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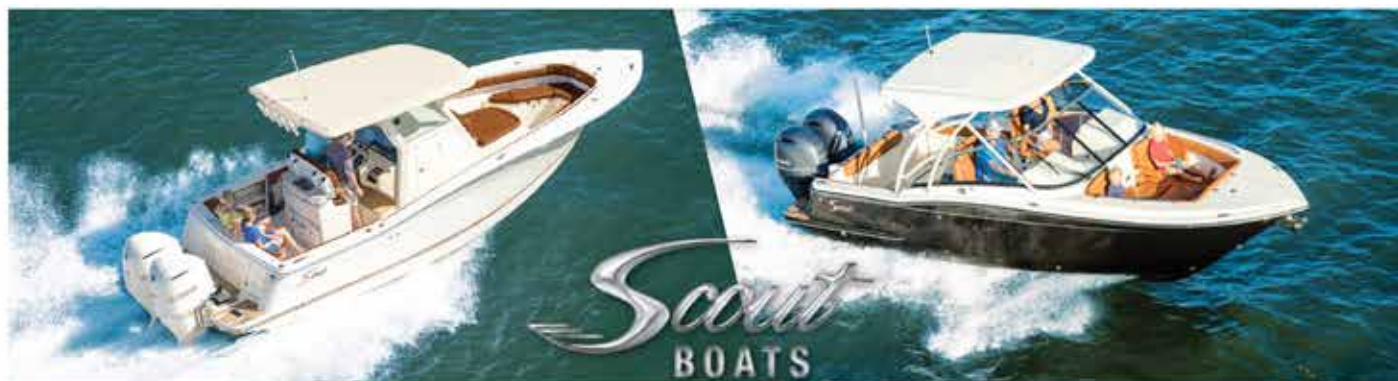
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Sgt. Marvin T. Haw IV
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page 26

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Upper Bay Boating

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photo by Lou DiBiase

Boating Is....

What does the Boating Life Style mean to you?

The Upper Bay Boating magazine is read and enjoyed by many different types of boaters whom experience the bay in different ways. Whether you enjoy Powerboating, Sailing, Fishing, Crabbing, Living aboard, Kayaking; we all have a common bond of love of the Upper Bay.

Boating is the original social network. Let's face it, there's no such thing as a lonely boater—if you have a boat, you can always find someone eager to join you on your next on-water adventure. Boating isn't really about the boat. It's about relationships—the people you boat with. Spending time together on the water is one of the best ways to connect with your loved ones, your boat dog, or your new boating buddies.

Our columnists write about many different topics from fishing, to safe boat operation, to living aboard. We try to vary our topics to keep it informative and interesting to the readers. I care about safety and the environment, so you'll always have topics that cover both of them. We have a special section this time for

the Marvin Haw Safety Day, and we sponsor grassroots groups such as the Back River Restoration Committee. BRRC's annual fundraiser event will be held on June 2nd. River Fest sounds like a lot of fun! For tickets call 443-983-2945.

I invite all the readers to make this magazine your own by sharing photos of your time out on the water and of course photos of your favorite family member, your Boat Dog. And if you have a special story to tell about your boat or adventures, I welcome that also. Just send a few photos and copy to:



dave@upperbayboating.com.

Happy & Safe Boating, Dave



Colleen Smart

Whipping it Good

By Wendy Gilbert – Features Editor

I'm giving away my age a bit here, but when "new age" music first arrived on the scene, I was entranced. The brightness of the music quite literally struck chords in my soul. I loved The Cars, Supertramp and Devo.

Yes, I was that girl. The one at the back of the college dance hall with a beer in her hand yelling for "Devo!" After a while that became a thing. I imagine someone would create a meme for it now.

Back then, we just drank a lot of beer and yelled "Devo!" at the cover bands or the DJ. When we tired of that, we might just yell "Disco Sucks!" instead.

Either way there was a lot of yelling and a lot of beer



drinking. Which led to inevitable trouble of all kinds.

When Devo's "Whip it Good!" first aired, I was in my 5th semester at college and struggling to stay focused. Lucky for me, this song received a lot of airplay. Every time I heard it, I would jump up and dance to it and then I whipped through a chore or two. Then I settled back down to study or write. The song was just the little prod I needed during those rotten middling years of college. It

took me almost 9 years to actually complete my B.A. According to my records I was a junior for something approaching 5 years. Without Devo, I might never have made it at all.

To this day, I always have the urge to launch myself up to dance when "Whip it" is played. Because we all know that we've got to:

*Whip it
Into shape
Shape it up
Get straight
Go forward
Move ahead
Try to detect it
It's not too late
To whip it
Whip it good*

After a few decades, I still need to keep things just that simple.

Whip the galley into shape, straighten up the lines, and get my float plan straight. You get the picture. Boating is great fun, but it does require planning and focus, depending on what you are boating in and where you are going. Many a sad story begins with a lack of attention to detail and attention to weather. Some of those stories end with near-miraculous and sometimes flat out miraculous good endings. The engine suddenly started working properly again, the weather cleared or a rescue boat appeared out of the fog.

Safety and preparedness isn't boring. We're just whipping it good!

Once all that needs to be done is done, then you get to grab a beer and yell! After all these years, a little wisdom from Devo has kept me focused when a problem comes along ...



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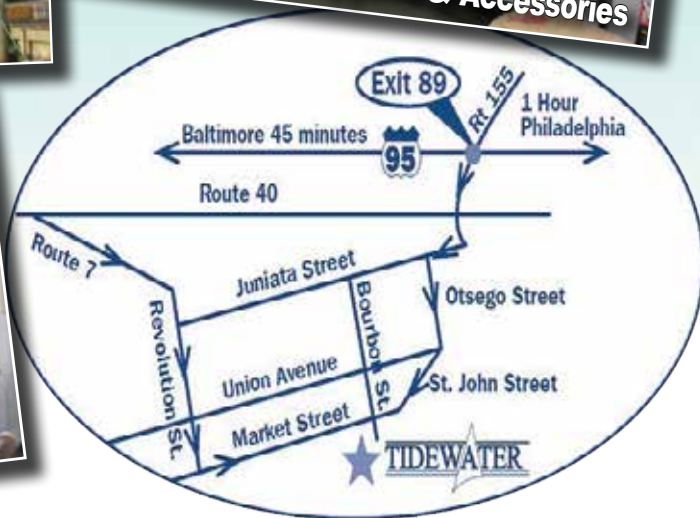
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Oh, no, Osprey!

By Wendy Gilbert- Features Editor

You know you are a boater when you spy an osprey soaring majestically over the harbor and think – dammit – stay away from my boat! Other folks, I have this on good authority, see them and smile.

At this time of year, that bird is eyeing your beautiful mast and seeing a perfect spot for a nest. Or is he? Perhaps he just needs a little fishy for the newly hatched offspring? No matter, spotting him too close to your bastion of boating bliss can ruin your mood.

Last night my husband and I were walking near the neighborhood harbor and spotted a couple on a golf cart with some fairly impressive binoculars. They weren't bird watching, they were mentally urging the osprey with a twig in its talons to avoid their boat. They saw it land on a nearby vessel. You'd think they would have relaxed a bit, but no, they kept up the vigil -- watching it anxiously.

According to the U.S. Fish and Wildlife service, ospreys have traditionally nested on navigational structures, such as buoys or channel markers in the Chesapeake Bay area. Over the years, these plentiful raptors have expanded into areas closer to human habitation. Ospreys now use cell towers, transmission lines, bridge spans, construction cranes, boats, piers, and other manmade structures as choice nesting areas. Nests have been observed from ground level to more than 300 feet up.

In other words, nothing is safe.

Static displays like plastic owls and snakes may deter birds now and again, but sooner or later, they figure it out. Sometimes, tearing into the plastic and including it in the nesting materials. Easy, peasy.

If you want to see some amazing and clever ideas, just do a Google search. I discovered all manner of creative sculptures. Pool noodles, fishing line and CDs have been used to great effect.

Boaters may hate them, but fishermen feel differently.

Alexander Wilson penned "The Fisherman's Hymn" honoring these raptors.

The osprey sails above the sound;
The geese are gone, the gulls are flying;
The herring shoals swarm thick around;
The nets are launched, the boats are plying.
Yo, ho, my hearts! Let's seek the deep,
Raise high the song, and cheerly wish her,
Still as the bending net we sweep,
"God bless the Fish hawk and the fisher!"
She brings us fish—she brings us Spring,



Good times, fair weather, warmth, and plenty;
Fine store of shad, trout, herring, ling,
Sheep's-head and drum, and old wives dainty.
Yo, ho, my hearts! let's seek the deep,
Ply every oar, and cheerly wish her
Still as the bending net we sweep,
"God bless the Fish hawk and the fisher!"
She rears her young on yonder tree;
She leaves her faithful mate to mind 'em;
Like us, for fish she sails to sea,
And, plunging, shows us where to find 'em.
Yo, ho, my hearts! let's seek the deep,
Ply every oar, and cheerly wish her,
While slow the bending net we sweep,
"God bless the Fish hawk and the fisher!"
Now, I wonder, what do people who both boat and fish
think of the osprey?
A blessing or a bane? You can't have it both ways, people.
Or can you?
I feel a song coming on...



