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photo by David Sites

Summer Goals

Now that summer is in full swing, the boat has been launched, and you have been out on the water a few times, it is worth spending a few minutes to write down your goals for a happy summer out on the Upper Bay. Here are my top 10 things to include on your list, and I'm sure you can think of a few more.

- 1.** Log your list of summer goals and when you intend to complete them
- 2.** Plan to make the most of the 4th of July weekend, since it's on Thursday that sets up a long 4 day weekend
- 3.** Create a new recipe for an easy to prepare meal on the boat
- 4.** Try a new summery cocktail and share the recipe and what to pair it with
- 5.** Visit a new port and spend the weekend exploring what the town has to offer
- 6.** Try to recreate a day from your childhood or teen years out on the Bay

7. Start a Summer of 2019 photo diary of your fun times out on the water

8. Bring a copy of a new book along and read a few chapters each weekend

9. Organize a raft up with your boating friends

10. Share photos and short stories with the Upper Bay Boating magazine of your Summer adventures

All this sure sounds to me like a great way to ensure when Fall arrives that you can look back and say "wow this was one of my best seasons out on the Upper Bay". And make sure you play hooky from work a few times during the week. Week days can be so much enjoyable if you are the type that wants some peace and quiet time all for yourself.

Happy & Safe Boating, Dave

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Hoping for a Glorious 4th of July

By Wendy Gilbert – Features Editor

Well, this season's off to a spectacular start.

I've gotten used to so many rainy weekends over the last year or so, it's almost like the boaters are desperate to enjoy what we have before we go back to the new normal. I'm not a fan of using words like normal. That said, I'm not commenting on people or art of projects, just the weather, so normal it is.

Not that I have anything against rain. I'll take the rain over a drought any day. Droughts lead to all sorts of horrible problems like algae blooms, fish kills and that low tide smell long before low tide.

Nope, I'll take the rain and thanks to modern weather detectors and cell phone apps, I can squeeze in my time on the water with ease.

Of course not everyone has a boat ramp in their neighborhoods, so I'll count myself as a bit spoiled there.

Our little town of North East has been hopping this season. As there is only one road through town to get to the rest of the peninsula, traffic can slow to a crawl.

Friday night traffic in North East is real folks. Guests can admire the ever-continuing construction of the new bridge in town as they slowly make their way down Rt. 272. One of these seasons they are going to roll right on in to town without a construction vehicle in sight. No promises on which next season that might be though. Sensitive subject around town

these days. Kind of like post WWII across the pond. Our German friends politely make clear that guests not mention certain sensitive topics ... like WW11 for example. It's kind of like that right now. Someone needs to start drawing up cartoons or at least a meme for that.

Once they arrive, it's the usual – drive through town with the boat swinging ever so slightly behind. The kids admire the ice cream and candy signs. The grown-ups admire their own treats – wine, beer and seafood! Or shiny silver baubles, antiques and fresh-roasted coffee.

They won't return to town for several hours, but the lure of downtown North East is like bait to trophy fish.

After they've soothed the odd spots missed by SPF50 sunscreen with aloe vera gel or something stronger and rinsed off the day's fun, they'll pack the party up and head back to town.

The only question of concern? Where to start.

Shopping, dining or walking first? What time is it? Who cares?



photo by Scott Kelsey

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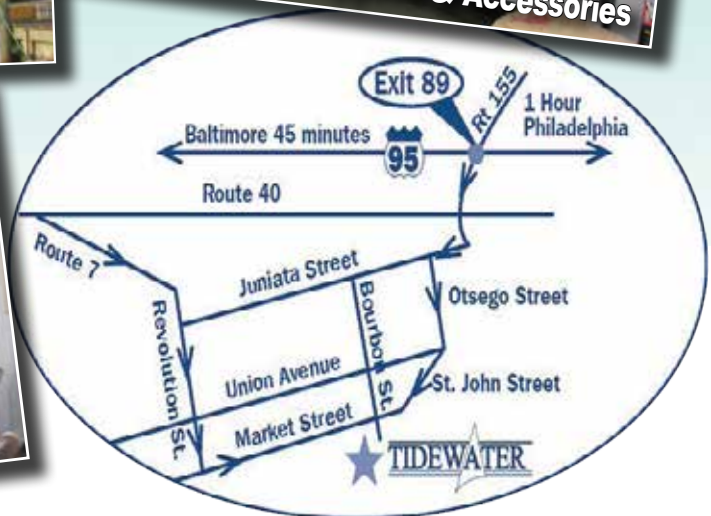
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Be a bit of a snitch *By Wendy Gilbert- Features Editor*

Have you seen all the human trafficking billboards around the state of late?

It absolutely freaks me out to think that this kind of thing is going on in our quiet corner of the world. Obviously, things aren't as quiet and innocent here as I thought. Maryland's unique and beautiful geography also lends itself to stealth and crime. Between I-95, Route 40, our proximity to large cities, plus the easy water access, it shouldn't be so shocking to me that this sordid business happens here

How to save someone? I can't bring down a crime ring, but as they said, if I see something, I can say something.

So many members of our culture have been taught to ignore their surroundings. They don't make eye contact, they are fully absorbed in their phones and would never consider reporting anyone for any crime. According to research (that I did not conduct) many millennials have a blurred idea of what is right and wrong in the first place. No wonder graphic billboard campaigns are required to get them (all of us) to take action.

Sadly, the upcoming July 4 holiday is the perfect time for thieves, traffickers and other criminals to do their worst. While we are all fussing with fun, they are up to – well, everything.

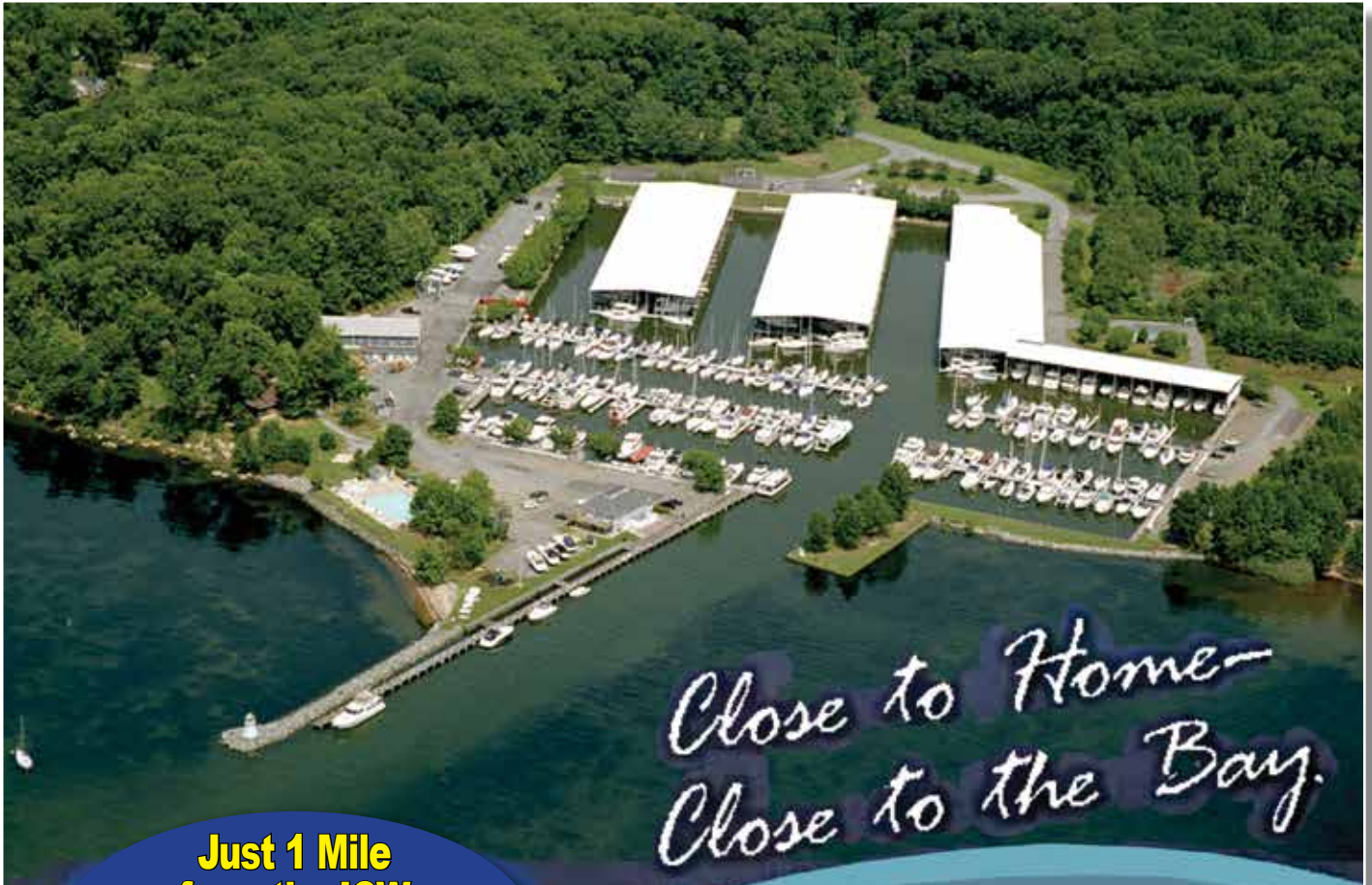
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- 6.** Vessels with no registration numbers or name displayed.
- 7.** Suspicious activity around large commercial vessels (freighters, tankers, etc.) including off-loading of people and packages into small boats, or during unusual times.
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A 4th To Remember.....or FORGET!

by L. Alan Keene

There are few things more emotionally painful for an Upper Bay boater, or any boater for that matter, than committing a glaring nautical miscue in front of a knowledgeable crowd. It could be an accidental jibe in a busy cove or taking seven "trys" to back your 22 footer into her slip, with your nautical neighbors looking on. It might even be losing your wind when all the other sailboats around you are up to hull speed or, the worst of the worst for newbies ... trying again and again and again to back your boat down the ramp on a Saturday morning in June.

