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Fall 2019

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Fall 2019

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photo by Malgorzata Baker

Upper Bay Boating

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Beating the End-of-the-Season Blues

By Wendy Gilbert- Features Editor

Obvious thoughts:

There are precious few days left in this season.

It's time to decommission, clean and organize.

There are more things to do and less daylight hours in which to accomplish them. This crowds the weekends, leaving time for only one NFL game when cable television gives us what seems like non-stop coverage.

The kids are back in school, the A/C doesn't run all day long and I've picked up my knitting.

Ragweed season.

Soup, spiders and squirrels – not necessarily in that order.

Social calendars are packed. Festivals, parties, weddings and pumpkin patch work must be done.

Not so obvious thoughts:

Pumpkin spice is permeating our foodstuffs and beverages at every turn.

I actually thought about my Halloween costume for this year. As I only permit myself to go as a witch every other year, this requires some thought.

By October 1, the decorating MUST change.

Above all, color heralds the season.

So, there's a lot of work to be done, a lot of entertainment to be enjoyed, but what about your boating time? Perplexed? Annoyed? Fear not, there's a little help on the way.

Tips on improving your coping skills:

DELETE

Use your technology and fast forward, skip or otherwise eliminate time-consuming commercials. This can reduce NFL time by a good hour per Sunday. At least. At my house we are getting so good

at this we fall into the last few minutes of the fourth quarter live almost every time.

PRAY

Enlist help. Call upon friends, family and Jesus Himself. Squeeze out every last blissful moment out on the water. I honestly believe that boaters are by nature spiritual people. So don't deny your craving for meditative contemplation and relaxation.

TAKE CARE

I don't mean take care of your boat, your zillions of tasks or your significant others.

Take care of yourself. Now that it's a bit cooler at night, give yourself the quality shut-eye time you really need. Splurge on an extra hour now and again. In bed. Asleep.

Take some exercise. Be like the Brits and take a walk just like you would your vitamins. At least you won't be sweating like crazy now that it's cooler.

Take some time and do some real work on your diet. The harvest is in and there are all kinds of fun foods to play around with. Those squashes aren't just for decoration!

Enjoy these last few weeks of the season and we'll see you in January during Boat Show Season 2017!

Wendy Gilbert



Happy Boating!

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Fall, the last hurrah for half of the Upper Bay Boaters

Fall is an odd time around the Upper Bay waterfront. Half the boaters are done for the season, and the lucky half that keeps their boats in are enjoying what in my opinion is the best time to boat on the bay. Best fishing, crabbing, cruising, site seeing, and for a few more weeks, swimming of the year, can be had. And that final time out on the water for the Fall Foliage cruise can be breath taking. As a kid we did all of these activities, but my fondest memory is being all wrapped up, sitting in the galley enjoying a piping hot bowl of crab soup, surrounded by all those glorious trees on the shoreline. I thank god that my parents stretched their budget a bit so my family could spend our weekends out on the bay.

For both halves of the Upper Bay Boaters, the fall boat shows are another wonderful way to spend the day on the water. The sail & power shows in Annapolis have switched up weeks this year. The dates are on our event page. Before you go to the show, do your homework; decide on the type of boat you may want to purchase, and your budget. Two mistakes many make are buying a boat you don't absolutely love, and paying more than you can afford. For first time buyers, don't forget about the cost to maintain and store your new boat.

After the shows are over, some dealers hold open house & demo days. You'll still get that show price, and be able to make the right decision for you. Get a feel for how the boat

feels underway, rather just in the slip at the show. The dealers & brokers whom advertise and support this magazine welcome your visit to find that perfect boat.

Upper Bay Boating publishes the print version 8 times a year, 7 monthly editions during the boating season, and the winter boat show issue. We update our website during the winter, and have a special online only edition magazine that can be viewed or downloaded from our site. It will be available to read on Black Friday, November 29th. Good tips for Christmas gifts, re-caps of the season, and dreams for next year. Oh, and a big announcement for my one-man publishing empire. Please visit our site anytime. www.upperbayboating.com

Happy Boating, - Dave

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photo by Malgorzata Baker



Decluttering at the end of the season

By Wendy Gilbert – Features Editor

This summer I spent a few weeks working some of Marie Kondo's magic in and around my house. The author of "The Life-changing Magic of Tidying Up" has also got a Netflix program by the same name. She teaches people how to not only declutter their homes, but to set the stage for living their best lives. Known as the konmari method, Marie Kondo has quickly ascended to the pinnacle of the decluttering world. Doubt such a world exists? Do a Google, Facebook or Pinterest search.

This was the first book (and the last) I decided to listen to via Hoopla. I should have chosen a book with a reader who wasn't from Japan. That woman's monotone sucked the joy right out of a good book. The vast majority of folks on that island live in fairly tight quarters, so her method makes good sense. Over here we've got a lot more space, and things to take care of. Like lawns, family heirlooms and boats.

Nonetheless, I found it interesting and soldiered on with my Gilbertian version of a good tidying up.

In short order I discovered that my household nature abhors a vacuum and over time things sort of just filled in the newly-emptied space. An empty drawer or shelf did not remain so for long.

When I discovered and subsequently binge-watched her program last month, I was re-inspired to tidy up. And as adorable as some of her folding techniques are, I discovered I prefer many of my things on hangers.

In the closet.

That sparks joy.

Last month I bought 4 clear containers for all my scarves and dutifully folded them and placed them in the bins. After about a week, I took one bin down and put the seasonal contents back on the scarf hanger. Best of both worlds in my book!

As interesting as watching her help couple after couple conquer piles of books, clothes, photos and memorabilia, I found myself wondering about boats.

"What would Marie Kondo do?"

She'd pile it all up in categories and assess. The old divide and conquer routine.

And that's how I was able to get rid of a perfectly wonderful pile of obsolete electronics. I think I held on to some of this stuff for such a long period of time because it was expensive.

When that stumbling block comes along, try and find a buyer. Donations are great as are yard sales. You'd be surprised about who might want to snap up your PFDs, oars and dinged up fenders.

However you want to do it, tidying up at this time of year makes good sense and come spring, you'll be sparking joy all over the water!

Wendy Gilbert



photo courtesy of Boat U.S.

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Tips for winter trailer boat storage

By **Wendy Gilbert**- Features Editor

There's a crispness in the air and all too soon that air will be bone-chilling. A lot of boaters' flirt with Maryland weather, trying to squeeze out one last soothing/bracing outing on the upper Bay. Can't blame them, but it only takes one disastrous freeze ...

Frost on the pumpkins can be an understatement.

Now that your boat has been winterized, it's time to decide on which storage option will suit you and your boat the best this season. In order of least expensive, here are five options to consider:

Driveway

It doesn't get much cheaper than this. No storage fees on your own property and of course, you can keep an eye on it yourself. Keep your Homeowners Association regulations in mind though. Racking up fees unawares, is the height of unnecessary spending.

You'll have to invest in a decent cover of course. I've seen the folly of folks who throw a tarp on their boat in October, only to return in April to discover disaster. The first decent storm will strip the tarp off, leaving the boat exposed to rain, sleet, wind and dirt. And creatures can easily find their way in through a gap. Squirrels will turn your insulation and cushions into a fine place to winter over and perhaps even start their families. At the very least, they will store and dine on nuts. What a mess!

