8400 square-foot shop located on the  
 upper Eastern Shore of the Chesapeake Bay.*

*29723 Morgnee Road, Millington, MD 21651*

**George Hazzard**

Phone: 410-928-5500 Fax: 410-928-5501 Cell: 610-247-8053

**DAVE'S  
 TAG & TITLE**

**IRP Plates**  
**All MVA Tag & Title Services**  
*33 Years of Service*

**410-676-1206**

Hours  
 M-F 7:30am-5:30pm  
 Sat 8am-Noon

1109 Clayton Road  
 Joppa, Maryland 21085

**LOW SERVICE CHARGE!!!**

## *Upper Bay Boating Events and Waterfront Activities*

**Trawler Fest Sept 27-29** Harbor East Marina 40 International Drive, Balto., Md. 21202 954-761-7073

**Annual Annapolis Gam Sept 29-Oct 1** At Maryland Yacht Club in Pasadena, Md. Sponsored by the Seven Seas Cruising Assoc. 754-702-5068

**United States Sail Boat Show Oct 4-8** at City Dock in Annapolis 410-268-8828

**United States Power Boat Show Oct 11-14** at City Dock in Annapolis 410-268-8828

**Rock Hall's Fall Fest Oct 13** from 10-4 410-639-7779

**FLW T-H Marine Bass Fishing League Regional Tournament Oct 13** @ 2pm Anchor Marina 36 Iroquois Drive North East, Maryland 21901

**Riverside Marine's Demo Weekend October 19-21** Test Ride your Favorite Boat 600 Riverside Dr. Essex, Md. 410-686-1500

**Rock the Boat- Upper Bay Fishing Tournament October 20** at North East River Yacht Club 80 Bayside Dr, No East, Maryland 21901 Lance 443-553-8534

**Historic Fall Festival October 20** 11 AM - 4 PM Rain date 10/27 Church of the Resurrection Copley Parish 700 Anchor Drive Joppa, MD 21085. 410-679-8700. This is the site of Original Joppa 1724- Our Activities Include: Colonial reenactors & musicians, food, games, crafts, relay races, cake walks, historic and environmental displays -Come take a walk through the past -Vendors welcome to schedule a space. Boaters can dock at the Joppatowne Marina - Transportation will be provided to the Festival

**Downrigging Weekend October 26-28** Chestertown Marina, Foot of High Street Sultana Education Foundation 410-778-5954

**Annual Great Havre de Grace Oyster Feast Nov 17** 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

*Space is provided free of charge to Advertisers, Clubs, Boat Courses, Fishing Tournaments, Waterfront Museums, and any Non-Profit Organizations. If you hold an event on the upper bay waterfront, or have any boat related activity, please send us the information. Events will be updated on our website each month. Visit [www.upperbayboating.com](http://www.upperbayboating.com) or email [davebielecki@aol.com](mailto:davebielecki@aol.com)*

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





'Doodle' 2018

# Pet Portraits

by Hutch

Original, affordable artwork of your special pet. Makes a great gift and keepsake, framed and ready to hang.

phutchins01@comcast.net

Glen Arm **410-817-4270**

See my gallery at

**paulhutchinsart.com**

## Boat Dog



Here is Jim Fulton's "Benny Boy" on our pontoon near Turkey Point lighthouse.

## COBEMarine

Discount Supplies • Full Service • Engines  
Gensets • Drives • Ice • Bait • Tackle



**410.255.9488**

**www.cobemarine.com**

8936 Ft. Smallwood Rd, Pasadena, MD 21122



Carey Phipps, Yacht Broker  
North Star Yacht Sales

(P): 443-360-0255

(C): 215-359-5153

Serving the  
State of Maryland

**www.northstaryachtsalesmd.com**

**North Star Yacht Sales**



# Live Aboard

by  
Don and Gail  
Elwell

This happens all the time: someone takes one look at our boat and pipes up “Guess you guys eat out a lot, huh?”  
um, not really.

For the record, we rarely eat out. We’re former restaurateurs, and we both love to cook. We cook a lot, and elaborately, and we literally NEVER go for fast food. Why would we? The food we make is so much better (and, of course, healthier and more interesting) than anything any drive-through could offer.

The Galley of Tesla’s Revenge has a single burner propane stove. We have a small freezer, a cooler, a small smoker that we use sometimes up on shore, and not a lot of storage space for foodstuffs. Yet, for all that, we manage to crank out of plethora of soups, stews, exotic pot dishes, frittatas. . . a whole range of healthy and interesting foods despite—and sometimes because of—the limitations. We roast our own coffee. We make our own butter, brew our own Cider’s and Ginger beers. We do more in house—and easily and more economically—than most folks with vast kitchens would dream of doing.

