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Spring 2019

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Upper Bay Boating

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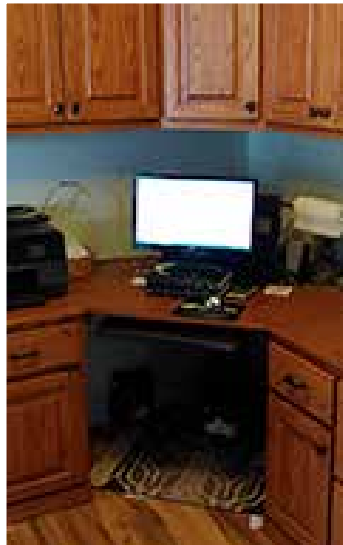
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photo by Thomas Scilopoti

Are A Few Sunny Weekends Too Much To Ask For?

Welcome to the April Upper Bay Boating! Looking back at my column in the Winter Boat Show issue I see that I ended with my hope that the weather patterns change for this year over the past one. As I write this in early March, I'm beginning to worry. It is starting to seem like we might have a repeat of no dry weekends. I hope I don't offend any farmers out there but by the time boating season is in full swing, I hope the only complaining we hear is from farmers that the fields are too dry and where is all the rain we need. My family owns a farm that we rent out and most of last year it was too wet for normal planting operations and the horses were sinking in the muddy fields most of the time. So, please let the fields dry out a bit in 2019 while the boaters are out soaking up the sunshine!

As I looked around the Baltimore & Greater Philadelphia Boat Shows it looked like the dealers have plenty of inventory from you to choose from. Most brokers have a great selection of used boats as well, so if you have been thinking about it, now is the



time to visit them. Your choices for that perfect boat or yacht are never going to be better than right now, so if your plans are to be out on the Upper Bay this spring or summer, now is the right time to make it happen.

We are now in our fifth season of producing the Upper Bay Boating magazine. Unlike most of the editorial based publications, this is basically a one man show. No cubical farms here, no corporate big wigs hanging over my shoulders. It is just me and my cat Daisy sitting at a desk in the corner of my small office next to the kitchen in my house. I do my best to bring you this magazine eight times a year, but I couldn't do it without the writers and photographers that do their best to send me the great articles and photos by deadline each time. And then there is Hutch who sits at his desk through the late hours putting all the pieces together to meet his deadline with the printers. Somehow, we manage each time to get this publication out so you can read your favorite magazine.

And lastly, let's not forget about the advertisers. They are the one's whom are paying for your FREE magazine, so please support them when it comes time to buy a boat or when you need supplies or services. So, please go out and enjoy the beautiful waters of the Upper Bay this season. And no rain dances, I don't want to have to come out and slap you... Here is to many safe and sunny days out on the water!



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Peace Like a River, Joy Like a Fountain

By Wendy Gilbert – *Features Editor*

I once described a preferred life as one with constant ripples across the surface. Then, I reasoned, the big swells and whitecaps of life would somehow be avoided. Kind of like taking a vaccine or a vitamin.

Like many people, I foolishly believed that if I faced down a steady stream of mediocre problems that I could somehow avoid the hurricanes of life. I fervently hoped that if I ate my veggies, took a few walks, managed my stress, I could somehow skirt serious illness, injuries and loss.

That's what the magazines tell us right? Clock 150 minutes of cardio each week, get some non-starchy vegetables on the plate, pray, be grateful ... the list goes on. Despite the fact we are subjected to a non-stop onslaught of potential carcinogens, when we get sick, it's somehow our poor "lifestyle" choices. Some of the time, sure. All of the time, uh, no.

Any captain alive prefers a calm body of water over sudden storms, but alas, experience will teach us, ready or not, to deal with storms.

As I began writing this, my daughter's wedding was just a few days away, my niece was about to have a baby and both of my in-laws are in the hospital.

Yes, both.

I feel somehow robbed of the wedding prep joys I expected. When I should have been out purchasing pretty

things and fussing over shoes and manicures, I could barely keep up with the laundry.

Often this winter an old song from summer camp popped, quite unbidden, into my head. I'd find myself humming "I've got Peace like a River" morning, noon and night.

Now that the wedding is a few days past, my niece is still expecting her baby and my in-laws are both in the ICU in two different hospitals.

My particular happy storm is still flooding my mind with musical and joyful memories and that joy will not be silenced. That's a lesson my father taught everyone who paid attention by example.

We don't have to "like" the ripples, the sudden storms or the dark vortex that will tug at us – mind, boat and soul, but we do have the power to hang on to life's joys with all our power.

So, go ahead, keep clocking your miles and minutes, eat your veggies and say your prayers!

I've got peace like a river, I've got love like an ocean and I've got joy like a fountain in my soul!

I'm going to get out on my boat in the river this spring, my toes in the ocean this summer and find a fountain of joy every day!

Wendy Gilbert

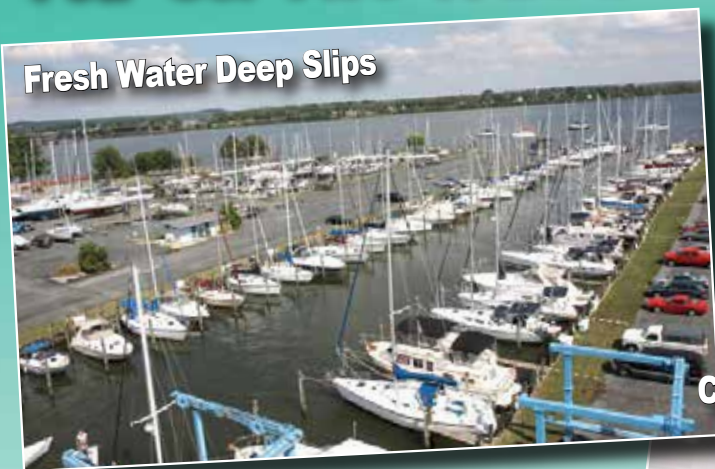


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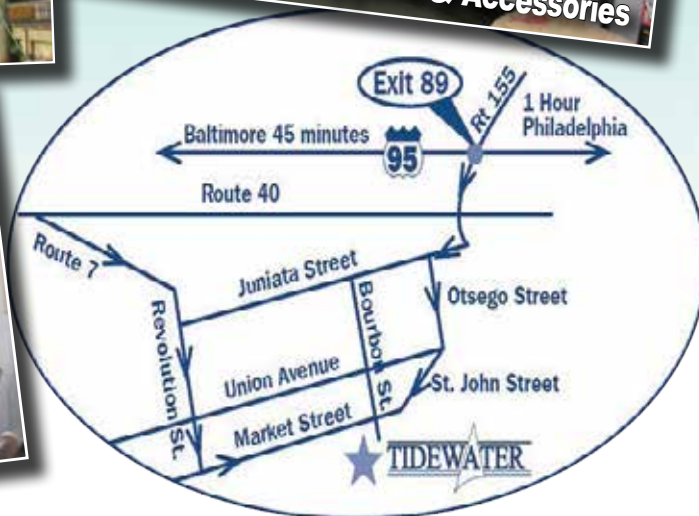
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Chesapeake Fabric Art

By **Wendy Gilbert** - Features Editor

Some of my favorite Chesapeake Bay works of art are paintings by local artists. The brushwork and colors of oil, acrylics and watercolors decorate my wall space and remind me of blissful boating outings.

Fanciful pottery, stunning glasswork and whimsical sculptures never fail to capture my attention when I visit waterfront towns. Somehow I never seem to tire of watery landscapes, humble blue crabs and haunting lighthouse subjects.

Recently, I have been captivated by yet another art form – quilts.

And in case your mind goes racing to those crazy quilts from the 1970s ... fear not.

Modern quilts do a lot more than keep your tootsies warm on a frigid winter night.

Quilts Around the Bay

For the last three years, a collection of quilt shops around the Chesapeake Bay have participated in a Spring Quilt Around the Bay Hop.

During the weeks designated, several shops give away free patterns – each featuring a local Chesapeake Bay Icon.

This year the theme is lighthouses.

The Blue Hen Quilt Shop in Newark, DE has a nice design of the Turkey Point Lighthouse.

The Hoppin Bobbin in Aberdeen has the nearby Concord Point Lighthouse featured in their design. For a complete list, visit bluehenquiltshop.com or

hoppinbobbin.com.

The lighthouse hop may be over, but trust me, it's not like these shops are going to toss the art and the designs in the bin.

Looking ahead is the annual Row by Row event.

It's more of a vacation-oriented "hop" and the goal again is to get folks to visit the quilt shops.

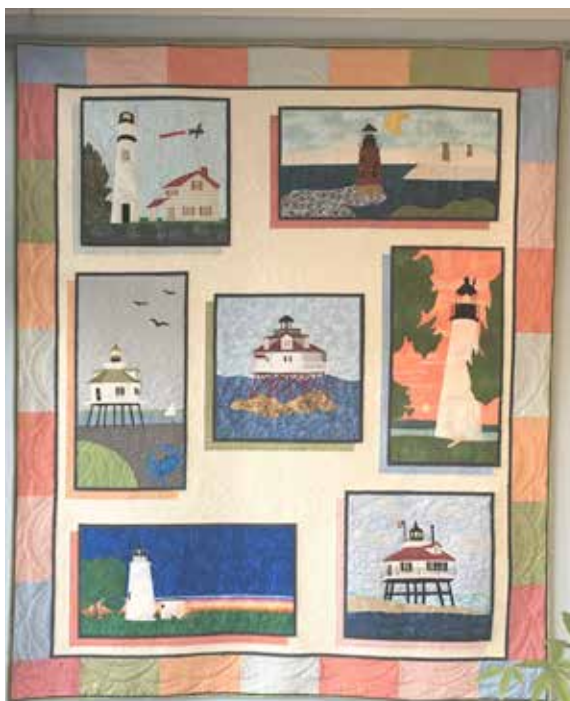
This year the theme is food, which boater, vacationer or otherwise, could be fun. As nice as lighthouses and sailboats are for home décor, I am interested to see which shop does the best job with a crab cake. And trust me, yes there is fabric for that. There is fabric for crabs, fabric for crab mallets and fabric for Old Bay!

Although my sewing, piecing and quilting skills are quite limited, I certainly give it a try during the off season.

This event spreads far beyond the shores of the

Chesapeake Bay. You can likely get one at any vacation destination in the country, Canada and many others.

Visit rowbyrowexperience.com and see what you can find.