If you do decide to store your boat at home, invest in the best cover you can find.

Garage – better in than out

Several boaters in my community have designed their garage with their boats in mind. Alas, not all of us have that option and just when each household vehicle will benefit from being in the garage, decisions must be made.

And that's really the main drawback. Which item(s) can withstand the elements, including sun damage? This consideration will also help deter impulse buying. Our canoe has been hanging in

the garage for quite some time. I'm not sure if my husband is trying to protect it, or if it's just too difficult to get down and out? Hmm. Something to ask about next season.

And although the garage is a great option for storage and decidedly better than the driveway, rodents and insects will also take cover inside, so stay vigilant.

Dry Rack Storage

A facility with indoor storage racks will protect your boat from the weather elements well. That's pretty much why it was invented. These places are typically very close to the water, so that's another plus. If you don't live in the area (Pennsylvania Navy member perhaps?) it could be hard to find something close to home.

One drawback is cost, but depending on your situation, it could be well worth the investment.

In order to retrieve your boat from this type of storage facility, typically, you need to notify the staff. As long as you aren't in a long line of folks on the first nice weekend of the season, that should not present a problem.

Self-storage Facility

Winter boat storage of this type offers a choice between indoor and outdoor situations. If you choose outdoor storage, most often you park the boat on its trailer in a secured lot designed for boats, RVs and similar vehicles. Additional security will cost extra of course.

Having 24-hour access to your boat allows you to work on it when weather permits. Perhaps even take it out on one of those wonderful warm winter days in Maryland. I see a lot of bass boats in places like these.

Regardless of where you choose to store your boat, security is an important factor to consider along with cost. Look for video surveillance, alarmed storage units, up-to-date equipment, gates, locks and when possible on-site management.



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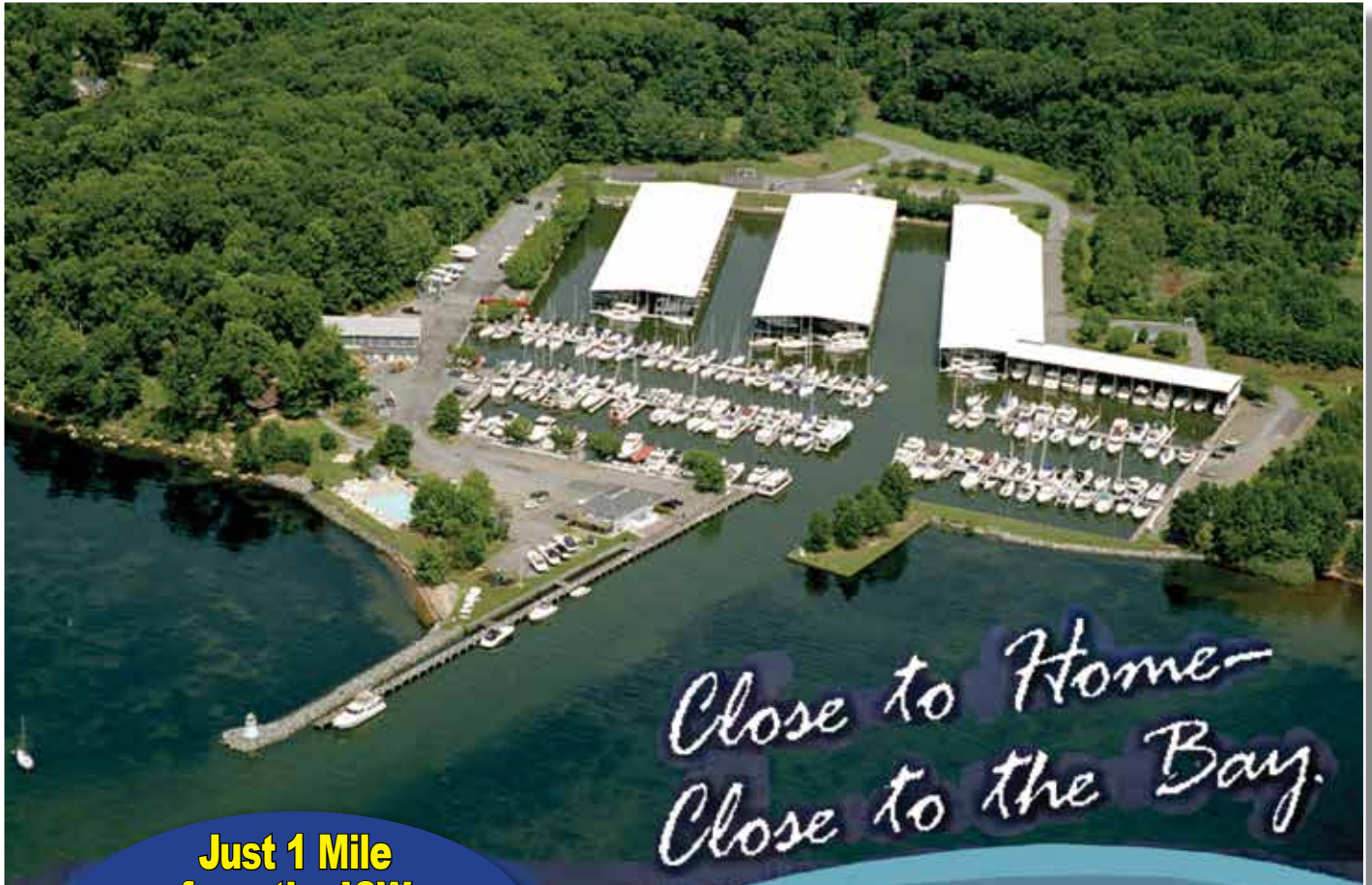
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Spontaneous Recovery

by L. Alan Keene

Can I be honest? The old saying, “a boat is a hole in the water that you pour money into”, just doesn’t apply to me. Outside of my annual slip fees and winter storage costs, I spend very little money on my boat. How come? you ask. Is it because I do all my own maintenance work? Or maybe I take such good care of my boat and equipment that it lasts long after it’s expected lifespan? Or, could it be that I simply neglect the repair and maintenance jobs that need to be done to keep her safe and seaworthy?

Well, there was a time when I did most of my own maintenance, but that was when I was a younger man. And I’ve never been the kind of boater who meticulously maintains his boat, cosmetically or otherwise. Oh, I wash it once in a while and every couple of years get a burst of energy and clean and oil the teak, but I’ve never been the kind of boater who spends hour after hour buffing and polishing. But, when it comes to safety issues, like most boaters, I won’t hesitate to spend the money necessary to keep my boat safe and seaworthy.

So how do I get away without spending a bundle during the season? Well, it’s because I believe in the law of “spontaneous recovery”. Now, for those of you who know a little bit about experimental psychology and white rats, you know the term was coined by the academics and refers to learning and memory theory. To quote Webster, it’s “the re-appearance of an extinguished conditioned response without positive reinforcement.” In other words, an animal that’s trained to perform a certain behavior and then is retrained, will revert to his or her previous behavior without prompting. Huh?