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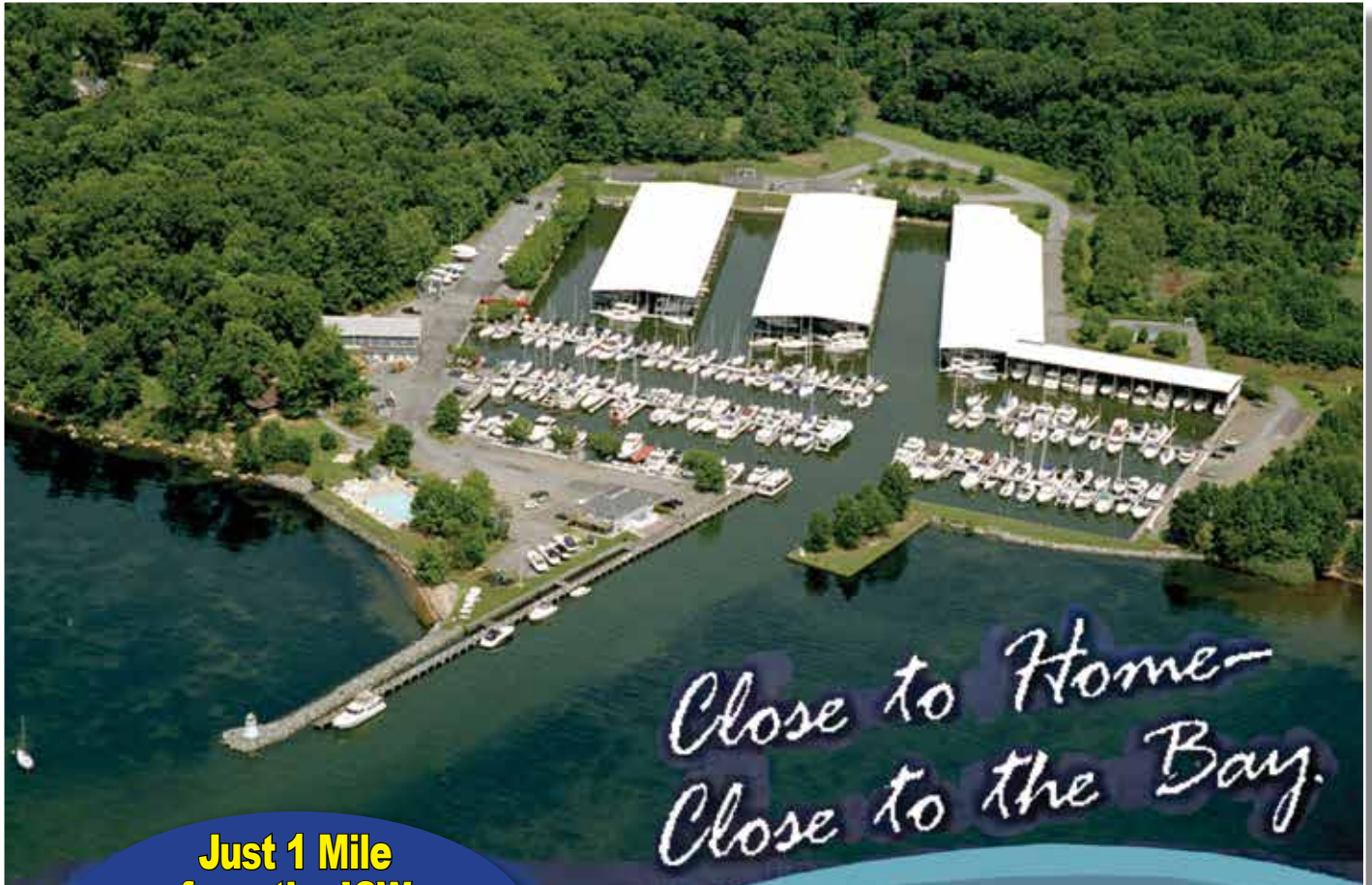
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10 Ways to Spot a Sailor

Those of us who sail assume that when on terra firma we blend right in with the stinkpotters and landlubbers and are hard, if not impossible, to pick out in a crowd. There are no yacht club insignias on our breast pockets or Rolex watches to identify us as sailors. If we're not reading the latest issue of SAIL (or Upper Bay Boating) or searching Home Depot's paint section for their best marine varnish, we figure nobody knows. Well, I'm here to tell you that it ain't necessarily so. In fact, here are 10 dead giveaways that you might want to avoid if maritime anonymity is your goal.

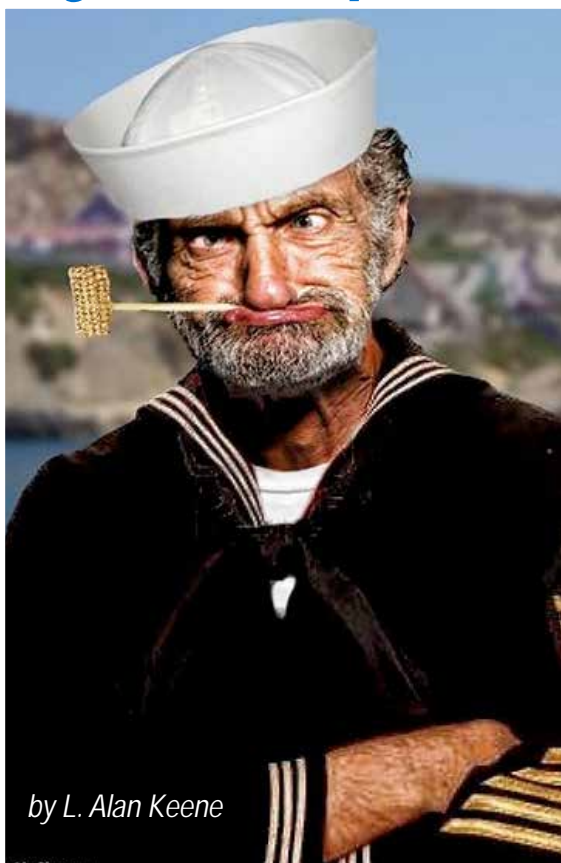
1) wearing a Sherlock Holmes style sun hat - I've told my wife that if I EVER decide to wear one of those things, push me overboard so I can join the other strange looking sea creatures.

2) Exposing a boom-scarred bald head - while it's a great place to display sailing souvenirs, we who are follicly challenged might want to don a baseball cap to conceal our collection.

3) going sockless at dinner - on formal occasions it's a little gauche, so you might want to lower those tuxedo pants and cummerbund an inch or two so no one will notice.

4) Riding a fold-up bike - who else in their right mind, but a sailor (did I say in their right mind?) would choose to ride such an uncomfortable contraption?

5) An unsteady gait - after a weekend out on the upper



by L. Alan Keene

Bay, walking a straight line can be difficult for the first few hours. Find the nearest park bench and acclimate. It'll rock too, but you'll be sitting.

6) A preference for rum drinks - a "Dark and Stormy" or "Painkiller" on your tab and the secret's out. That 100 proof rum won't help with the unsteady gait, either.

7) Smelly feet - my wife can't stand it! She's used every deodorant powder known to woman in my boat shoes to no avail. Lately she's been stuffing them with scented dryer sheets and, while my feet still stink, they're a lot softer now.

8) Sporting a zoo tan - owl eyes, a reindeer nose, and bear paws are not uncommon for sailors. The bimini and those goofy looking sun hats can only protect so much.

9) Looking skyward periodically - checking the windex can become habitual. When you feel the urge coming on, try commenting on the interesting cloud formations.

10) Growing a scruffy beard - while facial hair is common among the male sailing community (less so among the female), it's rarely neatly trimmed. Shape it up and blend in.

But, now that I think about it, why would any of us want to blend in? Be proud! Stagger down that street, looking up at the clouds, with your goofy hat floppin' and your smelly feet stinkin', and know that you belong to one of the greatest fraternities of all.....the sisterhood and brotherhood of sailors. But do me one favor, please.....leave Sherlock Holmes back on the boat!



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Catch and Release Fishing

By Tim Campbell

Recently there's been a lot of talk on social media about catch and release fishing, especially with regard to Maryland's state fish, the striped bass. Some anglers are for C&R fishing, others not so much. That's ok, fishing styles vary. For many fishermen, catching a striper and feeling the tug at the end of their line is what it's all about. Some anglers are obsessed by the adrenaline rush of fighting a fish. The tug is the drug, and the bigger the fish the better. Taking a quick photo and releasing the fish perhaps to be caught another day completes the experience.

On the other hand, keeping a legal limit is important to a lot of anglers. Some go fishing themselves or hire a charter boat captain specifically to catch and keep fish for the dinner table. I've done so, and I'd guess most other anglers have too. I've heard some captains say they are not for C&R fishing because some fish will die after they are released. That is true. The release mortality is something like 10 to 20 percent depending on the water temperature and how the fish was handled during the release. But it is also true that every fish caught and kept will die. Dead fish will never generate offspring and no one will ever catch them again.

Fellow angler Dave McCollum has caught and released hundreds of striped bass, many over 40 inches. Dave says, "Who could ever be against letting a fish go?" He doesn't understand why anyone would be against C&R fishing. During the Spring Striped Bass Trophy Season which runs from April 20 to May 15, all stripers less than 35 inches must be released. Dave asked me, "Don't charter boat captains practice C&R every time they throw back a short fish?" All of those fish don't die. Stripers have a good chance of survival if they are released properly since the bay water temperatures in are low, say 65 to 75 degrees.

Consider the summer and fall striped bass fishery in Maryland which runs from June 1 to December 15, 2019. The limit is 2 fish per person, per day between 19 and 28 inches, or one between 19 and 28 and one over 28 inches. Release mortality increases in the summer when water temps reach 95 degrees. That is much too hot for striped bass. At least the big female stripers are back in the ocean by then, migrating up the Atlantic to Massachusetts and beyond. Of course, people up there fish too, and the big stripers get hammered. There are more fishermen than ever, using better gear than ever including modern electronic fish-finders. Stripers don't stand a chance. According to the experts, the striped bass population is currently overfished. That's why new regulations for 2020 are being considered.

Not every angler understands how to properly release a fish. This is where education enters the sport. There's a proper way to release a fish to reduce mortality. The practice is catching on. Some say it's the wave of the future. Actually, C&R fishing has been around for decades. For instance, Ray Scott, founder of Bass Anglers Sportsman Society promoted C&R for largemouth bass back in 1971. Scott launched the "Don't Kill Your Catch" campaign out of concern for conserving bass populations. Examples abound.

