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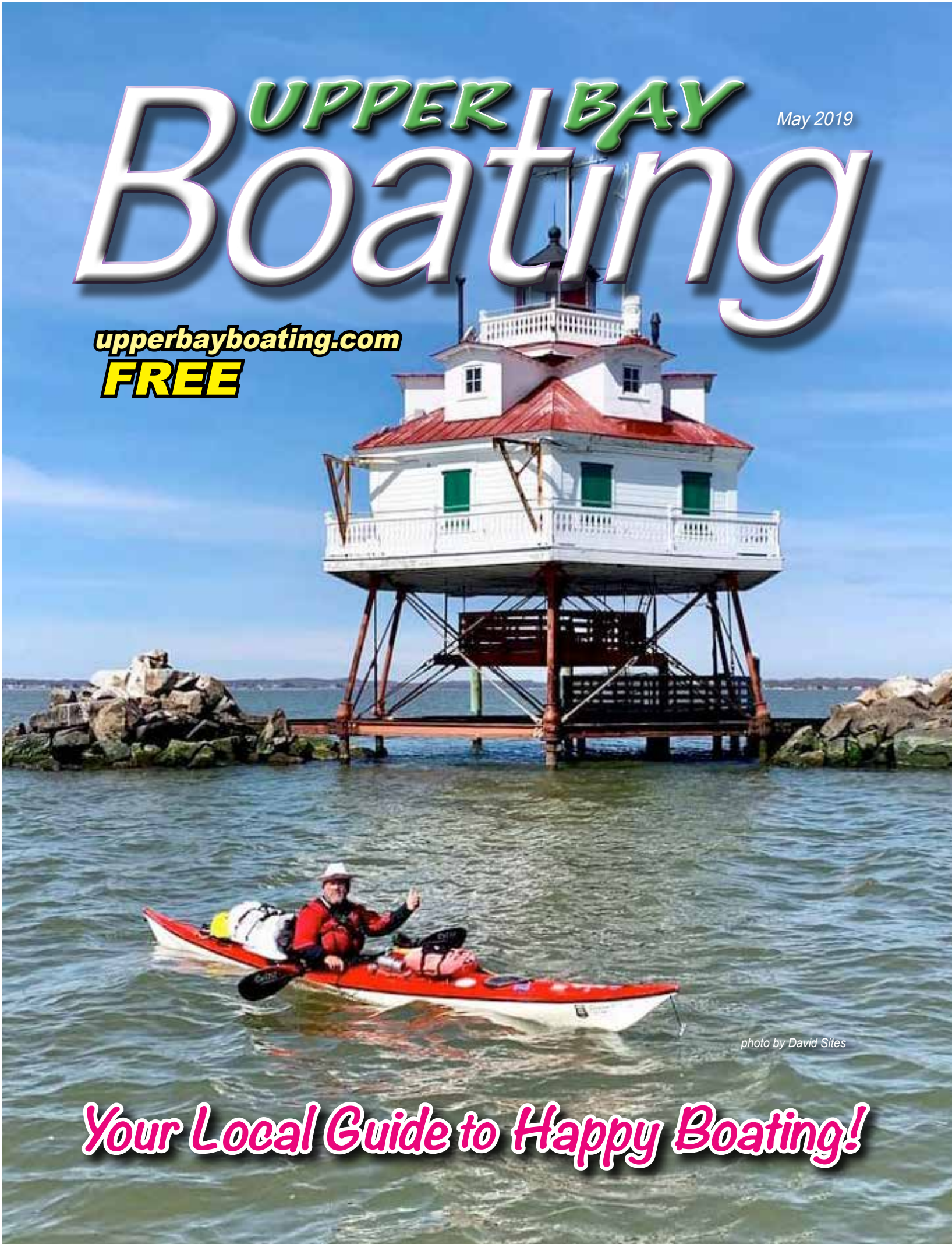


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UPPER BAY Boating

May 2019

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Upper Bay Boating

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photo by Donna Bedell

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Keep it Fun, Safe, and Clean

We are once again sponsoring the Marvin Haw Safety Day. Read more about it in the next issue's special section. Since our inception we have been preaching about having a good and safe time on the water. If you haven't been to this safety day event in the past, please consider checking it out this year. It will be held on June 1st.

A few of our writers have penned articles in the past and the current issue of UBB about cleaning up the waterways. We embrace this part of our favorite pastime and it is part of our mission. When the local grassroots organizations want some free ink to promote their good deeds in cleaning up the Upper Bay, we always donate the space. In fact, we are one of the sponsors of the Back River Restoration Committee. Sam, Karen, and all the members put so much time and effort into cleaning up years of neglect of the waterways and shoreline. You should join them, and others making our waterways nicer.

Montana Grant has a column in the April edition about plastic trash cluttering up our waterways and Don Elwell continues that conversation in this issue. Tim Campbell and Cap't Mark Galasso

both ended up writing about the water quality problems at the Conowingo dam for their May columns. There are not any easy answers about how to clean up the waterways, but if we all pitch in and help, just maybe we'll have something nice to leave behind for future generations.

We follow the local

travels of Steve Chard, a kayaker from England. He is paddling along his "Great Loop" to get publicity and donations for some of his favorite charities. When I met him, it was like sitting down with an old friend. I'm happy Steve could spend some time in our area, and wish him safe travels on his way north. Dave Wilson has a great Q&A with Steve for his column.

I hope all the Upper Bay Boaters get to spend more time out on the water this summer. Now is the time to get the boat ready, or to find a new one. You need to make time to make new memories this season, so let's all get out there and have a good and safe 2019 boating season.



Happy & Safe Boating, Dave

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Living on the edge

By Wendy Gilbert – *Features Editor*

Have you ever noticed how people seem to flock to the edges of their worlds? Any demographic map will show how we cluster our homes along the shorelines of every continent. A map of Maryland shows the same – with the blessed exception of a bit of the Eastern Shore. Former Governor Donald Schaefer proffered his reasoning behind this odd “skipping” over, but we’re not going there today.

I think we are hardwired to be near “the water” whatever “the water” might be. As the beer commercials say – find your beach. Luckily for us that means the Chesapeake Bay or at least a tributary of the estuary.

It might not be a trendy “Salt Life” here, but if you need a sticker or a T-shirt, perhaps you can find one that depicts “Brackish Life”.

In Social Studies class, our teacher said that people huddled around the coasts to be near the ports, to be the first to purchase “the catch of the day” and other commodities. Unless those ships were bringing a cuppa tea to Boston on Dec 16 in 1773 of course.

I never bought into the port theory. Probably because I heard “Brandy” by Looking Glass on the radio every night while I was doing my Social Studies homework.

Everyone knows that “my life, my lover, my lady is the sea”.

Not a big fan of that song. The message didn’t sit well with me. It was never my plan to be mooning around in a

tavern pining, however beautifully, after some sailor who paid for his booty calls with one necklace while he is off passionately following his calling.

Nosirree Bob! I’m going to following my passion too. Throw me a line, I’m coming aboard! Until we cast off, I’ll be on whatever bit of beach I can find. Science has a lot to say about our preference for coastlines. Some studies chalk it up to the abundance of negative ions in the air. The same phenomenon occurs just before a thunderstorm. Yes, that’s why we like being outside just before the storm breaks.

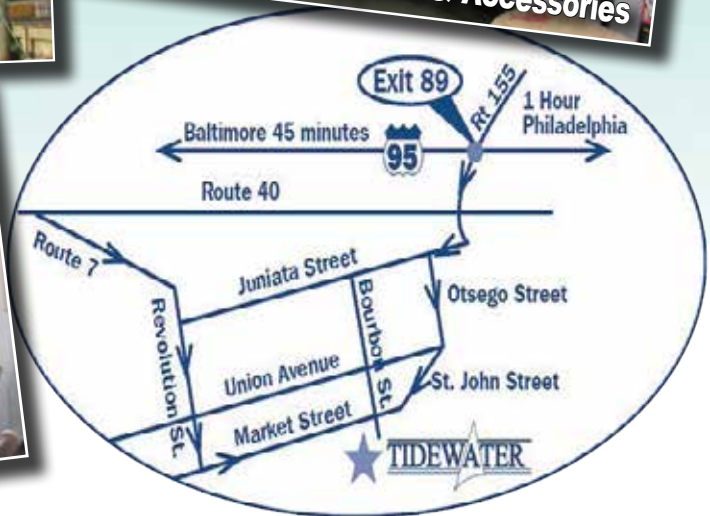
Another study suggests that the increased amount of minerals in the air near the ocean may account for our being “drawn or called” to the sea.

More recent research doesn’t care if we are coastal at all. Just being outside for a half hour a day can cure a lot of anxiety. Spend a couple of those stints walking or boating and perhaps drinking some tea or brandy and you’ll be very relaxed. I’m no genius, psychologist or singer-songwriter, but trust me just the same.



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Off the Beaten Path Adventures Begin May 1

By *Wendy Gilbert*- Features Editor

The Maryland Department of Natural Resources recently opened registration for this year's Park Quest, the family-based outdoor adventure program in state parks throughout the state. This year's theme is "Off the Beaten Path — Arts, Activities and Adventures in Maryland State Parks."

They had me at art.

Park Quest aims to engage families in outdoor activities to experience Maryland's vast cultural, historical and natural resources on public lands and parks.

Through this annual program, 1,000 qualifying teams — usually families — will get an opportunity to complete outdoor excursions in at least 20 different sites from May 1 through Oct. 31.

"We have prepared fun and challenging adventures for families to pursue in our beautiful parks around the state," Maryland Natural Resources Secretary Jeannie Haddaway-Riccio said. "To all our guests, as you explore and discover our rich culture, history and nature, I hope you will also find a lifetime of wonderful memories."