But whatever the blunder ... whatever the mis-judgment ... whatever the humiliating circumstances ... all boaters should take comfort in knowing that it's all been done before! Each and every boater out there on

a Saturday afternoon has had his or her embarrassing moments. Most just don't like to talk about them.

While many of the mistakes are the result of inexperience, there's one that seems to be a rite-of-passage for all those who choose to sail the Chesapeake, experienced or not. To paraphrase a popular saying among sail boaters...."if you've never run aground, you've never sailed the Chesapeake Bay". My only wish is that I could have found a more private spot to experience the inevitable.

It was the week of the fourth of July 1997 or '98, I think, when we sailed into Rock Hall harbor for the first time. We had spent the previous night in Baltimore's Inner Harbor and the 20-mile sail over that next day, on a steady south-westerly breeze, was one to remember. The seas were virtually flat and the 12 knot breeze, unwavering. Beam reaching most of the way, we rarely dropped below hull speed. It was truly one of those special Chesapeake sailing days.

As we motored into the harbor late that afternoon, still aglow from our perfect day on the Bay, we naively assumed that this cozy little body of water, surrounded as it was by restaurants and marinas, was deep enough throughout to handle our modest 4 foot 2 inch draft. My first mate had put the chart book away after passing the last red day marker and our thoughts had moved from navigation to crab cakes. Spotting a likely looking marina on the far side of the harbor, I swung the bow to starboard and off we went in search of a transient slip. What we would have known, had we glanced at the chart book, was that the navigable water in Rock Hall

harbor lay only around it's perimeter. The center, with the exception of one narrow channel, was barely navigable for dinghies, let alone a fixed-keel sailboat.

I'll save myself the agony of the play-by-play, but suffice it to say that we became hopelessly aground not far from one of Rock Hall's famous seafood restaurants ... with bar patrons and early diners packing the wooden deck that overlooks the harbor. The harder we tried to break free, the more aground we became. The onlookers, many of whom were surely seasoned boaters, seemed thrilled that the

entertainment for the evening had started so early and that we were the opening act. I was living my nautical nightmare!

Mer-cifully, a local young man in a small pram came to our rescue. Taking our main hal-yard out to



starboard (an act that he had clearly performed before), our keel broke loose from its muddy prison and, with the reduced draft of the forced heel, I was able to inch my way back to deeper water. The enthusiastic applause from our audience just added to the humiliation.

After finding a slip for the night and changing our clothes (more for disguise than appearance), we set out for the best crab cakes in town. Unfortunately, that meant joining our dinner-show audience out on the harbor deck. As I wove my way up to the bar, looking forward to numbing my pain, a diner at a nearby table grabbed my arm.

"You got out of there faster than I did last year," he chuckled (so much for my disguise). "A lot of sailors don't look for the markers when they come into the harbor for the first time and they cut right across the shallows. Believe me," he continued, "that kid with the pram makes a damn good living during the summer!" After a good laugh and an understanding pat on the back, he returned to his dinner and I, to our table by the rail.

As I looked out over the harbor, with its channel markers in plain view, I couldn't understand how we missed them. Were we so ecstatic from the sail over from Baltimore.....or so hungry for Rock Hall's famous crab cakes.....or maybe, just maybe, could it be that we simply made a mistake; an error in nautical judgement?. All of us Chesapeake Bay boaters do make mistakes now and then, you know. And when we do, all any of us can hope for is a sympathetic audience and the best crab cakes in town!

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Middle River Snakeheads

By Tim Campbell

It was a hot August day in 2018 when the first Northern snakehead was caught in a creek leading to Middle River. A 10-year old boy named Zack fishing from a pier got one using a worm under a bobber. The small, slender snakehead was only about 12 inches long, but the catch proved the invasive fish were in the river. Since then, many more snakeheads up to 25 inches have been caught in Middle River.

Fifteen years ago Northern snakeheads were first discovered in a Crofton, Maryland pond. Back then, authorities tried to get rid of the invasive species by using a special fish poison. The treatment killed all the fish in that particular pond and authorities thought that was that, but snakeheads were soon found in other places including tributaries of the tidal Potomac River and Blackwater Refuge in Dorchester County. The freaky foreign fish were probably released there deliberately. Now they are everywhere. Love them or hate them, snakeheads are here to stay.

The introduction of snakeheads is not all bad news. Snakehead fishing has become a fad. New anglers are getting involved. Teens and even pre-teens are fishing for snakeheads and spending time outdoors instead of constantly being on their phones or computers. While these young people are out learning about snakehead fishing, they are also learning about the environment. Snakeheads are also good for local businesses. New lures to fool snakeheads have been selling out fast in the stores. Eager anglers want to add snakeheads to their species list and are willing to travel from miles around, even from out of state to catch one. They spend money on food, gas, tolls, motels, bait, tackle, it all adds up.

Besides the benefits noted above, snakeheads are delicious! Everyone I've spoken to who has ever tried snakehead says they are one of the best tasting fish they've ever had. Snakehead fillets are firm and white. Cook them in the oven or on the grill, in a frying pan with butter, or deep fried in beer batter.

Snakeheads grow fast, especially in their first few years.

For instance, a 12-inch snakehead may be a year old. Some snakehead experts figure they grow five or six inches every year for the first three or four years. That means a 12-inch snakehead caught last year could be 17 or 18 inches by now and next year measure in the 24-inch range. By the summer of 2020 there should be some 30-inch snakeheads in Middle River if they're not there already.

Snakeheads have also been caught in the Gunpowder and Bush River systems in the recent past. Dundee Creek probably has snakeheads too, but I haven't heard of any.

Neighborhood anglers catch snakeheads from the shoreline around many sections of Middle River. Because snakeheads live in very shallow water, it's easy to reach them from shore. Snakehead fishing doesn't have to cost a lot. A boat is not necessary. Any medium sized spinning rod and reel spooled with 10 or 20-lb test monofilament line will do fine. To land the fish, it's good to have a net and a pair of pliers. Gloves are handy too. Snakeheads are slimy and have sharp teeth.

Talk around town is that most of the snakeheads caught in Middle River have been on a simple worm and bobber rig. Bull minnows work too, but they are better in the spring than in the summer. Tie a size 5 or 6 Eagle Claw hook to the line and put the bobber about a foot above it. Cast along the shoreline near weed edges. The water only needs to be about a foot or two deep. Let the bait sit there for a minute. Chances are if you don't get a snakehead you will catch some fish be they bluegill, catfish, perch or bass.

It's fun to count the different species while trying for snakeheads. To catch five or six species in a day is not unusual. If you don't

get a bite, cast again. Snakeheads will eat almost anything that swims including small fish and frogs. It remains to be seen what effect snakeheads will have on Middle River. Meanwhile, more anglers are getting in on the snakehead fad and learning new ways to catch them.



Tim Burnum with an average sized Middle River Snakehead.

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photos by
Paula Waddell



Upper Bay Boating Events and Waterfront Activities

Rocking the Harbor Poker Run
June 28-30 www.rockintheharbor.com

Kids Fishing Derby June 29, starts at 7:30am Fort Smallwood Park 9500 Fort Smallwood Road Pasadena MD 21122 410-222-0087 www.pasadenasportfishing.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 - Bayside Avenue Rock Hall Waterman's Association 410-639-7719

Salute to Cecil County Veterans - A Patriotic Festival and Fireworks July 3, Held at North East Community Park 443.553.6207

Ports America Chesapeake Fourth of July Celebration July 4 Baltimore Inner Harbor

Concord Point Fireworks July 6 @9:00 Havre de Grace www.havredegracejuly4.org

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

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

Thunder in the City Poker Run July 19 & 20 www.thunderinthecity.com

Rock the Bay Poker Run August 2&3 www.pokerrunsamerica.com/rockthebay

Pirates and Wenches Fantasy Weekend August 9-11. Event is held town wide in Rock Hall, Md. 410-935-3491

See our website
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for list of boating activities at the
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Space is provided free of charge to Advertisers, Clubs, Boat Courses, Fishing Tournaments, Waterfront Museums, and any Non-Profit Organizations. If you hold an event on the upper bay waterfront, or have any boat related activity, please send us the information. Events will be updated on our website each month. Visit www.upperbayboating.com or email

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photo by Donna Bedell

Tough Summer Bass Fishing

By Tim Sherman

A lot can be learned from watching and taking notes from guys and gals that make their living fishing professionally. When it comes to bass fishing, the touring pros and bass guides are a wealth of knowledge. Learning from them is more than sitting and watching the television shows on Saturday and Sunday mornings. I have been blessed with being able to fish with several pros and guides that have opened my eyes to new techniques and helped prove some bass fishing theories of my own. I'd like to share with you a couple techniques for when fishing gets tough in summer.