So, what does this have to do with boating, you ask? Well, I’m convinced that when a piece of equipment on my boat stops working, given enough time, it will start working again on its own ... with no help from me. No need to send it off to the shop. Just wait for it to spontaneously recover ... to return to it’s previous, intended behavior.

Now, I know that this sounds a little crazy, but I’ve seen it happen too many times to ignore the phenomenon. First, it was the pump faucet that quit pumping one spring

and was pumping a steady stream by the 4th of July ... no charge! Then it was the depth sounder that starting giving me depths that Norwegian fjords would be proud of, until 2 months later the familiar 8 to 15-foot readings returned ... gratis! And our permanent-mount VHF just up and died one summer afternoon and by the fall was sending and receiving better than ever ... pro bono!

Peg, my first mate, doesn’t subscribe to my “spontaneous recovery” theory. Her theory is more rational, she tells me. She’s convinced instead that we have a mechanically inclined ghost who lives on board and slowly makes repairs ... “slowly” being the key word. His name is “Handy” (short for handyman, duh) and he works for room and board.

What prompted me to write this article was the latest in the series. It was just a little over a month ago and Peg and I were enjoying our first sail in weeks. A summer full of traveling has kept us shorebound. Motoring down the

Havre de Grace channel and on out into the upper Bay, we were happy to find relatively flat seas and a steady 10 to 12 knot nor’easterly kicking up just a hint of whitecaps.

With that windspeed, our boat should have been sailing at close to 6 knots, but I knew that we were well below that. The dirty bottom from those weeks of inactivity was slowing us down ... probably losing a knot or more, I guessed. I couldn’t be positive, though, since my knot meter had gone on the fritz back in 2015.

After several beam reaches from Spesutie Island to the far shore of the Elk, I glanced down at my depth sounder as we were approaching Turkey Point. Reassured that we weren’t too close, I happened to glance down at the knot meter that sits several inches lower. I couldn’t believe my eyes. Reading a steady 4 1/4 knots on its analog dial was my previously flatlined knot meter that I had given up for dead years ago!

While Peg was singing Handy’s praises and I was espousing my spontaneous recovery theory, we sailed on, knowing that whatever equipment break down might happen in the future would be repaired at no cost to us ... if we don’t mind waiting a year or two ... or four or five.



photo by Thomas Scilopoti

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Blue Catfish Invade the Upper Bay

By Tim Campbell

Blue catfish are the largest species of catfish in Maryland and in the United States. However, they are not native to Maryland and are considered an invasive species because they cause harm to aquatic ecosystems here. The problem is that blue cats have the potential to ruin native fish populations. Some fisheries biologists figure blue catfish already total 75 percent of the biomass in many of the state's rivers.

Gluttonous blue catfish grow fast. They eat protected American and hickory shad, blueback herring, native catfish and almost anything else that swims or crawls including eels and crabs. Blue cats have taken over the waters of the upper bay by crowding out other species competing for food and habitat. To many fish and fishermen, the bottom of the Bay seems carpeted with ravenous blue catfish.

Blue catfish are native to the Mississippi, Missouri and Ohio River basins. Recreational anglers in those parts of the country enjoy fishing for blue cats because they grow big, are easy to catch and taste good. In the early 1980's, the state of Virginia thought it would be beneficial to stock blue cats in their tidal rivers including the James, Potomac and Rappahannock. Since then, blue catfish have made their way to many of Maryland's tidal waterways including the upper Chesapeake Bay and below Conowingo Dam.

Blue catfish get huge. On June 18, 2011, angler Nick Anderson caught the Virginia state record blue catfish out of Buggs Island Lake on the border of North Carolina. The monster fish weighed 143 pounds and measured 57 inches long. That is truly a once in a lifetime trophy catfish. The typical trophy size blue cat in Maryland is more like 40 lbs and 42 inches long, which happens to be my personal best. Although at this time, the Maryland state record blue catfish stands at 84 lbs and 52 inches long. It was caught by Ed Jones in the Potomac River near Fort Washington on August 13, 2012. Mine came from the Potomac River

too, but above the Roosevelt Bridge in late March 2018. One day some lucky angler will catch a blue catfish weighing over 100 lbs in Maryland, and it will most likely come from the tidal Potomac River.



Dave McCollum

Blue catfish are relatively easy to catch. Any medium-heavy size rod and reel will suffice. Circle hooks baited with fresh bunker, a live eel or minnow, even regular earthworms will work perfectly fine. Fishing from a boat is often more productive than fishing from shore. Anchor up and lower your line with a one to two ounce sinker in 5 to 25 feet of water. Be patient. Wait for a bite, it usually doesn't take long. In the upper bay, some anglers have trouble keeping catfish off of their lines while fishing for other species. I recently heard a few blue catfish were caught on artificial swim-bait type lures near Poole's Island by boaters trolling for striped bass. Hart-Miller Island and Man O'War Shoal are other good upper bay locations for catching catfish. Some anglers have even caught blue cats near the bay bridge.

Reportedly, blue catfish have been caught as far south as Point Lookout. The influx of fresh water from the record rains of 2018 seems to have helped move blue catfish further down the bay.

It is true that blue cats taste good, but the really big ones are not the eating kind. Most anglers consider a good eating size blue catfish to be between 16 and 32 inches long. That's because some of the larger catties are older and may have contaminants in their flesh. The lifespan of a blue cat is about 20 years.

The Maryland Department of Natural Resources urges anglers to keep blue catfish. Blue cat season is open year round. There is no size or creel limit. As extra encouragement, a blue catfish measuring 40 inches and over qualifies for a MD DNR Invasive Species Angler Award certificate. See the MD DNR website for more information. Go to www.dnr.maryland.gov/fisheries/Pages/challenge/index.aspx

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Fall Striper Strategies

By Tim Sherman

There is no doubt that fall is my favorite time of year for striped fishing. They feed more aggressively at this time of year and they can be found shallow. To me, that means finding shallow cover: shore-line breaks, submerged rock piles, grass bed edges, and bridge pilings. For shallow fishing, I do depend on a selection of hard body lures over soft baits when seeking stripers.

As previously discussed, there is rhyme and reason for choosing a lure, hard or soft. I consider the food source. In fall, stripers rely on a bigger, more sustainable meal. In the upper Bay, that means shad, menhaden, and white perch. Hard lures give me that profile. When I get to one of my shallow hot spots, I look for surface activity. That could be baitfish – schooled, fluttering, or breaking at the surface. It could mean individual stripers or schools busting the baitfish. I also consider the type of cover I am fishing near.

Without any visible surface activity, I will reach for search baits. These are lures I can cast long to cover the shallow location quickly. In open water near shoreline breaks I'll cast a rattle trap. I use this same lure near shallow bridge pilings. The key here is to run the lure as close to the concrete as possible. For grass lines, a spinnerbait or naked chatter baits does the trick. These are hybrids with some sort of metal blade, lead head, and silicone skirt of soft body. Their single hook does not foul in the vegetation as much as lures with treble hooks.