From "Blending with Nature" at Herrington Manor State Park in Western Maryland to "Oyster Wars of the Chesapeake" at Janes Island State Park on the Eastern Shore, each planned adventure provides a unique challenge that offers education, entertainment and exercise for the whole family.

Elk Neck State Park Bonus Quest

Would you rather spend a day on the water looking for Bald Eagles or hiking along a marsh trail listening to the sounds of chirping birds? Or maybe you would rather use locally harvested trees to build camper cabins or create habitat areas with a newly acquired tract of land? In this "Would You Rather" quest, you choose your own adventure! You will start by paddling the Elk River. Along the way, you will

have opportunities to decide which decisions/situations create "your best" Elk Neck State Park — there are no wrong choices! Follow the water trail map in your Quest Pack and when you have made all of the choices needed, paddle back to the Rogues Harbor Boat Launch for a self-guided program that will be based on the decisions your team has made. Your stamp awaits on shore!



Susquehanna State Park Quest

"Through the Eyes of the Past"

During your quest at Susquehanna State Park, you will be taking a look at the history of the area through the eyes of people that lived and worked here. As you walk the Historic trail, reflect on the past.

Remember that each character that you meet through this journey made a contribution not just to their time, but also to the present day Harford County.

Let your imagination run wild! Imagine that you were here in the late 1700 and early 1800's. Imagine the hustle and bustle of a town. Begin at the Mill (801 Stafford Road) and follow the purple blaze to each numbered historical location. Stop and read about the location from your

packet as the history that surrounds you unfolds. Answer the scavenger hunt questions on the sheet to get your stamp.

Teams must include at least one member 16 years of age or younger and at least one adult, with a maximum of 10 participants per team. Cost to participate in the program is \$10 per team, which is then provided with a Park Quest passport booklet.

Registration is first-come, first-served and will remain open until 1,000 team slots are filled. Families who miss the registration process may still participate in Park Quest, by accessing the Park Quest worksheets on the Maryland Park Service website and paying the

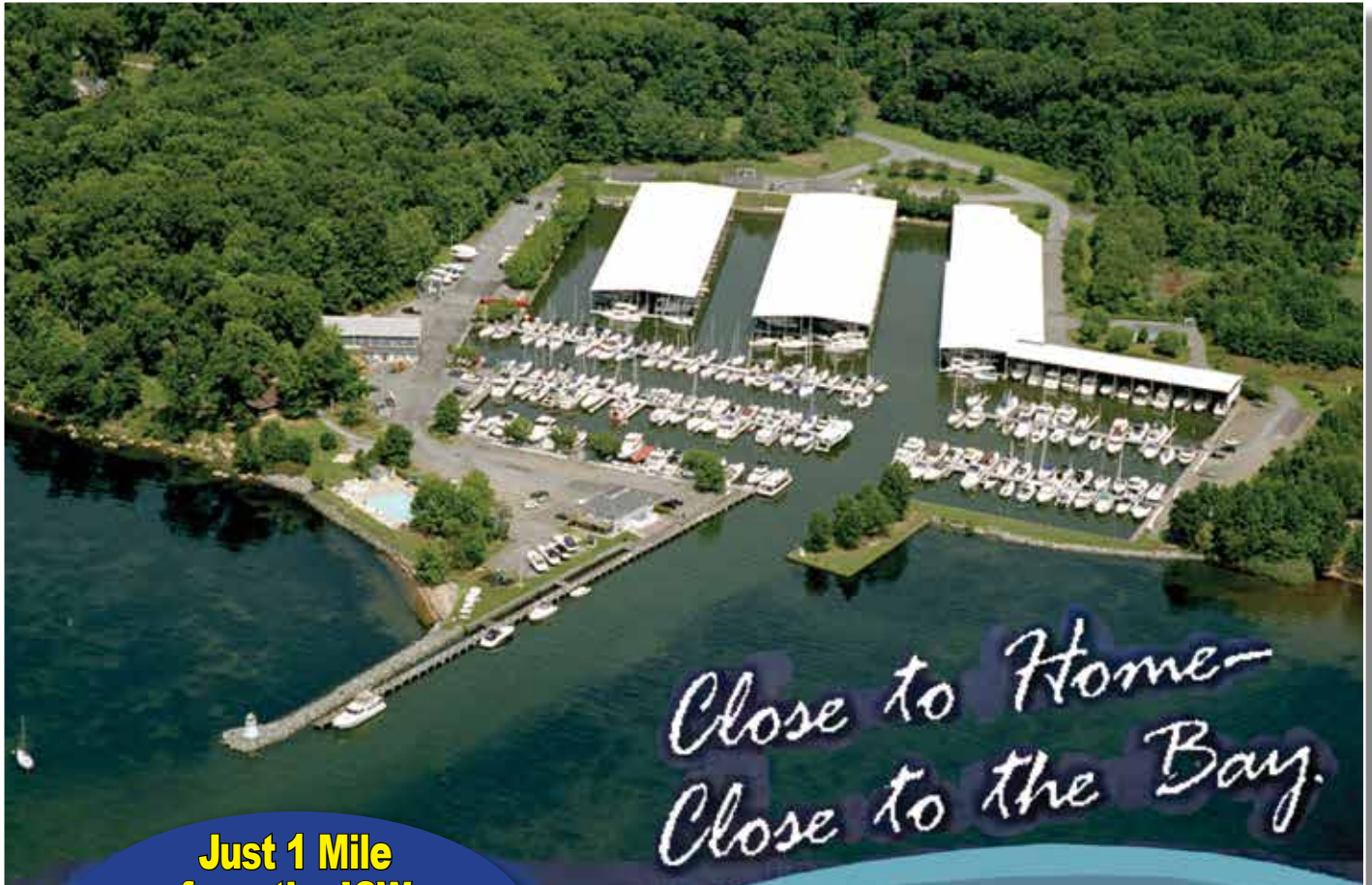
appropriate day-use service charges at certain participating state parks.

Another affordable option is the Maryland Park Service Annual Passport, which provides unlimited day-use access to all 75 state parks through the calendar year.

Teams can take advantage of cabin and campsite reservations and spend a night or two under the stars as they explore the state's network of parks.

Registration and more information for this year's program can be accessed at the Park Quest webpage.





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Run Aground? Don't Panic, DRINK !

by L. Alan Keene



As we boaters move into a new boating season on the upper Chesapeake, it's important for all of us to be aware that there may be a few surprises waiting for us out there.... surprises in the way of depth. That old familiar cove that once had 7 feet at mean low water, may now have only 4 feet in spots. The narrow entrance into that cozy little creek that you used to visit in your sailboat, may now be impassable for keel boats.

While changes in depth are common from one boating season to the next, this year's may be more dramatic. The heavy rains that have plagued the Susquehanna River watershed over the past nine or ten months have forced the Conowingo Dam to open more flood gates than in recent years, sending tons of silt and debris cascading down the river and into the upper bay.

What does this mean for us? It means that the old saw, "if you've never run aground, you've never sailed the Chesapeake" may take on increased meaning. One good thing about grounding in the upper bay, though, (if it's possible to have anything good about going aground) is that it's almost always a soft landing. Rarely will a sailboat sustain any structural damage from digging into the muddy bottom. The damage is usually limited to the captain's ego.

So, what do you do if you happen to run aground while enjoying a sail in familiar waters? You DRINK, of course! But not the inebriating kind. Instead, try this drink:

Drop your sails as quickly as you can. With your sails as your engine, keeping them up and trimmed will only push you further into your muddy prison. If you can't get them down, let them flog or, better yet, backwind them. I'll explain why later.

Rock the boat! The nature of the Bay's muddy bottom is that it's sticky and develops suction around the keel, holding the boat fast. In order to get moving and out into open water, the suction needs to be broken. By having your crew rock back and forth while you attempt to motor back out on the same path that you came in on, chances are good that you can extricate yourself. But if you can't

Incline your boat to leeward as far as you can. The further you heel, the better. By tilting your mast away from the wind while backing, you're raising the keel (like a seesaw with the hull as the fulcrum) in small increments that may be just enough to break you free. To begin your heel, swing your boom out to leeward and have your crew, along with any heavy objects aboard, move to the downwind rail. If you backwinded your sails, the wind will help in the heeling process. If there's a crew member willing to take a ride on the boom or in a bosun's chair, all the better. And, if you happen to have a dinghy with an outboard, hook a line to the main halyard (assuming your sails are down, of course) and motor off to leeward pulling the masthead with you.... careful not to ground the dinghy in the process. That should do it, but if it doesn't.....

Notice the movement of the tide. If it's falling you need to continue to move quickly. If it's rising, you might be able to relax and let the rising water float you off in an hour or two.... but there's no guarantee. At any rate, take a few minutes to rest your engine and crew, and when you're ready, try this.....

Kedge your way off. Unlike the other methods that rely entirely on the boat's motor to get you moving, kedge uses one of the boat's winches and an anchor to help pull you to freedom. The process is simple. First, take your anchor astern far enough to allow a firm set. If you don't have a dinghy to transport it, take a swim and float it out using several PFDs. After it's set, take the rode and wrap it around one of your winches close to the boat's centerline; usually a cabin top winch. With the motor again pulling hard in reverse, begin cranking in on the rode. When your boat begins to move, keep the power on, with a crew member taking up slack in the rode to prevent fouling the prop. With a little luck this should do it, BUT if it doesn't....

Reach for your wallet or insurance card and call in a professional. Or maybe you should have done that in the first place. If you had, you'd probably be back at the marina relaxing with a real drink, while the rest of us are busy rocking, rolling, and hanging from the boom!