Fishing cloudy, murky water is something anglers deal with most often in spring. Waters tend to clear through late spring and early summer. When the waters are cloudier than 2-week-old iced tea, such as what we had most of last summer; the bite can truly get tough. Many anglers will cast lures that produce a lot of noise, vibration, and/or flash. I've learned from Captain Jerry Sersen, now retired from guiding, that noise and vibration are good, but flash doesn't help matters. He professes that sunlight needs to penetrate the water to make a reflective lure shine. Muddy water allows only a few inches of penetrable light. Sersen also feels that, with very limited visibility, a slow presentation is needed to help bass local the lure.

Captain Jerry has shown me that a small 1/4-ounce spinnerbait with an oversized, painted willow blade is a great lure for muddy water. He prefers a bait in either a white or chartreuse head or skirt with matching blades. He uses a tandem willow blade combination with an oversized blade on the rear. He says that with the large blade, you are forced to retrieve the lure slowly so the body tracks true and does not sway side to side -- an unnatural presentation. Captain Jerry uses the spinnerbait around grass beds anytime water is heavily stained to down right muddy.

The Sassafra River is a long run from the Gunpowder River. So when you make that run across the bay, you are committed to fishing there. Frank Ippoliti and I made the run one August morning years ago in hopes of pulling bass out of pad fields on his homemade frog lure. Mother Nature had a different agenda. She blessed us (or cursed us depending on your point of view) with the brightest cloudless skies you can imagine. These skies are great if you want to watch bluebirds and starlings, but not if you plan to tempt bass with topwater plugs.

We gave it a try for about 45 minutes; then Frank had had enough. He knew there were bass to be caught in the river, just not from the pad fields or any other form of



vegetation. Frank's philosophy was, "... to get as far away as humanly possible from any type of vegetation and fish hard cover."

Bluebird days after weather fronts cause bass to lock down tight to cover. While bass may have been in the acres of pads, trying to pinpoint them would have wasted valuable time. Targeting more obvious cover like rock and wood is a better plan. Many anglers believe that a slow approach works best under post-frontal conditions. Frank takes the opposite course by getting bass to respond to baits that evoke a reaction strike. Frank flipped jigs to pier pilings and caught numerous bass throughout the day.

I had a chance to take advantage of this knowledge in a tournament the around the same date the next summer. We encountered the same bluebird skies with the added "blessing" of a strong northwest breeze. My boating partner and I struggled for most of the day, each having only one bass in the live well. That is until my partner decided it was time to cast crankbaits along bridge pilings. We were targeting bass on hard cover with lures that cause bass to react. With the time remaining before weigh-in, I was able to crank two bass off of the pilings and cash a modest check as many of the non-boating anglers I competed against struggled with the day's conditions.

These are two completely different fishing scenarios that a bass fisherman can face during summer months. As an outdoor writer I've had a great opportunity to learn from bass pros and guides in order to pass it along in articles. It's also great to bank these fishing lessons and have a chance to put them into action.

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Going Bananas While Boating

By Captain Mark Galasso
Tuna the Tide Charter Service

I have a number of stickers on my boat. Some are for sponsors. Some are tournaments I've fished and others are just plain cool. But the one that elicits the most questions is simply a Banana with a red slash through it. Usually the question comes up as to why bananas aren't allowed on a boat and what should I do with the one I brought for my lunch? I'll try and explain.

Back in the days of sailing ships, stewards would stock the holds with fruits and vegetables packed in straw. These fruits in particular were known to ward off scurvy, a common ailment of sailors. Bananas came in large bunches sometimes 50 or more and were usually picked up in Central American ports like Panama. The shelf life for this fruit was not very good and many would rot. As they rotted they fouled other fruits and vegetables. This was bad. But the biggest problem with Banana bunches was they were the home of the notorious Wandering Spider. This poisonous tarantula was very aggressive and would bite unsuspecting sailors causing excruciating pain and sometime death. Hey, I saw all this on the discovery channel just in case you think I was making it up. So I'm not all that superstitious but get this.

A few years ago we started the spring trophy Rockfish season out strong. Had our limit by 10 a.m. on the first three days we fished. On the fourth day 10 a.m. rolls around and we haven't even had a pull. We were doing everything the same as during the previous three trips. As I'm scratching my head I see an elderly gentleman sitting on the transom eating a banana. I pointed to my sticker and politely informed him bananas were bad luck. He quickly ate the banana and threw the peel overboard. As we all watched the peel start to sink the rod he was standing next to doubled over. In the next 15 minutes we caught three nice fish. Hmmm.

The next morning I'm greeting my people at 6 a.m. in the parking lot and I told the story of the day before. Before too long I had 6 fisherman eating bananas in the parking lot! Apparently they hadn't heard about bananas and boating.

There are You Tube videos out there about conflicts on fishing boats due to someone smuggling one of these wonderful fruits on a boat. Captains and Mates just go nuts about things like that. Me personally not so much. I just think it's a good excuse when the fish aren't biting and I've made that clear to the party when we have a tough day and someone brought a banana on board.

Funny story. A couple of weeks ago I did a Bachelor party on a friend's boat. I had 15 head. The day before I had a couple of the guys on my boat. I was asked to participate in a prank on the groom to be. They were going to tell him I loved bananas for breakfast and he was going to present me one when they all boarded. Everything went like clockwork. In front of the whole party he ceremoniously handed me a beautiful fresh banana. I stared at it. No I glared at it. And then I glared at him. I pointed over at the sticker on my boat



and let loose a tirade of expletives that would have made a rapper blush. He went pale as I threw it overboard. The rest of the crew started howling with laughter. Except this one other guy. Apparently no one let him in on the joke and he had stashed a couple of bananas in his back pack. He fessed up and we all told him where he could put his bananas. Overboard of course.

So the next time you go fishing or boating be sure you don't get caught up in the banana issues. Try apples instead. Or better yet bring something your Captain will surely enjoy like Royal Farms Chicken or an Italian sub from your favorite sub shop. Hey, A happy Captain can only make your day that much more enjoyable. Safe Boating.

Safe boating— Capt' Mark

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On the Waterfront

with George Waters

photo by Donna Bedell

A Place Where the Past and the Present Meet

I have acted in plays since I was 15, when I was too shy to interact with most people, or at least girls. Scripted words were a godsend. Sometimes it even said, right in the script, I had to kiss them. So I kissed them. I mean, it said so right there. "They kiss," was one memorable stage direction in the script. I paused. I looked out at the director for confirmation. "Kiss her," he said. So I did.

I'm rehearsing a play now. Although I do not live in my hometown, the play's there and our rehearsals are too. This has caused past and present to sort of shimmer for me, blend together, and fade in and out of each other.

We rehearse in a hall where, 41 years ago, I slow-danced in the dark with my junior year sweetheart at the Girls League Formal. It was a girl-ask-guy dance they apparently don't even have any more.

I practice our scenes now mere feet away from where Michelle and I swayed all those years ago in the humid, teen-scented dark...can it be ... almost 15,000 days ago? I remember the spot, because I kissed her while we danced, something I had never done before in public, a bold move, even in the dark.

Sometimes at rehearsal my eye lingers there under the bright fluorescent lights. In daylight, there is no magic to the place. The ancient window curtains have collected the dust of decades and the wooden stage on the far end has some spongy boards. But, like any place out of memory, it retains a certain romance.

I think she broke up with me later that night. I can't remember. If not, it was pretty soon after. I couldn't tell you why. She probably still could.

In the foyer I eye a wall where I remember tossing my cream-colored tuxedo jacket and salmon bow tie onto a pile of the same. A hundred teens dancing in one room can generate a lot of heat. I did the rest of my dancing in my ruffle-fronted shirt, sleeves rolled up. Was there a disco ball or does memory play tricks?

Today in the spot of the tux pile is a clothes rack hung with all our show costumes. My tux is black this time, the tie, grey.

Every time I pull into the parking lot outside I remember the same lot, 40 years ago. I disembarked from a public school bus one final time, the bleary morning after Grad Night. Our parents drove us to the party alone, but a bus brought all us graduates home together.

Grad Night sucked. I had to wear a suit and tie. There was a hypnotist at about 2 a.m. who made my classmates cluck like chickens or become stiff as a board. There was dancing. I don't remember getting on the bus, but I remember getting off in this very parking lot, the sun too bright after an all-nighter. Parents waiting in their cars to take us home, like kindergartners.