For submerged rock piles, I go with a shallow diving crank-bait. I crash the floating lure it into the rocks and let it rise for a moment before winding again. I will through caution to the wind and cast rattle traps near rock piles as well.

Ranked high among my favorite fall lures is the floating jerkbait. It might mean sore elbows and wrists after a day of twitching and jerking these lures below the surface; but the ferocious strikes are worth it. I cast the floater in early to mid-fall. The rise of the bait when paused gives it that much more of an injured appeal. My favorite places to cast a jerkbait is near rock piles and along the faces of shallow bridge pilings.

For most anglers, there is nothing more exciting than a fish



striking a surface lure. Finding that surface-feeding school of stripers gets the adrenalin pumping. However, you don't need visible clues to get a topwater bite. I'll reach for a surface lure during low light hours of the day, or any time I have overcast skies in fall.

The question of which topwater lure often arises. The smarty pants answer is, "The one they are biting." But in all seriousness, observing the water will tell you. If you see individual stripers breaking the surface, they bite on top but are not in chase mode. This is when a surface walking lure such as a Zara Spook or Sammie bait shines. The side to side sashay keeps these baits in the strike zone longer. When you have that widespread area of breaking stripers, topwater baits with more forward movement are best. These stripers are

turned on by the chase, so I offer them a popper or plover.

Tying on a hard bait is a turn off to some because these lures have treble hooks. There is a stigma that treble hooks are a detriment to fishing. It's true that extra care needs to be taken by the angler for his or her own safety and for the care of the fish. In all my years of fishing I can only recall causing harm to three fish from treble hooks. I've had more issues with deep-hooked fish on soft baits. My theory is that hard baits are worked faster than soft ones and fish have less of a chance to engulf them. Rarely have I hooked a striper deep in the mouth with hard baits.

There are now options that should appeal to those opposed to hard lures. The hook company VMC offers an inline single hook that is designed to replace treble hooks. When hung properly, these hooks hang with the bend toward the rear of the bait. Strike to hook up ratio does not suffer. For do-it-yourself anglers, you can easily tie feathers on to the inline hook to adorn the rear of the bait.

I will not be stowing away the soft lures this fall. They are always an option. However, my shallow water, fall striper strategies call for a heavy dose of hard plastic. Bring it on shallow stripers!

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Take a Kid Fishing

By Captain Mark Galasso

I'm always being asked the question "What is the best age to start someone fishing?" And the honest answer is depends on the person. I have taken people fishing for the first time when they were three. I have also taken individuals for their first trip when they were 83. (It's still hard for someone like me to imagine an 80-year-old that has never picked up a fishing rod.) But I guess it would be hard for someone who lives on a Mountain Top to imagine fishing every day.

When you consider taking someone fishing for the first time you have to consider the individual, especially kids. The first and perhaps most important consideration is their attention span. And that doesn't only apply to kids. I've taken plenty of adults that lose interest if they haven't reeled up a fish while the motor is warming up in the morning. They need to be engaged. If that means letting them net fish or catch bait or play with the bloodworms then so be it. I once watched another boat play bobbing for Spot while they trolled along side of me. No one cared that they weren't catching fish. Only that someone could actually stick their head in a live well and come up with a Spot clenched in their teeth. And yes, these were adults and yes alcohol was probably involved. A friend of mine started tying helium balloons on his planner boards and allowed his customers to shoot a pellet gun at them to break up the boredom of spring trophy trolling. This tactic also had the side benefit in keeping other boats from getting too close.

I also keep a tackle box on board with no hooks. Mostly soft plastic bodies for trolling and jigging. Kids love to play with them and so long as they are old enough not to try putting one in their mouth it will keep them busy for hours. I once had a little girl set up a school of chartreuse fish on my dinette table. The problem was she knew fish needed to swim so she filled the lipped table with ginger ale so the fish wouldn't dry up. Do you know what happens when you mix Chartreuse dyed lures in Ginger ale? You end up with pale lures and a Chartreuse table top. But she was happy! And if the kids are happy, the person who pays for the charter is happy!

I always try and read my people prior to a trip to see what they might enjoy the most on a typical day and design the day to maximize their interests. I also need to make things safe. Don't leave hooks lying around or fillet knives if you think kids might become bored. They WILL find them. If you worried about expensive equipment like fishing gear or electronics make it obvious to them that they need to be careful with it. Ultimately safety comes first and if someone gets hurt or breaks something no one will be happy.

I usually let my kids learn a little bit about boating and let them drive the boat on the way home. This always makes parents happy as well as the kids. Great picture opportunities. It also lets them show a little pride to their siblings and friends. Now remember my boat only does about 16 knots. I wouldn't advise letting an eight-year-old drive a 38 Fountain doing 60 knots. Things happen a little too fast!

We usually try and design the fishing for the kids as well. This year we did a lot of trolling and live lining. If we thought the trolling would be slow we live lined or even chummed. Chumming had a lot of action. Live lining was fun and sometimes catching the bait was even more fun. If the kids were older and brought electronics to keep them occupied trolling was OK.

One word of caution. Kids are like sponges. They absorb far more than you might think. I once had two little girls on the boat, maybe 8 and 10. They were interested in EVERYTHING. I don't think they would have gotten bored if we were out for a week. If I



had a dollar for every time they said "What's this for?" or "What does this do?" I could retire. On the way back I let them take turns driving the boat. They were good at it and I really didn't take over until we approached the day markers into Kent Narrows. They learned how to operate the GPS and the Autopilot as well as read the depth finders. They could even tell what were fish and what was just clutter! At the end of the day I always back into my slip into the current. So I swing past the Big Owls Tiki Bar before backing into my slip. I do all this from my rear steering station because it's easier. As I went into my swing I realized I had no steerage and the boats now being pulled into the dock by the current. I could see concerned patrons shuffling away from the impact zone. I also noticed one of the little girls happily sitting in my chair. In a split second I realized she had engaged the autopilot on a straight line course through the bar and into the parking lot! Needless to say I was able to run forward and take over before things turned ugly.

That's just a few tips and experiences. The bottom line is kids need to get out more. And what better way to do it than to take them boating and fishing. I can only hope that these same young people will want to take me fishing when I'm eighty. And I hope they are well experienced and patient, so I'm engaged, AND SAFE!

Safe boating- Capt' Mark

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Now is the time to Winter"YES" your boat. by Brenda Dawson

Winterizing your boat means having your local marina prepare the motors(s) and water system(s) to withstand the harsh winter weather as well as store it under shrink wrap or in a building.

No one wants to have to deal with broken water lines or cracked blocks in the spring, so it pays to have your boat prepared for winter professionally. There are many good reasons for having your marina winterize your boat, two of which are that they have qualified staff and insurance.

But, in addition to the marina winterizing your boat, there is so much more you can do to WinterYES your boat:

Use your eyes to find potential problem areas and eliminate them, so that you are better prepared for winter storage.



Look for anything that will tempt and attract

animals. Take all food items off the boat. Empty all the drawers and cupboards of towels, clothing, bedding, life jackets/PFD's, charts and anything else that will hold moisture and/or feed and provide housing for critters. Take these items home or store them in sealed containers aboard. Set mouse traps for added insurance.