Case in point, the shad fishery in Maryland has been strictly C&R since 1980. Other examples of successful C&R include the smallmouth bass fishery in Pennsylvania, and the red drum fisheries in Florida and Virginia. Also in Florida, tarpon and Goliath grouper are strictly catch and release. In Maryland and many other states, most billfish and many shark species are now C&R. The list goes on.

Remember these common sense dos and don'ts for successful C&R fishing: Use barbless hooks on artificial lures. Don't use treble hooks. Use circle hooks whenever using live or dead bait to minimize gut-hooking. Use rubber nets to land the fish or keep the fish in the water. Remove the hook gently. Don't put your hands in the gills. Use a wet towel or damp gloves to hold the fish to help preserve the fish's protective slime coating. Properly handle the fish by holding it horizontally not vertically because mishandling fish can cause organ or spinal cord damage. Don't toss your fish on the deck of the boat or on the ground. Have your buddy ready with a camera to quickly snap a few photos. Revive the fish in the water properly. There is a common misconception about releasing fish that they should be swished back and forth in the water to force water over their gills. This is incorrect and can add stress to the fish. Instead, gently lower the fish in the water and hold it until it swims away. A feisty fish will take off in a flash. Tired fish need a longer recovery time. Be patient. It's a thrill to feel the fish regain their strength and swim off. Sometimes a fish will be too tired or hooked too deeply for

a successful release. As long as the fish is of legal size, then keep it to eat. Don't feel bad, you tried, it happens.

When striped bass stocks or any other fish stocks get below sustainable levels, then it's time for more conservative measures such as catch and release fishing.

See the DNR website for more info. Go to dnr.maryland.gov/fisheries/Pages/Catch-and-Release



Tim Campbell's Bass Pro Shops Pass-it-on Award

Congratulations to **Tim Campbell**, columnist for Upper Bay Boating. Tim recently won 3rd place in the Bass Pro Shops Pass-it-on Award for his "Venturing in the Upper Bay" Article. He received the recognition at the Mason Dixon Outdoor Writers Convention in Virginia Beach on April 27th.

In past years, Tim also won awards for his columns in the Upper Bay Boating magazine. These included the "Chesapeake Bay Artificial Reef Projects" column, and "Bringing Back River Back" column. These were given for his continued desire to have better awareness for conservation and environmental matters.

Well-deserved Tim!



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Upper Bay Boating Events and Waterfront Activities

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

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

Antique Boat Festival June 14 & 15 at the Chesapeake Bay Maritime Museum in St. Michaels 410-745-2916

BRRC Golf Tournament June 21 @ Rocky Point Golf Course Proceeds benefits the health of the bay save-backriver@gmail.com 443-983-2945

Bowleys Quarters VFC Safe Boaters Courses June 22 & 23 900 Bowleys Quarters Rd. Middle River, Md. 21220 Cost is \$40.00 Call 410-800-8420 to register

Kids Fishing Derby June 29, starts at 7:30am Fort Smallwood Park 9500 Fort Smallwood Road Pasade-na MD 21122 410-222-0087 www.pasadenasportfshing.com

Paddling Elk River & Turkey Point June 29 9-11- Elk Neck State Park - Rogues Harbor North East, Maryland 21901 410-287-5333.

Waterman's Day June 30, at Noon The Rock Hall Bulkhead - Bay-side Avenue Rock Hall Waterman's Association 410-639-7719

Rock Hall Fireworks July 3 @ 9:00 PM The Rock Hall Bulkhead - Bayside Avenue 410-639-7719

Concord Point Fireworks July 6 @9:00 Havre de Grace www.havre-degracejuly4.org

Middle River Fireworks Display July 6 hosted by the Marine Trades of Baltimore County-Can be viewed by boat on most parts of Middle River 410-335-7000

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-Pro fit 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

2019 Upper Bay Poker Runs



Randy Nuzzo www.powerboatphotos.com

June 28, 29, 30, Rockin the Harbor Poker Run.
<https://www.rockintheharbor.com/>
Rockin the Harbor includes a Saturday bikini contest at Tiki Lee's, and a Sunday fun run.

July 19 & 20, 13th Annual Thunder in the City Poker Run.
<http://www.thunderinthecity.com/>
Runs out of Chesapeake Inn, always a popular event.

August 2 & 3, Rock The Bay <https://pokerrunsamerica.com/rockthebay>
A favorite of Upper Bay Boaters that have ventured from North East to Joppatowne



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photo by Donna Bedell

Outboard

Repower



By Tim Sherman

When I bought my boat back at the end of 2006, I did so with the family budget in mind. Maximizing the vessel with a 150 horse power (hp) motor would have been financially impractical. I powered it with a 90 horse power Suzuki four stroke that was sufficient enough to cruise around upper bay waters and hit fishing spots not so

far away from the ramp where I would launch. I have felt a little inferior in charity bass tournaments that I've entered, not having speed and range to hit distant bass grounds. However, I didn't buy the boat to be a tournament angler; so, I have no complaints. The Suzuki served me well.

Over the winter, my boat got a transformation. I repowered it with a 150 hp Yamaha. It was the right time financially. It didn't max out the power so I can blaze across the bay at top speed. Although, a bit more speed will allow me to venture out to fishing spots a bit farther from the ramp in the same time as it would take me, in the past, to get to the ones I frequent now.

There are other reasons for repowering your boat. Obviously, if you have blown your current motor, you'll need a new one. If you've logged a lot of hours and you've noticed a fall in power and/or performance, it may be time. While, in most cases, you will have a motor payment, there are savings to be had along the way.

Those who are repowering from a two stroke to a four stroke will see instant savings. There is no need to buy outboard motor oil. An avid bass and striper fisherman friend uses 5 to 7 gallons a year. A bass tournament fishing friend uses around 12 gallons a year. At \$19.99 to 33.95 per gallon, that is a savings of approximately \$140 to \$235 for an avid fishing friend and \$239 to \$407 for a tournament angler. Winterization is more economical, too. Except for long term storage, there is no need for motor fogging fluids or anti-freeze. You simply need to stabilize you gas.

Jon Bentley, head technician at Hooked on the Bay in Elkton, Maryland, says that today's outboard motors are far ahead of those from the past. Two stroke motors did not have near the longevity as the four strokes of today. Jon

says that even the old, dependable Yamaha HPDI motors would need to be freshened up at around 800 to 1000 hours. The technology in today's four stroke have the reliability of automobile motors. There are documented, commercially used, four stroke motors with over 8,000 hours on them. When I called Jon for his input, he had a Yellowfin with twin Yamahas 250s that each had 3,000 hours on them with only routine maintenance performed.

Bentley says that another savings is with fuel. If you repower with the same horse power motor; and depending on the rpm range that is run, savings can be 20% to 40%. He also suggests that with today's motors, if you consistently run below 4700 rpms, you'll have even more savings on fuel. Four stroke motors have more torque through the entire rpm range. This especially helps with the fuel economy through the mid-range and upper end of the power band.

Today's outboards are computer aided, which provides many added benefits. Available digital gauge functions give you more information than ever before. Computer diagnostics are always being performed. This will allow you to find a potential issue before it becomes a major problem. You will be notified through the gauges. There are also fail safes built in that can prevent catastrophic motor failure while, in most cases, allowing you to return to home port safely.

There are also creature comfort features. Some manufacturers offer fly-by-wire throttle and steering, joystick steering, and trolling speed functions that take away the need for manual throttle adjustments. So, if you have been thinking about it, or have a need to repower, you don't need to have an internal debate. The advantages of the current generation of outboards will have you at ease with your decision for many years to come.

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Radar and Sonar-Practice Makes Perfect

By Captain Mark Galasso
Tuna the Tide Charter Service

A couple of years ago in late spring I had a charter to fish down in the Eastern Bay. My party consisted of a young couple from New York. As we left Kent Narrows and headed south we got to talking and I learned they were from Montauk. They told me their biggest problem with boating this time of year was the fog. It would roll in suddenly and boats would get trapped and drift until the fog lifted. I let them know that we rarely had that problem, thank goodness. About half way down Prospect Bay we noticed a pretty heavy haze starting to form and the wind dropped to nothing. By the time we got to Parsons Island we could barely see the front of the boat. I got a little nervous when I remembered there were a half dozen boats going to fish the same area I was heading to. I slowed down, turned on my running lights, got out my air horn and turned on the radar. I was ready.

When I arrived on station I could hear other boats and see their pings on the radar screen. Every once in a while they would briefly show through the fog. Most were just drifting but a few were trolling. We spent the next two hours trying to find fish while avoiding each other. I was glad I had my sonar and radar.

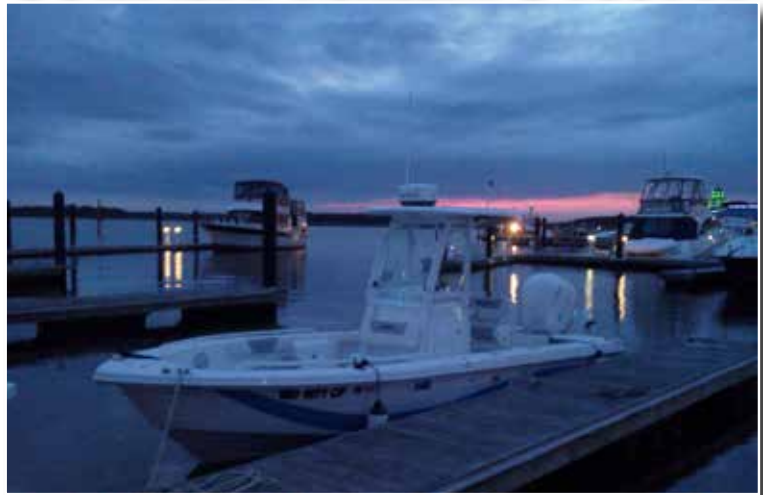
Radar and Sonar are actually pretty similar in the way they operate. Sonar sends pulses of energy down through the water column. When these pulses hit something other than water they bounce back creating a ping or echo. This shows up on a screen. The image is interpreted by a microprocessor in the head unit and you get a rough picture of what is under the boat. How you read this picture can have a lot to do with your interpretation. Like what is fish, what is the bottom made of etc.