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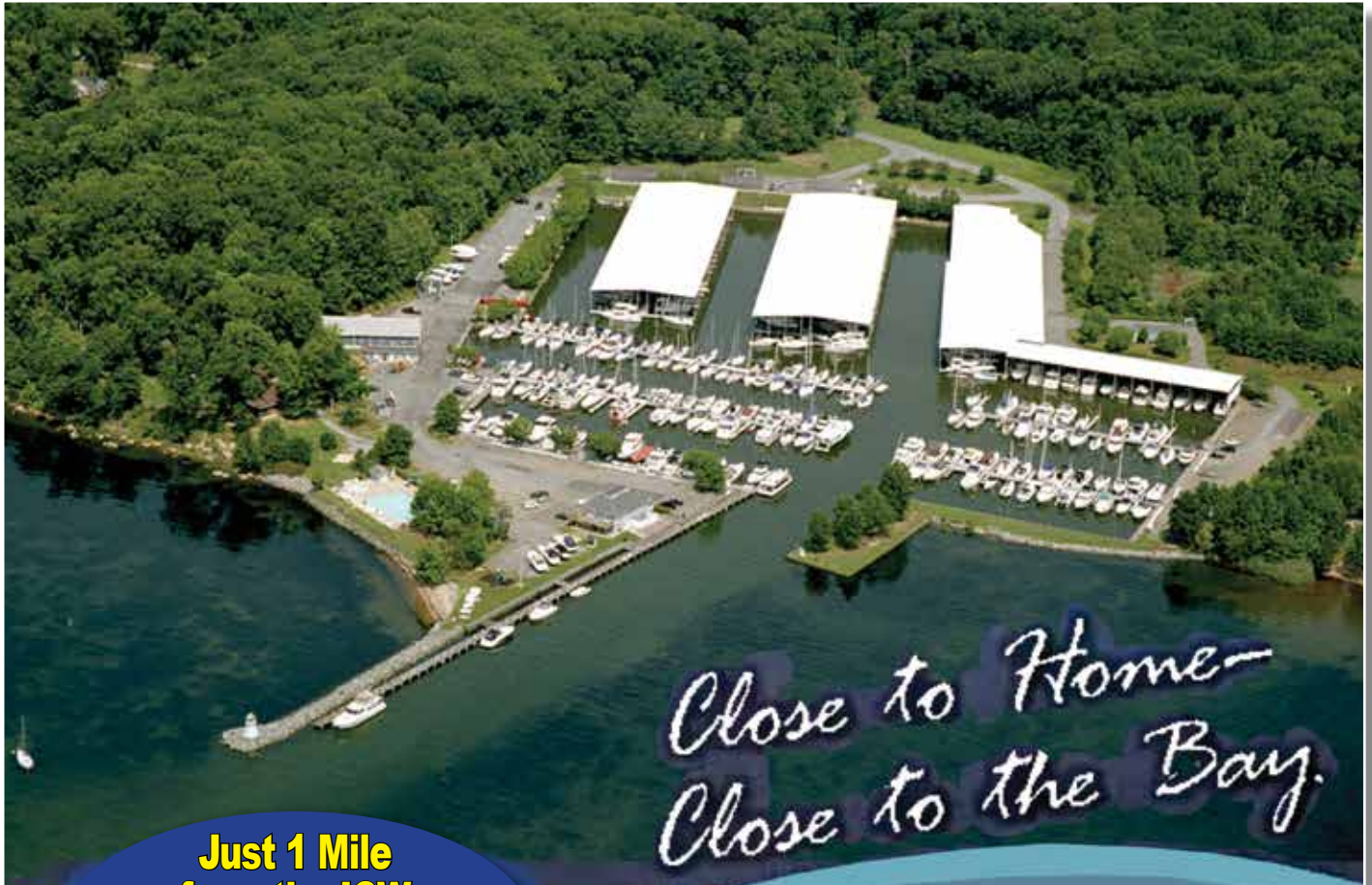
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Many Points of Light

by L. Alan Keene



Have you ever wondered why we Americans, boaters and non-boaters alike, are fascinated by lighthouses? All of us seem to be, to one degree or another. Just take a look around your house. I bet you can find at least two or three examples of that fascination.....they might include a photo of the Nags Head light when you were vacationing down on the Outer Banks last summer or maybe a little ceramic lighthouse that you picked up in a novelty shop up on the Maine coast. Or how about that refrigerator magnet of the Thomas Point light that keeps your shopping list at eye level? I'd even be willing to bet that many of you have a little red and white lighthouse hanging from a limb of your Christmas tree on Christmas morning. We do.

Why we have them, I'm not sure, but it's not by accident. There's something compelling; something almost irresistible about that solitary tower that stands overlooking a rugged coastline or a vast expanse of ocean. When I sat down in my office this morning, I looked up at the calendar on the wall and there, looking back, was the "lighthouse of the month". I had picked out that Lighthouse calendar from scores of others at a nearby office supply store last fall. Why that one? Why lighthouses? I'm not sure. It just appealed to me.

One Sunday afternoon before the 4th of July a number of years ago, Peg (my wife) and I were walking the Havre de Grace boardwalk as it meandered through the marshy shoreline from the city marina to the Concord Point lighthouse. It was a beautiful early July day and the stroll, as always, seemed fresh and new. As we approached the lighthouse and the short line that waited outside for a turn to climb to the top, I suggested that we join them. Even though we had been to the top several times before, there was a holiday atmosphere that made the 180 year old tower feel like one of the carnival rides that entertained the kids over in Tydings Park.

As I waited in line for my turn (Peg's knees not quite up to the task), a lovely lady named Helen.....red, white, and blue ribbons streaming from her bonnet....shared with us a brief history of Concord Point light as she allowed three climbers at a time to the top. Helen was a member of "The Friends of Concord Point Lighthouse, Inc." and volunteered on a regular basis, sharing with weekend visitors the love that she and her fellow volunteers felt for this old point of light at the top of the Bay.....the oldest continuously operating lighthouse in Maryland.

Climbing the granite stairs as they spiraled to the top, I felt the presence of lighthouse keepers from years past. Men who had climbed those stairs every day, in every season, for almost 150 years with the sole purpose of keeping that light burning

brightly. The view from the top, looking out over the Susquehanna flats and the Bay waters beyond, was one that those keepers had enjoyed tens of thousands of times before. I was glad that Helen and her "friends" had given me the opportunity to enjoy it too.

Volunteer groups like Helen's have worked very hard to preserve and rebuild this wonderful part of America's maritime history. One group, the "New Dungeness Light Station Association" of Sequim, Washington has had to take their love for their lighthouse to a whole new level. The New Dungeness lighthouse is located at the tip of a little finger of land, the Dungeness Spit, that extends five miles out into the Strait of Juan de Fuca. It's accessible only by small boat or a ten mile round trip hike at low tide.

Families of the Association wait for as long as two years for the opportunity to spend a week living in the keeper's house, cutting the grass, painting the walls, and generally maintaining and repairing the station. Their most valuable duty, however, is to greet and tour visitors who are adventurous enough to make that sandy hike out and back. I was one of those adventurous souls back in 2003, and it's a memory I cherish.

If it were not for those dedicated volunteers, I would never have had the opportunity to climb those stairs and admire that unique view of Puget Sound. I would never have had the opportunity to feel the sense of isolation that the keepers must have felt on those cold Northwest winter nights. I would never have had the opportunity to walk among the 250 species of birds and 41 species of land mammals that inhabit the world's longest natural spit.

So what is the fascination? Is it the sense of history and our need to preserve it for our grandchildren and theirs? Is it the excitement that comes from looking out on the sea from a vantage point that few have had the chance to appreciate? Is it the feeling of remoteness and isolation that goes with most strategically placed lighthouses? Or maybe it's just the child in all of us that likes the thrill of climbing high into the sky?

I believe it's all of these and one more. Lighthouses and their keeper's roles represent a simplicity of life that most of us in this overly complex world long for. The purpose of a lighthouse is to warn mariners that a hazard exists and to be aware.... nothing more, nothing less. The lighthouse keeper's role was to make sure that the warning was ever-present....that the light continued to shine brightly....no more, no less. Not complicated; not complex.....just honest and straight forward. No wonder we're all fascinated by lighthouses.

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Cheering for Man O' War Shoal

By Tim Campbell

By the time this article comes out, the Man O' War Shoal issue will finally be resolved one way or the other. The 90 day session of the Maryland General Assembly adjourns on April 8. House Bill 1 - the Prohibition on Dredging Buried Oyster Shells on Man O' War Shoals will have been vigilantly ushered through the political maze in Annapolis. That in itself is no small feat. A process like this takes more than patience and persistence. The Coastal Conservation Association of Maryland, representing over 2000 recreational anglers, has been leading the charge in the MOW shoal battle for ten years. That's how long this debate has been going on believe it or not. In short, the issue is whether to dredge part of MOW shoal, and ship the oyster shell down the bay to be used as substrate on which to grow new oysters for the industry. MOW shoal is made up of about 100 million bushels of ancient oyster shell.

Legend has it that the shoal got its name when a British Man O' War battleship got stuck on it during the War of 1812. MOW shoal has been a popular fishing and crabbing spot for generations. It is located south of Hart-Miller Island, and east of Craig Hill Light. Oysters, clams and other benthic species live on or near the 456-acre shoal. MOW is a productive fishing area partly because the bay's currents cause turbulence along the length of the shoal. Turbulence benefits anglers because it mixes the water and confuses baitfish making it easier to catch stripers, white perch and other species, including an occasional black drum. Upper bay anglers enjoy the good fishing around MOW shoal and don't want it ruined. Strip mining MOW shoal for shell to subsidize the commercial oyster industry makes no sense.

This sort of thing has happened before in the upper bay. From 1960 until the permit expired in 2005, the Maryland Department of Natural Resources approved dredging more than 180 million bushels of oyster shell from upper bay shoals near Worton Point. The dredged shell was barged down the bay for oyster replenishment projects. The repletion program subsidized the oyster industry, but it was not a long-term solution. Dredging MOW Shoal is not a long-term fix either. The move to dredge MOW came after all of the available shell in the bay had already been dredged. Other than some members of the old guard in the commercial oyster industry, nobody wants MOW shoal to be dredged.