I pull up to rehearsal today, and the bus shimmers in the morning sun 40 years ago.

This is roughly show number 30 or so for me, lifetime. There have been many other tuxes, and suits, prayer shawls, jockey silks, tights. I am not as shy as that teen, but I still appreciate someone providing me the words. So often the right ones are nowhere to be found.

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Fishing 2019 Calendar of Events

Fishing Club meetings:

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



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

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



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



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



Fishing Tournaments:

Back River Restoration Committee - 12th Annual Rockfish Tournament on September 7th, 2019 – Weigh-in and after party Weaver's Marine - Contact Karen Wynn at 443-983-2945 or karenw@savebackriver.org
2019 CCA-MD Fishing Tournaments: For more info see www.ccamd.org



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



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Coastal Anthology

Coastal Anthology will again be hosting artists from Lancaster as they gather "artifacts" from the Upper Chesapeake to create works of art that raise awareness of pollution in the Bay.

The "RE Project" is an art exhibition conceived to shed light on the critical issues of environmental degradation and what art can do to help raise awareness. Five Lancaster, PA area artists have signed onto the project to collect debris that is polluting the environment of the Chesapeake Bay and then use those items to create unique pieces of art that will be shown in a Lancaster gallery. A photographer will be on board to document the experience and many of the images will be on display during the show. The exhibition opens on August 2nd with an artist reception from 6-9pm. The art works will be on display for the entire month of August. For more information, please visit www.coastalanthology.com



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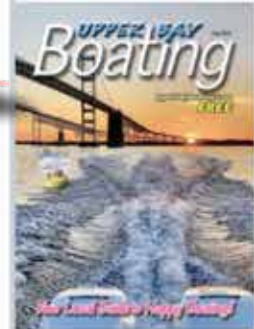
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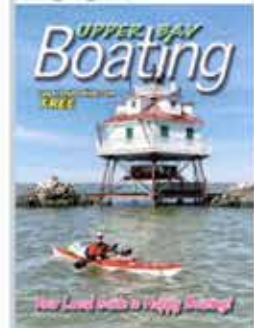
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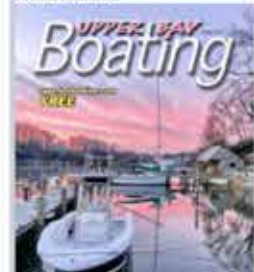
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Lessons Learned



by Captain Dale Plummer

Anyone who spends time on the water has stories to tell. As a TowBoatUS Captain I spend most of my days on the water interacting with people with good and bad stories. They all have one thing in common. The stories end with a lesson learned.

No Phone - No VHF- No Luck

Just this past month on a very busy perfect weather Sunday we received a call from a Good Samaritan who was calling on behalf of a boater that had flagged them down because he had no phone or working vhf. The Good Sam explained that he had spotted the boat adrift with one male on board and that man was claiming that he had been drifting on-board his disabled open 21-foot boat for more than 24-hours. The lesson learned here is two-fold. Never leave the dock without a working VHF, cell phone and battery pack to keep that phone charged. Everything turned out fine, but it was a frustrating 24-hours for that non-member before he was returned safely to shore. The second lesson is to have a full unlimited towing membership so that you get priority service and free towing. After the ordeal of being stranded, this boater had to pay out-of-pocket to be returned safely to his ramp.

Losing Control

Sailors often say they don't need towing. We disagree. On a particularly stormy summer night recently, we received a call from a loyal TowBoatUS member aboard

a 27' Catalina sailboat. The storm had hit and mangled the boats sails rendering them useless. The engine wouldn't start and to make matters worse, he had recently lost his anchor. With no spare anchor aboard and all means of propulsion disabled, the boater had no control over where his boat was headed. In this case, he was too close to a bridge for comfort. Luckily, TowBoatU.S. Ranger was a short 10 minutes from the member and was able to arrive before they struck the bridge. Lesson here is clear: Check the weather often, be prepared to head to port early and be sure to check that **ALL** of your safety gear, and spare safety gear, is present and accounted for. Few define an anchor as safety gear, but an anchor represents control when all else has failed.

These are just two of the many towing stories from this season and summer is not even half over. Enjoy your boat but remember that boating safely takes preparation and planning. Something you can easily do now is to download the FREE TowBoatUS towing app from your cell's ap store. Take the time to create the account and complete the settings options so that the app can do its job. Prompt assistance is just a few clicks away when you are prepared with your BoatUS towing app. To learn more about planning a safe boating day check out BoatUS on YouTube for the latest safety video or go to <https://www.boatus.com/expert-advice> We hope that everyone is safe and smart this summer. As always, happy to help.

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Marine Store Expertise vs. Anonymous Comments

by James Bedell



your systems when you request parts and troubleshooting help. While chain stores may have a good supply of basic boating parts and accessories, it's the stores at marinas, and especially those at marinas with large service yards, that will have the true nitty gritty parts that you'll need for engine and generator repair, systems maintenance, and cosmetic care. In order to supply a service yard, a marina relies on a well-stocked store with well-informed staff to make sure operations go smoothly. At each store you will find at least one person, and oftentimes several people, with in depth knowledge of marine systems. Be sure to ask for the parts person (please don't ask for the parts "guy", some of the best parts people around the Chesapeake are very capable women) and be sure to let them know what make the unit you are working on is. For instance, at the store where I work, I am the Yanmar and Yamaha guru, but if you need Mercruiser or Kohler parts, it's my

There comes a time for every boater when you just need some help. These days with service manuals available online and dozens of online parts retailers stocking everything you need, it gets tempting to hunker down on the computer and go at it alone to discover repair methods and needed parts. While that really is great for DIY boaters, it can be time consuming and can often cause unnecessary confusion. Misinformation is spread just as quickly as fact and often times a boater will misdiagnose issues because commenters on boating forums are passing off half-truths or inaccurate knowledge as the gospel of boat repair. For those who are new to boating or new to doing their own work, this often leads to misdiagnoses and ends up costing more in parts and repairs as you chase a problem that you really don't understand. This is where your local marine store comes in. Marine stores are utilized less and less these days as everyone takes to the internet for their parts shopping and repair help. But if you visit your local marine store and ask for a bit of advice, you'll tap into a vast array of resources to help you diagnose problems, identify and find parts, and you may even walk away with your part that same day! Many of them will even price match if they can, so be sure to ask if you've found it cheaper online. Marine store staff are there to help you get back out on the water and will work with you when they can.

Marine stores stock a wide variety of parts to get you up and running right away. They buy direct from manufacturers and through select distributors that also supply OEM boat builders. This allows marine stores to carry hard to find parts that are manufacturer specific as well as engine and generator parts for multiple manufacturers. Not only do they stock more parts than you'd think, they also have access to parts manuals, training, and dealer resources to ensure that you get accurate information on

coworker who holds that knowledge. Be polite and respectful, and marine store staff can help you through every step of a repair from diagnoses, to trouble shooting, to ordering parts and even giving installation and usage advice. Don't underestimate the value of knowledge, these people do this for a living and their collected knowledge and experiences go far beyond any repair website or forum. Think about it- that forum guru works on his boat only, and even if he does it well, that's just one boat. Marine store employees research and order parts for hundreds of boats a year. If there is a common issue, they've seen it, fixed it, and can get you up and running quicker than anyone. This is not to say that forums are a bad source of information; they can be especially helpful with tips and tricks for specific boat models and members with a lot of experience can help new owners get to know their boat. Just be sure you're getting information from the right sources. And it never hurts to ask a marine store to double check your part numbers, even if you are reasonably sure that you know what you need. And remember, the only way these marine stores stay in business is by getting your business, so frequent them whenever possible and you'll help to ensure that the store is always stocked and ready to help local boaters like you.

When shopping at a marine store there are some points of etiquette to adhere to. Do not walk into a marine store and ask for "an impeller for a 1985 Catalina". That won't cut it- even in one boat model there are several variations of engine, generator, systems, and parts. The marine store mantra is "make, model, serial". Always, and I do mean always, have the make (manufacturer), model number, and serial number available for the unit you are working on. Don't guess, don't read the label and try to remember it. Write it down. Take a picture. Bring the part with you. Not only is this information invaluable in getting you the right

Marine Store Expertise vs. Anonymous Comments

parts, some manufacturers actually require it to place an order so they can verify you are getting the right part. This is where keeping a ship's log really come in handy. You should have every make model and serial recorded for every unit on your boat. That will streamline the parts ordering process and show the marine store staff you are serious and dedicated to your boat's upkeep. After all, if you can't be bothered to get a model number before requesting parts, they won't feel the need to go out of their way to help. Again, if possible, bring in the part or at the very least bring a picture. Everyone has a high definition camera in their pocket these days. Take multiple pictures so that staff can identify and accurately order you part. It helps them work more efficiently and it gets you back on the water faster. When you shop with authorized dealers and marine retailers, you can be sure you are getting exact fit OEM parts, whereas when you shop at online marine discount sites you could get aftermarket or knock-off parts that don't carry the same warranties or meet the same standards as original equipment. Have a safe and fun summer out there, and when something breaks, please, stop into your local marine store and ask for some help. I'd be willing to bet that you get the right parts, right away!