Radar works on the same principle. The radar antenna sends pulses of energy out all around the boat. When a pulse of energy hits something other than air it sends a ping or echo back which is interpreted by a microprocessor and shown on a screen. This image you have to interpret for yourself. Is it land, a boat a buoy, etc? One of the great features of these important pieces of electronics is they give you relative distances from your boat to the targets. In the case of sonar this is depth under the boat while radar gives you direction and distance from your boat.

The problem most mariners have is they never use their electronics unless it is absolutely necessary. Fisherman use sonar constantly to find fish and become pretty proficient about knowing what they are looking at. They are constantly fine tuning their units and their abilities.

Radar on the other hand is quite different. Even fisherman rarely use the radar unless they are trying to locate birds off in the distance that might be feeding over schools of fish. Many mariners that purchase larger vessels get a false sense of security because they know they have radar if they need it but never turn it on until they are running through fog or reduced visibility.

As a fisherman I've gotten pretty good with my sonar. I use it every day. However, I have to make myself turn on the radar and make a conscious effort to learn how to interpret what I'm looking at. So here's a few things I've picked up over the years. If you have a newer radar that has a GPS overlay use it. Practice with the overlay on. See how your unit pings boats and buoys. See if you can pick up the wake trails and figure out other boats directions of



motion. See how your unit shows land masses and flocks of birds. If your radar unit doesn't have GPS overlay use it in broad daylight. Learn how to read relative positions of buoys, boats and other target while there in plain sight. Tune your units so they are easy for you to read in the dark. Learn how to move a cursor around the screen and follow targets. Know what ring settings are most helpful for you to get a picture of what is around your boat. Whereas sonars give you a depth scale radars give you a ring scale. Each ring is a certain distance from the boat. For example the first ring is a mile away, second is two miles away etc. The ring scale can be changed to a half mile or quarter mile or five miles depending on how far you need to look out. Know how to do this in the dark. Here in the Bay we do things in tight quarters and you need to look more closely. Offshore things are farther apart and you need to look at things off in the distance like impending storm fronts.

Practice really doesn't make perfect in the case of electronics. But it does make you a better and safer boater. Radar and Sonar are incredible tools when used properly. They can help you find fish, avoid collisions in the fog or even analyze weather conditions. Offshore boaters have been saved many times by running around storms rather than blindly running through them. But you have to know what to look for. Your systems are only as good as the operators.

Safe boating- Capt' Mark

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On the Waterfront

with George Waters

photo by Donna Bedell

Libraries Are Going to the Dogs

I like dogs, but not in my salad. More and more you see dogs in restaurants these days and nobody says anything. In libraries. In coffee shops. It is as if the hippie era has come back, and traditional societal boundaries are being blatantly challenged, but only at shin height.

In the library where I work, dog-bringers fall into two categories. They either try to pass their dog off as a service animal or they hide the dog somewhere. One lady almost got away with a covered baby stroller full of dogs, but made the fatal mistake of trying to check out books. Her baby's yapping sounded suspiciously canine.

Another lady tried to hide a chihuahua in her cleavage. Yes, you read that right. The cleavage was ample, and the dog tiny, but still. Dogs, like people, are rarely quiet in a library. When discovered, she didn't even seem that embarrassed, as if bra dogs are just another 21st Century advance society can finally relish.

Often people will bring a dog into the library on a leash, with no trace of a service harness or vest. They use the same technique which we are taught will deter muggers—walking with confidence. Enter as if your dog is the head of the library board of trustees, come to oversee his dominion.

Because of the Americans with Disabilities Act, service animals are allowed a lot of latitude. For example, legally I am only allowed to ask a lady with a dog in her bra two questions:

1. Is this a service animal which is necessary because of a disability?
2. What service was this animal specifically trained to help you with?

I do not want Mrs. Bra Pup to answer that second one.

If the answer to #1 is yes, whether true or not, there is apparently no wrong answer for #2. I am not allowed to ask about the person's disability. So here are some possible answers to #2 which do not result in getting ejected from the library:

"Possum detection."

"His nose always points toward nonfiction."

"I can't pronounce it, but it is vital."

"She can carry two Nicholas Sparks or one Stephen King in her mouth without damaging them."

The law does not give a checklist of acceptable answers, so basically all answers are valid if you can deliver them with a straight face. I am not allowed to say "Ma'am, no disrespect, but that's not a service animal. That's a pet. An evidently incontinent one."

You can be fined \$1000 if convicted of trying to pass off a pet as a service animal. You can spend six months in jail.

"What are you in for?"

"Capital murder. You?"

"Trying to pass Fluffy off as one of my breasts."

I can't imagine a case ever being brought. Libraries and restaurants and coffee shops want to be welcoming, not alienating, to their customers. People know this, so a person who brings an animal in is basically daring you.

I generally ignore them. The ice caps are melting. Dogs in libraries are not really a big problem in comparison, more of a symbolic one. Another standard of society, lowered.

People my age and older sometimes complain about the noise in libraries these days, and people snacking and drinking. One lady was loudly talking to another on the main floor the other day, and an old guy sitting at a table just held out his arm, silently pointing her out to me.

I predict in 20 years the big problem will not be dogs, but people bringing in their robots. How are you supposed to shush something that can bore holes in you with its laser eyes? Thankfully, I will be retired.

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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 fholden@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.wefshsalt.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 – Crisfeld, 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-For-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.org or call 410-868-5488.

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



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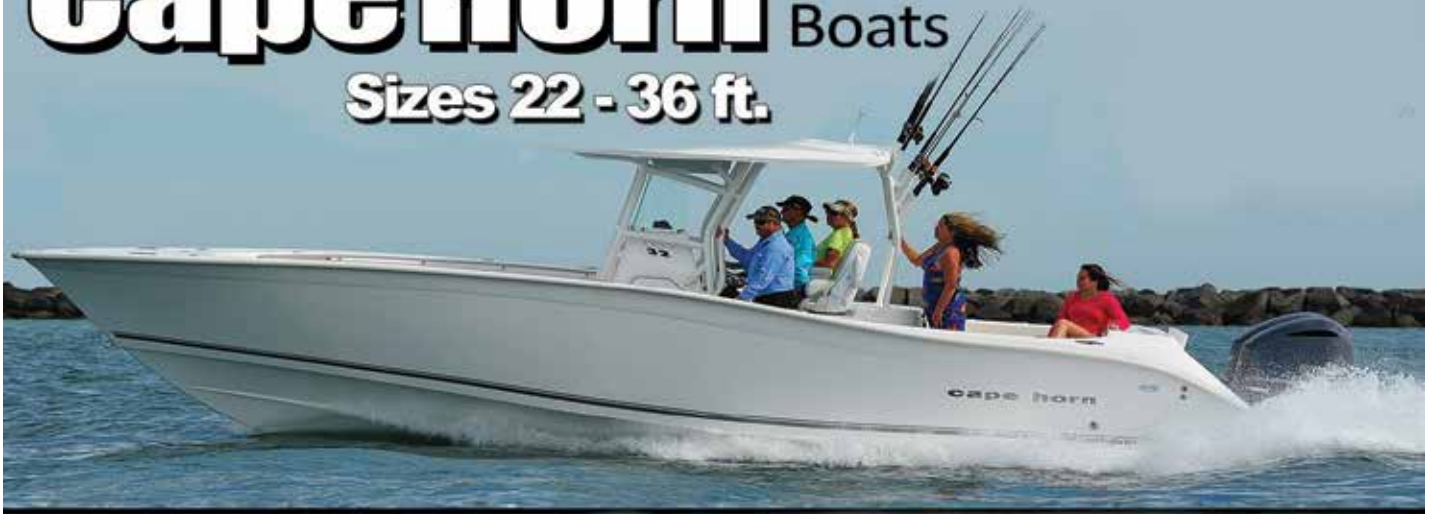


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4th Annual
Sgt. Marvin T. Haw IV
Boating Safety Day

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Boating Safety Awareness

It's hard not to enjoy a day on the water. There is a sense of freedom as you hear the slap of the bay against the hull. However, a boater's number one concern should be for the safety of all aboard the vessel. The more we are aware of potential hazards, the better prepared we will be if one should arise. On June 1, the Baltimore County Police Marine Unit will host the fourth annual Sergeant Marvin T. Haw Boating Safety Day at Wilson Point Park in Middle River. The event runs from 11 a.m. to 3 p.m. and highlights safe boating operation.

Boating Safety day is named to honor of the late Marvin T. Haw, who was a Sergeant and commanding officer of the Baltimore County Police Marine Unit. He served the BCPD for 28 years, was a Coast Guard licensed 100 Ton Master Captain, an avid recreational boater, and dedicated his life to pro-



mote safety on the water.

There will be numerous booths and demonstrations on boat operations equipment, safety equipment, and fire safety. You can learn to tie the standard nautical knots, and watch a throwable PFD demonstration that simulates an in-water emergency.

Also on hand will be Baltimore County Fire Rescue, the Department of Natural Resources Police and DNR's Scales and Tales, Cuddle Shuttle, and the Baltimore County Police Aviation Unit helicopter. Jim High of Baltimore Boating Center and MR SUPP will provide free paddle board sessions. Boating Safety checks will be available, plus Silent Auction/Raffles to benefit MADD.

The Sergeant Marvin T. Haw Boating Safety Day is a great opportunity to learn how to be safe on the water. Novice boaters will gain a wealth of knowledge, while avid boaters can get a refresher course on what they have already learned. See you at Wilson Point Park on June 1.