Look for nest-building materials.

Empty the galley and head of all paper towels, tissue, toilet paper etc., because mice love this nest-building material.



Look for moisture in your upholstery. If your cockpit upholstery has been damp during the last few weeks, lift the cushions off the seat foundations, stand on end, drain, expose to the sun and wind or take them home to dry.



Look for Spiders. Get rid of all spiders and clean up all their dirt. The presents they leave behind will only harden like cement over the winter months creating a REAL cleaning problem next spring.



Look for dirt. Do a thorough clean of the empty cupboards, frig/ice box, head, floors—everything. Wash the canvas, the upholstery,

the superstructure, coolers, ice maker, BBQ, lockers, live wells, bait wells, etc. Dry everything thoroughly.



Look for Mold and Mildew. If you don't want to wash the canvas, you can brush away mold.

Lay the canvas flat on a picnic table, (be sure to wear a mask) and brush with a dry scrub brush. Most of it will come off and if ventilated properly, shouldn't grow any more.



Look for Pockets. You may also want to remove your convertible top/bimini top and all the canvas. Don't store it rolled or flat because this only invites four-legged critters to build cozy nests in the pockets and chew holes in the canvas for building materials. Instead, hang the canvas like sheets on a clothes line in storage, so there are no pockets to entice the mice.



Look for ways to ventilate. Leave the cupboard doors ajar or open, leave drawers partially open, leave hatches open, stand up any cushions that are being left behind, so they can breathe. Make sure the boat can breathe to avoid dampness and mold/mildew problems. Depending on where you store your boat, you may want to consider a fan on a timer.



Look at your fire extinguisher gauges. If any need recharging or replacing, now is a good time to take them off the boat

and send them away. It usually takes a while.

Make a list. On all boats, either during your last cruise or your last days in the harbor prior to haul out, make a written list of all the repairs that you plan to do, and also a list for the marina to do like gauges that are non-operative, taps that leak, upholstery nicks that need to be sewn, snaps that are pulled off the canvas, woodwork that needs to be refinished, motor tune ups, etc.

You will thank yourself in the spring for taking this extra time "winterYESing" your boat before putting it to bed for the winter. You won't have mold, dirt and critter damage to deal with, when you are ready to go boating next season.

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Winter-EYE-Sing



On the Waterfront

with George Waters

photo by Donna Bedell

A Reminder to Remember

There are two kinds of people in this world; the kind who check their children's pants pockets before doing laundry, and the kind who don't. (All right, there is a third kind, the kind who don't have children, but you are not reading this, because you are golfing.)

List of people in the first category: Gandhi Mother Teresa
Julia Louis-Dreyfus (I'm guessing)

List of people in the second category: Hitler Pol Pot, Most of my friends (I'm guessing)

I have always wanted to coin a term for the kind of person I am, the kind who is simultaneously fastidious AND sloppy. Attentive AND oblivious. I am sure my more literate friends are right now screaming the term which already exists and which I can't think of, which is probably "Man! The word is 'man!'"

I check pockets for important documents before doing laundry. I have never found a kid's mash note or an early draft of the Magna Carta, but I'd feel sick if I pulled one out after a load, the paper pulverized into a wet cylinder. I am fastidious. I am also sloppy. I am someone who has found a three-year-old "to do" list buried in a stack of my papers on a table, a list of things never accomplished but now rendered irrelevant by time, which is SWEET, let me tell you.

I write myself notes throughout the day, reminders, things I know I will forget if not committed to paper. These notes pile up at home in several locations, and every couple of months I make a pile of them and transfer all the reminders to a yellow note pad, which I then

place on the floor propped against the leg of a coffee table to age like whiskey.

"Why don't you write notes in your phone instead?" my wife asked recently. This was a good idea, but quickly dismissed on spousal grounds. If you start implementing your spouse's advice, it's a slippery slope. Soon you are putting glasses in the dishwasher correctly, and it's all downhill from there. A husband needs to maintain an aura of bemused disinterest in the household. I think Kant said that. Or Dave Barry.

I made an end run around my wife's idea, and googled "best to-do-list apps." I downloaded one and transferred all the tasks from my scraps of paper and yellow pad, both. Now everything I need to remember to do is organized and not littering the house. When I finish a task, I click it and—poof—it disappears. Some of the items involve work that the homestead needs and some are more esoteric; admonitions to do more writing, exercise, taco truck field research.

Having no excuse when you forget something is a daunting new reality for me. Now my reminders can't fall behind the sideboard or get kicked under a chair. We're in 21st Century George territory. I have resolved to check the app once a day to keep up with things. It's foolproof, too, because I've stuck a Post-It note on the fridge to remind me.

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Antifreeze is antifreeze, right? Wrong.

Not only are there different kinds, the temperature at which they freeze is different, too. And that's important because if they do freeze, your boat is likely to be damaged.

Antifreeze for winterizing engines and freshwater systems is not the same as the coolant you put in your engine's heat exchanger (the boat equivalent of a radiator). Ethylene glycol, the chemical used in coolant, is highly toxic, and winterizing antifreeze must be nontoxic because it goes in drinking water systems and may eventually go overboard.

The antifreeze you use in your engine and plumbing systems aboard must also have the proper freeze protection to keep your systems safe at the lowest possible temperatures your boat may face.

Choose antifreeze that contains propylene glycol, which is safe and tasteless, and one that has rust inhibitors for engine protection.

Most importantly, check the freeze rating, but be aware that the numbers used don't correspond to what you may think. A typical antifreeze labeled for minus 50 degrees Fahrenheit will only protect PVC water pipes from bursting down to about minus 10 degrees and will actually begin freezing at about 15 degrees above.



photo by Dave

At 50 below, it's a solid chunk of ice, capable of cracking an engine block. Play it safe and use an antifreeze that is rated well below any temperature you're likely to experience.

Most winterizing antifreeze must

be used full strength — don't dilute.

When pumping antifreeze into your engine or freshwater systems, don't shut down as soon as you see the antifreeze come out of the faucet or engine exhaust. The antifreeze first mixes with the water already in the system and has to displace all of it before the antifreeze can protect fully. It's better to invest in a couple of extra gallons than end up with a cracked block at the beginning of next season.

Courtesy of Boat US

About Boat Owners Association of The United States (BoatUS):

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Safe Harbor Hack's Point and Bohemia Vista Top 5 Rating!

Safe Harbor Marinas currently has 82 marinas nationwide and is one of the fastest growing marina networks. Safe Harbor's goal is to deliver their brand experience by providing exceptional service to our members by experienced employees who consistently demonstrate integrity, dedication and teamwork! Every year our performance is based on 'net promotor scores' compiled of multiple criteria including financial, customer service, cleanliness, member surveys. This year, Safe Harbor Hack's Point came in First, and the sister marina, Safe Harbor Bohemia Vista came in Fourth.

Hack's Point has seen a huge renovation this past year, eliminating the old fixed piers and docks, and installing 30 boat lifts and new bulkhead. We offer floating docks, boat lifts, and trailer storage, closing the launch ramp to the public, making it available by permit only. The members are thrilled with the transformation. Safe Harbor Hack's Point has seen a growth of 133%, selling all the lifts in its first season! NEW for 2020, the boat lifts will all be covered! Covered lifts will keep the sun's damaging rays off boat graphics, upholstery, decking. This is a first in our region, and we are very excited to be able to lead the way to giving todays boater what they want!