Since the massive dredging project in the upper bay years ago, the area has silted in, and has never been the same. It's also important to keep in mind that the upper bay is home to some prime striped bass spawning grounds. Dredging is prohibited in striped bass spawning areas, and yet getting a permit to dredge has been tried. Fortunately, the National Marine Fisheries Service, in charge of marine resources, denied it. Scientific studies have shown that oyster shells are not necessary for oyster restoration. Even though oysters may grow better



Dave Wilder, Tim Campbell & Tim Burnum had a great day catching a limit of keeper stripers from MOW Shoal all on single-hook, artificial lures.

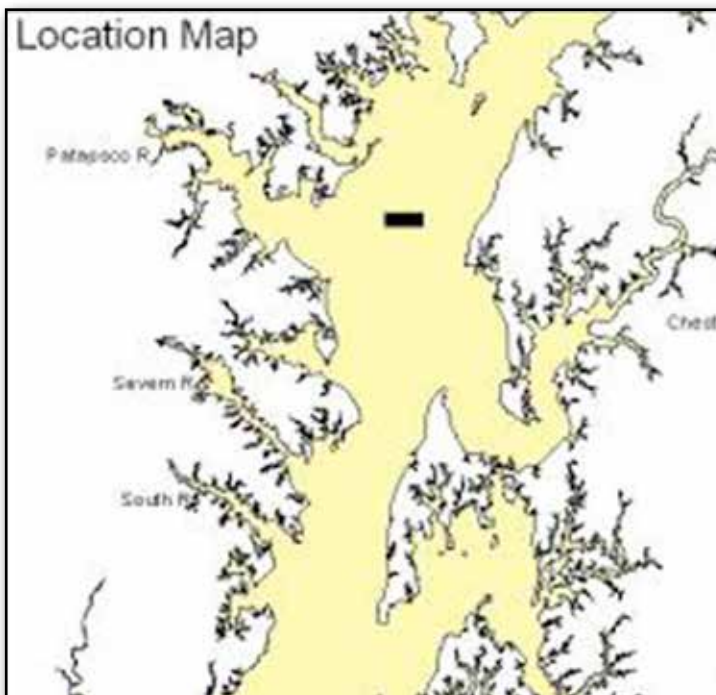
on oyster shell, they will grow on almost anything hard such as reef balls, and other man-made materials like crushed concrete. Besides, man-made substrate materials last much longer and are much cheaper than dredging and shipping old oyster shell.

Oysters are a reef building species; they grow vertically, more than horizontally. Commercial oystermen don't like using other materials as substrate because oysters would be harder to harvest. But why should Maryland taxpayers support such a project for the commercial oyster industry when there are less expensive and just as effective

options?

Today, wild oysters are at about one percent of their historic population. Disease, over-harvesting and pollution are just a few of the problems. Lots of people like to eat wild oysters, but without a complete moratorium, it will take decades to turn the oyster industry around.

Many folks believe oyster farming is the way to go these days. It takes three years for a wild oyster to grow to market size which is three inches long. In contrast to the commercial oyster industry, oyster farmers in the aquaculture business could sell any size oyster because the creatures are considered private property. Thanks to forward thinking citizens, the oyster aquaculture business in Maryland is gaining momentum. Let's cheer for MOW shoal with cautious optimism. It will be a relief to put this issue to rest.



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Start Collecting for Your Galley

by Doug Dawson

Your boating season may seem like weeks away, but it's not too soon to start collecting items, that will make packing your boat much easier, when your boating season starts.

From my book *First Mate 101*, that has dozens and dozens of ideas and tips in it, I'd like to share a few with you in this article.

Simplify your galley so you don't become the galley slave!

Jam Jars Many restaurants serve jams with breakfast and quite often, they are in small jars with a variety of jams, marmalade, honey and peanut butter. After use, don't leave the jars behind. Take them home, and wash them for reuse on your boat. These little jars are the perfect size to fill with your favorite jam or spice or sauce for a meal aboard.

This way, you don't have to take a whole large jar of mayonnaise or jam or ketchup or whatever, when all you need is a little. It packs easier, takes up less space in the cupboard or small frig or cooler.

Small Jars and Bottles Save your empty spice jars and sauce jars. Even a small vanilla bottle is great for salad dressing for a meal aboard. The 1 ½ ounce liquor bottles, that you can buy in a liquor store, or find in the mini bar in your hotel room, are perfect as spice bottles for the boat. Just wash, re-label and reuse. Collecting these small jars and plastic bottles now, and over the next few months, will make packing for outings on the boat much easier. They tuck into the small cupboards and frig and cooler a lot easier than larger containers. Just fill them from your kitchen sized or bulk containers, rather than shopping for a second one for the boat.

Plastic Grocery Bags Many supermarkets and box stores are still using plastic grocery bags. Save them to reuse as garbage bags on the boat. After each shopping trip, roll them into sausages as I recommend in *First Mate 101*, and tie with a twist tie. Dozens of these "sausages" will fit in small spaces on the boat and in the car. You'll be amazed at the number of uses, that you will be able to come up with.

Our main use for them on our boat is for garbage. They are the perfect size and handles hook easily to a door handle while you are preparing a meal. After the meal, they tie easily so that the garbage and smell are sealed, thus reducing flies and wasps on board. You can squeeze out all the air to reduce the size of the bag, then place it in a larger garbage bag elsewhere on the boat, keeping your galley tidy and odor free.

They are small enough to fit a few in your pocket or purse and are great to carry with you. Take them with you when you go on a shopping excursion, walk the dog, collect shells at the beach or go swimming. You will be prepared to bring home wet bathing suits, wet towels or sandy shoes. There are dozens more uses for these "sausages".

Newspaper and Flyer Sleeves If you have your newspapers or flyers delivered in those plastic sleeves, save them. They make excellent storage for rolled towels and small blankets allowing you to stand them in lockers or stack them on shelves like fire wood. It makes them easy to handle, keeps them clean, and you know which towels are unused. You can use the bags over and over again.

Product Wrap When doing renovations around the house this spring, watch for products that are wrapped in plastic wrap. Quite often they are huge clear plastic sleeves (like boxes of laminated flooring). Just cut one end and slide off the plastic and you have a perfect sleeping bag or pillow cover. Even if you have rolled and tied your sleeping bag, the plastic protects it when transferring from the trunk to the cart to the boat from dirt, water and rain. The clear plastic allows you to see the contents.

I never forget the story my friend told me years ago. They put everything in large green garbage bags, like they'd been doing for years. This one day, however, the bag with the kids clothes went to the garbage bin and the bag with the garbage went to the boat. Now, I'm a believer in the clear bags!

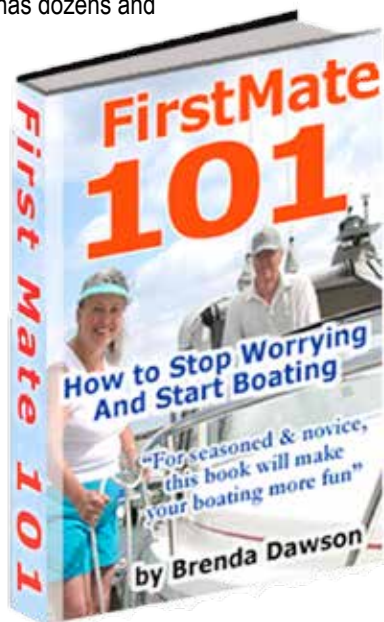
Old Face Cloths and Hand Towels Save your old worn out face cloths and hand towels. They make great rags for those dirty engine and bilge jobs. There is nothing worse than your handy man grabbing one of your good towels or dish cloths for those messy jobs!

When replacing your tired cotton sheets and pillow cases, save the old ones. Cut them into cleaning and polishing cloths--the size you prefer and take them to the boat.

The more cotton content the better, they work to polish the vinyl windows, chrome rails and even fiberglass. They don't leave lint because they are well worn and washed so many times plus they are easy to use and reuse. Even if you have old cotton t-shirts, cut them into squares and use them as cleaning polishing cloths too.

Odd Socks I have a friend who takes the "odd" socks that show up in the laundry and uses them as cleaning cloths on the boat. They are great for getting spiders and webs too! Just slip your hand in like a mitt.

Old Toothbrushes Don't throw away old toothbrushes. Keep a few for the boat because they come in handy for hard to clean



places, like the bases of stanchions, around cleats, taps and corners. You can even heat the toothbrush handle and bend it to the shape you need for your particular cleaning challenge. Doug bent one for me close to the brush at 90 degrees. Now, I can simply insert it into my coffee pot (old fashioned kind that is great for the boat) because the brush is the right angle to clean the bottom.

They are also great for cleaning the spider nests out of your disconnected BBQ propane hose.

Elastics Many vegetables like Romaine Lettuce and Broccoli come secured with strong elastics that can be reused around cereal bags (if you don't use zip lock bags) to keep the contents fresh and from spilling in the cupboard. Unlike boxes, the bag gets smaller after each meal freeing up cupboard space.

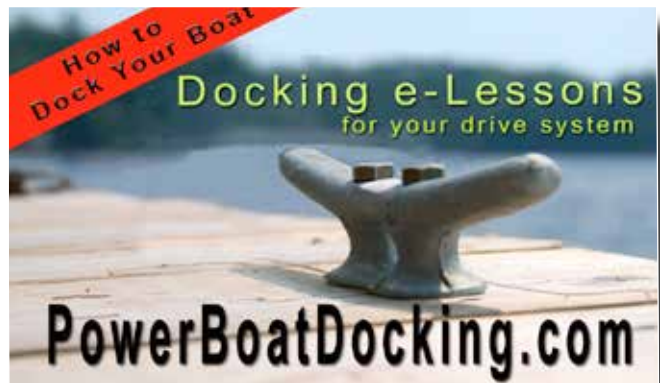
Mesh Sleeves When you buy more than one bottle of liquor or wine, save the mesh sleeve that they use to separate the bottles. Use it when transporting your bottles to and from the boat to prevent breakage. I even use them in the boat cupboards to prevent the bottles hitting each other when in rough water.

Wine Corks

Save the corks from your wine wine-corks bottles, so you have a place for the kids to store their fish hooks. This will prevent fish hook injury and also prevent the hooks from getting tangled with other stuff in the fishing box.

Mesh Onion Bags

Use your large mesh onion bags for keeping snorkels and masks and flippers together.



They have a draw string, so are easy to carry to and from the beach, and are airy so no worries about moisture or mold. You can also use them to keep BBQ tools together in a cupboard or bilge.

More Ideas No doubt, you will come up with many more ideas of collectibles over the spring, that will simplify chores and enhance your boating experience this season.