—Tim Sherman



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- A typical propeller can travel from head to toe in less than one tenth of a second.
- Most propeller strikes are preventable.

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1. NEVER allow passengers to ride on the bow, gunwale, transom, seat backs, or other spots where they might fall overboard.
2. Wear your engine cut-off switch lanyard and your life jacket at ALL times. If the lanyard is removed from the switch, the engine will not shut off.
3. Assign a passenger to keep watch around the propeller area of your boat when people are in the water.
4. Consider purchasing propeller safety devices for your boat.



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Schedule of Activities

4th Annual Sergeant Marvin T. Haw Boating Safety Day

10:00 a.m. - MR SUP Paddle Board
Fun Race

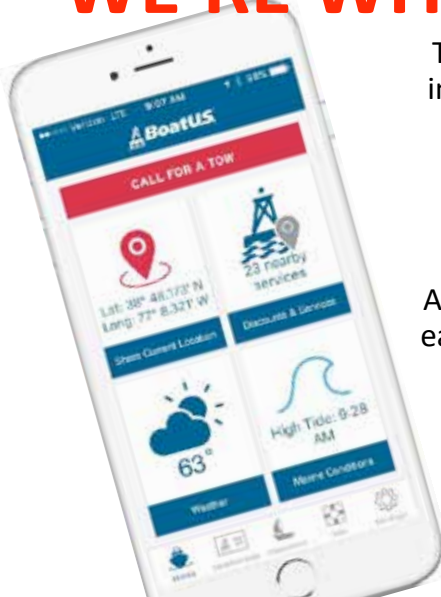
11:00 a.m. – Gates Open to Public

- Vendor Table Games and Demo's (Corn hole, CPR, Knot tying, Life jacket safety, Man overboard pull, etc.)
- Food Trucks: Baltimore Crab Cake Co., Kona Ice, Tasty Maryland, Triple J Food Co.
- Scales & Tails
- EZ Child/Elderly ID System with Officer Kus
- Police Recruitment



- Small boat display
- Flare Demos
- Cuddle Shuttle- Adopt a pet
- Venturing Crew 726 Flag Retirement @ noon
- DJ Chris, Mix Masters Entertainment
- Silent Auction- winners announced at 3:00 p.m.

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Scenes from Boating Safety Day 2018



U.S. Coast Guard Auxiliary Encourages Safe Boating In 2019

The U.S. Coast Guard Auxiliary encourages boaters to take steps to reduce risk while on the water. In Maryland, the leading causes of fatalities was not wearing a life jacket.

Boaters are encouraged to check life jackets to ensure they are in good working order, and fit properly. Federal Safe Boating Laws require each person on a vessel have an appropriate U.S. Coast Guard approved life jacket.

Every life jacket has a certificate permanently attached. The certificate will indicate if the life jacket is U.S. Coast Guard approved and designed for adults or children. Life jackets for children come in three ranges: Under 30 lbs; 30 lbs to 50 lbs; and 50 to 90 lbs.

Before getting underway, especially if your boat has been stored, check your life jackets to be sure they are ready to be used. In addition to being U.S. Coast Guard approved, there must be a legible instruction label explaining how to wear it. The life jacket must be free from rips and tears with no sign of deterioration such as mold or mildew. Make sure all rings, fasteners, buckles, are in proper condition.

Approved Inflatable life jackets are allowed to be used by anyone 13 or older. Look at the gauge. If the needle is in the red replace the cartridge and check to make sure it is fully charged. The pull cord should hang free, ready to use. The inflation tubes should be checked by blowing some air in making sure the life jacket starts to inflate.

When your boat is underway all life jackets must be readily available to be used.

They may not be stowed in bags or locked compartments. Everyone should know where life jackets are. Children under 13 must wear life jackets while underway.

Know which type is the most appropriate for you, your conditions, and the water conditions you may run into as indicated on the label. To make sure life jackets fit properly, put it on and zip up the zipper, making sure it is snug. Put your hands over your head. If the life jacket rides up and touches your nose, try a smaller size.

To test the fit, have the child try it on and make sure it is snug. The life jacket should stay in place when the child raises their arms straight up or when the jacket is lifted at the shoulders. If the zipper touches the nose or if the jacket almost comes off, find a tighter fitting jacket.

After purchasing an approved life jacket for a child, they should be comfortable wearing it. Take the child and life jacket to a swimming pool or beach and let them learn how to wear it and be comfortable. A child is comfortable wearing a life jacket is less likely to panic if they fall into the water while wearing it.

The Coast Guard Auxiliary recommends everyone to wear a life jacket anytime you are on a boat.

The United States Coast Guard Auxiliary (USCG Aux) is the uniformed auxiliary service of the United States Coast Guard (USCG).

Gary McGinnis

Public Affairs Officer

U.S. Coast Guard Auxiliary
Division 22 Baltimore, MD.





The Safe Boating Campaign is a worldwide effort focused on responsible boating, encouraging boaters to always wear a life jacket while on the water.

The Safe Boating Campaign is led by the National Safe Boating Council, with support from boating safety advocates around the world. It is produced under a grant from the Sports Fish Restoration and Boating Trust Fund, administered by the U.S. Coast Guard.

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**Safe Boating Campaign
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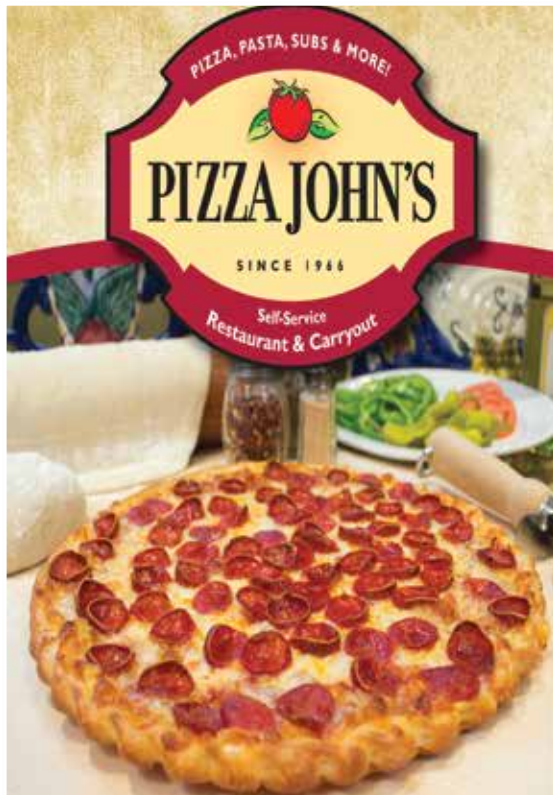
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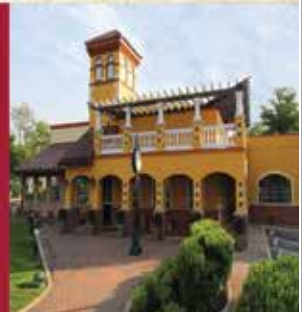
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Technology Update: It Could Save Your Day

by Captain Dale Plummer

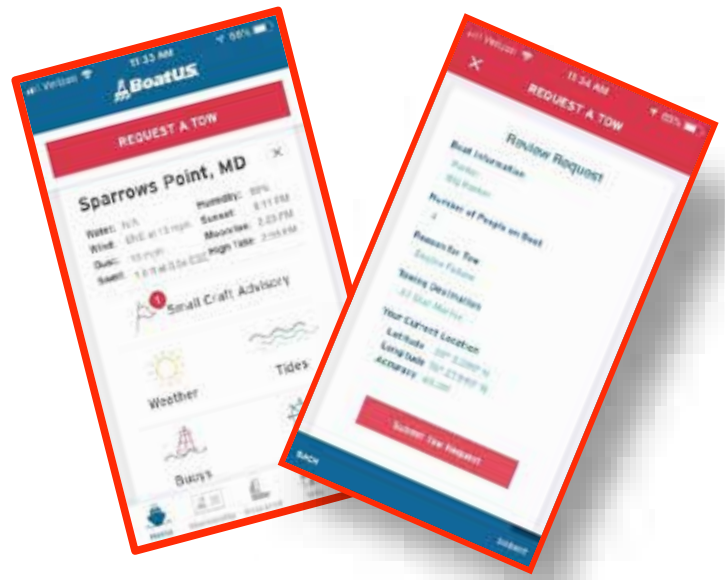
Spring has sailed on by and the official first days of summer are here. BoatU.S. just released a new app update that will keep you moving safely throughout the summer and get your local TowBoatU.S. Captain to you faster when you are in need out on the water. Here are some highlights of the new app and how to download it for free.

FREE DOWNLOAD

Download is a scary word for many. However, downloading an app to your smart phone is very simple. Using your cell phone, touch the icon on your home screen for your app store. Within the app store, search BoatUS. Tap the download button and give it time.

CREATE YOUR ACCOUNT

When the app is finished downloading, open the app and create your BoatUS account. Have your BoatU.S. Member number ready and “allow” the app to access your location. Set-up your account with as many details as you can. Within the settings of the app, add in all boats you own and all possible destinations. Is it possible that you may want to be towed to your private home dock, mechanic, marina, or local ramp? The more info you provide now, the fewer questions you will have to answer when you are on a broken-down boat in need of assistance.



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Hopefully by now you've all found your first boat, next boat, or simply have your trusty old boat ready for the new season. Rising temperatures and constant rain have made it clear; spring is in full swing and the boating season is finally here. Now is the time to finish up projects and get out there on the water. For me, that's easier said than done. I have been working to replace the flooring in my boat and so far, it hasn't gone well. It's nothing fancy, just a 14' Sears Gamefisher. A strong aluminum hull, great buoyancy, and excellent handling make this boat a dream for shallow waters and the open bay alike. But a rotten floor made last year a bit trying with soft spots becoming apparent with every trip out. So this year I resolved to fix the problem once and for all.