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Reflecting on Conowingo Dam

By Tim Campbell

When I think about Conowingo Dam, my first impulse is to reflect on the good times I've had fishing and observing nature there. Lots of fish species can be caught below the dam including bass, catfish, shad, and walleye. Walking the shoreline trails below the dam and fishing along the way is time well spent. But there is more to the dam than meets the eye. It holds back millions of tons of polluted sediment and debris. Unsafe amounts get in the bay, and more is coming. There are other issues too. Something must be done, and soon.

Conowingo Dam was built on the Susquehanna River in 1928 when harnessing hydro-electric power was a fairly new innovation. It was the largest dam in the country until Hoover Dam was built in the 1930's. Conowingo Dam created Conowingo Lake, a 14 mile long reservoir used for drinking water, and later as cooling water for Peach Bottom Nuclear Generating Plant. The lake is also open for recreational fishing. Dams are beneficial to society, but there are huge trade-offs. Ninety years ago people didn't fully realize the negative effects of damming up rivers. Today we know dams block migrating fish such as shad and eels from reaching their spawning grounds. We also know that fertilizer run-off from upstate farms containing phosphorus and nitrogen builds up behind Conowingo Dam. Some estimates claim over 200 million tons of silt and debris is pressed against the dam. Whenever we experience a big rain event the problem intensifies with polluted sediment coming through the flood gates affecting water quality and causing abnormal algal blooms. Algae eat up all the oxygen in the water, killing fish and other species.

In 1936, prior to hurricanes being named, all 53 flood control gates were opened for the first time due to a huge storm. Not many people remember 1936, but there are plenty of folks who remember Hurricane Agnes in 1972. That was the second, and only other time all 53 flood gates were opened. The rapidly rising waters reached a critical level. It was a scary event, especially for people living downriver. The effects of Agnes left a lasting impact on the Chesapeake Bay. In 2011, 44 flood gates were opened due to Tropical Storm Lee. A few miles downriver, the small town of Port Deposit was evacuated. Then in 2018, the rainiest year in



Maryland history, 20 of 53 gates were opened. The ecological impact of the massive overflows is still not entirely understood.

Conowingo Dam is almost 100 feet high and about a mile long. It originally had seven generating units until four more were added in the mid 1960's. There is a visitor's center which is open every day except Thanksgiving, Christmas

and New Year's Day. The dam is open for guided tours which last about an hour. Call the toll free number to schedule a date and time (1-833-257-8687). My wife and I did the tour with a small group in 2014. Strolling through Turbine Hall, seeing and hearing the whirring of the generators up close is a unique experience.

The Federal Energy Regulatory Commission license to operate Conowingo Dam expired in 2014. The license is up for renewal and Exelon Power is seeking a new 50 year lease. However, there are some serious issues that the State of Maryland wants resolved beforehand. For instance, something must be done about the sediment buildup behind the dam. Exelon removed 4000 tons of debris in 2018. That may sound like a lot, but it is not enough.

According to government sources, Maryland expects Exelon to remove much more sediment from behind the dam or pay a significant fee, upwards of \$172 million per year. Maryland also wants the fish and eel passageways upgraded. Additional pollution prevention practices also need to be put in place.

Exelon disagrees with Maryland's position and has filed a lawsuit against the state. Maryland recognizes that all of the problems are not due to Exelon. An agreement is sure to be reached, but it may a while.

The Susquehanna River starts in Cooperstown, NY, and flows 464 miles through New York and Pennsylvania farmlands. It drains an area over 27,000 miles. Maryland seeks to work with agriculture

and business to reduce run-off. More action is needed by states upstream of the dam. Maryland is currently doing a study to test the quality of sediment behind the dam. A cost/benefit analysis is expected to be completed by the end of 2019. If a market can be developed for the sediment, conceivably to be used as fill or habitat projects, then that would be an excellent start. Hopefully all sides come to an agreement, sooner rather than later. In the meantime, let's continue to enjoy fishing Conowingo, even with the knowledge of increasing concerns.



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A Conversation with Steve Chard

In June of 2018, a fellow from Piddletrenthide, a small village in southern England, crossed the Atlantic to Halifax Nova Scotia where he bought a Dennis Nigel Explorer kayak to begin a 6700-mile circumnavigation of the eastern portion of Canada and the United States. That fellow's name is Steve Chard. I recently had an opportunity to interview Steve as he passed Baltimore on his way to Havre de Grace. The exchange below, while not a word-for-word replay, captures the essence of our conversation.

Dave: "What on earth possessed you to set off on a solo 6700-mile kayak expedition?"

Steve: "Well, all of my life I have been doing these sorts of things for charitable causes. I've run marathons. I've bicycled across the mountains of Vietnam, done 31 km open water swims So, when I got to thinking about my upcoming 60th birthday, I thought, what do I want to do next? There was this 4-day, 120-mile canoe marathon in the UK with 77 overland portages, and I thought, Yes! That's it! But then someone gave me a copy of Ron and Eva Stob's Honey, Let's Get a Boat. I thought, if they can do this in a boat, surely it can be done in a kayak. I did some research and found that, yes, this route has already been done in a kayak."

Dave: "Tell me about the Great Loop. What is it?"

Steve: "The Great Loop is a route of interconnected waterways that surround the Eastern portion of the United States. There are many variations. The typical start point is in Florida. Boaters follow the Intercoastal Waterway along the east coast to the Chesapeake Bay, head north to Baltimore, pass through the C&D canal to the Delaware bay and head north to New York. From there they follow the Hudson River and other smaller rivers to the St Lawrence river. They turn southwest to Lake Ontario and Lake Erie, north through Lake Huron and the Mackinaw Straights, down the eastern shore of Lake Michigan to enter channels feeding the Illinois River at Chicago. From there it's down the Mississippi River to New Orleans and eastward to Fort Meyers Florida. There they cross Florida via a canal that passes through Lake Okeechobee to Stuart Florida for the final leg of the journey."

Dave: "That tires me out just listening to you. I've seen the route you posted on Facebook. You took a different route, didn't you?"

Steve: "Yeah, I didn't want to do the same route as had been done before. Turns out I have relatives that live in Nova Scotia, so that seemed like a good place to begin. I paddled up the Northumberland Strait along New Brunswick's coastline, then turned into the St Lawrence towards Quebec

City and Montreal. From Montreal I headed inland to Ottawa before turning southward towards the Great Lakes. Another change I made was to paddle up the Ohio River from its junction with the Mississippi. But the current was strong due to recent rains and I had to turn south again towards Mobile Alabama via the Tennessee, Tombigbee, and Mobile rivers. The original route is like, 4700 miles. My route adds about another 2000 miles."

Dave: "I've done some weekend paddles and I find one of the most difficult parts of the planning is finding places to camp. Did you have any difficulties?"

Steve: "No. For the most part I didn't. Whenever I needed to stop, I would just pull in somewhere. If it looked like someone's property, I would usually go up to a house and ask if I could set up camp for the evening and usually people would say yes, or they would offer me somewhere to sleep - a shed, a porch, or even sometimes a bed. One place I slept had a sign over the entrance; 'Jail'."

Dave: "So you just met people along the way and asked if you could camp? That sounds a little dangerous. I'll bet there are some stories in there, aren't there?"

Steve: "Well, yes, a few. I learned you never walk up to the most expensive looking house and ask if you can spend the night camping on their property. (smiles). But it's not just a matter of wealth. Once I had a millionaire tell me to 'get the hell off his property', when the millionaire next door invited me in. I've stayed with millionaires and self-proclaimed rednecks. For the most part, everyone has been friendly and outgoing."

Dave: "Incredible. I understand you had a run-in with a fellow in Jacksonville. Tell me about that."

Steve: "Yes, a fellow held a knife to my throat and threatened to sic his 3 Dobermans on me. He had the dogs restrained, but it wasn't a friendly encounter. I left and reluctantly posted the episode on my Facebook page. It was a turning point. After that I started getting offers in advance from people wanting me to stay at their place. So, I began taking them up on their offers and working them into my plan. I've only had to cook two meals since leaving Jacksonville."

Dave: "That is amazing. Most of us here in the US would be extremely reluctant to let someone we did not know into our homes. Why do you think the people you have met have been so helpful?"

Steve: "I knew it would be a social experiment. There are probably a couple of things that make my experience different. In part, I think it's because I'm coming from the water and that's a bond we share. But I also think the social experience

associated with sharing stories and adventures via social media warms people. People are aware of my plight in advance and they can help me plan ahead. They know other people along my route and call ahead setting up my overnight stays. Nevertheless, I still carry a 10-day supply of food, a tent, water, and other supplies in case I have to make an emergency stop to wait out the weather.”

Dave: “Steve, I must apologize for not coming out to meet and paddle with you, but I have a cold and didn’t want to pass it on.”

Steve: “I just got over one myself. A family down in Florida let me stay at their house for two weeks until I felt well enough to paddle again.”

Dave: “How difficult is it for someone from another country to do a committed trip like this?”

Steve: “There are some issues. I had to fly back to England during the winter because my visa expired. I stayed in England for two months to regain some of the weight I had lost paddling.”

Dave: “Will you have to return to England again before your planned arrival in Nova Scotia?”

Steve: “No, I’ve changed my status.”

Dave: “I understand you are promoting a few charities on this paddle. Can you elaborate?”

Steve: “Yes, I’m paddling for 9 charities; 3 in the US, 4 in the UK, and 2 Canadian. They are, Disabled American Veterans, American Kidney Fund, US Navy Submarine Force Library and Museum, Dorset Somerset Air Ambulance, Weldmar Hospice Care Trust, Kidney Research UK, Walking with the Wounded, Kidney Foundation of Canada, and Canada’s Naval Memorial, HMCS Sackville. They are listed on my Facebook page and I ask everyone to donate to these fine charities. The donations must be done online.”