Remember, if you have any boating questions; feel free to get in touch at askaboutboats@gmail.com



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Being a Bay Man

By Montana Grant



What kind of Bay man or Bay woman are you? Anyone can float a boat, fish a beach, or sail a current. Doing it right and with respect to others is another matter. Courtesy, skill, stewardship, and respect are also important. We all want to enjoy the Bay, but the truth is that others feel the same way. With so many boats and only so much Bay, something must give way.

Are you the Bay Man that hogs the boat ramp? So many “want to be boaters,” barge right in instead of learning to go with the flow. One great thing about Bay men and women, are that they are a generous fleet of folks. Rookie boaters can feel free to ask questions or learn how to join the fleet. We all share the resource so it should be ok to learn that from the first launch. If you show the “Baby Boat Man” the proper way to launch, they will not be in your way next time.

Are you the Bay Man that leaves their trash behind or throws it overboard? I once fished the bay with a Bay Man called Dave. He loved fishing out of Crisfield for “tide runners”. We would hit the bay at the California Hole and hammer the big sea trout. At the end of one trip, he picked up the trash can full of beer bottles and trash and dumped it into the Bay. I yelled “What are you doing?” He looked at me as if I was crazy. “Why are you dumping the

trash into the thing you love?” That was the last time I saw him do that. It was just the way he did things. No one ever said anything. Only take a picture and leave just a wake!

Are you the type of Bay Man that disregards limits and rules? Some fishermen consider a limit the amount of fish a man can carry. Years ago, a commercial rock fishermen, crew, and boat sank in a cold winter on the Bay. They were netting rock out of season, in icy conditions, and had no respect for the rules. As the poachers hauled in their final fat and full net, the wet netting froze. The added weight pulled the stern into the Bay and the boat sank! Fish, crew, and craft! It was sad that the crew died along with a boat full of stripers. The local community was heartbroken over the loss of their “Bay Men” Their greed was their demise.

Are the Bay Man that is safe and helpful to others on the water? When another boater is in trouble, do you

stop to help, or do you just give them the bird for being in the channel? On a fishing trip at the Bay bridge years ago, I remember fishing with a friend and his father. We bought our bait at the inner harbor fish market and went to Sandy Point. The boat was a 16-foot, at best, open

boat with an old outboard. I would have wanted more boat at Loch Raven. The motor broke. We were in the middle of the Bay Bridge with no power. A friendly floater saw our dilemma and towed us back to the boat ramp. I was using a Mewshaw Jig tipped with soft crab when the motor died. I had hooked a huge stripper and was fighting it as the motor failed. Another boater had to net and deliver the rock to us. Thank you to a



good Boat Man!

Are you the Bay Man that teaches others how to be a proper Bay Man too? The greatest fishermen, hunters, and boatmen are the ones that can teach others their craft. It's easy to flip off and cuss at boaters that are adrift! At one point, we all were adrift. Nautical lessons must be taught. If you can't find a Mentor, take the time to help others that are I need. You know who we mean. When the guy at the boat ramp must back up 39 times to put the trailer in the water. Maybe give some advice and help instead of giving attitude. Be patient and don't yell. Remember what a Bull head Boatman that we all were once. You can also remember the kind Boatman

Being a Bay Man

that showed you the channel and path to boating success.

Boats are a HUGE expense but require training and education. Be smart and learn the ropes. Stay open minded and accept advice when launching for the first time. With so much time and money invested, why wouldn't you want to be the Best Boat Man possible? Join a club that is stocked with potential nautical Boat Man Mentor. They will co-captain you to safe success. Not bridging a connection to be a great Boat Man is just stupid. Getting cussed at while taking an hour to launch, cutting across a troller's lines, running aground, breaking down, and having a bad boat day is all on you. If you get your feelings hurt, too bad.

Be the Best Boater you can be!

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.

The advertisement for Tiki Lee's Dock Bar features a scenic background of a sunset over a waterfront bar. The bar has a wooden structure and a thatched roof. In the foreground, there are tall, dry reeds. The logo for Tiki Lee's Dock Bar is prominently displayed, featuring a skull with a tiki mask and the text 'TIKI LEE'S DOCK BAR SPARROWS POINT, MD'. Below the logo, the text reads: 'Tiki Lee's Dock Bar is the newest and best waterfront bar! Come see for yourself!'. At the bottom of the advertisement, the address and website are provided: 'Tiki Lee's Dock Bar 4309 Shore Road, Sparrows Point, MD 21219 tikileesdockbar.com'.

Shore Cords are Dangerous

by Doug and Brenda Dawson

Boats, both power and sail, that are wired for 110V, need Shore Cords to plug into marine power at the dock. Some use one while others need two cords.

How do you safely run the shore cord from the power post/pedestal on the dock, to the power inlet fitting on your boat to supply power without causing harm to you, your guests, your boat or others?

Unapproved Cords

Shore cords are specifically designed for marine use where water and hydro are in such close proximity. Unapproved cords should not be used—in fact in most marinas, they are not allowed. Domestic extension cords, for example, are not approved for marine use and could actually be dangerous.

Inspect Shore Cords for any damage to the cable and replace if necessary to avoid any stray electrical current in the water. Boaters or pets falling in or swimming in a harbor where there is stray current will most likely die of electric shock drowning. It is invisible and deadly. Research "Electric Shock Drowning" for more information.

Shore cords on the dock surface are dangerous.

The power pedestals/posts in some marinas are positioned in the center of the slip so that two boats can access power without the need for cords to be strung across the fingers.

If, for some reason, you have to run your cord across a finger, be sure that it will not be damaged and that no one will trip on it or step on it. You can string it under the finger tying it up so that it won't lay in the water, or jam it between the boards on the finger if there is space.

Shore cords in the finger on a floating dock are dangerous.

The cord should be below the surface of the dock, without being in the water, so that no one can step on it; but, do not lay the shore cord in the hinge between the finger and the dock. Floating docks move up and down and the fingers move from side to side in a wind separate to the main, pinching the Shore Cord and eventually breaking the cable coating then shorting out on the framing. In many cases, the hinges are steel and the dock framing is steel. When the Shore Cord wears, the wire is exposed to the dock, and the whole dock becomes live, leaking electrical current into the water. This is extremely dangerous and a recipe for disaster. Stray electrical current is invisible, silent and deadly.

Like everything else marine, you have to know how to use, store and care for your cords.

Coil Properly

Extra cord, if not coiled properly, can be hazardous to boaters walking on the docks. So, be sure to loop it loosely around the power post.

When travelling, some boaters prefer to coil up their shore cord each time and place it in the locker. Some like to leave it laying down the side of the boat for short trips and others prefer to tie it to their finger dock for the season.

Reduce Clutter

To reduce dock clutter for a long stay, I like to tie my shore cord under the dock out of sight, above the water or between the boards on the finger dock (not in the hinge). The major safety benefit is that it's not on the dock surface lurking for someone to step on it and having it roll out from under their foot or shoe.

We've seen people when docking, jump off their boat and step onto a



shore cord. The shore cord rolls out from under their foot resulting in a serious fall. A shore cord on the surface is like stepping on a roller skate or a hand full of marbles—it rolls out from underneath you.

Larger yachts that run with two shore cords use various methods to reduce the clutter. Some boaters will join the two cables with intervals of either electrical tape or duct tape or nylon zip ties/wire wraps. I have even seen a long black flexible nylon tube holding the 2 together that runs the full 50'.

Hidden shore cords are neater and less dangerous.

Semi-permanentize. For most of the summer, many boaters just take short jaunts of a few hours here and a few hours there away from the home marina; and for this period, there is no need to take your shore cord. Most finger docks are high enough above the water and with enough framework that you can suspend your shore cord under the finger dock from a series of short pieces of light line. You can use light poly or light nylon, metal "S" hooks, bent coat hangers, shrink wrap cord, bungee cords, long wire ties—whatever works for you. Be sure the cord does not hang in the water. The only time it really needs to be removed is when you're going on a long trip or for the winter. It's neater and safer to secure it off the dock surface.

Loop the extra cord around the outlet post. If you find your cord is being disconnected by kids or other boaters, use a bungee cord or two to hold it into the outlet and discourage them. It gives the message that it is to stay plugged in.

Support Your Cord

At the boat end, the weight of the cable should be supported and not hanging totally on the fitting. You can loop the cord through one of the rails, so the cable's weight is supported by the rail or use a light piece of line to support the weight.

Plugging In

Knowing which end of the Shore Cord to plug in first is most important. When arriving at the dock, plug in the boat end first, then the dock end. If you do it the other way around, you could be electrocuted if you accidentally drop the live Shore Cord in the water or grab the end of the cord with wet hands.

You wouldn't connect the dock end of your water hose first and turn it on before connecting to the boat.

Similarly, you shouldn't connect the dock end of the power cord first, then handle and connect a live wire to your boat.

Unplugging

Knowing which end to unplug first is also most important. Think of your shore cord as a water hose. The only way to turn off the water flow is at the dock end first. You wouldn't disconnect the water hose from the boat first, because the water would continue to flow.