Happy collecting for happy boating. Checkout First Mate 101 for more tips to make your boating more enjoyable.

–Doug Dawson

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NIMBY Boating

By Montana Grant



Not In My Boat Yard! Boaters love to navigate clean, beautiful, and waterways. The Chesapeake Bay is a perfect example of our boating playground. The tributaries, bays, and channels offer a perfect escape from the world's problems until...

When our Boating Back Yards become fouled with trash, junk, sunk boats, and plastics, our play land suddenly becomes less attractive, unhealthy, and less fun.

Boating our Bay is about swimming, fishing, hunting, and recreating where we can stay healthy, clean, and alive. Once this playground is vandalized by thoughtless litterbugs, negligent contractors, bad farmers, and the trash of our society, all living things are impacted.

Back in the day when many of us were kids we went to the beach and on our boats carrying a thing called a Thermos. Washable cups contained our coffee, sodas, and drinks. A Picnic Basket was used to bring and take home the trash and treats of the day. We were recycling without knowing it. Fast food restaurants made carry out a huge deal. Suddenly Styrofoam, paper, and plastic containers were everywhere. A new Space Age material called plastic could be found in everything.

Plastic is welcome aboard our boats. Buoys, fiberglass, ropes, seats, panels, shrink wrap, fuel additive containers, hoses, fishing line, floats, shot shells, gear boxes are just a few. A quick inspection of your boat will prove my point. Now we bring along our water bottles, straws, bags, and other plastic needs of the day.

Fortunately, most Boat owners are responsible. The intent is to take the trash home and recycle the products. At the very least, we teach our crew to do the same and throw the day's garbage into a dumpster. As teachers, many of us made our students return from field trips with so many bags of trash that they found on their trek. This was their toll to get

back on the bus. Boaters could do the same.

Plastic may be the best and worst recyclable villain in nature. This durable product lasts for a long time. It takes 500-1000 years for plastics to biodegrade. We are not sure about that since plastics have only been around for less than 75 years. All the plastic that has ever been made is still around in some form or another.

Plastic is a stubborn substance. It can be recycled over and over. That's good and bad. Paper has a limited amount of recycling potential. It takes more water and energy to make and recycle paper than plastic.

Plastic is cheap! That's the problem. Virgin plastic is cheaper to make than recycled plastic. There is little to no money in recycling plastics. Currently, recycled plastics end up in China. The USA has only a few sites where only the cleanest plastics are recycled. Until there is a profit to be made, plastic is just trash.

As the Captain of your boat, you do have some control over our environmental future. Here are some suggestions.

- Use cloth or reusable carry-on bags
- Use thermos style beverage containers that can be washed and reused.
- Have a recycle station on board. Assign a crew member to sort and dispose of
- Remove any trash you found while on the water.
- Be a Steward of our beautiful places
- Set the example for others.
- Once many of us are done with a plastic bottle, we dispose of it. What happens next?

Recycled plastics can become additives in concrete, make deck boards for piers, form new bottles, and boats. Once segregated and melted down, the possibilities are unlimited. That's why there is so much plastic being used. We can make it into any shape and strength. Paper has a limited lifetime but is biodegradable. New paper pulp must be constantly infused into recycled paper and cardboard.

50 percent of our recyclable plastic and paper is wasted. It's cheaper to use virgin products.

Grocery store bags are said to be the greatest problem on our waterways. Plastic bottles are number two. I am not sure





about diapers, but Plastic Straws are only found in a very small amount of the world's plastic trash, 2%, but have been getting a lot of recent attention. If we recycle a ton of plastic bags, we save 11 barrels of oil! Better yet, avoid them completely by using cloth reusable bags instead.

If trash has a value, it is not found lying around. Metals, aluminum, glass, and easily recoverable material can be used to make a profit. If it costs more to recycle it, then no profit is available. Removing trash has a value to our health. We are all better off when we live in a clean ecosystem. Everything can be recycled.

Recycled plastic ends up looking like small grains of rice or beads. They can be melted, formed, or injected into a mold or new product. Your Brand-New Boat could contain plastics that were once many other products. Even old fiberglass and plastic boat products can become part of a new boat.

Nothing is free. Our admission to the Chesapeake comes in many forms. Licenses, titles and tags, taxes, so many other hidden costs. The least we can do is make the Bay a better place each time we are out. Leaving a spot cleaner than you found it should become a routine. If you love your Bay destinations, why would you do less? Volunteer for cleanups and restoration activities. Your kids and crew will think twice about trashing that plastic bottle.

Don't put your trash in our Boat Yard!



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.

2nd Chesapeake Bay Spring Sportfishing

Striped Bass Tournament

May 3-5 2019

6:00am - 3:30pm

Kayak, Amateur, and Professional Division

Fish must be weighed in by 4:30pm

Entry Fee	\$325 (60/40 split) 60% prize money, 40% Paid to CBSFA 1 st place pays out 40%, 2 nd place pays out 15%, 3 rd place pays out 5%
TWT's	TWT's will be 100% Paid Out
A. \$25 TWT	1 st Place pays 60%, 2 nd place pays 30%, 3 rd place pays 10%
B. \$50 TWT	1 st Place pays 60%, 2 nd place pays 30%, 3 rd place pays 10%
C. \$100 TWT	1 st Place pays 60%, 2 nd place pays 30%, 3 rd place pays 10%
D. \$250 TWT	1 st Place pays 60%, 2 nd place pays 30%, 3 rd place pays 10%
E. \$75 2-Fish	1 st Place pays 60%, 2 nd place pays 30%, 3 rd place pays 10%

The CBSFA is now a Non-Profit 501c3, in which all proceeds minus expenses will be donated to Marine Conservation groups per their Articles of Incorporation. Everyone is a volunteer this year.

<https://www.cbsfa.club>

CBSFA Executive Director: Joe Thorpe CBSFA President: Corey Jubb
Chesapeake Bay Sportfishing Association, Inc. email: JTHORPE@CBSFA.CLUB (410-868-5488)

Upper Bay Boating Events and Waterfront Activities

Project Clean Stream Day is **April 6** - Cleanups take place all Spring . 443-949-0575 the Alliance for the Chesapeake Bay

Sassafras Harbor Marine Store Open House **April 26-28**. Visit the area's best marine store for all your boating needs. 2 George St. Georgetown, Md. 21930. 410-275-2666

Bay Bridge Boat Show **April 12-14** at the Bay Bridge Marina in Stevensville, 410-268-8828 info@annapolisboatshows.com For more info see ad in this issue

Marine Radar Class- 5 Sessions starting **April 15**, Mondays, 6:30-9:30 pm, \$80 members, \$110 non-members, sign up 410-279-0862, Kent Narrows Sail and Power Squadron, Location: Kent Island Volunteer Fire Dept. burkejr@atlantictbb.net

Betterton Beach Clean-up **April 20** from 9-12 RD 4/22 410-778-2083 www.kentparksandrec.org

Bush River Yacht Club Car Show & Open House **April 27** 11-3, RD 4/28; Event located at 4001 E Baker Avenue Abingdon, MD, 21009 Reg \$12. 410-688-9808

Bowleys Quarters VFC Safe Boaters Courses **April 27 & 28 and May 18 & 19** 900 Bowleys Quarters Rd. Middle river, Md. 21220 Cost is \$40.00 Call 410-800-8420 to register

River Sweep **April 27** starting @ 8:30 The Lower Susquehanna Heritage Greenway (LSHG) will be holding a volunteer shoreline and roadside clean-up in honor of Earth Day. The cleanup will take place in Havre de Grace, Conowingo, Perryville, Port Deposit, Garrett Island, and Charlestown.

Defenders Day Weekend in Havre de Grace, May 4 & 5 Havre de Grace Historic Preservation Commission

Havre de Grace Decoy & Wildlife Art Festival **May 4 & 5** Havre de Grace Decoy Museum, 215 Giles St Havre de Grace, MD 21078 410-939-3739 On-Water.

See our website www.upperbayboating.com for list of boating activities at the **Anita Leight Center**

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 or email

davebielecki@aol.com

Want to Learn How to Boat? 'Intro to Boating' and 'Women Making Waves'

April 6 - Want to learn the basics of powerboating or brush up on your skills? The nonprofit BoatUS Foundation for Boating Safety and Clean Water together with Freedom Boat Club Baltimore offer a choice of two fun on-water boat training courses taught aboard single-engine powerboats: Intro to Boating and Women Making Waves, Saturday, April 6, at the club's location at 40 International Drive, Baltimore. \$149 per person

Intro to Boating covers shifting and steering, basic docking, open-water handling and basic navigation and is offered at 9 a.m., 9:30 a.m. and 1 p.m. The ladies-only course, Women Making Waves, offers the same curriculum and is the perfect opportunity to spend a half-day learning boat-handling techniques in a supportive environment. It starts at 9:30 a.m. and 1 p.m.

Space is limited. Must be 21 years or older. To sign up for a course or seek out others, go to BoatUS.org/



2019 Calendar of Events

May 3-5	CBSFA Spring-Bling Rockfish Tourney
June 15 th	CBSFA Schools-Out Rockfish Tourney
June 21-23	CBSFA O.C. Tuna-Fortuna Tourney
July 6 th	CBSFA O.C. FLOUNDER SOUNDER
July 13 th	CBSFA St. Jude White Perch Tourney
August 24 th	CBSFA "End of Summer" Rockfish
September 14 th	CBSFA O.C. Flounder "Fall-Haul" Tourney
November 9-10	CBSFA Fall-Squal Rockin' Tourney

Contact:

Joe Thorpe jthorpe@cbsfa.club or 410-868-5488

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Spring Boat Preparation

By Tim Sherman

We all get excited about our first trip of the year. Whether it's a cruise around the upper bay or a run to a favorite fishing spot, excitement abounds. However, our exuberance needs to be tempered until we make sure our vessel is ready for the task. Those of us who trailer our small boats also need to be concerned with said trailer as well. Not many boaters put as many miles on the road, or nautical miles on the water as a tournament-level bass fisherman.

Danny Rodriguez of Monkton is recognized for his bass angling skills on the upper Chesapeake. He also participates in events on the Potomac River, in Virginia, and in upstate New York. He is confident that his Bass Cat boat will make the long run from the launch to the fishing hole and back because of his preparation and maintenance. Yet even before that, he knows that he's taken care of his trailer to get him safely to and from the ramp. His overall outlook is, "A good day on the water starts with being prepared."