Dave: “I notice there are charitable funds related to the Navies of each country. Is there a reason for that?”

Steve: “Yes, I spent 13 years in the Royal Navy before exiting to take a degree in oceanography. Nine of those years were in the submarine force aboard our equivalent to your Los Angeles Class subs. After college the economy soured and I worked in the clothing industry. The last few years I’ve worked as an EMT. I’m retired now. 911 calls burn you out.”

Dave: “What has been the worst segment of your route?”

Steve: “The Mississippi. The scenery is boring and the passing barges are awful. They push a lot of water and their wake will capsized you.”

Dave: “What has been the most demanding part of your paddle?”

Steve: “The wind and currents. Last June and July I lost 27 paddling days due to high winds.”

Dave: “Have you experienced any frightening moments?”

Steve: “Well, yes, once up in New Brunswick, as I rounded a point, I met a headwind and I thought I was going to be blown out into the Gulf of the St Lawrence. Then there was a similar experience on the Pamlico Sound. I misread the weather and got caught in Force 5 winds. When I went to turn around, I capsized. Fortunately, it was in shallow water. I stood up and got back in and paddled back to port.”

Dave (chuckling): “You mentioned current.”



Steve Chard

Steve: “On the Mississippi the current was 7 knots. It was so fast that I missed my contact and I had to call him from several miles downstream.”

Dave: “What are your self-rescue skills?”

Steve: “My self-rescue skills are bomber. We did a lot of practicing back home before the trip.”

Dave: “For the most part, you are paddling solo. Do any of the paddlers you’ve met offer to paddle with you?”

Steve: “Yes. Some paddlers in Wrightsville Beach paddled a day with me. And another fellow paddled the Dismal Swamp with me.”

Dave: “When do you think you will be arriving in Halifax and what are your plans upon returning to England?”

Steve: “I’m a bit ahead of schedule, so right now it looks like I’ll be in Halifax by August 31st. I’ve contracted to write a book about my paddle. That will take some time.”

Dave: “I look forward to reading your book. It looks to me like some of the most difficult paddling lies ahead of you.”

Steve: “Yes, up the coast of New England on the ocean side, the Bay of Fundy, and then on to Nova Scotia.”

Dave: “Steve, thank you for taking the time to talk with me. I wish you the best of luck. I would bid you fair winds and following seas, but I know how difficult it is to maneuver a kayak in following seas (smiles).”

Steve: “I know what you mean.”

Steve will soon join the ranks of other “Loopers,” that is, those who have successfully completed the Great Loop. If you wish to follow Steve along the remainder of his journey, search for “Kayak ‘The Great Loop’ -paddle with Steve” on Facebook. You may also donate to a charity of your choice there.

Upper Bay Boating Events and Waterfront Activities

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

Rock Hall Marine Restoration & Heritage Center Open House May 4 11-4 at the Clam House at 21083 Chesapeake Ave. in Rock Hall Md. 410-639-9106

Tiki Lee's Rockfish Open May 4 Come spend the day at the brand new Tiki Lee's 4309 Shore Rd. Sparrows Point, Md. 21219 443-242-6698 see ad in this issue

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

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

Chesapeake City Boat Show & Festival May 4 & 5 10-5 pm South Chesapeake City next to Chesapeake Inn. Free Adm. www.chesapeakecity.com see ad in this issue

Friends of the Bohemia Spring Kayak Tour, May 5th, at 9 a.m., at the Bohemia River Public Access Point, on Rt. 213. Contact: FriendsoftheBohemia@gmail.com (443) 566-3513

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

SGT. Marvin T Haw IV Boating Safety Day June 1, from 11-3 Wilson Pt. Park 950 Beech Dr, Middle River, Maryland 21220 See ad in this issue

River Fest June 2 from 1-5:30 Enjoy great Music & Food all afternoon Tickets \$50 benefits Back River Restoration Committee 443-983-2945 or 410-335-6450 see ad in this issue

The Great Oak Landing Yacht Club Boating Flea Market June 2 at 9 am. Contact Roy Bant at rbant@Comcast.net or 215-740-5066.

Bowleys Quarters VFC Safe Boaters Courses June 4 & 6 900 Bowleys Quarters Rd. Middle River, Md. 21220 Cost is \$40.00 Call 410-800-8420 to register

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

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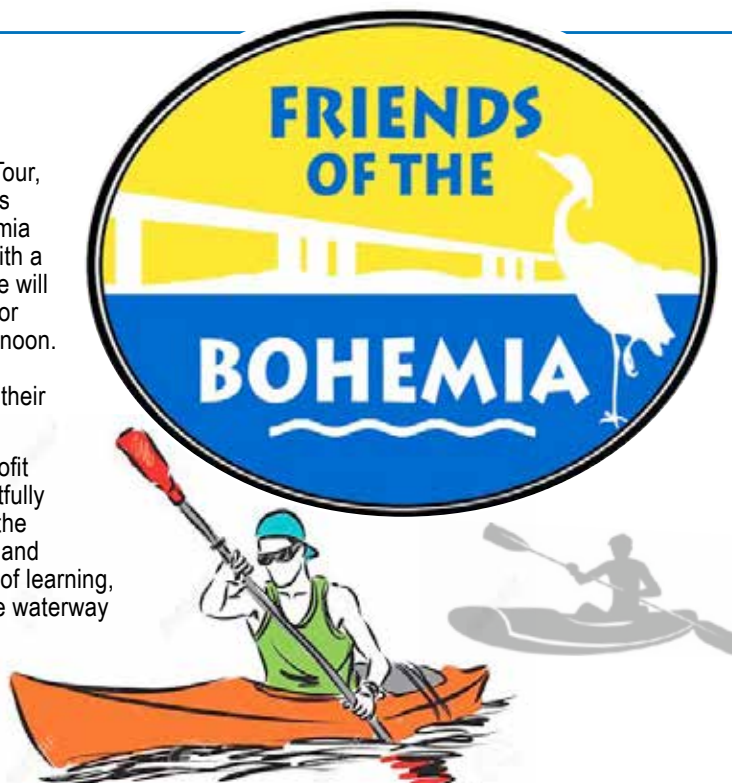
davebielecki@aol.com

Spring Kayak Tour

Friends of the Bohemia invite all to the Spring Kayak Tour, May 5th, at 9 a.m., at the Bohemia River Public Access Point, on Rt. 213, at the northwest corner of the Bohemia River Bridge. The US Coast Guard will be on hand, with a presentation of kayaking safety issues and advice. We will launch after the USCG presentation, and explore Manor Creek. We expect to be back at the launching site by noon. If you'd like to go, but lack a kayak, a small number of vessels may be available. Contact the FOB asap, via their Facebook page!

Friends of the Bohemia, Inc. is an all-volunteer non-profit corporation founded in 2015. Our mission is to thoughtfully and carefully advocate for the Bohemia River, to give the silent waterway a voice in its watershed communities, and dedicate our actions to fostering a cooperative legacy of learning, studying, communicating, protecting and improving the waterway and the water quality for all future generations.

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photo by Donna Bedell

Use it or lose it

By Montana Grant



It is time to dig out your boats! Many sailors must store their crafts in places with limited space. Garages meant for cars become filled with their nautical overflow. Before you know it, the boat is full of junk, crammed with other gear, and not ready for use. If your boat is parked in a boatyard, it is easy to forget.

What is the point in owning a boat if you can't enjoy it? The Chesapeake Bay will soon be calling. Whether for fishing, crabbing, skiing, or just cruising, now is the time to get water ready.

"Honey, lets take the kids on the Bay for a day!" If your boat is not fueled, cleaned, organized, and rigged, then your answer will always ruin their day. The Captain will end up on the poop deck. Your invested money and boat bills will be hard to justify.

Get your craft ship shape so you can enjoy the quality of your nautical life. It's not hard. Once you clear the mess, drag out the boat, and smell the water, your anxiety will soon pass. What is better than enjoying the water after a hard day of work.

Start with all hands-on deck! "You must pay if you are going to play". Assign each of the crew a specific and necessary task. One crewmember needs to find the life vests, coolers and cushions. Another oversees the tackle and crab gear. Your job may be the trailer and engine. Lay out the gear on your lawn, beach, or driveway and take an inventory.

Make a list of needed repairs, jobs, and new gear needed. If the motor is broke, the depth finder is malfunctioning, the hull leaks, or whatever, get it done and fixed now. There is no point arguing over it.



Avoid a Mutiny by working together as a crew to make the craft seaworthy.

The boat is probably in need of a good cleaning. Break out the soap and hose for a washdown. While you are covering every inch of the boat, inside and out, record what fixes may be required. Waxing the hull, adding protectants to the cushions, adding new ropes and anchor fittings, cleaning the coolers and fish boxes... There is always something that needs to be done. Don't be overwhelmed, just dig in and get the job done.

Whoever is the Master Crabber should repair, rig, and ready the traps, trotlines or pots. The best fisherman oversees organizing the tackle box and rods. All this gear needs to be cleaned, serviced and inspected. Replacing rotted lines will prevent losing traps. The Navigator

can plan and organize the course and destinations to discover. Put the best dates and times on the calendar and plan for the events to happen.

Every crew member has a special something about the boat that they enjoy most. Plan special or themed days that highlight their skills. Maybe it is jigging for stripers off the Man 'O War Shoals. Perhaps one of the crew is crazy over crabs. One member simply enjoys taking the helm. Make sure that all of the paperwork, licenses, tags, and required safety gear is aboard. Celebrate their favorite day together.