Bohemia Vista, located on the north side of the Bohemia River, minutes from Hack's Point, also has boat lifts, floating docks, public boat launch, and easy access to the Chesapeake Bay and C&D Canal! The team that runs both marinas consists of General Manager, Christie Stillwaugh, Equipment Operator, Ricky Hillsgrove Jr, and two part time Asst General Managers, Renee Kuligowski (BV) and David Rich (HP).

Safe Harbor Marinas has a loyalty program for Members that consists of discounts on fuel, 10 free transient nights at other SHM properties, and more. For info on any Safe Harbor location, visit in person, or www.shmarinas.com



Couples & Boating

By Captain Mark Galasso
Tuna the Tide Charter Service

Occasionally I'm asked to jump on board with a couple that just bought a new boat and give them a little basic instruction on how to enjoy their new purchase. Some basic operating instructions on how to dock, what safety gear is needed, how to use the electronics and so forth. It seems after just a few hours I can give you a history of the couple's interactions with one another. And it runs the gambit of couples that really don't need me to ones that would make Jerry Springer cringe. The fact is though that it has helped me really understand why boaters do what they do both good and bad.

So after a few choice examples think about where you and your significant other fit in. You may be surprised. The names have been changed to protect the innocent as well as the guilty.

Mike and Mary from Philly just bought a new runabout. They plan on weekend getaways down on the Bay. They are young professionals with no kids, though if this boating thing works out they're sure the kids will enjoy it as much as they do. I met them at a floating dock where the boat sat already tied up. Mary started barking orders as soon as she stepped foot on the dock. Mike seemed nervous about everything he did. He started the motor while it was still fully tilted up. Mary was sure we were going to hit another boat as we idled out of the marina and let Mike know it. On the way in I took the helm and showed them how we use the wind and current to our advantage in docking and to take everything slowly. I had Mary get the dock lines ready while Mike had the boat hook in hand. Piece of cake.

Cathy and Carl were an older couple. They just bought a small center console. I met them at their dock. The boat was up on a lift. Cathy was packing food up at the house while Carl was lowering the boat into the water. Cathy jumped on the boat the last second and stowed the food and drinks. Carl lowered the motor and backed out of the slip. Before he even put the boat in forward Cathy



had stowed all the dock lines and put three fishing rods in the rocket launchers. Not a word passed between anyone until Cathy asked me where the fish were biting. I think they just wanted to take me fishing and learn a little more about their fish finder. This was obviously not their first rodeo.

Simon and Samantha bought a small inboard cruiser. They had rented a slip and hoped to use the boat as a weekend getaway from the city. It had a small head and a comfortable sleeping set up. With shore power and water it made a nice waterfront home without the waterfront property taxes. Great idea! I was a little jealous when I saw the nice electronics and noticed the cabin had air conditioning. I wasn't really sure why they needed me. Simon had taken a safe boating course and this wasn't their first boat. I realized the reason as soon as we left the slip. They worked well together and Sam seemed to know just when Simon needed something. But Sam and I were constantly pushing off things and trying not to get in anyone's way. The fact was they just didn't have enough time on the water actually operating the vessel. It truly WAS a weekend home. I'll bet their fuel bill was less than their electric bill.

So where do you fit in? Will you still be boating in 20 years? And will your significant other still be your first mate? I hope so. The enjoyment we get from boating only gets better when you share it with someone else. And what could be better than sharing it with your best friend?



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Argo – Finding Your Way Around the Bay

By Jeff Foulk

Had it not been for a conversation with other boaters, I would never have discovered a small cove along the eastern shore of the Chesapeake Bay, nor how to navigate through the tricky inlet that led my Grady White to this floating paradise of sorts. Once through the narrow cut, I was able to tie up next to other boats, head over to a tiki bar and then bask all day on a sun-soaked Eastern Shore beach.

Fairlee Creek is glorious... and these little boating meccas exist all around the Bay, but they're not always easy to find. If you're not in the boating community and talking to fellow boaters, you might never experience some of the amazing restaurants, hot spots and scenic anchorages that can be found on the water.

It got me thinking that there has to be a better way, an easier way to find out about hot spots, find the safest way to get there, and know what boating etiquette to expect once I got there. Can I tie up next to a complete stranger's boat? Is it OK to walk onto someone else's vessel? When does the karaoke start?

That's why I designed and developed Argo, a free app that aims to connect the boating community by helping them safely navigate the waters to little known fun places, plan trips with friends and share information with fellow boaters.

What's the best place to eat in Rock Hall? Where should you go to grab a drink and watch the sunset? What's the quickest route to a popular raftup? What does the community think of that spot?

There are multiple apps that help answer these questions and guide you on land, but no singular tool that I could find to help me on the water. I began working with Bytelion LLC, a custom software development company in Hunt Valley, MD, that helps startups develop and design mobile and web products.

Together, we created an app that allows boaters to share information in real time whether on the water or at home.

I wanted boaters to have the ability to find out where their friends are on the water and share experiences with friends and family. I wanted Argo to use crowdsourcing to not only get the latest hazards, weather and map issues, but also find interesting places to go and see. I also wanted Argo to offer a clean, customizable map with point-to-point navigational capability.

With its Touch and Go navigation feature, Argo will calculate the best course based on your boat's requirements and the water depth needed to get you where you want to

go. While on your trip, Argo will track your speed, show water depths at your location and give you an estimated time of arrival. It will even save your favorite voyages by logging the route, reports, photos and any comments you enter.

It's still early yet. Argo launched at the beginning of September as a beta test for iOS and Android. Over the next few months, we're hoping to get feedback through the app and emails on what works, improvements needed, and any addition features boaters want Argo to offer. We've had 50 boaters sign up already. And while our testing group is initially focused on the Chesapeake Bay area, Argo is designed to work anywhere in the United States.

As more members of the community sign up, we hope to see Argo grow into a robust social platform that will be a useful companion to all boaters on and off the water.

If you're interested in joining the community, additional information about the app can be found at www.argonav.io, and you can download the free Argo app on both the App and Play Stores. Feedback is encouraged and can be provided either within the app itself or via email to info@argonav.io or jeff@argonav.io.

Jeff Foulk is a resident of Havre de Grace, MD, who has been cruising the Chesapeake Bay for 36 years. He is founder and owner of Argo Navigation LLC based in Belcamp, MD.