Danny starts by keeping a charge on batteries. A bass boat may have up to four: a cranking battery for the outboard, and up to three for the trolling motor. He'll maintain battery terminals and connections with a healthy spray of WD40. He will also use the anti-corrosion spray on the underside of the boat's dash panel where all the connections to the gauge cluster are located. Don't forget your navigation lights. Check to make sure the switch is working and the bulbs are not broken or burned out.

Keeping the outboard well-tuned ranks high. Rodriguez keeps on top of the fuel system by adding fuel stabilizers. One of the concerns is that ethanol separation can lead to condensation in the fuel tank; which, in turn can lead to water in your fuel delivery system. Ethanol can also break down rubber components. Adding fuel stabilizers throughout the year is essential to maintaining today's marine engines.

Danny keeps an eye on the business end of the boat. He inspects the bolts that hold the jack plate to the transom, and those that hold the motor to the jack plate. He makes sure they are tightened for safe operation. This is something he does, not



just in spring, but also a few times each year.

Keeping the trailer maintained starts in late winter rather than spring. Danny suggests that boat trailer wheel bearings should be well-packed, especially when stored outside over the winter months. Bearing seals can shrink and expand as temperatures vary. Condensation can creep in if the bearings are not packed. He checks his electrical connections to lights and brakes. He does a thorough inspection to make sure all light functions are working properly: brake lights, blinkers, flashers, and side markers.

Rodriguez is diligent with his safety equipment. He checks the gauge on the fire extinguisher to make sure it is fully operational. He checks his personal flotation devices to make sure they are up to the task. The flotation inside Type II and III PFDs should not be dry and deteriorating. Often times you will see light haze of flotation dust come through the PFD's shell if you give it a squeeze. This is a sure sign that it needs to be replaced. The same holds true for your throwable type – type IV. It is good practice to replace the CO2 cartridge in your type V PFD every three years. Routinely, the old cartridge will still be viable, yet replacing it will give you peace of mind on the water.

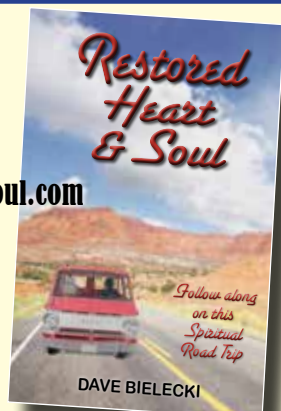
Spring is here. It's time to get your boat ready for its first voyage of the year. Your boat may not have the same features as Danny Rodriguez' bass boat; but his advice on things to check should give you a starting point for inspecting your own boat. A good day on the water starts with being prepared.

Dave Bielecki, Author

www.restoredheartandsoul.com

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Fishing 2019 Calendar of Events

Fishing Club meetings:

Coastal Conservation Association – Greater Baltimore Chapter monthly meetings held the 3rd Monday of the month featuring expert speakers. Meeting is 7:00 to 9:00 pm. Free and open to the public. Little Havana Restaurant, 1325 Key Hwy. www.ccamd.org



Coastal Conservation Association – Greater Baltimore Chapter monthly meetings held the 4th Monday of the month featuring expert speakers. Meeting is 7:00 to 9:00 pm. Free and Open to the public. VFW Post 10067, 6309 Ebenezer Road. www.ccamd.org
Please go to www.ccamd.org for meeting info on all other CCA-MD Chapters including Annapolis, Central Region and Greater Washington.

Essex-Middle River Fishing Club – monthly meetings held the 3rd Tuesday of the month featuring expert speakers. Meeting is 7:00 to 9:00 pm. Free and open to the public. Commodore Hall, 1909 Old Eastern Ave. Contact Frank Holden at flholden@msn.com



Frederick Saltwater Anglers – monthly meetings held the 2nd Wednesday of the month featuring expert speakers. Meeting is 7:00 to 9:00 pm. Free and open to the public. Moose Lodge, 828 E. Patrick St. Frederick, MD 21701 For more info go to www.wefishsalt.com



Pasadena Sportfishing Group - monthly meetings held the 2nd Monday of the month featuring expert guest speakers. Meeting is 7:00 to 9:00 pm. Free and open to the public. Earleigh Heights Volunteer Fire Hall, 161 Ritchie Hwy. For more info go to www.pasadenasportfishing.com



Fishing Tournaments:

Back River Restoration Committee - 12th Annual Rockfish Tournament on September 7th, 2019 – Weigh-in and after party Weaver's Marine - Contact Karen Wynn at 443-983-2945 or karenw@savebackriver.org



2019 CCA-MD Fishing Tournaments: For more info see www.ccamd.org

16th Annual CCA Kent Narrows Fly & Light Tackle Tx – June 1st

CCA-MD Red-Trout Tx – Crisfield, MD – September 27th to 29th

CCA-MD / BRRRC Rocktober Cup & Trash Tour - Dates to be announced. Go to karenw@savebackriver.org or www.ccamd.org for information.

2019 Chesapeake Bay Sportfishing Association Tournaments:

Spring-Bling Rockfish Tx – May 3rd to 5th
Schools-Out Rockfish Tx – June 15th



<https://www.cbsfa.club/>

Ocean City Tuna-Fortuna Tx – June 21st to 23rd
Ocean City Flounder Sounder – July 6th
St. Jude White Perch Tx – July 13th
End of Summer Rockfish Tx – August 24th
Ocean City Flounder Fall-Haul Tx – September 14th
Fall-Squall Rockin' Tx – November 9th to 10th
Contact Captain Joe Thorpe at jthorpe@cbsfa.org or call 410-868-5488.

13th Annual Fish for a Cure Tournament – November 2nd, 2019. For more info go to www.fishforcure.org



For more information please call Captain Joe Thorpe at 410-868-5488 or email him at jthorpe@cbsfa.club



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On the Waterfront

with George Waters

photo by Donna Bedell

An Interview with Ponce de Leon

I have with me today famed 16th Century explorer and conquistador Ponce de León. Ponce, I understand you are dead.

PDL: Technically, yes. But then, in some ways, a rock is alive. So it's semantics. Oh, by the way, it's Juan. Ponce de León is my last name.

GW: Whoa. All these years I've thought Ponce was your first name.

PDL: What kind of parent would name their child "Ponce"? Imagine the bullying.

GW: You're right. You might as well go to school with a plume in your helmet.

PDL: Well, I did do that, actually.

GW:

PDL: Only once. Turns out we don't celebrate Halloween in Spain. I was misinformed. It was a painful lesson.

GW: I'll bet. So...in school I was taught that you came to the Americas looking for a fountain of youth. Now historians say that was all a myth.

PDL: Understandable. It's true that I was losing my hair, and I had remarked to a friend that I wish there were such a fountain. But that's the extent of it, until I left on an expedition. Then my friend spread the fountain story. He was joking, but you know how things take on a life of their own.

GW: You did discover Florida.

PDL: "Discover" in quotes. I was the first European to find it, yes, but of course it was already busting with native residents whose ancestors had discovered it thousands of years earlier. But yeah, I am known in history as the Florida guy.

GW: So you were never obsessed with finding a way to live forever?

PDL: I died a good 80 years before Shakespeare was in his prime. Yet here you are interviewing me. I'd say that is as close to living forever as anyone can possibly hope for.

GW: Without the fountain aspect, you're just another dude with a boat.

PDL: True. I guess I should thank my friend for that.

GW: Tough question. You enslaved a lot of people in your quest for

gold, didn't you?

PDL: Enslaved is a strong word. I encouraged a lot of people to dig for gold, build houses and plant crops for no pay and to opt out of being killed.

GW: What does God say about your behavior? You've met him, right?

PDL: Everybody wants to know about God. God is...he's not so much a guy as a warm, cinnamon cloud. He forgives me. He knows I was a product of my time. As penance, though, I have to clean out the rain gutters for a few millennia.

GW: Wait, there are rain gutters in Heaven?

PDL: No.

GW: Ah.

PDL: In Purgatory. Again, it's a grey area. Purgatory is not what they say it is in books, it's more of a...like a really quiet, boring mansion. It has rain gutters.

GW: So after a few millennia...

PDL: Then I get to move up, enjoy music again, see family.

GW: Where did all the gold end up?

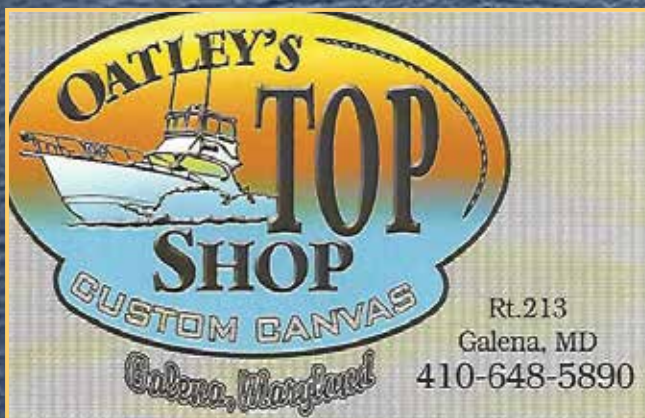
PDL: The king commissioned some really nice bowls. Some chalices. I mean REALLY nice. You should go see them in Spain.

GW: When you look back on it all, your 47 years above ground, what would you say was most important? What did you learn?

PDL: Well, don't attack the natives of Florida, for one thing. Boy, they are quick with some poison arrows! But as far as the big picture, get out. Explore. Learn. Fail big. Know that you're just one arrow in the Big Quiver.

GW: That's deep.

PDL: I've had time to ponder. You cannot imagine how many rain gutters this place has.



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Spring Cleanup Time for BRRC

by Karen Wynn

As we roll into Spring with longer days and warmer weather, many of us look forward to getting back out on the water. Whether fishing, crabbing or just enjoying a day relaxing on the boat, a clean and healthy Chesapeake Bay is important to all.

After a year of record breaking numbers in rainfall and trash cleanups in 2018 (over 1.2 million pounds of trash kept from flowing into the Bay), you would think that Back River Restoration and volunteers would take a break through the winter months but that was not the case. BRRC workers and volunteers were still out on cleanups in the bitter cold and even in the snow to protect and help improve the health of our local waterways and Chesapeake Bay. Carelessly discarded bags of trash, tires and even sofas were retrieved from the frozen ground on a snowy morning in February by volunteers. Stray trash, sometimes frozen to the ground was picked up by volunteers and properly discarded before it pollutes our waterways,

While weather did slow down work at our trash boom site, it did not stop it completely. Devoted Boom workers were in waders in the waters of Back River on some of the coldest days to push trash to



shore and load it into dumpsters. On days when the tide washed out, tires were retrieved that had been previously submerged. In the middle of March, volunteers dragged a sunken, abandoned boat to shore to be properly destroyed.