So here, gentle reader, are our suggestions of how to make the most of a small galley. As a note, this applies as well to your camper, apartment, or dorm room, just sayin’.

First of all, let go of the idea that you have to do long term menu planning. The lack storage means—rather happily—that you’ll be doing a lot of “market shopping,” that is to say, buying what you need for the next few meals, driven by what is local and in season. All that makes for a healthier, tastier diet, and a greater local knowledge of the area in which you’re docked. Introduce yourself to your local butcher, your fishmonger, your local farmstand. As a Livaboard, you have a built in interesting story, and folks are generally happy to be part of that. Is there food growing wild near your moorage? We’ve found crab apples and raspberries and mulberries, dandelion and day lily (not to mention fish and crab, but that’s another story entirely) growing happily for the taking near the very heart of the marina.

Build your meals around what you find, and let the ingredients shine, adding to them stable staples that you CAN afford the space to store: pastas, grains, nuts, and the like. We don’t have a lot of foodstuffs in stowage, We DO have a ton of spices, herbs, sauces, flavorings, and we make liberal use of them.

Do your prep up front for as many of the dishes as possible so you don’t get in your own way.

Take the time to think through the process of preparing the meal. What will take the longest to cook? What can sit for a bit and what has to be served right off the burner? What can be brought up to temperature and left

aside to continue to cook on it’s own (residual heat is your friend). What can be cooked in the same pot, at the same time? It’s like a puzzle, like the kind of reverse engineering you have to do when blacksmithing or doing ceramics, and it really rather adds to the enjoyment of preparation.

In that regard, think of meal components that can be rolled into other meals. Cooking country ribs? Get enough to cook an extra that can be part of a frittata or salad the



A small galley doesn’t mean we can’t get interesting. These are stuffed baby eggplants with a Northern Indian spicing.

next day. Your sauteed veggies for lunch can be the basis of a stew for dinner. Think in terms of components rather than meals and menus.

Don’t crowd your galley with a lot of single-use gadgets. Buy good knives, good pots and pans, and make them work (Almost all our cookware is cast iron. It holds heat well and lasts forever, despite the weight). Some compact appliances (I’m a big fan of stick blenders) can do the work of several single use kitchen toys. If you’re not using it, get rid of it and use the space for more spices, dried fruits, or another bottle of really good wine. Set up the work flow with the galley sink and your stove and work surfaces so it’s comfortable and efficient and so you’re not having to do gymnastics to get past one another just to make lunch. It’s amusing to watch, granted, and can make for some fun Youtube videos, but after a while saying “excuse me” every six seconds begins to pall. Set up your space so you can work largely from a single position and you’ll be a lot happier.

Also get to know some of your slipmates. Sharing dishes in a potluck can make for some great meals, some great friends, and a lot less

effort and expense on everyone’s part.

And, finally, remember, your objective is your own enjoyment. Food is social, food is entertainment, food can be history and culture and wonderfully reckless experimentation. Let it happen. Enjoy the Fall!

**Don and Gail Elwell**  
**And first solar powered cat, Magellan**  
**Aboard “Tesla’s Revenge”**  
**[www.thefloatingempire.com](http://www.thefloatingempire.com)**  
**[lifeartwater.blogspot.com](http://lifeartwater.blogspot.com)**



You’d be amazed what you can do aboard. This is a hard cider in the making, made from foraged crab apples. It was amazing.



Spectacular food is just a matter of being willing to experiment. . . . that and a good wine merchant.



## LET ALBAN BECOME YOUR ONE STOP MARINE SHOP

Keeping your vessel up and running is our top priority. As well as servicing CAT engines, we also service John Deere® & Cummins® marine engines and ZF® Twin Disc® transmissions.

### Alban can perform the following on non-CAT OEM engines:

- Oil Changes
- Oil Filter Replacement
- Oil Sampling
- Coolant Replacement
- Fuel Filter Replacement
- Fuel Sampling
- Air Filter Replacement

Alban will also perform service on the following non-CAT components: Turbochargers, Water Pumps, Aftercoolers & Ancillary Items (on a case-by-case basis).