Your crew must feel Invited, Invested, and Share Ownership in your ship. This is the job of the Captain. Train your crew so that everyone can take over every job of running the boat. Launching, mooring, trolling, steering, reading and understanding the gauges, working all the equipment and gear. If one person does everything, their day is just work.

Celebrate the season by shoving off on your Maiden Cruise. Plan a fun day with some snacks, drinks, and plans. Test all the equipment. Initially, stay close to the dock in case the motor or gear fails. Once all seems ready, cruise away. The whole crew needs to sail together to reward their efforts.

Maybe your boating plans are just sunk! If you are not going to use it, get rid of it or upgrade. A garage sale will clear the decks of any unwanted boats, gear, and junk you do not need. Now invest in a new boat to launch your season. Sailors

evolve as the age. Many start small or specific. Maybe you have changed in what is most enjoyed on the Bay. It is time to expand your nautical horizons.

If you simply enjoy cruising and spending the night at various ports, target a more comfortable and larger boat. Sleeping quarters offer comfort and security. Use your boat to navigate to restaurants and events. Watching fireworks from the water is a special way to celebrate the 4th of July.

If fishing is your thing, look for a boat set up for that purpose. You will need reliable motors that can slow down for slow trolling. Walkaround decks offer room to fight and land fish. A little shade is nice on sunny days. Maybe a small roof with rod storage racks is required. Decent electronics will help you find the fish.

Skiing requires speed and power. This boat will need to include the safe attachments and extras to tow friends and family around on skis, tubes, or boards. Wave runners offer even more freedom and speed. Cruising the inland waters, jumping waves, and just being on the water is fun.

Once the work is done, boating becomes more inviting and fun! This initial cleanup, assessment, and organization is drudgery. You will appreciate these efforts when you can come home after a long week of work and simply launch and laugh. The motor will work, the trailer is road ready, the gear and tackle are organized and ready, the coolers are full of drinks and goodies... aahhh!!!

The best part of being a Captain is when the crew is functioning and enjoying the cruise. Each member brings something special to the boat. The sounds, smells, and sights of

the water are healing and energizing. No cell phones, video games, or distractions. The boat is an escape where all feel at peace. This is when we recharge and recover from life's stress and challenges.

Shove off, throttle up, hoist the sails, paddle or row away, and celebrate another boating season.

For more Montana Grant, find him cruising at www.montanagrantsfishing.com.



Montana Grant

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

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Marsh Madness

By Tim Sherman

May is a great month for fish. Stripper fanatics will be trolling in the upper Chesapeake for trophy stripers. The boundary for that fishery is from the Bay Bridge to the Brewerton channel in upper bay waters. On May 16, the size limit drops to 19 inches and some anglers may start chumming or jigging for the coveted state fish. Stripers aren't the only species biting this month. In fact, you may be blowing right by other species on your way to the stripper grounds.

The rivers and their marshy backwaters of the upper bay are where I like to be at this time of year. White perch, yellow perch, and pickerel are done spawning; and largemouth bass are feeding up to prepare for their reproduction. These areas are perfect for the small boat owning fishermen to capitalize on some really good fishing for multiple species. You might find me up on the Susquehanna River or Flats for bass, in the Gunpowder River and adjoining creeks for a marsh Grand Slam – all four species, or in Bear Creek for perch and pickerel.

White perch and yellow perch are fun to catch on light tackle. Casting small lures will get the strikes you are looking for. My best multi-species-catching bait is the Crème Lit'l Fishie. It's a soft swimming minnow that I thread on to a 1/8ounce jig head. I prefer the 2 1/2-inch size that is perfect for anything that swims in the backwaters. I also cast inline spinners for perch. I carry Aglia, Aglia long, and Black Fury from Mepps, Rooster Tails, and Blue Fox spinners. I cast these lures with an ultralight rod and reel spooled with 6-pound test. Both perch species are also known for hitting 1/4-ounce rattle traps meant for bass.

Don't be surprised if you catch a toothy chain pickerel on these perch lures if you are fishing in Bear Creek or Middle River. The challenge is to get the pickerel back to the boat before a tooth nicks your hair-thin line.

May can produce tidal bass fishing at it's best. Bucket mouth bass are often found seeking the same white perch and yellow perch that I like to catch. The aforementioned rattle trap is a great search bait in marshes and rivers. On breezy days that put a slight chop on the creeks, a spinnerbait is a better choice for the same propose. A crankbait is a third choice but for fast moving lures. I like to cast these around shorelines with sunken cover. Banging them against a sunken log or through a rock pile – then pausing them after making contact – helps provoke the strike.

When Mother Nature gets fickle with her weather



patterns, the bass bite can get slow. Cold fronts and high-pressure systems move bass tight to cover and they are not in a mood to chase. That is when I will slow down and fish with soft plastics. A few years ago, I might have scoffed at casting a stick worm; but I have since learned that they are a valuable tool for catching bass in tough conditions. A second choice would be a Texas rigged worm or crawfish imitator accurately cast next to a submerged tree, grass clump, or dock piling.

Converse to the lethargic bass, there are those special days when you find them worked up. The first couple of thunderous hits on a rattle trap or spinnerbait will let you know. If I get that kind of strike, I'll tie on a floating jerkbait and work it vigorously. This is my second favorite lure for aggressive bass. The first, of course is a topwater lure. I like a popper tied on with a loop knot. This connection allows a bit more side to side action when you work it. The eruption of the bass through the water is worth the effort, but feeling the weight when it takes down the lure and getting it back to the boat is the ultimate goal.

If you are looking for plenty of fishing action, look no further than the upper bay rivers and marshes. There are several species to target and they are in good numbers in the backwaters at this time of year.

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For those boaters who keep their craft on a trailer, you have so many options of where to launch your boat in the Upper Bay. And the PWC owners even have more options with their shallow drafts and jet drives. Many of the local marinas have ramps as well. Just make sure you contact them first to make sure they are open to the public. We have compiled a list of ramps for you, and all we ask in return is to make sure your trip along the road is a safe one.

Before you take off down the road, consider the following suggestions...

The trailer is just one portion of the towing equation. Often overlooked are those other towing details, things like carrying capacity, hitch and ball styles, electrical connections, even whether or not your car, SUV or truck is up to the task at hand.

Appraise your choice of tow vehicle. Look in your car's owners manual; you should find a section on trailering. It will spell out the maximum trailer weight for your particular vehicle and engine combination. If you own a smaller car, be prepared. The maximum weight can be as low as 1,000 pounds. Even a sturdy-looking SUV might call for things like a heavy-duty transmission cooler. Check out your owner's manual, and make sure your warranty won't be voided by hauling too big a load.

Trailers are rated in terms of carrying capacity (how much they can safely haul), Gross Vehicle Weight Rating (the carrying capacity plus the weight of the trailer itself), and tongue weight (the downward force exerted on the hitch ball by the trailer coupler). Of the three, Gross Vehicle Weight Rating is perhaps most important, and often most misunderstood. Why? Buyers often tend to

consider only the PWC or Boat itself, and neglect to consider all the extras that go along with it, such as a tank of fuel, riding gear, and any extras loaded into the storage compartments. Always select a trailer hitch in line with your trailer's GVWR. Remember, it's always better to have more hitch than necessary, rather than haul an overly heavy load with a hitch designed for lighter duty. A stronger hitch will also grow with you should you buy a larger machine, or haul a friend's craft to the water.

Don't forget the final steps that complete the towing process. Connect your trailer's safety chains to the appropriate spots on your hitch. Safety chains should be crisscrossed under the tongue in order to provide a cradle should the tongue become disconnected. Connecting your trailer lights is also a must; make sure they work, and if not, find the cause. It's not safe to trailer without brake, turn, and running lights. If they need replacing, go for LEDs; they'll last longer and prove more worry-free than incandescent bulbs. Some trailers also feature a surge-brake cable that activates the brakes in the unlikely event the trailer gets unhitched. Hook it up to keep you, your craft, and others on the road, safe.

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Cox's Point Park
Gunpowder Falls State Park – Dundee Creek - Marina
Gunpowder Falls State Park - Hammerman Day Use Area
Inverness Park Boat Ramp
Rocky Point Park
Southwest Area Park
Turner Station Park
Wilson Point Park

Cecil County

Charlestown - Public Boat Ramp
Chesapeake City
Conowingo Creek Landing
Elk Neck State Park - Rogues Harbor
Elk River Park
Fredericktown
Perryville - Boat Ramp
Port Deposit - North Marina Park
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Harford County

Broad Creek Public Landing
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On the Waterfront

with George Waters

photo by Donna Bedell

The History of Sleep

We spend a third of our lives asleep, and that does not even count the time during the Masters Tournament. How we sleep has undergone drastic changes over the millennia. Evolution suggests that first, like The Godfather's Luca Brasi, we slept with the fishes. Then as we developed limbs, we probably slept under a bush, because predators would never think of looking there. Then in trees. It wasn't until some brainiac discovered that caves keep rain off that our sleep customs advanced.

At first people slept on piles of leaves, carefully curated from the forest after the time that idiot Krog used poison oak because it was "red and shiny." Then piles of straw, once straw was invented. Then came the fluffy comfort of mice sewn into "breathable" goat skins woven together. It is lost to history how terrifically flammable this was. Trust me, it was, terrifically.

Evidence of these first "mattresses" is unavailable.

It was centuries before terms for common mattress sizes were agreed upon. They were not, as is now customary, twin, queen and king, but in fact minion, serf and squire. The "minion" was little more than a family of dogs lured into a relatively rectangular pile by a small cage of live squirrels. It was, understandably, one noisy mattress.

Serf and squire models were the first actual fabric mattresses, and conveniently made of rough, hairy horsehide, so that the very religious could also punish themselves while they slept. The non-religious turned the hair side over, but as anyone who has slept inside a horse can tell you, it didn't help much.