Similarly, you shouldn't disconnect the boat end of the Shore Cord first, because it is still alive and could potentially kill someone if it landed in a puddle or fell in the harbor.

Always unplug the shore end of the Shore Cord first, turning off the power; then the boat end. Do not unplug in the reverse order. You don't want a live Shore Cord on the dock. Never leave a live shore cord on the dock.

Always unplug the boat end last when leaving the dock. — boat out last when leaving. Use approved Shore Cords, and handle them with care to avoid all the dangers caused by misuse and wear.

Queen Scout Doug Dawson • Marine Industry Professional
Author of Boat Docking Lessons • www.BoatingWithDawsons.com
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Never, Never, Never

by Doug & Brenda Dawson

Boating should not only be fun, it should also be safe for the First Mate and crew. After all, this is a time for you and your family to escape from the hustle and bustle and spend some relaxing time on the Chesapeake with your family and friends.

You have probably taken a Power Squadron course to learn all the basics, attended seminars at boat shows and no doubt, you've picked up a lot of boating information from the internet and fellow boaters. So, you are aware of all the safety requirements.

But, you may not have learned about the things you should NEVER, NEVER, NEVER do.....

A number of boaters have told us stories of dangerous practices that they have witnessed. "I have seen so many near accidents around my marina docks and boat ramp" Richard explained. Roberta told us "I lost a finger trying to hold the boat off the dock in a strong wind. My hand got caught and my finger was severed from my hand". Several boaters had seen crew members actually fall into the water—some suffered bruises and scrapes and a big scare, but others had more serious injuries and had to be hospitalized.

What follows, are a few of the boating activities that fall under the category of "Never, Never, Never Do".

NEVER step off until the boat is completely stopped

One example was observing a boater docking his boat, and while still moving, his crew jumped to the dock with the dock line. This may work some of the time, but it is a very dangerous practice that could lead to serious injury. It only takes a second to trip or miss the dock or slide on wet dock boards and the resulting injuries could be extremely serious.

A total miss could result in a fall into the water between the moving boat and the dock—with disastrous results. The captain may not see where she has fallen in the water, and end up squashing her against the wall; she could hit her head and be unconscious in the water while the captain prepares to rescue. How can he dock and rescue at the same time? Bad weather further complicates the situation.

You don't get out of a moving car and you shouldn't get out of a moving boat either.



NEVER turn off your motor(s) until tied to the dock

When docking your boat in your slip or at a dock, never turn off your motor(s), until you have come to a full stop at the dock and at least some lines have been secured. Why?

As long as your motor(s) is running, you can still recover if something goes wrong. You have no control once you turn off the motor. You may need to adjust the position of the boat, because of wind or current, or you may have to compensate for a dock helper or crew member letting go of a crucial dock line. You may need your motor(s) to hold your boat in place in wind or current to give your crew time to tie your other lines.

NEVER Jump from the boat to the dock

When docking, you should always wait until the boat is alongside the dock and fully stopped, so that your First Mate or crew can step off safely onto the dock.

If it isn't safe, First Mates should stay put and wait for the captain to abort and try again. If this takes two or three tries, then so be it. Be patient and safe.

Avoid turning your docking into a rescue because your First Mate slipped into the water while trying to jump to the dock to tie your line.



Things to Never Do on the Boat



NEVER use a body part to fend off your boat

Never put your hands/arms or feet/legs between a moving boat and a dock/post or even another boat. As a friend of ours said, "You can lose a finger, hand, foot or leg, AND it happens soooo fast".

In some cases, you may think it's easy and you can hold the boat off from hitting something; so, you do it. But, it is a really bad habit to get into. Make it a practice to NEVER put a body part between the boat and an object it is about to hit.

Stay safe. Just don't do it! The boat is repairable. Body parts are not replaceable.

NEVER use both hands to do a job

What? Yes, that's right.

When walking around a moving boat, tying lines, standing on the platform etc., always hold on with one hand for safety (or use a tether) so that you don't fall or slip overboard. Be prepared in case the Captain suddenly accelerates or slows down. Learn to tie lines with the other hand. A passing boat could throw a wake causing you to lose your balance, but if you are holding on, your chances of falling are greatly reduced.

Even when standing or walking inside a moving boat, hold on with one hand. Avoid falling down the companionway steps or losing your balance and falling when the boat hits a wave or the Captain changes direction suddenly.

How to Avoid these NEVER DO's

These are only a few of the many dangerous practices that boaters have been seen doing and been injured; but should NEVER do.

For a high percentage of boaters, docking is the scariest part of boating and where many dangerous practices occur.

Some boaters are too hesitant to go out for a day of enjoyment on the water with their families, because they dread coming back to the dock. But, it doesn't have to be that way. There is a better, safe way to dock.

You should be able to bring your boat into your slip or dock in all weather conditions without the need for yelling, swearing, jumping, boat hooks, bionics, dock helpers, guesswork or embarrassment.

If any of the above is part of your docking procedure, it's probably time to improve your docking skills. Many Captains believe that practicing their old docking procedure will result in a different outcome. But, in reality, you usually need to change the procedure before practicing, to get a different and better outcome.

Get the right lesson for your boat, then practice to become safe and confident when docking your boat.

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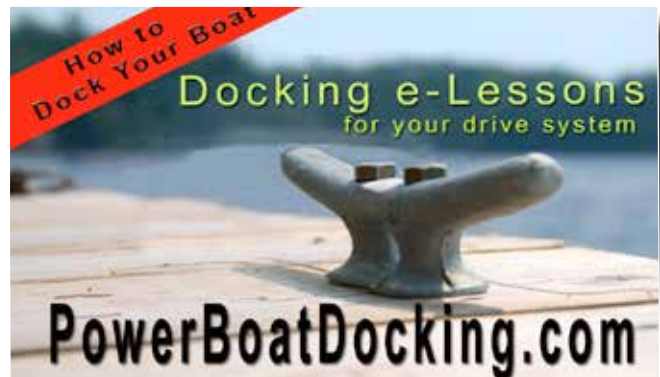
—Doug & Brenda Dawson

About The Authors

Doug and Brenda Dawson have been in the boat business literally their whole adult lives. Brenda married a man who is a 5th generation expert in the boating business. Expectations were high that she would become an expert boater and in her own right she did. Together they share decades of hands-on experience to help you shorten your learning curve and enjoy boating more. www.BoatingWithDawsons.com www.PowerBoatDocking.com



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Getting Students Involved in Bay Clean-up



by Karen Wynn

How do we get society to change their habits about trash and polluting? Involve and educate our youth. Back River Restoration Committee believes strongly in the philosophy that if you teach our youth, they will improve our future. One way of doing this is working with local schools, teachers and students of all ages to educate and involve them in stream cleanups. Another way is to take on local College students, studying the Environment, and immerse them into situations where they may apply what they have learned in school and decide what direction they would like to go in the future.



This year, BRRC was able to take on six College Environmental Students from varying levels to immerse themselves on the water and cleanup trash. These students from CCBC, Goucher College, Towson University, University of Baltimore and UMBC jumped on the chance to spend their summer out on the waters of Back River, fighting mosquitos, poison ivy, snakes and be covered in mud and dirt all summer. Who wouldn't jump on an opportunity like that? Oh, I left out the best part, they do receive a paycheck, (minimum wage), thanks to a generous donor

so they will have funds to go back to school in the fall.

As soon as these students heard about the opportunity, they leaped at the chance, no matter how strongly they were told it is a "down and dirty job." It is great to meet students so enthusiastic about a job, let alone one so dirty, but important. In 2018, student interns picked up 145,000 pounds of the over 1.2 million pounds of trash and debris prevented from flowing into the Chesapeake Bay by BRRC. They also retrieved hundreds of tires from Back River and the cut of the Upper Bay and retrieved a couple dozen abandoned boats.

This year's students know they have big shoes to fill, although in the 7 days they have been here, they have already pulled in some big loads of trash and hooked onto a couple of abandoned boats. The summer crew has already marked about 150 storm drains to educate people that anything that goes into these drains goes directly into our waterways. A few helped at our 1st Annual River Fest Fundraiser held on June 2 at Conrad's




Student's Bay Clean-up

Ruth Villa and helped a neighboring community on a cleanup. One of the most challenging but rewarding things they may have done so far is spend the day with nearly 100 middle school students from Stemmers Run Middle.




Led by teacher, Jason Adams, BRRRC teamed up for the second year with Stemmers Run Middle to have students out at Cox's Point Park for a cleanup and learn about our waterways, native species and more. The students teamed up and cleaned trash from the shoreline and under bushes to keep it out of Back River and the Chesapeake Bay. They were all eager to help clean up the park and work with the BRRRC interns. Students cleaned up nearly 1,200 pounds of trash. The school also set up learning stations set up by the Science team to teach students about native species. The field trip was made possible by a grant provided by the Chesapeake Bay Trust Environmental Education Grant Program. BRRRC and Stemmers Run Middle are hoping to have the students out again next year and possibly add more learning activities for the students.