DISCOVER  
YOUR  
OPTIONS

Call **866-99-ENGINE (993-6446)**  
or email [powerinfo@albanecat.com](mailto:powerinfo@albanecat.com)



[albanecat.com/marinecraft](http://albanecat.com/marinecraft)

**JOPPATOWNE MARINA**

- Winterizing
- Winter Storage
- Shrinkwrapping
- 25-ton Travel Lift

- RELEASE AND STRIPER BOATS DEALER
- BOAT BROKERAGE • LOADRITE / VENTURE TRAILERS
- YAMAHA / MERCURUISER DEAL • BAIT / TACKLE
- FUEL 89 AND 93 OCTANE • FULL SERVICE MECHANICAL
- OUTDOOR EVENT VENUE • BOAT / RV STORAGE
- WET & DRY (INDOOR AND OUTDOOR) SLIPS

**RELEASE STRIPER YAMAHA MERCURY**

510 Riviera Drive Joppa, MD 21085  
Phone: 443-981-AHOY [www.joppatownemarina.com](http://www.joppatownemarina.com)

**Locust Point Marina & Taylor's Marina**

- Winter Storage Starting @ \$400
- Shrink Wrap Available
- Winterization
  - Spacious & Secure Storage
  - 10% Off 2019 Slips

**Call Now! 410-392-4994**  
[locustpointmarina.com](http://locustpointmarina.com)



# Photo Gallery



*Frederick Lied*



*Montana Grant*



*thomas e. scilopoti*

*Thomas Scilopoti*





**8% Commission for Qualified Listings!**

**410.687.7290**  
**877.420.9575**  
 1651 Browns Road  
 Essex, MD 21221

[www.SunsetHarbor.com](http://www.SunsetHarbor.com)

**SELECT PRE-OWNED BOATS**



**REDUCED**  
**1989 SEARAY 390 EXPRESS CRUISER REDUCED \$22,900** Twin 7.4 Mercruisers, almost 15ft beam loaded with options including Westerbeke genset, low hours



**2005 REGAL 3880 COMMODORE \$129,900** T/Volvo 8.1's with 226 hrs., if you're looking for a true turnkey boat look no further!!!!



**REDUCED**  
**1994 TIARA 31 OPEN REDUCED \$39,900** T/7.4 XL FWC Crusaders, Westerbeke 5kw generator, ac/heat, windlass, and bimini w/ enclosure.



**2014 SEA FOX 286 COMMANDER \$104,500** T/Yam. 250hp 4S, all electronics, kept indoors, 33 hours, no sun or salt damage here!!!



**2013 REGAL 28 EXPRESS \$69,900** Volvo V8300hp, duo prop, low hours



**2001 SEA RAY 270 \$27,900** Very nice 270, 500 hrs on boat, 28hrs on new Mercruiser 383 350hp engine



**2009 COBALT 262 \$49,900** High quality indoor stored Bowrider, Volvo 8.1, 395 hours, "BEAUTIFUL BOAT"



**2006 BAYLINER TROPHY PRO 2502WAC \$29,900** Great little fishing boat, single 275 Mercury 4S includes trailer



**2008 BAYLINER 245 CIERA SUNBRIDGE \$26,900** This 24' Express Cruiser is in excellent condition, factory installed A/C, One Owner low hours, kept indoors

**At Sunset Harbor Marina, we offer the area's lowest minimum commission of \$1,500. AND, for qualified listings, we offer sales commission as low as 8%. AND, we offer FREE summer land storage for boats that are listed with us. Call Ryan Peters today at 410-687-7290 X 307 if you are ready to sell. Even better, call Ryan if you are ready to upgrade!**

**2018 Slips Available (Call Today)**

**AUTHORIZED STATE TRAILER INSPECTION STATION**  
Up To 10,000 lb. Cap













www.baltimoreboatingcenter.com



*Great location by land or sea -  
Middle River on calm &  
protected Sue Creek*

410-687-2000 2015 Turkey Point Road Essex, MD 21221

## ALL YOUR BOATING NEEDS AT ONE PLACE

# Winter Storage Complete Package

*\$28ft. Includes Haul, Light Pressure Wash, Blocking, Storage & Launch*

 Call Ahead to Reserve Now 410-687-2000

 Friendly, Helpful Service

 Full Service Department for Winterization Needs and Shrink Wrapping

 Open Year Round-Gated and Secure

 Discount Marine Store

 Space Between Boats Makes Spring Easier

 Full Spring Services Too

 Calm & Protected Water Storage Too



**Now  
Reserving for  
Winter Storage**



## YACHT BROKERAGE

**Best Selection is NOW  
Over 60 Local Boats**



**7** Aft Cabin Motor Yachts 35'- 45'



**8** Performance Boats from 27' - 46'



**20** Express Cruisers from 24' - 50'



**10** Center Consoles from 19' - 35'



**5** Bridge Boats 32' - 40'



**8** Fish & Cruise from 21' - 45'

**NEW!** KenCraft  **YAMAHA** IN STOCK



**Just a sample of our nice selection of boats - GO TO OUR WEBSITE NOW!**  
www.baltimoreboatingcenter.com **410-687-2000**