As culture developed, there was once the Halloween tradition, now

defunct, of "Trick-Or-Mattress." The tricker and trickee roles were reversed, however. Bands of children would carry an old mattress to a house, insist the homeowner perform a trick, or be required to take in the old mattress, which was typically flea-ridden and soiled. Acceptable tricks included dancing a jig, performing close-up magic, or squeezing a chicken until it approximated the notes of "Ave Maria."

There followed a brief hammock era.

Beds got more elaborate, softer, more plush, as the textile industry advanced and the average person's standard of living improved. Early pillows, usually consisting of a family's youngest children all wadded up, gave way to feather pillows. Blankets and quilts soon followed. The "duvet" ("lady blanket") was invented so that men could conveniently skip their "hot yoga" classes and just sweat it out overnight.

I recently succumbed to the endless ads on every podcast I listen to and I bought one of those newfangled foam mattresses online. It came to my house in a box the size of a typewriter and, when released, expanded like one of those videos of a life raft inflating. I think it is made of memory foam, but I forget. It's something futuristic. The chemicals it seems to be off-gassing are probably making me smarter while I dream, right?

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Breaking down on the water is stressful for everyone. Don't let calling for a tow ruin your day. We highly recommend being a Tow-BoatU.S. member and knowing what to do and how to get in touch with us when you need help, will make your boating season worry-free.

As soon as you realize you are going to need towing assistance, secure your boat. Take down your sails. Anchor whenever possible. Anchoring gives you control over your boat which frees you up to spend time on the radio or phone coordinating the tow. Be sure to have lights on at night. Turn off unnecessary equipment to preserve batteries. Get everyone into their PFDs and continue to monitor your surroundings.

BoatUS has a great cell phone app that when used to make the phone call sends your membership information and current lat/long directly to BoatUS dispatchers. If you are not a member, be prepared to discuss estimated charges and to provide payment upfront. Towing estimates are based on hourly fees from the time the Captain leaves the dock until he returns. Hourly charges increase after dark or during small-craft warnings. An average tow costs \$700.

Knowing where you are, helps the towboat captain find you and get you home faster. GPS coordinates are preferable but a strong, clear physical description of which body of water you are on with nearby marker number, creek or cove name is helpful as well. Mention local landmarks that you are near such as a waterfront restaurant, park, or marina not regional ones such as bridges or smoke stacks that can be seen for miles out on the water.

Once on scene, the towboat captain will provide specialty tow lines and, if needed, fenders. They will determine the appropriate attachment points which may not be those you'd expect. Get your lines and fenders out and have them ready when you're approaching the dock but keep cleats free and the boat's sides clear of fenders until the captain tells you otherwise. The Captain will direct you if he needs assistance with lines or maneuvering.



A talented towing captain will be able to tow and put your boat safely in its slip without much help. Follow directions and remind everyone to stay seated and keep hands and fingers away from the towboat, dock, and lines. Stay aboard the boat and wait for the towboat captain to tell you to tie off or hang fenders before doing so.

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ASSESSING A USED BOAT

by James Bedell

So, you've found a decent looking boat for sale. You've got an appointment to go see it. You've got money in hand, a target price, and a few expectations about what you'll find when you get there. But, do you really know what you're looking for? As both a car and boat enthusiast I've seen this buyer too many times to count; you know what you want, you know what you should expect to pay, but you have no idea how to tell if it's a good example or a bad one. Luckily with the internet and a dedicated forum for every boat make and model out there, you can easily find information on what to look for. Always start with a basic search. If you are looking at a 27' Catalina just search "27' Catalina common problems". You'll find reviews, common issues, common fixes, warning signs, and in some cases you can find a buyers checklist of issues to look for on a particular model. As much as I prefer to stay off of it, the internet is a treasure trove of info when looking to purchase just about anything. So lesson one amounts to this: do your homework. Know the ins and outs of the boat you want. Know which drives it has and what parts are prone to failure.

Below I will discuss a few points on what to look for when deciding whether a cheap used boat is worth it. Whenever possible, it is best to have a professional surveyor inspect a boat before purchase. Some of us can't afford that. Others of us don't see the value on a survey that costs half as much as the boat itself. I personally have never had a boat surveyed and have owned boats up to 30'. However, in the interest of full disclosure, I also once bought a boat that had a soft core in the deck and didn't notice until I owned it. So, while I may not be an expert surveyor, I've been there and made the mistakes and hopefully that will help some of you avoid them.

Even with internet advice and a list of potential issues common for the boat you are viewing, you need to be diligent in your first survey of the boat. Take a good look at stringers, bulkheads, and every single hole in the hull (inside and out!). And please, if you find any terms in this or any other article that you don't recognize, look it up. You need to be fully informed and understand not only what a part is but how it operates, what function it serves, and what other systems it may affect. This is the beauty and the burden of boats- it all works together. One failure could cause others or mean others are imminent. When you survey the boat, start with the structure first. As I mentioned, stringers, bulkheads, and thru-hulls are all top priorities along with the transom and deck coring. Any place that has a hole could have moisture. With a nylon-faced mallet, tap around exhaust outlets, outboard brackets, thru-hull vents, hatches and literally every



other part of the boat that was once solid and is now cut out. If sealed improperly, even a small screw hole can let in enough water to rot a whole transom or deck. For instructions on how to test with a light mallet check YouTube for helpful videos. Better yet, see if your local marina has a moisture meter you can rent- it could save you a lot of heartache later. If a boat has water in the core on any spot I would note it to the seller and continue the inspection. Later, you can discuss the issue with a qualified marine technician and determine whether or not the moisture is a fatal flaw. At the right price a boat can still be a keeper if the transom is rotten. It just means more work and expense on the back end, so make sure you negotiate a good deal.

If you find it free of moisture and with the structure intact then comes the checking of the systems. This may sound obvious but the best advice here is simply "try everything". If the seller refuses to hook up the batteries so you can test the systems- walk away. They may just be lazy and not want to put in any effort- or they may be trying to conceal a host of issues. If there is a switch- you want to try it. Make sure lights light up, pumps pump, and tanks hold liquid. Test fill tanks if possible and ensure there are no leaks in tanks, hoses, pumps, or strainers. If you can test run the engine- great. If not at least turn it over by hand to make sure it isn't frozen. Even if something is inoperable and that doesn't make you walk away, at least now you know. If you don't try it, you won't know it's bad until you go to use it. Try Everything.

This next advice has really helped me out many times and will help you throughout the whole process of boat shopping. You need to reframe the way you think about buying a boat. I do this with both cars and boats and it can keep you out of trouble, especially if it's a model you really want. Don't go with the mindset of "I am going to buy this boat unless I find a reason not to". Go in to it thinking "I am not going to buy this boat unless I find a good reason to". Then stick to it. If you go in thinking you will buy it, you may end up rationalizing or explaining away any faults with it. Whereas if you go in with the idea that you aren't

USED BOAT

buying it unless there is a clear reason to, you will end up with a much more objective view of its worth. I find that I make better decisions when I make the boat sell itself to me. I pass up many more boats shopping this way and end up walking away from boats that I still want even as I'm walking away. It can be tough. But in the end, you'll know you've made the right decision. Don't second guess it. If you decided it was best to walk away when you saw it, that's probably the best move. It's easy to put the rose colored glasses back on when the boat is no longer in front of you. To aid you in this style of boat shopping I find it is great to make a pro and con list. Nothing reaffirms your decision to walk away like reading a list of what on the boat is inoperable or broken!

My last bit of advice is a bit more pessimistic but will save you a lot of headaches. As sad as it sounds, I like to tell people that they should always assume they are about to get swindled. It's the old "Buyer Beware". Sometimes it's a nice looking boat, shiny and well kept. But the holding tank leaks, the previous owner never did more than day trips so they never bothered to replace it. You think "well, I could drop a new tank in" or "well they didn't have any problem using it like this". First and foremost, when a seller admits to an issue with the boat you should think two things, usually in rapid succession- "the boat is being sold with this issue- maybe this issue is a big enough problem that is THE REASON the boat is being sold" and "if this isn't the reason it is being sold, is there an even bigger problem that is THE REASON?". Find out THE REASON. Sometimes it is a

problem with the boat, sometimes it's a growing family and they need the money more. You don't know until you ask. Maybe it's as simple as the seller is moving up to a larger boat. Maybe the seller found it too small for a family of four and it makes you rethink how much boat you need for your family of five. Any information you can get is good information. Even if you find out there is a critical flaw and you are devastated because the boat didn't turn out to be what you thought, it's better to find out before you hand over the cash. Maybe it is a good boat, but you need to determine that for yourself with all of the info, not based on the seller's good faith evaluation of the boat. Never ever take the phrase "that's an easy fix" seriously. If it was an easy fix, the owner would fix it before selling. Also, don't give any credit to "it's probably just..." because that really means "it could be something simple, but the worst case scenario is just as likely and far more expensive". Not that this should keep you from looking at any boat or considering a project boat. Just be aware that the seller is first and foremost trying to sell you a boat. You need to do your due diligence and make sure you are getting a boat that fits your needs, budget, and expectations. Good luck out there, I hope you find your first boat, next boat, or dream boat and get out there to enjoy the bay this year.

Are you buying or outfitting your first boat and have some questions? Do you need some advice on your first boat or have a rookie boating question you're too embarrassed to ask your dock mates? Email me at askaboutboats@gmail.com

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Conowingo Dam

By Captain Mark Galasso
Tuna the Tide Charter Service

The Susquehanna River is the longest River on the United States East Coast and drains much of the land from its source, Otsego Lake in Cooperstown, NY to the headwaters of the Chesapeake Bay in Havre de Grace. In fact, the mighty Susquehanna is 464 miles long and drains approximately 27,500 square miles of land much of it in Pennsylvania. The river also supplies around one half of the fresh water that flows into the Chesapeake Bay.