As the warmer weather approaches you will soon see BRRC summer interns out on boats cleaning up Back River, on the road marking storm drains and planting trees to protect our waterways



from storm water runoff. BRRC is currently in the process of recruiting environmental students from local colleges for these positions. Students who are interested may contact BRRC for an opportunity to improve the health of waterways.

Warmer weather also brings spring cleanups. On March 30th, Key Brewing

will be sponsoring a cleanup on Grays Road in Dundalk. On April 7th, BRRC will be at Red House Run Elementary with the PTA, students and community for a cleanup of Red House Run in Rosedale. Come out and join in one of our group cleanups or be a part of the trash challenge to cleanup an area that needs attention just to help improve the world we live in. For more information, go to our newly improved website at savebackriver.org or email savebackriver@gmail.com.



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DSPS starts the first “SERAT” team in District 5 Squadron Emergency Response Assistance Team

sistance Team. Since its beginning the dedicated members of the Team have developed a highly organized response unit that incorporates many of the programs within USPS bringing the original rescue of vessels in distress into the 21st Century.

At the October 3rd, 2018 Executive Meeting of Dundalk Sail and Power Squadron, Inc., a motion was made and passed to form and operate a Squadron Emergency Response Assistance Team.

Their Mission: Render voluntary assistance to the Local Fire and Rescue Department, Police Department and other Agencies in the event of a water-related emergency.

What They Do: Provide a Team of qualified and experienced boaters with knowledge of local waters to perform assistance; such as: water rescue, water search and rescue, water related patrols, securing an area in case of a water-related emergency. SERAT units also provide volunteer services at public on the water events. These services may include perimeter safety patrols, directing vessels to staging areas, etc.

History: As all USPS members know assisting vessels in distress is nothing new to the United States Power Squadrons. In fact, the rescue of sailing vessels by power boats in 1914 played a major role in the formation of USPS. Approximately 9 years ago at a Squadron Safe Boating Course, Captain Tim Barrett of the Sanibel Fire/Rescue District approached Course Instructor Jim Strothers with a concern. His concern was “What if there was a plane crash in our area and what types of resources are available?” This vision occurred a few years later in the crash landing of the US Airways jet on the Hudson River. After many years of planning by members of the Sanibel Captiva Sail and Power Squadron along with Sanibel Fire/Rescue District, SERAT was officially presented to the public in September 2005 as the Sanibel Emergency Response As-



Benefits: The benefits of a Squadron having a SERAT program are many. While the Squadron may be known for its Boating Education and Safety programs, they may not be recognized as a community service group. There may be many people who are not specifically interested in USPS but may have an interest in performing this type of community service. Providing this community service, the Squadron’s name becomes highly visible to other areas of the public thus increasing the potential for additional members. SERAT also provides a mechanism to promote Advanced Educational Courses as part of the membership level requirements as well as a means for its members to practice and hone their boating skills.

The community will benefit by knowing that they have a highly trained and skilled group of volunteers that are able to provide assistance for on water emergencies. Local fire departments may not have water rescue assets or may be very limited in the ability to handle a large emergency. Knowing they can rely on SERAT to assist is very important.



For more information contact: cdr@uspsdundalk.org

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Gratitude and Optimism - An Open Letter of Thanks

The 2019 boating season is finally here, and we at TowBoatU.S. are ready for another busy season. My wife, two sons and I are very busy prepping for the season and soon our crew of dedicated TowBoatU.S. Captains, will be patrolling beside me providing the best customer service and the most professional towing assistance in our area. I am proud that BoatU.S. has recognized our local business for our commitment to customer service and our top organizational standards for the past three-years with the National "Smooth Sailing" award. We are grateful for their recognition and the continued opportunity to serve BoatUS members in our area.

So, I wanted to say thank you to you, our TowBoatU.S. members, for being part of our success and for allowing us to do the jobs we love. Thank you for being members so we don't have to ask for payment when you call for help – members never pay. Thank you for the shout-outs from shore when our Captains expertly bring in another happy customer. Thank you for responding to the BoatU.S. customer service surveys with such positive comments about our Captains and crew. Our crew members have been likened to super heroes, rock stars and angels. Words like amazing, outstanding, prompt, fast, and professional are common. Thank you for the towing stories that you pass to friends and families that have helped to build our reputation and our success. We are humbled by your kindness, optimistic about the coming season and energized by each and every interaction.

As always, it is our goal to arrive promptly, to treat you, your family and boat with respect and care, and to



Left to Right: Dale, Christine, and Austin Plummer at the 2019 TowBoatUS National Conference

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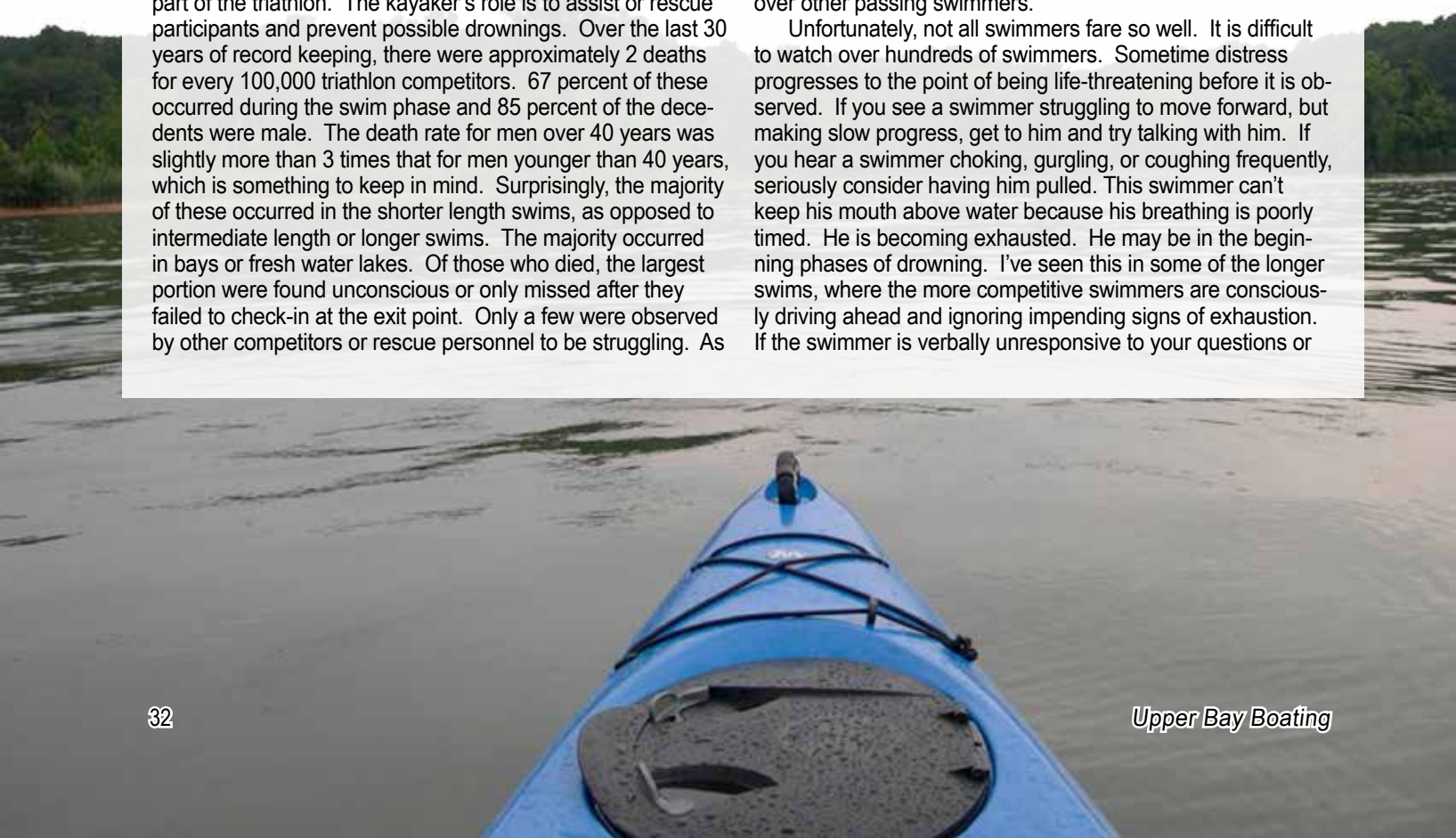
Each spring I get requests to help provide kayak support for regional triathlons that will be held that summer. In this article, I thought I might share some of what I've learned over the years. Across the US, there are about 3200 events with more than 500,000 participants. Each event begins with the swim segment, followed by the biking phase, and finishes with a run. The lengths vary in the different triathlons. The swim segment always occurs first because it is meant to eliminate the unprepared. Competitors train intensely for the run and the biking events, but for many this will be the first time they will be diving into dark, deep, and cold waters on-mass with dozens of other swimmers, all driven to take the lead. Swimmers will often experience other swimmers beneath them or trying to swim over or through them. They may get kicked in the face or bashed with arms. Some will lose focus and become unable to time their breathing. Choking, gasping, and panic sets in. The swim segment is the most intense part of the event and, not surprisingly, where the majority of the drop-outs occur. While all of this is going on, kayakers are hanging about in the periphery watching for those who get into distress. It is our job to maneuver quickly through the crowd without causing additional distress to other swimmers, get to that swimmer in trouble before full blown panic ensues, and see that he is rescued. Before I offer a few thoughts about what kayakers should be watching for, let's go over a few facts that illustrate the seriousness of this segment of the triathlon.