As I've written about before, it's important to know what jobs you can handle and what skills you have. This is a pretty straightforward job. It's a nearly square floor with just a slight curve inward at the front of the floor. By all measures it should be easy to replace. With the original floor rotting out, I decided to go a step further and make a new plastic cored fiberglass floor, one that will never rot. I have some fiberglass experience but have had much more with wood fitting on boats before. How much harder can a full fiberglass floor be? Turns out, it's harder than I thought; and while it may not be beyond my skill level, I did not properly assess the requirements of the material or the amount of time I would need to complete the job. Using new materials can always be tricky. They don't behave the same as what you may have experience with, and new techniques and skills can take time and practice to learn. So with the season fast approaching, I did not practice. I did not take my time to understand the specific characteristics of my materials, and in the end, the finished product was just not suitable. The plastic core board I used is very flimsy. It is made to be able to create the curves of hulls and then be fiber glassed into a rigid form in that shape. This lack of rigidity is why both sides need a good layer of fiberglass to make a solid floor. I understood that and forged ahead glassing up both sides for a strong rot-proof finish. The problem is that I didn't account for the lack of rigidity in my preparation. I laid the board across four sawhorses with no table or board under it. With $\frac{3}{4}$ " plywood, that's not an issue. The four stands would have been enough to hold it flat. This board however sagged between each sawhorse giving me an uneven, wavy surface on both sides. Clearly, that isn't ideal for flooring.



In addition, I spec'd enough resin to make a comparable floor out of wood, not realizing that this plastic core would take more resin than the same size sheet of wood which left me with dry patches and a few areas of delamination from inadequate resin flow. All in all, it was a bust and a major disappointment.

The moral here is simple and I hope it will help some of you. I'm sure I have learned it before, but be it bravado or carelessness, I forged ahead with this project without considering past lessons. First of all, trying new things and new materials is great. I highly recommend it. I also highly recommend practice and patience. Don't rush into a new situation without careful planning and an understanding that to master this new skill will take time. With a practice piece and a few afternoons, I could have

learned the proper way to lay up this board and had a well-made floor. Instead, I jumped right in wasting time and materials. The other big takeaway is that sometimes the best tool for the job is the one that you know how to use. I know how to make plywood floors. I can cut, sand, epoxy, and finesse plywood into just what I want. But in my determination to use a rot-proof material, I got into a project without understanding my material and its

idiosyncrasies. Would I use this plastic core again? Absolutely! Would I make several test panels first? You bet!

For this year, I'll have a beautiful and well-made wooden floor. Maybe I'll gel coat and non-skid it, or maybe just glue down some astro-turf and enjoy the fun and goofiness of a deck where I can wiggle my toes in the "grass". Either way, once the boat is in the water, I will start again making a secure, rot-proof floor. This time, I'll take my time and get it just right. I don't recommend rushing jobs, because this is usually how they end up. But many of us, me included, just want to get the project done and get the boat in the water. I totally understand that and it's valid. But please, if you have to do a job quickly; don't take chance, use what you know and get it done right. We all make mistakes and eventually everyone will make a mess of a relatively simple project. If you don't learn from my mistakes, that's fine. Just make sure you learn from your own. I know I finally have. And if you are a new boater, or new to DIY boating, don't let the mistakes, the failed projects, or the dead ends get you down. Forge ahead with practice and patience to ensure you can be proud of your results.

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CATCH and RELEASE RIGHT !!!

By Montana Grant



No one wants to unintentionally kill a fish. If we plan to eat the fish, it gets a “head thunk” and goes into a creel or ice chest. Fish can also be released and caught another day.

Correct Catch and Release techniques are discussed, debated, and often disregarded. Three fishermen will give you 4 opinions. Just because a fish swims away does not mean that it will survive.

Cell phones may have become one of the reasons even more fish die. On one trout fishing trip to the Yellow Breeches Creek in Pennsylvania, I met an angler with a selfie stick. He had just caught a small brown trout and was taking dozens of pictures with him and the fish. He would hold the fish in the water, throw the fish in the air, and tried every pose that he could think of. When I questioned what he was doing, he told me “Oh I never keep any trout. I only Catch and Release!”

Grip and Grab has often been the way to hold a fish. Dragging or booting the fish onto the shore covers them with dirt and debris. Allowing them to struggle in a net or flop around the deck is also a death sentence.

One of the great things about Catch and Release is that you don't have to kill the fish. You can enjoy fishing, catching, and celebrating the day without a fatal outcome. This is not an option when hunting unless you hunt with a camera.

Even with the best Catch and Release techniques, some fish will die. Many fishermen do not choose to kill the fish, they simply do not know how to prevent their demise. Science suggests 5-15% of fish released may die. This varies based on temperature and type of lures, flies, hook, or bait used.

Here are some points to Catch and Release Right!

Sharpen Your Hooks!

Studies show that a sharp hook will catch more fish and are more easily removed. Barbed hooks do not make a huge difference. The mouths of most fish are mainly cartilage. This fingernail like material has no nerves and is hard to penetrate. A sharp barbed hook makes a larger and cleaner hole for the hook to be extracted.

If the fish is gut hooked, cut the line!

If the hook or fly is deep in the guts of the fish, cut the line near the fished mouth. They will pass or dissolve the hooks in a few days. Even a hook left in the eye will eventually rust and dissolve. Their stomach acids are strong enough to do this job. A bled fish is a dead fish!

Use a proper net!

Nets vary in size and material. A wider net is easier to fit the fish into. The best net is made of wide gapped fabric. A tight net mesh will wipe the protective mucous off the fish's body. Once this protective layer is gone, bacteria, parasites, and disease will attack the fish. The key is to WET the NET before touching the fish. Nylon, rubber, and poly nets of the proper fabric size will make for a safe and quick release. They need to be attached to your vest or readily available.

Keep the fish wet!

Water saves fish lives. Once out of the water, the fish begins to suffocate and dehydrate. How long can you hold your breath? A wet fish stays cooler, calmer, and protected. Now deal with the hook and get ready for the release.

Hold the fish properly!

Grip and Grab means certain death. The air bladder of a fish is fragile. If squeezed, it will burst. Hanging the fish by the mouth can damage the vertebrae. Putting your fingers into the gills and under the gill plate will damage them. Any bleeding means almost certain death. When squeezed, the heart rate, blood pressure, and stress increases. These are a lethal end.

Plan pictures ahead of time!

Fishermen love to show off their success. Have your plan made ahead of time. You know where your phone is and imagine the angle you desire. Close is often better than far. Mix up your angles, backgrounds, and themes. If you need some time to get the picture ready, prepare your selfie stick, comb your hair, change your hat, or put people in position, keep the fish calm in the wet net. Gently wait for everything to be ready. Getting into the water, along a shore, helps. Lift the fish by the tails and just in front of the pectoral fins. Throwing the fish around and making faked action shots adds more stress. The actual photos can now take just a few moments. Say cheese and release gently please!



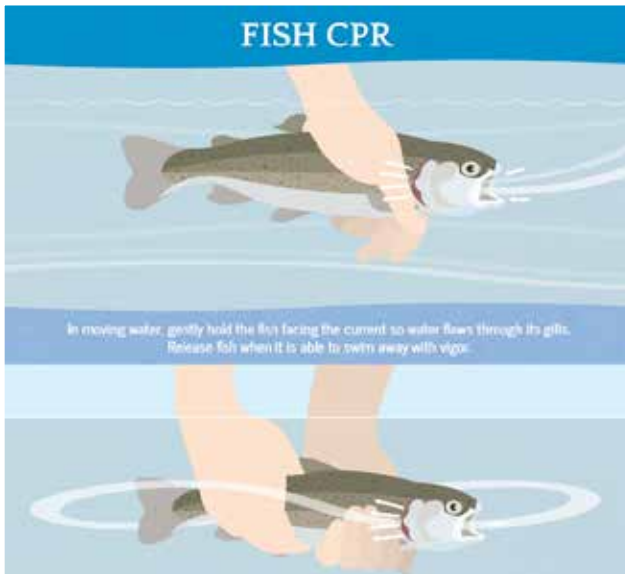
Use Forceps!

Shoving your fat fingers down the fish's throat does damage and stresses out the fish. Use FORCEPS! Attach the forceps to your shirt, vest, or coat where they are always available. Grab the bend of the hook and unstick the hook. Avoid causing any bleeding. Use forceps in the length needed for the species you are targeting.

No fish towels or rags!

These will wipe away the fish's natural protection. Imagine removing your skin. Mucous keeps bacteria, disease, and parasites off the fish's body. Dirt, gravel, grass, and debris will also remove the mucous when the fish is beached or flopped on the shore or deck. Use a towel after dealing with the fish.

Resuscitate before release!



The longer the battle, the longer the recovery. Hold the fish in the water and work it back and forth. Allow fresh water to pass through their gills. Keep the fish in the wet net as you do this and face the fish into a tide or current. Holding one hand around the base of a fish's tail is helpful. When they can easily pull free, the release is complete.

Circle Hooks save lives!

The correct size Circle Hook is hard for a fish to swallow. This means more hook ups in the mouth and lips and less damage to the gills and internals. This is especially important when fishing in areas with slot limits. Match the hook size to the fish species, and bait, that you are using. Many areas now require Circle hooks when live lining or fishing baits.

Fight the fish quickly!

The longer you fight the fish, the less likely it will survive a release. Lactic acid will build up in the muscle of the fish and remain for a long time. This will also impact the fish's flavor if you plan to eat them. Fish become dormant and may not feed. Eventually they weaken and become vulnerable to predators or disease. Fight the fish aggressively! Use a proper balanced and matched rod and reel. The reel needs an excellent drag loaded with quality line.

Swap out Treble hooks!

Lures, spinners, and crank baits work better, get snagged less, and will catch more fish with a slightly larger and sharp single hook. Use the split ring attachment to change the hooks. A rear hook on a popper or surface plug is often enough. Now you have only one hook to take out of the fish. A single hook is also less likely to hook the fisherman.