Over 100 years ago people understood the value of harnessing the rivers power to generate electricity. People also felt the need to tame the river for flood control. And over the years numerous dams were built for these purposes. In New York there has been eight manmade and natural dams. Pennsylvania has had eighteen dams and Maryland one, the Conowingo.

When the Conowingo Dam was built in 1928 it was a medium height masonry gravity dam. It was the largest hydroelectric dam on the river and one of the largest private dams in the United States. It currently supplies electricity for over a half million homes, mostly in Pennsylvania. The current owners and operators are Exelon Corporation a Fortune 100 Company that is our nation's leader at providing competitive energy to 48 states and Canada with 2018 revenues of almost 36 billion dollars. They also generate power using wind, solar, gas and other means.

When the Conowingo Dam was completed it created a 310,000-acre lake that was over 100 feet deep at its deepest. Besides the generation of electricity, the 53 flood gates could be used to control the flow of the river before it emptied onto the shallow grassy river delta known as the Susquehanna Flats. For almost 50 years the benefit to the Chesapeake Bay as a sediment control device was incredible. It wasn't until Hurricane Agnes roared up the Bay in June of 1972 that the negative impacts of the Conowingo were felt by the residents downstream. The wall of water the tropical cyclone pushed up the Bay was checked at the Dam. As the water rose over 20 feet and flooded the Maryland towns of Havre de Grace, Port Deposit and Perryville almost all of the areas Bay grasses were uprooted and died. Only recently has the Bay grasses started to come back.

However, the more insidious problem created by the dam is not what it blocks but what it doesn't. As agriculture throughout the watershed has increased and the adjoining land has become more fertile by the continual build up animal waste and other fertilizers the lake created by the dam has become much more shallow and lost its ability to settle out sediment prior to its flow into the relatively stagnant waters of the Chesapeake Bay. By comparison to other Rivers the Susquehanna is a very slow-moving river. Salt water intrudes up the Bay almost 140 miles up the 160-mile length of the Chesapeake. The Mississippi River flows fresh water almost to its mouth South of New Orleans, Louisiana. The Amazon actually affects the salinity of the ocean almost 20 miles offshore.

In 2012 The USGS reported the Conowingo had lost its ability to trap nutrient laden sediment. It was also determined that these nutrient laden sediments contributed 41 percent of the nitrogen and 25 percent of phosphorous the enters the Chesapeake Bay. In 2017 Larry Hogan, commissioned two companies to dredge and analyze approximately 25,000 cubic yards of sediment and look at the feasibility of dredging the now 14-mile reservoir upstream of the Conowingo. The Army Corps of Engineers estimated years ago that it would take 7.7 million dump truck loads at an estimated 3



billion dollars to clean out behind the dam. At this the question was also raised as to what to do with all these nutrient rich sediments. Another factor that has been in question is how much money would actually be saved in dredging operations below the dam to keep waterways and channels open for boat and shipping traffic.

The fact remains that what to do about the Conowingo Dam and its impacts to the Chesapeake Bay has everyone talking. The Chesapeake Bay is a national treasure that greatly affects all aspects of life in the State of Maryland and all of our adjoining States. Boaters and fisherman, hunters, bird watchers and sailors spend countless hours and dollars to enjoy the Bay. It truly drives our economy here. Maryland and our upstream partners, New York and Pennsylvania are in negotiations with Exelon as to how and whom is responsible for mitigating the impacts the dam has on the Chesapeake Bay.

As Upper Bay boaters no one can truly appreciate the problems recently that we have encountered until you see them with your own eyes. Debris fields so thick that they clog marinas as well as dead fish succumbing to warm waters devoid of oxygen because of algae bloom die offs. Water so turbid from sediment that the waters of the upper Chesapeake look like chocolate milk. Logs and debris so dense that it literally becomes dangerous to boat have plagued us over recent years.

It's time to weigh in. If you love the Bay like I do. Or perhaps you derive a living from the Bay (as I do). Or you live along its shores and enjoy fishing or boating (as I do). You need to speak out. We all have a responsibility to clean up this mess. No one or one entity can do it. Exelon can't do it alone and either can Maryland. Let's all work together. Spread the word. Let's hold each other accountable. Whether you're a farmer or a waterman, from Maryland or from Pennsylvania. Everyone can and should help. Be safe out there and enjoy what's left of our treasure.

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Buy Marine



by Doug Dawson

At some point, all boats need to be refurbished, upgraded or refitted with new products and accessories. For those who are considering any of these, here are some money saving tips.

Having been in the marine industry all my life, I know the difference between marine parts and non-marine parts; whether they are for your engine, cabin, or on decks. For over half a century, our marine store sold and our service department installed the whole range of genuine marine products for boats.

The Difference

The first difference you are going to say is that marine products cost more money, but there is good reason, and it sure isn't that the marina or marine store are making a bigger markup. Marine products are designed specifically for boats for safety, functionality, durability, fit and utilitarian reasons.

Non-marine parts, on the other hand are not built or designed for boats. They will probably work, but nowhere near as well or as long as products made specifically for marine use. They may not have the required safety features necessary for boats, securing brackets, electrical breakers, non-corrosive abilities, or suitable materials. They could actually cause you more problems than you would like to encounter.

Something Brenda learned from her father's television business, when she was a young girl, "Quality is remembered long after price is forgotten". This holds true in boating as well. Paying a little more up front for quality marine parts could end up costing less in the long run, and serve you far better. It is like most other things in life, you really get what you pay for.

Marine Refrigerator

A good example is a marine fridge. It is designed with a door locking catch, so that the door won't open and spill the contents all over the galley in rough seas. It has brackets to hold it in place, is a standard size for the standard size opening on most boats,



so you don't have to pay for a custom installation. Parts are suitable for moisture; stainless steel avoids corrosion. Some have integrated evaporators, edges on the front of the shelves to stop things falling out and others have drawers. They are designed to give you more in less space.

They run on 12V or the combination of 12V and 110V, giving you greater flexibility while cruising. More than adequate insulation, the correct size of compressor, and non-flammable refrigerant are all taken into consideration on marine fridges, as well as whether to use water or air cooling and how to get rid of the heat generated by the refrigeration unit. Marine refrigerators are engineered and built to operate under tough conditions. They must withstand violent movement, operate noiselessly, be thoroughly reliable - and most important of all - consume an absolute minimum of battery power.

If you are considering using a 110-volt refrigeration unit,

instead of a 12-volt unit, and run it off an inverter, do your research. Some technical data we found on the internet from some of the marine refrigeration sites follows:

110-volt refrigeration units used on boats are

an adaptation from the standard home or commercial refrigeration units. They normally consist of hermetically sealed compressor units identified as low back pressure units, so that low freezer temperatures can be maintained. They can either be air or water-cooled. The big problem with 110-volt units is the amperage required to start the unit. This may get a little technical, but something you should consider. For example: The average 1/2 horsepower fridge unit will take around 1800 watts of power to start it, and it will run at about 900 watts and produce somewhere around 3000 BTU of cooling per hour at 900 watts on a 90-degree day. If you power this unit through an inverter that was 95 percent efficient you would have a one hour drain on your 12-volt batteries of 83 AMP hours. At high amperage, the inverter is much less than 95 percent. Any time the refrigerator is running the alternator on the engine must be running.

Another marine fridge company representative had the following to say when we posed the question about marine versus non-marine frigs. There are no complete cabinet refrigerators made for boats. There are 12-volt RV refrigerators that are used in boats with some degree of problems such as disposing of heat produced, and keeping product from falling out of box in rough seas. Most boat refrigerator systems are ice box conversion kits. Conversion kits and RV cabinet refrigerators cost from three to six times what a home refrigerator costs.

Boats cruising in the tropics need more insulation than offered in a home refrigerator, but still can be OK in hot climates, but they will consume more power than a box with 4 to 6 inches of insulation, and they have a shorter life due to condensation and salt air.

RV and home refrigerators require an energy source 24 hrs per day. Pleasure boats generally have 12-volt DC power, but most do not have AC power all the time. There are boats that use 110-volt home refrigerators supplying power to run them through a DC to AC inverter. The disadvantage to this inverter method is it takes about 25 percent more daily battery power than the same size 12-volt RV unit would.

You may want to consider marine fridges that run 12V and 110V. It could save you a lot of grief and generator time.

Marine Sink Hardware

Another example of when you should buy marine is taps, faucets and drains for the head and or galley. It is easy and inexpensive to pick up a set of taps from your local discount store or building supply store, to replace your aged or out of fashion faucets and taps. All too often they are



continued on page 34

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not made of a non-corrosive material making them unsuitable for a boat installation. The mechanism for lifting the drain is different on a boat and the under-sink space is much more confined than the typical residential bathroom, again making your purchase unsuitable.

Check out the sink hardware carefully before purchasing. You may find it better and less expensive in the long run to buy from your local marina or marine store.

Marine Heads

Marine toilets and holding tanks are engineered to work on boats. Charging the holding tank with holding tank chemical not only reduces the odor, but also “works” in the tank to breakdown the sewage and paper. It is important to use RV/ Marine grade biodegradable toilet paper though. It isn’t wise to use the double or triple ply paper that you’d use at home even though it is more comfortable. It doesn’t break down the same way in a marine holding tank.

When repairing your toilet, buy genuine parts for your make and model, or you could face some smelly consequences. Some boaters who have repaired toilets with the wrong parts have been punished unbearably with the condition worsening and the corrective surgery very costly.

You’ve heard the expression “shit happens”. Well, don’t let it happen in your bilge. Buy the right marine parts and have them installed properly.