The swim segment is recognized as the most dangerous part of the triathlon. The kayaker's role is to assist or rescue participants and prevent possible drownings. Over the last 30 years of record keeping, there were approximately 2 deaths for every 100,000 triathlon competitors. 67 percent of these occurred during the swim phase and 85 percent of the decedents were male. The death rate for men over 40 years was slightly more than 3 times that for men younger than 40 years, which is something to keep in mind. Surprisingly, the majority of these occurred in the shorter length swims, as opposed to intermediate length or longer swims. The majority occurred in bays or fresh water lakes. Of those who died, the largest portion were found unconscious or only missed after they failed to check-in at the exit point. Only a few were observed by other competitors or rescue personnel to be struggling. As

you may have already gathered, most deaths were not the result of an inability to swim, but were almost always related to a medical event that occurred while in water where medical attention is extremely difficult to deliver. Often this is due to a pre-existing heart condition with fatal consequences precipitated by high anxiety and strenuous exercise. Sorry, but those are the grim details. The good news is that most swimmers who fail to complete the swim segment will resign early while they are still able to grasp the lines on a kayak. They can then be taken to shore or to a rescue boat. Some triathlons allow distressed swimmers to rest on a kayak bow or stern until they feel sufficiently recovered, then allowed to proceed. In these events, the kayaker may not assist the swimmer to the finish point.

It is important to understand what precipitates aquatic distress. Basically, it is a panic attack in water. The unprepared swimmer may not have taken the opportunity to warm up during the pre-swim. He may have anxiety brought on by competing on-mass with dozens or hundreds of other swimmers for the first time in dark water where he cannot touch or see bottom. I'm told this can be a frightening experience. This swimmer is looking for the proverbial "any port in a storm." As mentioned, a swimmer experiencing aquatic distress may just need a few moments of hanging on a kayak bow to collect his wits before moving on. If the swimmer decides to continue, the kayaker usually paddles alongside until he is confident the swimmer is sufficiently recovered. He then returns to watch over other passing swimmers.

Unfortunately, not all swimmers fare so well. It is difficult to watch over hundreds of swimmers. Sometime distress progresses to the point of being life-threatening before it is observed. If you see a swimmer struggling to move forward, but making slow progress, get to him and try talking with him. If you hear a swimmer choking, gurgling, or coughing frequently, seriously consider having him pulled. This swimmer can't keep his mouth above water because his breathing is poorly timed. He is becoming exhausted. He may be in the beginning phases of drowning. I've seen this in some of the longer swims, where the more competitive swimmers are consciously driving ahead and ignoring impending signs of exhaustion. If the swimmer is verbally unresponsive to your questions or



inattentive to your presence, or if he is stopping frequently and going into a vertical position called posting, call to have the swimmer extracted by a rescue boat. If he doesn't grasp your deck lines on his own when you offer your bow, consider grasping onto him if he is wearing a wet suit. Sitting in a kayak, you cannot lift an adult swimmer out of the water. So, don't even try. You may want to exit your kayak to provide an in-water rescue to a drowning swimmer or one found floating unconscious. Don't do it. Unless you are a trained lifeguard, or have taken one of the life-saving courses offered by the Red Cross or other organizations, this may complicate the rescue. A drowning individual will cling violently onto anyone around them, potentially drowning you as well as themselves. Waste no time making that call for a rescue boat for you have no time to spare. The only hope of delivering CPR to a drowning victim is when he is on the solid deck of a rescue boat.

In the shorter swims, like the Columbia Triathlons or Ironman swims, most of the take-outs are attributed to aquatic distress. Often the feelings of distress will be overcome after a brief rest and the swimmer will move on to the finish. He may just need a little psychological support. In the longer crossings, like the Potomac River Swim and the Great Chesapeake Bay Swim, the swimmers are more experienced and less likely to panic. Many have completed these crossings on previous occasions. Here, the kayaker's role should not be that of cheerleader. Kayakers in these events are the appointed guardian angels, so to speak. Our principal responsibility is to maintain a constant vigilance on the status of the swimmers, looking out for any of the signs that may indicate they are nearing the point of exhaustion or experiencing a medical emergency. The two have similar signs: confusion, disorientation, inability to swim horizontally, choking, failure to respond to questions or commands. These swimmers will not be motioning with their hands and arms, like you see in movies. They are trying by all means possible to keep their mouths above water and just breathe. If you see a swimmer experiencing these symptoms, act promptly, move to them, and call for a rescue boat if necessary.

When a swimmer drowns during a swim event, it is for one of three reasons; a cardiac event, physical exhaustion, or a traumatic event. Trauma is rare and medical emergencies are beyond your control. But physical exhaustion is preventable if the signs are noticed early. As a kayaker, you should keep in mind that long distance swimmers have a strong mind-set. They compel their bodies to move through discomfort, always driving towards the final goal of winning against their competitors. In so doing they consciously or unconsciously, willfully



ignore the symptoms of their impending exhaustion. It is your responsibility to watch out for the signs and when seen, decide whether a swimmer should be pulled or allowed to continue. It's a heavy responsibility.

I have six suggestions for kayakers who wish to participate in a swim support. First, don't allow yourself to become complacent. If you are doing one of the long swim supports, remember, you are monitoring experienced swimmers. A swimmer that shows any of the symptoms outlined above means that swimmer needs support now. Second, cheer-leading is for short events only. It makes no sense to give encouragement to a swimmer who is having difficulty at the 3-mile marker in a 7- or 8-mile swim. Third, do not assume that the swimmer showing signs of distress will grab hold of your deck lines. He may not be able to. A state of mental confusion may precede complete exhaustion and prevent the swimmer from saving his own life. A swimmer in the Bay swim a few years ago, dove for the bottom when approached by a kayaker, only to float lifelessly to the surface moments later. Another swimmer in the Potomac Swim began swimming toward the open waters of the bay, rather than towards the shoreline, and failed to respond to rescue boaters. Marine police had to enter the water and handcuff the swimmer before he could be brought on board. He was severely confused, belligerent, and disoriented, but he survived. Fourth, talk to any swimmer showing any signs of distress. If he doesn't respond meaningfully, or does not respond at all, he should be pulled from the race. Fifth, don't be afraid to call for a second opinion. If you suspect a swimmer is in difficulty, but can't bring yourself to have him pulled, get a second opinion from another kayaker. Explain what the difficulties are and make the decision together. Finally, take your job seriously. You never know when that 1:50,000 event is going to happen to one of the swimmers you are watching over.

Cheap Boats Bought Dirt Cheap

By James Bedell

With spring just around the corner, now is the time to keep an eye on Craigslist and eBay for your next boat. As folks uncover and evaluate their boats for the spring, many of them will end up for sale. If you're smart about it, you can pick up a great boat at a great deal. But don't get fooled into buying a junker; there are plenty of boats out there that are not worth your time and money and will only leave you disappointed. There are a few basic principles to follow when shopping for cheap boats and if you can stay disciplined and critically review each boat, chances are you'll end up with a keeper. Finding a used boat that requires some work to get into tip-top shape is a great way to get started boating without spending your savings!

The biggest rule of cheap boats is this- there is no such thing as a free boat. Any boat offered for free will require tremendous amounts of work to be viable again. If you have the skills to restore a boat and enough money to get the job done, then you can probably afford a boat in nicer condition and save yourself a lot of the hassle. Unless you love a particular model or have a boat of sentimental value, there is no good reason to try to restore a free boat. I know it's tempting; I've had quite a few free boats myself. All of them ended up sold or scrapped because the effort and money to put them back into shape just wasn't worth it for the style and age of the boat. That being said, if you want a challenge or have an abundance of time, free boats can be a way to learn all about your boat as you restore it and for those on the tightest of budgets it can be a way to get into the captain's seat. Just know that sooner or later, that free boat is going to be a big money pit.

When shopping for a used boat, you need to be realistic about both your budget and your skills. Most cheap boats will require some work. It may be as simple as needing a new outboard or as complex as needing a full re-wiring. Don't get into a project that's above your head. Sure, you could rewire that boat, but will you? It's not a matter of if you can do the work it needs, it's a matter of whether or not you have the time and energy for that project. Your budget may dictate how much work you will need to do on a boat, but don't settle for the first cheap boat you find, look around for a boat that is a good fit for you. I like to look for boats that have been used consistently but ignored cosmetically. This usually means that most systems are still in working order and most of your work will be simple cleaning, polishing, varnishing and other tasks easily completed in stages at your leisure. Boats that have been sitting often have rotten hoses or bad wiring

which are projects that require you to do the job start to finish before using the boat. An old hose bursting can sink your boat but no boat ever sank because it needed new varnish.

Deciding on a budget for your boat can be tricky, but decide on an amount you can spend that won't stress your normal budget and won't cause you to miss out on other activities important to you. Don't sacrifice it all for the boat or you will come to resent it. Set a realistic budget

and stick to it. Try not to go over budget because you found just the right boat- there are more of them out there and you can either find another in your price range, or save a while longer until you can afford one in the condition you want. Boats, even the ones in great shape, cost money. If you spend your whole boating budget, or more, on a boat then you won't be prepared for the inevitable repairs that you'll need to make. That's how good boats end up for cheap on Craigslist -- someone gets in over their head and needs to get out of it. You want to be the lucky buyer scoring a deal, not the guy selling his beloved boat below value because it's become a burden.

Every boater will tell you that anyone who sticks with the hobby will have many boats throughout their life. Most people

work up to larger and larger boats until they find the size that suits them. I'm not quite thirty yet and I've already been through at least eight boats myself. While I may be an extreme case, it is not unusual to go through four or five boats in the process of finding your best fit. Some folks say it's smarter just to go for a larger boat right away so you skip the process of buying and selling multiple boats. I think it's best to get into a boat and start enjoying it, then move up when you are ready. Starting small and moving up has a whole host of benefits- you can learn basic skills on a smaller boat with less of a chance of doing any damage, grounding yourself, or just generally feeling unprepared for the responsibility of navigating a large vessel. Get comfortable on a smaller boat first; it's cheaper, easier and much more fun to start. Once you've learned the basics and can captain your first boat like a pro you can move up to something bigger if you choose to. You'll be a much more prepared captain and have a better idea of what characteristics you like in a boat. Besides, it's a lot easier to sell a five thousand dollar boat because you just don't like it then it is to sell a \$50,000 boat. Try different boats and explore the many options in hulls, engines, and layouts to figure out what you like. Don't blow your whole budget on a boat that's bigger than you need, more expensive than you can afford, and more complex than you had anticipated. The key to getting into boating is to get a boat you can enjoy. You don't want to stress about boat payments or waste your season on dozens of crucial projects. Find a good used boat to get you started. With a little work and a lot of patience, you could be enjoying the good life in no time. Check in next month when we get into the nitty-gritty of how to decide if a used boat is worth it and for tips on evaluating a boat's condition.



photo credit Boat US



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Careful Catch and Release

By Captain Mark Galasso
Tuna the Tide Charter Service

Over the last twenty years we have had to vary our fishing techniques based on the availability of fish in our area. Some of this has to do with the natural variations in the seasons. But in some cases it has more to do with the availability of legal sized fish.