Avoid Stainless Steel hooks.

These hooks will not rust or break down from a fish's stomach digestive acids. If you plan to keep the fish, a stainless hook is durable, stays sharp, and is efficient. For Catch and Release it may be a released fish death wish.

Gaffs are for Catch and Keep only.

Catch and Release of gaffed fish is a unlikely. Once you slam a sharp gaff into the body of a fish, the blood pressure immediately drops, and the fish begins to go into shock. If the next stop for the fish is the cooler, then fine. Even a lip or mouth/gill gaff hook up is damaging. The vertebrae, gills, eyes, and are all vulnerable to a fatal wound.

Guides, Outfitters, Charter Captains and experienced anglers need to be masters of the Catch and Release skills. They have a responsibility to protect and manage the fishery correctly. After all, these fish are their lively hood. Without the fish, their clients are just going for a boat ride. Educating their clients is an important part of their job and what the clients need to learn.

All anglers must become Stewards of our sports if we hope to have them in the future. "The most important things that we learn in our lives are the things we learn after we already know everything!"

Don't even get me started about kissing a fish!

Montana Grant

For more Montana Grant, find him cruising at www.monatagrantsfishing.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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Choosing the Right Dock

by Doug Dawson

Starboard or Port Tie?

“Should I dock my boat on the starboard side or my port side?” The answer to this often asked question is “it depends....”

Many boaters say you should always dock on the starboard; but, in some cases, it would be far better to dock on the port side. Other boaters say you should always dock port side, but that isn't always better either.

It depends on many factors and, when you know what the other factors are and take them into consideration, you will know on which side to dock your boat. Have a look at your boat with the following factors in mind then knowledgeably decide whether docking starboard side or port side is right for you.



1. Helm

Most power boats have the helm on the starboard side, so for the convenience of being able to directly see the space left between the hull and your dock, you would choose the starboard side. For boats with a centerline helm, like center console fishing boats or centerline helm yachts, it doesn't matter because your vision to the dock is the same. Most Houseboats and twin engine Trawlers would dock starboard side, because their access doors are always on the starboard side.

2. Drive System

For most boats with a single inboard, like ski boats, trawlers and sailboats and older wooden launches, their torque pulls to port in reverse; therefore, it would be best to dock on the port side. For the few single inboards with starboard torque in reverse, they would choose starboard side docking. For all other drive systems, starboard or port works.

3. Access Gate

For boats with a transom access or a side deck access gate, choose that side to dock on; so that you have a shorter route on and off the boat.

4. Fuel/Pump out Fittings

When docking for fuel and/or a pump out, choose the side those fittings are on, so that the hoses don't have to be dragged full width of the boat. You don't want to end up with hose marks, shoe dirt and spills all across your cockpit or deck.

5. Shore cord

Shore cord inlets can be located on either side or in the cockpit or on the transom. Depending on the configuration of your boat side decks, and the location of the shore power outlet on the dock, you'll want to choose docking on the side that gives you the easiest and safest route to connect the shore cord. In some cases, the length of your cord may be so tight that it will dictate which side you have to dock on for it to actually reach.

Choosing the Right Seasonal Dock

When choosing a dock for the season, there are several additional things to take into consideration to be sure it's right or you.

6. Approach Momentum

It is easier to dock on the approach side of a dock, so that your fairway momentum brings you up against the dock, rather than pulling you away from your dock.

7. Wind

When docking with a prevailing wind, it is easier for you to dock with the help of the wind or current bringing you to the dock, rather than pulling you away from your dock.



8. Water Depth

With fluctuating water levels from climate change and tides, checking current water depth may reveal the slip assigned is not deep enough for your keel or draft. In some cases, there may be enough water to dock bow first, but if you choose or need to dock stern first, you need to have enough water at the inside end of the slip to clear your propellers. Use a long pole for an accurate depth measurement. Make sure there are no boulders or other large obstacles, that weren't a threat before, but may be now.

9. Finger Length

Depending on where your access point is on your boat, the length of the finger dock is another factor to consider. For those boarding through a side gate or onto the cockpit/aft deck, the length of the dock is less crucial, than for those who step off the swim platform onto a low floating dock. If the platform extends beyond the end of the finger, you won't be able to get on and off your boat. Also, hanging your bow pulpit and anchor over the main walkway is frowned upon by other boaters and not allowed in most marinas.

If there are no docks long enough to step off where you want, then your only choice is to back into the slip; in which case, you will be tying on the opposite side, so would need to choose a different slip, if you want to tie on the same side.

10. Dock Height

In marinas with high fixed docks, it is easier to get on and off from the side deck or cockpit side, because the sheer line is closer to the height of the dock. In marinas with low floating docks, it is easier to get off from the platform of larger power boats. You may have to add a ladder or a stool to the dock to reduce the height differential. With sailboats, bow riders and cuddies, the side deck is closer to the height of the floating docks.

11. Dinghy

Is there space for your dinghy/PWC in your slip beside your boat, tucked in under the bow or attached to your swim platform, or do you have to make other arrangements for your dinghy? Probably best to find out first.



12. Slip Neighbor's Docking Skills

For those in shared slips, choosing the less preferred side based on the above factors may be better for you to avoid a slip neighbor with lousy docking skills, from crashing into your boat. Boaters who have learned from our docking lessons will be better at docking, than your slip neighbor who hasn't. Defend his side of your boat with fenders in case he ricochets off his dock onto you. If he is not competent, send him to www.PowerBoatDocking.com.

In shared slips, pick a narrow neighbor to give both of you more wiggle room within the slip.

Slip Neighbors to Consider

Depending on how you prefer to enjoy time on your boat while at the dock, your slip neighbors are an important consideration. Choose a dock with like-minded boaters. Getting the correct slip for you and your boat could make all the difference to your relaxation level.

—Doug Dawson

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Cleanup Time for BRRC

by Karen Wynn

How do you spend your Saturdays? Running the kids to practice, sleeping in late, maybe cleaning up around your own house. On March 30th over 200 people gave up their free day to come out and volunteer with Back River Restoration Committee and Key Brewing to clean up the mile long stretch of Grays Road in Dundalk.

The cleanup was organized together by Back River Restoration (BRRC) and Key Brewing to ask people to come out and volunteer their time to clean up the storm drain ditches and dumped trash before it flows into Bear Creek and harms the health of our local waterways, including the Chesapeake Bay.

The road was marked the day before to show which areas would need things like more workers per area, younger workers, or stronger workers. Mike's Hauling of Essex volunteered by hauling BRRC equipment such as a golf cart, Gator, Skid-loader, and excavator to help navigate volunteers, collect trash bags and remove extremely heavy items from up and down the mile-long road. Baltimore County was on hand with several dump trucks to collect the trash.

When we arrived at 8 am, the job looked very daunting but as we unloaded our equipment, pickers, gloves, bags and of course the donuts, the people began to show up. More and more cars pulled up and young and old alike jumped out of their vehicles eager to work. Even as Key Brewing turned up the music in their Ravens Bus, fired up the grills and tested the kegs of beer, volunteers kept working, determined to clean every bit of trash before they took a break.



A cleanup that seemed impossible to finish in one day and that was originally scheduled from 9 to 1 was completed in just a little over 3 and half hours with 200 strangers pulling together to clean up an area they had nothing to do with polluting. These were just ordinary people from all walks of life, who have a big heart or maybe just care enough about our world, our environment and our Chesapeake Bay to give up a couple

hours of their day to make all our lives a little better. The hard work of all these volunteers resulted in over 28,000 pounds of trash picked up and more importantly, prevented from flowing into the Chesapeake Bay.


We did our best to thank each of our selfless volunteers, but of course that is not why they were present that day. If we



missed the opportunity to personally thank you for volunteering at this cleanup or another, we would like to take this opportunity to thank each one of you for everything you do for our world every day. Thank you!




If you would like to volunteer or donate towards a future cleanup, please contact BRRC at savebackriver@gmail.com or call 443-983-2945.





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Harborton to Bayford

Jay, Bob, and I met at Hampton Inn and Suites in Exmore to decide dinner arrangements. Jay had put together a list of possible eating options before departing Baltimore. We agreed on the Great Machipongo Clam Shack. Wednesday night was walk-on night and as we ate we listened to several promising musicians. A local poet added color by reading some of his works. Some were good, some were not-so good. One of my favorites was "An Ode to the Hot Dog." It was, ah, how do I say this politely? It was ... different. Very creative. We each ordered local seafood. I had my favorite, fried oysters. There is nothing quite like the oysters on the lower Eastern Shore.

Thursday morning Chip and Mike joined us over breakfast to discuss the day's plan. We would drive south to Bayford Oyster Company on the Nassawadox and drop off two shuttle vehicles. We would then proceed north to Harborton with our kayaks and other gear. The winds were from the NE at 10 mph. We would benefit from them and the ebbing tide most of the morning. The afternoon weather forecast was questionable. Summer showers? Maybe.

Bayford landing is privately-owned. I spoke with the owner back in 2014 to request permission to use his ramp. He responded positively, but asked how many would be in our group. I anticipated a large group at the time, and as it turns out, more than his limited parking could accommodate. So, I planned around Bayford. On this trip, only 2 vehicles would be left. He kindly provided us access to the Nassawadox via his landing.

We launched from Harborton at 9:30 a.m. and headed west on the Pungoteague towards Bluff Point. It was one of those rare days in early August when the morning air is cool and the skies are blue with only scattered mares' tails. The waters were calm and to my surprise, deeper than I had anticipated. The charts indicated a shelf along the coast with depths of only 1-2 feet. This could create hull drag and make for harder than necessary paddling. I routed us about a half-mile off shore to alleviate drag, but in retrospect, with the high tide it was unnecessary. After several morning breaks, we landed to eat lunch on a spit of sand a few hundred yards south of where satellite

images indicated a good beach would be. The first thing we noticed is that none of us had packed stools.