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Bayford Landing to Cape Charles Beach

Friday morning. Jay, Chip, and I each drove to Cape Charles to leave two recovery vehicles for our return in the evening. Upon our return to Bayford, I was loading my kayak when a pickup truck pulled in beside me and the driver began unloading buckets of oysters. I asked him if that was his morning's catch. He replied, "No, these are the small ones we brought in yesterday. I'm returning them to the beds." Bob heard us talking and came over to listen. Before long the waterman was telling us about how oysters are cultured. He told us how the sperm from the male oysters is used to fertilize the females, about how spat are grown and set out in beds, about how the oysters must be caged or else they wander off or are preyed upon by other organisms. It was fascinating. In his truck bed he had stacks of trays containing "spat". "What are spat," I asked. As oyster larvae grow, they must find a hard surface to attach themselves to. The oystermen provide the larvae with bits of broken shell to ease the process. A larval oyster, with attached shell, is called a spat. They are small black spots on 1 roughly a 1/2-inch shell bit. The trays holding the spat were made of a heavy black nylon mesh, folded and held closed with cable ties. In essence, it's a cage. These young oysters would be laid out in beds and their GPS coordinates recorded. Over the next few years, their size will be checked periodically and recorded. As they grow in size they will be transferred to larger and larger cages. Although an oyster can live about 40 years, they are harvested after about three years and sold to restaurants and distributors along the east coast. The cage, as it turns out, not only keeps the oyster from wandering out of the area, but also serves to protect them from predators. Oysters are enjoyed by many other creatures besides man.

Chip was first on the water. While he waited for us offshore, he struck up a conversation with another oysterman. Technically, an oysterman is a waterman who works oyster beds. While an oysterman is also a waterman, the reverse is not necessarily true. I overheard part of their

conversation. Oysters cultured by Bayford Oyster Company are not sold locally. They are marketed under a variety of trade names. In Baltimore, they are known as Shooting Point oysters, a moniker taken from the point at the mouth of the Nassawadox where several beds are located. Before distribution, Shooting Point oysters are taken to another oyster farm on the seaside of the Delmarva Peninsula and their cages set in ocean water. The fresh salt water purges biological and viral contaminants. Having said this, he quickly reassured us that most bay oysters do not contain enough bacteria to be harmful to a normal person. On the other hand, immune-compromised people may be susceptible to some of these trace contaminants. Thus, the additional purging is meant to ensure product safety. I was impressed with the steps taken to ensure that clean oysters end up on our dinner tables. This is apparently the reason why we no longer observe the "months with an R" rule of thumb. Seaside oysters are also saltier, and in my opinion, have a better taste. We would run into other oystermen working the various beds of the southern bay several times on this paddle.

We launched, and as on the previous day, the weather favored us. Conditions were ideal. The skies were cloudy with light winds out of the east. Air temperature was in the mid 80's. As we paddled, we passed one beautiful beach after another. They are plentiful in this section of the Bay. A single pod of dolphin was spotted, but they were too far out to sea and disappeared quickly.

Savage Neck Dunes Natural Area Preserve lies two miles north of Cape Charles. This is a 298-acre preserve purchased by grant to protect the tiger beetle; an endangered species. We encountered this little fellow previously along the banks of the Sassafras River. Interestingly, the property is open to the public and people come to sunbathe on its pristine beaches. The beach is bordered by 20-ft dunes and stands of loblolly pine, eastern red cedar, and sassafras. Upon landing, Bob and Mike struck out

to hike into the interior of the dunes. Both were impressed by the complex trail system that exists here. The trails are too expansive to explore in the limited amount of time we had available, so we all took photos and vowed to return another day when we could investigate without distraction.

Approaching Cape Charles, we began encountering breaking waves on our beam. Most of this section of the bay is bordered by a shallow water shelf that can extend a mile or more into the bay. In some areas there is a deeper trench that runs between the shoreline and the outer shoal. The winds had been from the east for most of the day, so waves set-up by the shoal had not been a problem for us. Mike, Chip, and I were paddling outside this shoal and Bob and Jay were on the inside. Chip thought the water looked deeper closer to shore and rode several waves through inches deep water into the inner trench as Mike and I watched. We wondered if he would come back outside before Cape Charles. However, it was actually Mike and I that would have to cross the shoal to gain access to the landing site on Cape Charles Beach. As we approached Sandy Island, we cut in towards land and quickly ran aground. At first, we tried to knuckle-walk our way across the shoal, which, judging by color change in the water, extended for quite a distance. Frustrated, Mike got out of his kayak and in ankle deep water, he began pulling both of our kayaks. The awkward angle of the pull made this an exhausting effort. I urged Mike to drop my kayak. He continued walking, pulling his kayak behind him, while I continued knuckle-walking. After 40 yards or so, we reached deeper water. Approaching Sandy Island, Mike said, "I have a bad feeling about this course."



With that, we veered to the side to avoid more sunken obstacles. Seeing the others had already landed, we headed for the protected beach; glad to be out of the "suck".

We recovered the dropped vehicles. We had had a great day, but were happy to get back to the motel for a good cleaning up. We had dinner reservations at The Great Machipongo Clam Shack. Friday night's entertainment was Celtic music, as played on the fiddle with banjo accompaniment. It was an interesting combination. Maybe it was the power of suggestion, but I think everyone had oysters on their plate that night. As I ate mine, I asked myself, just how do the oystermen sex an oyster? Turns out, it's pretty easy. All oysters begin life as a male. Then, around 3 years old, 90 percent of the oysters are female. They are hermaphroditic. Thus, small oysters are male and larger, older oysters are female.

One more paddle to complete our Chesapeake Bay voyage.

Dave Bielecki, Author

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Live Aboard

by
Don and Gail
Elwell

Of Flotsam and Jetsam and Dockline Heroes

So, a few nights ago I'm sitting in the galley doing what I do best: wasting my time surfing the web, when the boat starts rocking a little. I had been aware that the wind had come up a little, but this was different. I started hearing voices and a boat motor revving and falling off and going quiet and restarting and revving again. Okay, somebody's having trouble coming in.

So I stick on my shoes and go topside. It's dark out, but sure enough, one of my slip mates is having trouble getting in. He was coming back in late and had lost an engine and, on top of that, the wind had unexpectedly kicked up.

Here's the thing (which, of course, those of you with multi engine cruisers will know already), the rudders on most inboards are quite small, just intended to vector the thrust from the props. I can just about scull the boat with a massive sailboat rudder, but not on power boats. At low speeds, they're not terribly effective, and with one engine out and engine steering impossible, your ability to manoeuvre is more than limited. It's damn near nonexistent. A bunch of us in the marina had gathered on the dock to try to help them get in. It took a couple of tries, fighting a broadside wind, to get them into line-throwing range. It was then that we discovered a problem.

The docklines on this stylish gofast were stylishly basic black. They looked wonderful against the blue and white hull in the daytime. At night, they didn't exist. We missed the line being tossed again and again. The only way we could tell when and where it was coming was by trying to judge the throwing gesture of the guys on board. Even flashlights didn't help.



See this stylish black dockline? You won't after sundown.



Is this a dock line or macrame?



Yeah, it's orderly. It also will take you a weekend to unwrap.

Finally the now soaking wet line quite literally swatted me in the face and I caught it. Never did see the thing. We got them in safely, but it started me thinking: We see a lot of questionable things here in the marina when folks tie up their boats.

The black or dark and speckled dock lines (not to mention the ones using camo rope, which, to me, is an error right up there with camo-pattern keys. Why on earth would you do that?) are, of course, an obvious problem, but most of the difficulties we see stem from the fact that folks just aren't thinking through how these things are to be used. It's basic: lines have to hold securely, but need to be able to be freed rapidly in case of an emergency. Let's say, for instance, that you're boat is next to mine, and a fire breaks out on the dock. We've got to get your boat out of there. I go to untie it. Time is of the essence.

That mess above can take minutes you may not have to get free. Similarly, folks trying to be really tidy can create an orderly pile of line that might take you a weekend to get unlaced, even if you can figure it out.

Another way to court disaster is to wrap things on the cleat along WITH the line. Electrical cables, crab trap lines, fender lines, any number of things can get wildly in your way just in that moment when it's raining cats and dogs, flashing lightning, screaming windy, and you're trying desperately to get a line free or tightened.

So what should you do? Think about it. Secure the line on the cleat with a simple, secure figure eight wrap, then neatly put the excess line on the dock, but away from the cleat. Keep the cleat clean of other lines, wires, and excess line.

Then I get to be a hero and leap from my boat and free yours, saving your beloved vessel from certain destruction. No need to thank me. Oh, sure I'll take a beer. All the day's work of a live aboard.

Enjoy the summer.

Don and Gail Elwell
And first cat Magellan
Aboard the electric paddlewheeler Tesla's Revenge.
www.thefloatingempire.com
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I can think of a whole raft of reasons why this is a bad idea.



Keep it simple.