When the Rockfish season reopened in 1996 after a 5 year moratorium the size distribution of Rock was different than it is today. Keeper fish as a percentage of the total population were more numerous and chumming was the main method of fishing during the summer months. Fisherman would set up at the mouths of the rivers like the Choptank and Chester and catch a limit of keepers quite efficiently without a lot of discards. After a few years of this bonanza however a few good year classes provided countless undersized fish and fewer larger fish. Chumming at the mouths of spawning rivers was like feeding hungry fish in a pond. Small first and second year fish would jump out of the water to feed on the chum before it hit the water. A fisherman had to hook 20 fish to catch a legal sized one. At this point many fisherman switched over to jigging, live lining and trolling. Live lining and trolling tended to target larger fish and kept the discards down. Jigging would catch small fish as well but hookups rarely ended in a fish swallowing a jig.

In an effort to cut down on gut hooked fish many fisherman switched over to circle hooks. This helped quite a bit but didn't completely eliminate the problem. As hooks improved and fishing techniques improved dead discards became more manageable. Most people now use non offset light wire circle hooks and hold the rod while waiting for a bite.

In 2015 we ran just over 100 trips. We only chummed once. Most of the trips were either jigging or live lining. In 2016 however there was a large increase in the number of chumming trips. A few reasons have been obvious. One was the lack of Spot in our area above the Bay Bridge. Another was the chummers themselves and the mass of fish above the Bridge. The fish became patterned again on the chum and jigging was difficult. Large numbers of boats in close proximity chumming kept the fish in certain areas keying on chunks of Menhaden.

So all this leads to the question of how do we lower discard mortality assuming we still are chumming. No one likes to see dead fish down current of a fleet of boats. Take it for what it's worth but this is my opinion. Only fish with non-offset circle hooks baited with large chunks of bait or heads. Have a hook remover handy. Hook removers are basically a small open loop on a handle. You can slide the loop down the line and pull it opposite the hook.



The fish never needs to be touched. Do it over the water and be gentle if you can. Don't net undersized fish. And if you do net a measurable fish use a wet rubber net. Be quick and handle the fish as little as possible. In warm summer waters fish are very susceptible to skin infections. Just a small break in their slim/scale layer can trigger a fatal infection. If the fish is obviously under sized do everything over the water. It will keep your boat cleaner and eliminate another dead fish.

Keep in mind that Rockfish are basically cold water fish. During the months that we generally chum the fish are already stressed. Many of the fish you see floating are not because of being hooked it is because they have succumbed to other problems like low oxygen, high water temperatures or disease. A hook in the throat could easily be the last straw.

Many captains have catch and release policies on their boats and I can only point out what we do. Summer time chumming is not conducive to catch and release. If we catch a "keeper" fish unless it's barely hooked it goes in the box. When we have a limit in the box were done. We can always go perch fishing or something else. We might go exploring with jigs somewhere else and who knows maybe find a new honey hole. But to sit there and try and catch something bigger is just not right. Go explore. You might be surprised what you can find!

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The logo for Tuna the Tide Charters features a blue background with a yellow and green striped bass fish in the center. The text "TUNA THE TIDE" is written in large, bold, blue letters at the top. Below the fish, "Captain Mark Galasso" is on the left and "USCG Master Captain" is on the right. The word "Charters" is written in a large, white, cursive font across the bottom. At the very bottom, the email "capmarco@atlanticbb.net" is on the left and the phone number "410-310-1200" is on the right.

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Boat Dog



*Karen Wynn's dog Maggie, age 7, aboard
the family boat*

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Live Aboard

by
Don and Gail
Elwell

Five Years

I realized when I sat down to write this that we had crossed a Rubicon of sorts with this article. It was March of 2014 that we first began construction on the original Floating Empire and began to document things in our blog the-floatingempire.com. I had another article in mind for this time around, and you'll get that one, I promise, but I thought it might be useful to look back on the last five years we have spent on the water.

Five years on the water. Five years of experiments and writing and artwork, five years of sunrises and sunsets on the river and nearly 400 blog posts and thousands of photographs. In the process, we built or re-built three boats, I published a novel, a how-to booklet on composting marine toilets, and Gail has done literally hundreds of pieces of artwork.

We've done dozens of projects and experiments, from drive systems to wheelhouse glazing to brewing to food preservation. We've done scads of reviews of products for the boat and for living, and made evening after evening of spectacular meals, our single burner stove notwithstanding.

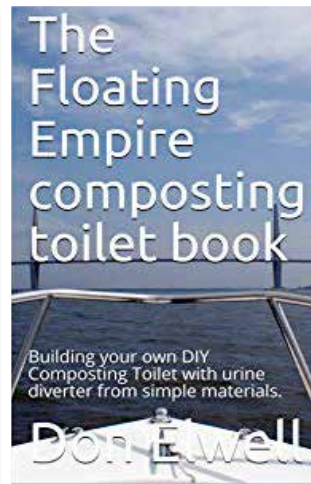
Let me make this clear: virtually none of this would have been possible had we not made our move to the water. Had we stayed ashore, renting



The shantyboat Floating Empire under construction in our backyard in Westminster Md, 2014.



Good food is a passion.



It's amazing all the things we've learned how to do.



The electric paddlewheel drive has been just one of our projects on the water.

an apartment, driving to and from work, we would simply never have had the time nor the inspiration to do most of these things.

Once we made the water our home, the sheer number of possibilities that opened up for us was truly astounding. This spring will be a big one for us: I have a new novel coming out, Gail is prepping for a big art show at the Lirodendron mansion (in Bel Air, MD), and we're planning on doing quite a bit of water travel, but little of that would have presented itself had we not, some five years

ago, sat in the living room with graph paper and a laptop and worked out that, yes, we could indeed do this. . .

. . . and so can you. We hear so many people saying "you guys have such a great life, but I could never do that". Why? You have no money (neither did we)? You're too old (we were both in our 60's before we started this mess)? You have kids (there are lots of liveaboards here in the marina with children, and they love it)? Let's be honest, the only thing that is likely stopping you is you.

So take the leap, dammit! Build the shanty boat, go get a cheap hull and make a home of it, build the

vardo wagon or the tiny home, buy the land and start the homestead. If it doesn't work out, you'll have learned lots, gained a bunch of confidence, and you'll have some great stories.

And isn't that what it's all about?

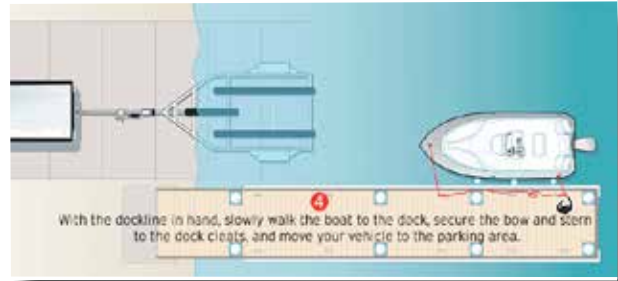
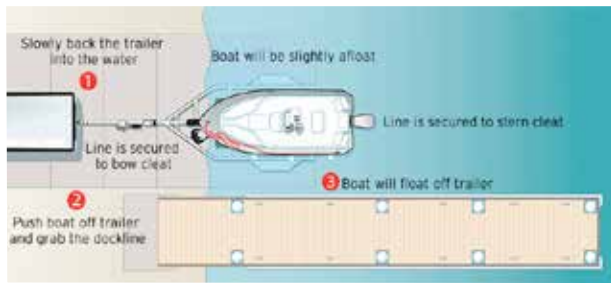
**Don and Gail Elwell
And first cat Magellan
Aboard the electric
paddlewheeler Tesla's Revenge.
www.thefloatingempire.com
lifeartwater.blogspot.com**

Upper Bay Boating Launching Tip

Easy Launch

I sometimes find myself dropping my boat in the water on my own. To make it easier, I made a long continuous bow/stern line that I find much easier to handle than two separate lines. The line is cheapo — no need to spend much because this is its only use. Just make sure it's comfortable in the hand and doesn't have too much stretch.

The line needs to be about double the length of your boat so you can hang on to it as you push the boat off the trailer. Attach one end of the line to a bow cleat and the other to a stern cleat during prep; drop all the excess on the bow, where you can grab it when you start to push the boat off the trailer. Then just walk the boat back, tie it up (using the continuous line or proper lines), park the tow vehicle, and you're off.



Courtesy Boat US & Elliot Mitchell - Next month UBB will feature a list of ramps in SE Pa. N. Delaware & Northern Chesapeake Bay)



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photo by Donna Bedell

Photo Gallery



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David Sites



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35' 2015 Crownline
350 Sport Yacht
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34' 2006 Rinker
342 Express
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33' 2000 Silverton
330 Sport Bridge
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32' 1999 Fountain
Sport Cruiser
\$34,900

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
33' 1979 Carver Mariner	\$19,500
33' 1978 Carver Mariner	\$9,500
32' 1985 Carver 3207 AC	\$23,000

Featured Boats

32' 1978 Trojan F-32	\$15,500
32' 2000 Donzi Z32 Exp.	\$30,000
31' 1994 Mainship SB	\$31,500
31' 2000 Sea Ray 310 IB	\$52,000
30' 2003 Campion 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
28' 2007 Regal 2860	\$47,400
28' 1987 Carver Mariner	\$9,500
28' 1985 Carver Mariner	\$7,500
26' 1995 Wellcraft Coastal 264	\$19,900

25' 1995 Chaparral 2500SX	\$8,500
25' 1993 Grady-White Sailfish	\$16,900
24' 2008 Sea Ray Sundancer	\$32,500
21' 1996 Sea Cat SL1	\$16,900
21' 1999 Sea Ray 210 Sundeck	\$11,500
21' 2013 Ranger Tug R-21EC	\$41,900

SAIL BOATS

35' 1976 Pearson	\$22,900
33' 1988 Hunter 33.5	\$30,000
32' 1980 Morgan	\$18,400
31' 1987 Pearson 31-2	\$26,000
30' 1984 Laguna	\$12,500
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3 Performance Boats from 33' - 46'



32 Express Cruisers from 24' - 44'



7 Center Consoles from 19' - 33'



7 Bridge Boats 32' - 40'



20 Fish & Cruise from 19' - 45'

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