Throughout the morning the skies darkened noticeably; not with rain clouds, but silver-gray, moisture laden clouds that seldom drop rain yet absorb the heat of the afternoon sun. As I paddled, I watched a patch of rain develop in the distant bay and wondered if it would remain there or come visit us. Fortunately, it remained south the remainder of the day.

Nearing Powell's Bluff, I saw Chip suddenly change course and head out to deep water. He had spotted a pod of dolphins heading south with us. Although dolphins can swim very fast when speed is needed, their normal cruising speed is 2-4 knots; about the same as a kayak. We all paddled out and paralleled the pod for several miles, being sure to keep our distance.

Dolphins are difficult to photograph. This pod was swimming casually and did not breach. Their melon would break water, and then there would be a burst of air released from the blowhole just behind it. The sound this made is difficult to describe. It's kind of like when you purse your lips together lightly, then suddenly exhale (Chip could mimic this sound perfectly). The dolphin's back would arch, showing a full fin and about 6 inches of side, and then he was gone. My camera has a brief delay between the time I depress the shutter release and when the photo is actually taken. It didn't take many shots to realize I was going to continue shooting empty waters unless I changed my strategy. I finally resolved that I would shoot by guessing when a dolphin would surface. Dolphins surface 2 or 3 at a time. I would begin shooting multiple shots when the first one broke. Most of my frames were empty, or show just a hint of fin, but I was able to capture a pair of fins after about 10 or so attempts. I know, this was just pure luck. But I did get my proof that we had had a close encounter of the dolphin kind.

In the distance we spotted a tower and light. We recognized it as a range light for Rappahannock Channel. Our charts show this tower to be just south of Silver Beach and north of our entrance to Nassawadox Creek. What we didn't

Kayaking on the Upper Bay *continued*

realize was just how far away the light could be seen; 6 nautical miles. It took a very long time for us to appreciate the full height of the tower. It was the rear range light. We had assumed it was the front range light, because on shore and almost directly behind it was another. With 20/20 hindsight, we now know the onshore light is from a radio tower of similar construction. The front range light is several miles in the bay. On my small NOAA booklet chart, the light appears on the page before the one I printed. On water I wasn't seeing the whole picture.

Approaching the tower, we again encountered dolphins. This time they came to us. Whereas the previous pod had contained several young, this pod was comprised only of large adults. We are uncertain whether or not these were Bottlenose dolphin, or Common dolphin. To my eye their back was very dark, almost black, which is consistent with the latter. But we did not see the noticeable "V" that signifies the common variety. It really doesn't matter. The dolphin sightings were the highlight of this paddle.

As we rounded the point leading into Nassawadox Creek, we were hit face-on with winds that had been to our sides all day. Our paddle quickly deteriorated from a pleasure cruise to a slog. Our group split. Mike and Jay headed to the north side of the creek, looking for some lee along the edges of the marsh. There wasn't any. Bob, Chip and I stayed in the main stream and fared about the same. Looking back on our GPS track, our speed dropped from 3.3 knots, to 1.4 knots. To make matters worse, the winds had emptied the water from the head of the creek. Jay ran aground attempting to cross from the marsh to the boat channel. He was able, with some effort, to dislodge his kayak without having to exit. We were the last of our party to land at Bayford.

Almost immediately, another group of recreational kayakers began landing. The small beach was suddenly cluttered with kayaks. The owner of Bayford Oyster Company and two of his friends sat nearby in lawn chairs sipping beverages and watching the hubbub. They were smiling and chatting. These kayakers



were part of a pre-wedding party that had paddled out of Bayford to Chatham Vineyards and Winery, a mile or so south on Church Creek, for a bit of wine tasting. Slightly tipsy, several boasted of having fallen out of their kayaks on the way back. For the most part, our group minded our own business and went about loading our kayaks for the drive back to Harborton and then the motel.

Jay approached the leader of the group and asked if she was familiar with Cape Charles. "Is it OK to park along the public beach there?" he asked. We didn't know if community regulations permitted parking, or for that matter, even landing on beach. She assured him it is. This local info was comforting, for our next destination was the crowded and very busy public boat ramp, Harbor of Refuge.

By the time we recovered our vehicles it was going on 7 p.m. The El Maguey Mexican Restaurant closes at 9:00 p.m.. We drove directly there. The menu was excellent, the food authentic Mexican. I loaded up on starchy foods and beer. At checkout I asked what El Maguey means in Spanish. It's the multipurpose plant of Mexico, the agave, I was told. It can be used to make clothing, eaten as a meal, used in home construction, and of course distilled to make tequila. A good name choice, I thought; versatile. All in all, the day had gone very well. We had paddled slightly over twenty miles and everyone still had energy remaining. It must have been the grog and the Margaritas. Tomorrow we would head to Cape Charles.

Dave Bielecki, Author

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Live Aboard

by
Don and Gail
Elwell

Working From Boat

(as opposed to working ON boat, which is another thing altogether.)

One of the perennial conversations I get into on the liveaboard forums is the whole unpleasant business of making a living while on the water. "I would LOVE to do this" the conversation usually goes, "but how would I LIVE?!" So I thought while sitting here working that I would take the opportunity to discuss some of the factors governing working from floating home and how (or if) one might do that.

Full disclosure: both the wife and I are semi-retired at this point. A substantial portion of our incomes come from social security and previous investments. That is, of course, never enough. At any rate, Here are some of the things we've learned working aboard.

First of all, don't assume you can keep doing what you've been doing, even if working from home. I'm rather fortunate in that I've been a writer and publisher for some years (after a life in the theatre), but my wife is an artist, and in her work as a sculptor she has sometimes been engaged in making truly HUGE, room-sized sculptures and installations. In 29 feet, that wasn't going to happen.

So you adapt. You scale your work to those things you can do in the space and with the resources you can carry with you. In Gail's case, most of her work of late has been collage work, much smaller and more compact than a lot of her previous efforts, but beautiful nonetheless.

Next, consider boat services—hull painting, hull cleaning, fiberglass repairs, and the like—are also a common option, especially if you find yourself moored in areas where such services are difficult to find or majorly expensive. I know a number of folks online who do a good deal of marlinspike work: making rope fenders, splices, and line repairs. Look at it this way: you're in a boat, you're around places where there are boats, what are the things you have to do for yourself that you might also do for others. Many marinas and marine service companies are more than happy for you to do work for them under the water table, as it were, in exchange for slip rental, power, or other services. Don't discount in-kind exchanges.

Telecommuting is, of course, also an option, but only if you have reliable internet access. You may discover that a lot of online jobs like customer service or teaching online might work for you, but that the bandwidth at your marina or aboard if cruising isn't fast enough or reliable enough to let you take the position. When not near a WiFi note, we have to use one of our phones as a tether to access the net. It works, but it's not quick and can burn up your



You may have to scale the work you're doing to the space you have.

data plan way quicker than you'd anticipate. Satellite internet works, but is beyond a lot of folk's income. . . ours included. If you can't find a position that will let you do your work via some occasionally indifferent internet connections, you may have to create one. Don't shy from this. It's entirely do-able. Think about it this way: if they searched to find your service through an agency or online company, they can also find you at your own website.

Being able to do the work is only a part of the story, though. You've got to get it to market, and let the market get to you. The internet has certainly made this a great deal easier. I have an online publishing site for a lot of my work, and my books are sold through Amazon and other outlets, but in the case of those needing a physical address, it can be an issue. Certainly, a lot of marinas—provided you stay mostly in one place—will allow liveaboards to receive and send mail directly from the marina. Post office boxes, too are a good option (the USPS just began a mail imaging service, which will provide you with an image of the outside of your first class mail to give you an idea of what might be waiting for you.). Long term cruisers may want to look into mailing services like St. Brendan's Isle, (<https://www.sbmailservice.com/>) that will not only forward mail, but will open it on your instructions, scan it, and forward the image to you through the web.

Then, of course, there's the landside option: tourist towns are always in need (in season) of waitstaff, bartenders, housekeeping services, dishwashers, auto valets, and a whole host of jobs of that ilk. A few weeks waiting table can help underwrite a few months on the hook.

But whatever you do, remember why you're doing this: to live the liveaboard life. The worst thing you can do is let a job or on board business so eat your life that you have no time for the water, and no joy left with which to greet the seagulls in the morning or the herons at sunset. Then what would be the point?

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Father's Day Weekend Brings Antique & Classic Boat Festival to St. Michaels



Wooden and fiberglass classics, vintage racers, and other antique and Chesapeake Bay-related boats are coming to the Chesapeake Bay Maritime Museum beginning Friday, June 14 for the 32nd annual Antique & Classic Boat Festival and the Arts at Navy Point in St. Michaels, Md.

Hosted by the Chesapeake Bay Chapter of the Antique & Classic Boat Society, this Father's Day weekend event brings a sense of nostalgia to the Miles River and CBMM's docks and campus, drawing some of the area's finest classic boats, nautical and maritime treasures, entertainment, food, and libations to this waterfront festival.

This year's festival highlights racing on the Chesapeake, with some unique and high-powered racing boats expected to attend, along with land displays and seminars on the Bay's association with power boat racing.

Festival hours are Friday from 11:00 am to 5:00pm, and Saturday from 10:00am to 5:00pm, with the Arts at Navy Point and limited boat displays continuing on Sunday from 10:00am – 2:00pm.

For advanced tickets and more information about the festival, visit cbmm.org/acbf or call 410-745-2916. For information about CBMM, visit cbmm.org and for information on the Antique & Classic Boat Society's Chesapeake Bay Chapter, visit chesapeakebayacbs.org.

photo by Donna Bedell

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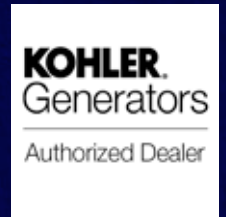
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