The image shows a promotional graphic for the Argo app. At the top is the Argo logo, which consists of a stylized blue wave icon followed by the word "Argo" in a bold, sans-serif font. Below the logo is a large smartphone screen displaying the app's interface. The screen shows a map of the Chesapeake Bay area with a blue route line. At the bottom of the screen, it says "ETA: 11:52 AM" and "5.8 miles". To the right of the phone screen, under the heading "In-App Features", are four circular icons with corresponding text: 1. "Social Boating" with an icon of three people, text: "Connect and share experiences with other boaters. Argo lets you invite friends, plus share your location, places and journeys." 2. "Real-Time Reporting" with an icon of a clock, text: "View and report hazards, local advice, weather, marine life and more! Argo provides you with the most updated info around you in real-time." 3. "Smart Points of Interest" with an icon of a location pin, text: "Plan your trip before you get out on the water. Argo lets you see what the boating community thinks about local beaches, marinas, restaurants and more!" 4. "Touch & Go Navigation" with an icon of a boat, text: "Find the quickest and safest route for your journey. Argo calculates the best path based on your boat's draft and the depth of the water." At the bottom of the graphic, there is a green button that says "DOWNLOAD TODAY!" and text that says "Learn more at argonav.io". Below that, it says "Want to learn more about the Argo app? Visit our website or contact us today!" followed by the website www.argonav.io and email info@argonav.io.

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Boat Storage Considerations

By Wendy Gilbert

Sadly, the boating season is winding down here in the land of pleasant living and our thoughts must turn to successful storage for next year. There are almost as many boat storage options as there are types of boats and choosing the correct one for you has never been easier.

Whether you plan to save costs and do the winterizing work yourself, or you are hoping to hand the keys over at the dock and not fuss with it again until next spring you can find what you are looking for.

Word of mouth is often a very good starting point when looking for local options. Talk to the folks at your marina, yacht club or folks you run into at the boat ramp to get a recommendation. Anyone can sift through the internet for hours, hoping to obtain a fair price and honest workmanship, but nothing beats personal experience and honest local reviews from fellow captains who have been around.

When working for "The Nor'East-er" boating magazine, one of the first people I met was Don Green at Bay Boat Works in North East. My boss thought I should meet Don and his wife Mary to get an idea of what Chesapeake Bay boaters were all about.

If I recall correctly, the story was about them being certified as a Maryland Clean Marina – the first on the Northeast River back in 2002.

One of my favorite coworkers at the magazine, sales representative Bob Liddell, had high praise for Bay Boat Works as he'd kept his boat "Miss L'Attitude" there for years. So off I went notebook and camera in hand. Mary and Don Green were as kind as kind could be and didn't hold my novice status against me. I hadn't even finished my safe boating course at Cecil College yet, but I was getting an education with every story I covered.

Over the years, I've found myself returning to Bay Boat Works for a story or a place to cover a story. Sometimes, I just wanted to take some photographs for "someday." Whatever I wanted or needed, I was always welcome.

That's the kind of place I hope we can all find to get our vessels ready for what the Farmer's Almanac predicts will be yet another rough winter. We won't be getting away with throwing a blue tarp over the boat in the driveway this year.

(Not that's ever a good idea, but we've all seen it done.)

The time and effort spent now to protect your boat will have an effect on the boat's performance next season. It will certainly save you time, effort and money next spring. Not all insurance policies cover damage that results from neglect or poor maintenance, so don't assume the expense will come out in "the wash" next spring.

The best place for most boats during the winter is to be out of the water, under cover in a climate-controlled boat storage area. Obviously, this can be expensive and another alternative is shrink-wrapping. It's not exactly cheap, but the protective cover is excellent.

If you are going to do the winterizing yourself, enlist the help of a good friend and follow your owner's manual instructions, which these days are usually quite detailed. If not, hire someone to do it for you.

The Internet is chock full of check lists and cautionary tales, so proceed carefully.

There's no truly easy way out of this process.

When I am stymied by any big project, I do my best to

incorporate the Japanese five S system. It was designed as a manufacturing principle when On Time Delivery became a big thing a couple of decades or more ago.

These five phases of "sort", "straighten", "shine", "standardize", and "sustain" can be adapted to almost any process, including boat maintenance and storage.

The first step is easy enough, but it can take some time, based on your habits. In a nutshell, remove unnecessary items and dispose of them properly.

Second step is to straighten or set in order. In other words, "a place for everything and everything in its place."

The next step is to "shine." The cleaning process is not just an opportunity to spruce things up, but also to inspect for damage and prevent critter lodgings. Spiders and mice come to mind.

From there, it's on to standardize in accordance with your manual or manufacturer's website recommendations.

At the end it's a simple matter of editing and auditing. If you keep your boat in the water for example, you might want to audit its condition weekly.

Everyone says boating is fun. No one says it's easy or cheap.





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Making It Through the Winter

by L. Alan Keene

Well, this is it.....my last Upper Bay Boating column of the 2016 boating season. Feels kinda sad, especially since Peg and I didn't get out on the water nearly as much as we'd planned this year. As septuagenarians, health issues seemed to get in the way. Not that our health is bad, mind you, but even relatively good health at our age involves check-ups and blood tests, CAT scans and MRIs, along with visits to see doctors of every ilk and persuasion. If they look hard enough and long enough, I'm convinced, they're bound to find something.

But enough about health (that's all us old people talk about). The boating season on the upper Bay will soon be coming to an end and I'm sad about it. Facing us are four miserably cold months that we have to survive before thinking about getting the boat ready for Spring launch. Interestingly, these four months become progressively more difficult to endure, culminating in the shortest(?) month of the year.

Here are a few ways I plan to make it through the winter.

NOVEMBER:

November is one of those months that has a lot going on in it. Since I usually have our boat pulled in November, at least one weekend is spent draining water tanks, tying down tarps, removing sails, and generally readying her for the cold ahead. Filling out the other weekends is football. If you're an NFL fan like I am, it's early enough in the season to have high hopes for your team(s).....the Eagles and Ravens, in my case. With football on TV three nights a week, it's easy to hibernate in front of the tube, surrounded by various snacks and drinks of choice. Before you know it, it's Thanksgiving and the good times spent with family and friends carry me almost painlessly into.....

DECEMBER:

Now, December is that holiday month where, if you're looking for that special gift for that special someone, those 3 1/2 weeks leading up to Christmas can be agonizing. Fortunately, I did my agonizing decades ago and now can sit back and let the youngsters worry about what to get her (or him). After our kids were grown, Peg and I decided to spend our holiday money on a winter escape rather than put each other through the pushing and shoving scene of panic shopping. We usually plan our trip south for that time of the year when cabin fever is at its peak..... February. Like November, December passes quickly (even though the Eagles or Ravens or both have begun to disappoint) and before you know it, it's.....



JANUARY:

Oh, depressing January. The only redeeming virtue of January, aside from it being playoff season in the NFL and Baltimore Boat Show time at Inner Harbor, is that it's one month closer to Spring. With the excitement of the holidays behind us, though, those next 31 days can seem like 61. It's cold, blustery, and altogether miserable outside and altogether boring inside. Here are a few time fillers that I've found to be effective in surviving January:

1) Try to keep that New Year's resolution for the whole

month, no matter what! If it's to lose 20 lbs., lose the first ten in January. If it's to quit smoking, act like your life depends on it (because it does). If it's to be more pleasant before that third cup of coffee in the morning, concentrate your energies on that early morning smile.