Gail Elwell

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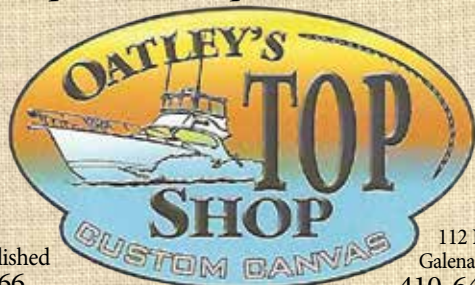
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Embrace the Light, April 2018, collage on book board, 9 x 12"

photo by Donna Bedell

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Who Else Wants Money to Improve Boating?



A Grassroots grant helped these youngsters understand marine debris in their own community.

Help Your Local Boating Community Be Safe and Clean With a BoatUS Foundation Grant Grassroots Grants Applications Accepted Year-Round

ANNAPOLIS, Md., June 3, 2019 – Would you like to help boaters be safe and keep waters clean in your local area? Begun over 25 years ago and one of the longest-running boating community grant programs, the BoatUS Foundation for Boating Safety and Clean Water Grassroots Grant program provides local groups up to \$10,000 to help educate boaters on safe and clean boating topics. A 365-day rolling grant application process allows applicants to apply at any time throughout the year, speeding the review process and allowing flexibility in funding projects.

To get started, all a local group has to do is submit a short letter of intent explaining its idea. If the idea is strong and meets Grassroots Grant program guidelines, the

BoatUS Foundation will ask for a full proposal. Past projects have ranged from public service announcements on the effects of boating under the influence and installing fishing line recycling bins to hands-on education about the effects of marine debris and even a distinctive airborne blimp adorned with boating safety messages.

“Our goal is facilitate behavioral changes in the boating community,” said BoatUS Foundation Director of Outreach Alanna Keating. “We are always looking for unique ideas that reach local boaters, either through technology or in other ways that can be measured in terms of success.”

Since 1989, the Foundation has awarded more than \$1.3 million to organizations that have developed creative projects to promote safe and clean boating on their local waterways. For more information or to apply, go to BoatUS.org/Grants.



Local Knowledge

by Dick Greenwood

I was sitting in the airport in Atlanta—the most difficult to navigate airport I've ever been in and a place I always dread—and chatting with this woman sitting next to me. I have to confess that when I'm as bored as I typically am in airports, I'll chat with the newspaper rack. But she wasn't a newspaper rack and we were having a nice conversation. I was telling her about the daughter I was on my way to visit, she was telling me about the son she had just finished visiting; you've probably had the same comfortable, rather superficial conversation in the same uncomfortable, rather superficial chair.

At any rate we were having this pleasant, time killing conversation, and in front of us, spread out on the floor, were three generations of some typical mid-American family. There was a grandmother—probably in her middle 50s—a mother—probably in her middle to late 30s—a late teenager—her way of interacting with the others and her resemblance to the two older women suggested she was the sister of the mother and youngest daughter of the grandmother—and three little kids, ranging from about 6 months to somewhere around 4 years old.

The teenaged sister was in sweat pants and a sweat shirt and seemed to be a dutiful aunt, helping her sister by keeping the infant amused. In the process, she had lain on her back and was holding the infant up firmly grasped in her hands, her elbow-locked arms straight, and was moving the baby so that the giggling child was turning in slow, 45-degree arcs, back and forth directly above her. As the baby moved back and forth above her, the aunt would coo to her and delight in her laughter.

Then, as if she hadn't seen what was going on and had just suddenly noticed, the mother blurted out to her sister, "You need to let her down, or you're going to regret it." Something in her tone told the teen not to quibble; she quickly shot to a sitting position, still holding the child at arm's length. Precisely at that moment, the toddler's eyes glazed over and a generous stream of milky-white vomit flowed from her tiny mouth and down the front of her terry cloth outfit. As if by magic, a wad of tissues materialized in the hand of the mother, and the effluvium was wiped away. No harm was done. The young aunt, still holding the infant at arm's length didn't have time to do anything; she just looked stunned and rather relieved that a major mess—imagine three hours on an airliner with vomit-soaked clothing—had been averted.

Without thinking, I turned to the woman with whom I had been chatting and said, "Ah, local knowledge." The woman looked at me with a quizzical expression. "What do you mean?" she asked. Surprised, myself, by what I had said without thinking, I explained to the woman that "local knowledge" is a term that boaters frequently use when they see someone successfully doing something that defies the logic of the charts or the advice of more experienced boaters. Local knowledge is the thing that allows working boats to cut the corner at Kent Narrows or at the exit from Swan Creek. Local knowledge is the force that's working when people enter Fairlee Creek with their hand on the throttle, ready to goose it a bit if the current gets too squirrely. (Hmmm... Interesting intersection of animal metaphors there...)

Being an inquisitive sort, I can't help wondering where local knowledge begins and ends. It seems to me that disaster has to reside milliseconds before local knowledge is gained and milliseconds after it's lost. I can envision 50 Powhatan canoes piled up—on their way home from a run for a burger and fries at The Jetty, no doubt—on the shoal just short of making their turn to go up the Chester River. They'd all be milling about in 10 inches of water, scratching their heads, looking at each other, and the Indian in the lead canoe would be shouting, "Myopic Eagle told me we could cut this corner! He did, he really did!"

And another Powhatan would say, "No, that is not right. Before we take this course, we must give ceremony to Great Spirit, asking his guidance."

And the rest of the tribe would nod and mumble in agreement, remembering the old rule, "Red man observe rite before return."

Then, pulling their canoes behind them, they would wade to deeper water, marking the spot in their mind, saving the experience to pass along to their

children and their children's children. So local knowledge is born. But, of course, sand and silt shift, so local knowledge is a temporary phenomenon. What you know today about the Chesapeake—or any body of water for that matter—may not be true tomorrow.

A couple of years ago I wrote a piece about Rock Hall and mentioned that Rock Hall Harbor was a tricky place to navigate. Well, at least one local businessman took exception to this and suggested that I investigate further. He was right. I've been into the harbor many times now and find that it's a great place to go. You just have to be careful and pay attention. Sometimes local knowledge is just that: being careful and paying attention.

Recently, I cruised with a friend from Swan Creek up to Fairlee Creek for a cold one and got another lesson in the application of local knowledge. As we came out of Swan Creek, as is the general practice, we headed south, intent on observing the Green 3 buoy that sits to the south and is used as a reference. From there we planned to turn and proceed north. The run around

the Green 3 adds a few extra miles to the trip but ensures that you won't run aground on the shoal that has built up south of Swan Point.

As we got about half way to the Green 3, we saw a Silverton that measured about 40 feet in length begin to cut across the area that shows as shoal on the charts. My friend watched the Silverton speeding across, thought about it for a minute or two, and then

announced that he was going to follow the larger boat. His logic was sound: if we stayed behind the Silverton, we'd be safe and would save ourselves a half hour or so, not to mention the gas that wouldn't get burned.

We made it across safely, sorry, but if you were expecting to read that we went aground and ended up being towed, I have to disappoint you. But that's not the point. The point is that the guy (or gal) running the Silverton either had local knowledge or was that marvelous combination of nuts and lucky. What is interesting to me is that local boaters have told me not to worry about crossing that shoal. I listened. I believed them. But I never put their advice into my chart plotter. I continued to honor the Green 3 and to take the longer way around.

I'm not sure what the reasoning was. Maybe it was cowardice, or caution, or stupidity. It could have been any one or a combination of those; but if I hadn't done it with my friend—risking his boat and reputation—I probably never would have done it. What I'm asking myself now is whether I'll take the shortcut the next time. That's a question I can't answer. I know that the next time I'm sitting in my slip and entering the waypoints into my GPS, plotting a course to North East, I will still set up the course to go around the shoal.

And maybe that points to the real nature of local knowledge. Maybe local knowledge is only part experience. Maybe it's also a large part faith that that experience wasn't just luck; but that it is repeatable, and luck that is repeatable is good fortune and useful knowledge. The guy in the Silverton certainly knew something I didn't. A lot of people certainly have an understanding that I don't.

But what about the 50 Powhatans? The interesting thing is that none of them, not Silverton man, not Art, not the Powhatan paddlers, has ever written down all of their local knowledge. Sure, cruising guides give some of that information, but the watermen in working boats that I've seen cutting corners at Kent Narrows don't seem to be cruising guide types. Do they document their local knowledge? I'd love to hear from you—any of you who feel you have local knowledge—on this subject. I'm not advocating that we assemble all of that particularized knowledge into a book—the tides, currents, and winds are too perfidious to encourage that—but it would be interesting to learn where this knowledge base begins and where it gets tested. I'd like to know, and the 50 guys in the canoes who are sitting behind me in four inches of water, coated with milky-white baby vomit would certainly like to know.



Even a site as tranquil as this one at Fairlee Creek appears to be rife with danger to a boater who's unfamiliar with its dangers.

Boat Dog



Lou DiBiase's Boston Terrier Chloe chilling in her favorite float on the Sassafras River.



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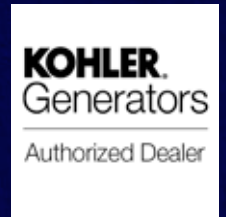
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