Marine Deck Chairs

Deck chairs are a necessary purchase for many cruisers and yachts to accommodate guests. However, some chairs are suitable and others are not. Deck chairs should fold and stow easily, and have a lower center of gravity for stability and rubber type non-skid feet to prevent sliding. Marine deck chairs offer this;



whereas, some of the residential plastic deck chairs are too high with the feet too close together to offer stability. There are no rubber feet on home chairs which could cause an unsafe situation for people to slide across the deck in rough water. The typical aluminum back yard lawn chairs are too high, made of aluminum that will corrode and have no rubber feet.

For the safety of your crew and guests, proper marine deck chairs are the best seat.

Marine Hardware

Boat hardware should be stainless steel or marine grade plastic, so it won’t corrode or deteriorate. Installing aluminum or cheap fittings will look dreadful after a year or so, and stop being functional requiring premature repair or replacement. If you have to replace hardware every year or two, it sure makes sense to spend a little more to get the right marine grade the first time. Buy it right and buy it once.

Marine Cleaning Products

Washing the boat with the wrong product can shorten the life of the paint and/or gelcoat. Be sure to use marine



cleaning products to extend the life of your finish.

If areas have soot from the engines or stains around through hull fittings (A/C outlets, cooling water outlets, etc.) find a product at your local marine supplier that is made for that purpose, or you may harm the finish.

If you ever get oil and sludge in your bilge, use the marine absorbent pads to soak it up, and dispose of it according to your local environmental regulations.

All marine cleaning products should be used according to the manufacturer’s instructions. Some work better than others, so do your research before buying.

Buy Marine

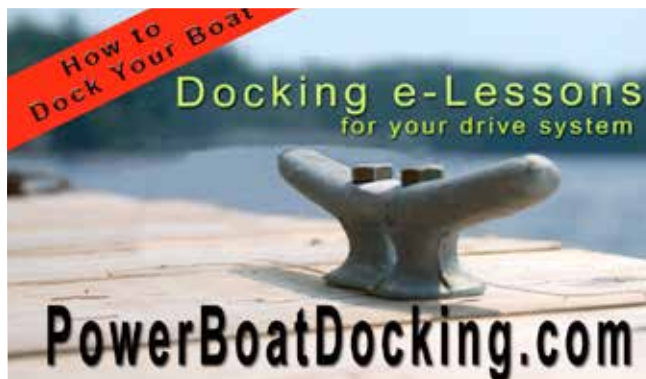
These are only some examples, there are many more. Any marine operator could tell you dozens of stories of people buying non-marine products, having troubles, then coming to get the right marine product to do the job—ending up costing more in the long run.

Buy Right and Buy Once

When you consider all the above, it makes sense to go marine. Even though it may cost a bit more in the beginning, it usually costs less in the long run. Buy right and buy once for hassle-free boating.

–Doug Dawson

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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 / BRRC 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
Ocean City Tuna-For-



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

tuna 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 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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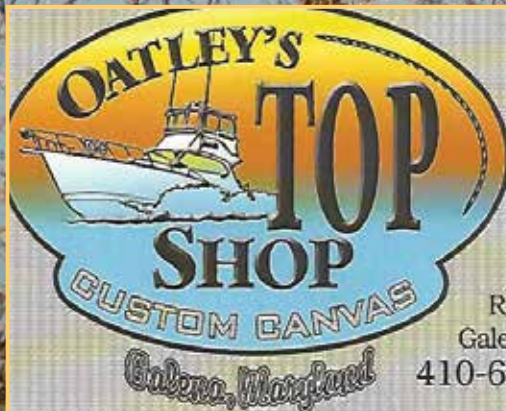
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“Just one Word”

If you're of a certain age or just a buff of classic film, you remember the scene from "The Graduate" in which a very serious looking adult takes a very young looking Dustin Hoffman aside with "just one word" for him.

"Plastics"

I remember laughing my butt off at the scene, the sheer seriousness of the well-intentioned elder, Hoffman's polite but baffled response, and the weird inappropriateness of it all. But lately, I've come to realize that the guys that DID take that message to heart are doing a real number on the water on which I live, and I find it's not so funny anymore.

It seems every day I'm seeing articles about floating islands of plastic crap in our oceans, of whales washing up dead with fifty or more pounds of plastics in their guts, of 700 lb MolaMola floating belly up from eating plastic bags (they mostly feed on jellyfish, so you can see the similarity). We can't take a walk around the river without coming across seagull cadavers. The skin and feathers and bones are rotting away, but the pile of plastic in their guts seems immortal. And, to be perfectly blunt, I'm tired of fishing the crap out of the water.

Europe is banning the stuff, but in the US, in response to communities trying to actually... dunno... DO something about this, the industry and their pet legislators have scattergunned a plethora of laws designed to make it illegal to ban plastic crap. My favorite is Florida Republican Rep. Anthony Sabatini's bill which says that "a municipality, county, or other local governmental entity may not adopt, enforce, or implement any ordinance, rule or law that would further restrict a food service establishment from distributing single-use plastic straws to a customer." Great. One wonders how much in contributions he pocketed for that.

So, rather than driving from state to state and punching these legislators (and the lobbyists that hold their leashes) in the face (the wife disapproves of this for some reason), we decided to do something about it, at least in our own lives. I thought I would give you a small list of some of the things we've been trying, and thus far, it's been no hardship at all.

First of all, we dug out all the cloth carry bags we had accumulated from stores, events, publications, holidays, political campaigns, pet shows, concerts, orgies, manufacturing companies, conventions, boat shows, and shopping centers, cleaned out all the old receipts, candy wrappers, washers, and illegible grocery lists, and actually started USING them. Living on a boat and having limited storage, we tend to do what's often called "market shopping," that is to say we go and buy pretty much what we need



"Plastics"

for that day or that weekend, use it up, and then go back for more. It's really a great way to keep fresh foods around, to know your grocers, and to get exercise (we walk when we can), but it does have the effect of sending you home with five or more plastic bags every day. Now we come home with none, and it's made the galley quite a bit more tidy.

We also give preference to things that don't produce waste. Given two products of equal value, if one has a box and a bag and another box and a pouch and a billboard attached to it, and the other is just a bag, we go for the bag. Pretty simple.

Our marina, sadly, doesn't recycle, but an organic grocery we occasionally visit ("Moms" in this case) does have a recycle center. So we dump our remaining recycles in a couple of buckets in the back of the car and dump them whenever we're out that way.

We yell at our favorite bartender when they give us straws (who USES those little things anyway?), we make the inattentive clerks take BACK their bags that we asked them not to give us, and, in general, we make a nuisance of ourselves for the sake of the fish and the birds and the aesthetics of where we live.

It's not a lot, I'll admit. But if we all did it, and if we all refused to put up with shennanagans like those of Rep. Sabatini and company, there would be a lot less of this crap around with which to deal. Just sayin.

It's spring, finally, and we're making the boat ready to travel, re-staining and varnishing the wheel house, changing out some cushions, and getting the drive working properly. Hopefully my next missive will come from us out on the water.



This crap is everywhere. You know it and I know it.

Stay Tuned
Enjoy the Spring
And, dammit, pick that up.
You know better.

Don and Gail Elwell
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Yes, the humans make me correct their spelling. Sad, really.



R.I.P. Captain Bill Flohr

I remember him well in my early days as an advertising sales rep trying to open a few doors to start my career. Bill's door was always open to me, and he immediately treated me as a friend. In my travels selling and collecting material for ads, I just forgot about those pesky deadlines when stepping into Bill's office.

After starting his career aboard the marine research vessel Annandale, he managed the Inner Harbor Marina, and then Inner Harbor East Marina in Baltimore until his retirement. After his working days were over, he split his time between the art studio, riding his Harley, and of course his family.

The marine world is going to miss you,
Cap't Bill.

-Dave

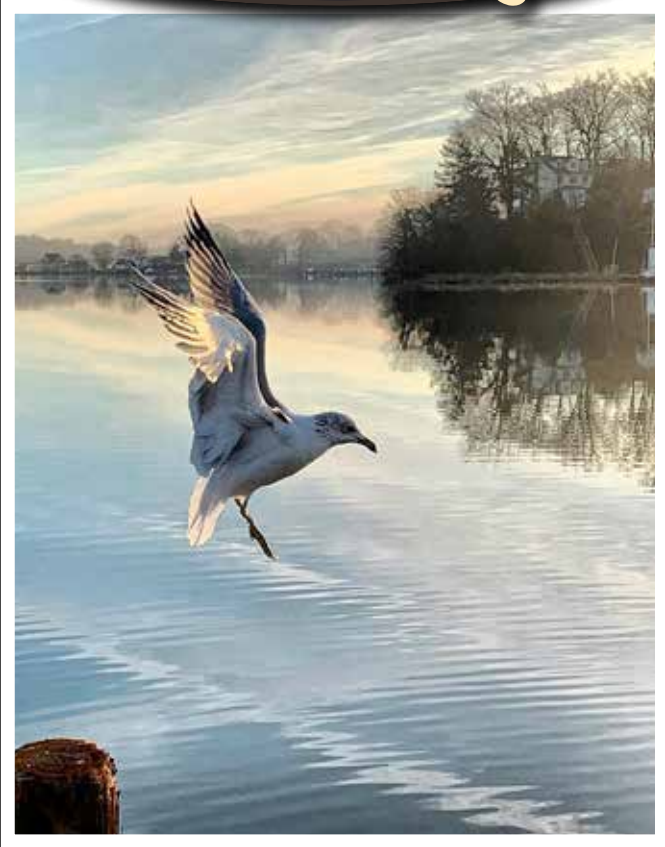
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