2) Read a good book (or five). While I'm not much of a reader usually, I do most of my reading in January. A nautical theme helps, but any good book will help pass the time. In fact, Dave Bielecki, UBB's publisher, has a new book on the market titled "Restored Heart & Soul" that you might want to try. It's the story of a widower's cross country trip in an old Dodge "hippie van" and how the people he meets along the way help restore his van and much more.

3) Talk to each other. Get your nose out of your latest high tech device and have a real conversation with a real person. Instead of texting or tweeting or looking for Pokemon, spend some time getting to know each other again. Play a board game like Scrabble or Monopoly or Clue and have fun together. Before you know it, January might be history. And then, the worst of the worst.....

FEBRUARY:

It's that short little month with the extra "r" that was borrowed from "brrrrr". I don't know about you, but I'm headin' south!



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How to Haul out: *Tips for Winter Storage*

by James Bedell

The worst part of every boating season is that one day when the boat comes out of the water. That day when you resign yourself to land for the coming winter, knowing that even if that perfect day comes- your boat is firmly on solid ground until spring. For some of us of course, this isn't true. If you trailer your boat and have an outboard, you can launch and take advantage of that oddball seventy degree day just after Christmas. Heck, even with an inboard it takes just a turn of the key to de-winterize and twenty minutes and some antifreeze to put it away again. So if that's how you boat, then kudos to you. You may get lucky and have a few days of enjoyment sometime over this winter. But, you'll still need to put the boat away for a length of time, and there are a few rules you should really follow to ensure you come back to a beautiful, serviceable boat in the spring.

Step 1) Remove everything. That's right, everything. This serves two basic functions. It's of the utmost importance that any soft goods (canvas, cushions, rags, towels, etc.) be removed to ensure there are no fabrics for mildew, mold, or pests to inhabit. Any fabric left onboard can become a springboard for mold and mildew spores to grow and spread to other surfaces. Removing it all and storing it at home or in other climate controlled storage is the safest bet to keep it in good condition. This doesn't mean in a shed, your truck, or your camper. Store it inside, store it in a climate controlled storage unit, or find out if your marina offers canvas, sail, and cushion storage. Anything left in areas that could become damp or even humid will grow mold and mildew, making them a considerable chore to clean at best and unusable at worst. In addition to soft goods, remove anything that can rust, anything caustic, and anything volatile. Do not store fuels, solvents, or other flammable liquids on board to avoid any chance of accidents. Anything that can rust (and many paint, acetone, and sealant cans are the worst) has a high probability of doing so over the winter if left on board in contact with or near gelcoat. Gel-coated fiberglass tends to sweat if there is any moisture present and this can cause such containers to leave rust colored rings that often cannot be removed. On top of all of this, removing everything onboard (and really folks, I mean everything) allows you to go through all of the loose items on your boat and evaluate what is necessary and what is not. It also gives you the chance to restock things that are low and discard anything that is past its prime, out of date, or no longer useful or relevant. I also always suggest removing batteries to prolong battery life. Keep them stored in an area that does get below freezing and charge them once a month for optimum longevity. Even charging them on board is not as good as keeping them in a heated garage and charging them once a month. I will repeat this later but **DO NOT UNDER ANY CIRCUMSTANCES LEAVE A HEATER ON BOARD**. Not only is it against the law, it is just asking for trouble and any fire or accident that results will not be covered by insurance, leaving you legally (criminally!) and financially liable.

Step 2) Clean everything. By now you've gotten the idea. I don't mean clean up, I don't mean leave it well organized. I mean **CLEAN** everything. Disinfect with a strong marine cleaner (Spray Nine is my go to, but there are

many others out there) that is gel coat safe. Wipe down every surface, every locker, spray it in the bilges and flush with fresh water. Thoroughly cleaning everything will not only allow you to come back to a beautiful, sparkling clean boat in the spring, it will help to mitigate any risk of mold, mildew, or pests.

Step 3) Protect it. This is the easy part. Your boat is empty and clean, great! Now put in a few targeted products to defend your boat for the winter. I always recommend a desiccant and a mildew fighter. Personally I prefer Mary Kate Moisture Absorber Buckets as a desiccant. They are very effective, come in a variety of sizes for different cabin and locker sizes, and provide great protection from moisture. Larger buckets should be placed in main cabins and salons, with smaller buckets in heads, galleys, and smaller berths. Don't skimp on them. These will absorb all of the moisture in the air so if you have too few, you risk having them overflow which may cause the desiccant to leave stains on some materials. Plus, at a certain point, they absorb all they can and your protection wears out. My wife prefers Damp Rid hanging bags which are another great absorber. They too can become too full and burst so follow the instructions and use an appropriate number for your boat. These are especially good for hanging- lockers, enclosed bridges and other places where you may want to hang something due to uneven flooring, large headspace or damp ceilings (if you have an enclosed aft deck, hanging one from the ceiling can keep the ceiling from sweating when the upper deck heats up). The other item I recommend is a mold fighter. Most people are familiar with Kanberra Gel, a tea tree based products that uses tea tree essential oil (a natural mold and mildew fighter that kills spores in the air BEFORE they grow on surfaces). It is highly effective, but also high priced. Star Brite and other manufacturers make similar products and if you are the DIY type, some tea tree oil and gelatin can make a similar gel product that will fight mold in the air. You can also soak cotton balls or sponges in tea tree oil and leave them in plastic trays around the boat to fight mold. I don't personally know of other products that work as well, but I would highly recommend using something that fights mold spores and I have used tea tree before with great success. It will also keep bilge and head odors at bay (seriously, no pun intended) which is a big plus. And of course, **NEVER LEAVE A HEATER ON BOARD UNATTENDED**.

Hopefully these tips will save some of you some headache and heartache in the spring by keeping your boats in tip-top shape. Remove everything, clean everything, and protect your boat. It's as simple as that. It may be a lot of work for a weekend or two, but it'll get you up and running right out of the gate when spring comes around. And you know as well as I do that when spring gets here, there is no time to waste on cleaning up moldy cushions and dank bilges. Do it now and be ready to enjoy the first beautiful days of summer next year. Just like your boat, we'll be ready and waiting for the next season to start. Try to enjoy your winter any way you can, we'll see you on the other side in our Spring Boat Show issue of Upper Bay Boating.



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photo by Donna Bedell

Chesapeake Bay seafood is the best

By Montana Grant

Once we have gone through the fun of harvesting this wonderful bounty, the next step is to eat it. Add some local, fresh produce and refreshments, and it is easy to love “the Land of Pleasant Living”.

Boating is a great way to relax and travel, but boats also give you access to harvesting fish, crabs, and shellfish. Maryland Blue Crabs are a unique local favorite, and available to all. Catching them is fun and a way to justify owning a boat. Fish are seasonal and in certain places. Fishing skills are easy to learn and practice with friends and family. Boaters are often generous with information and will mentor you. Once you fill the baskets, coolers, and stringers, it is time to feast.

Everyone can steam crabs, oysters, or fry a fish. Here are some different recipes to help you celebrate the Bay's Bounty.

Spaghetti and Crabs

This may be my most favorite way to eat crabs. Traditionally, Baltimoreans would prepare this during holiday celebrations and special events. If you think picking crabs is messy, wait until you try this recipe. You need 1 ½ dozen live crabs for this recipe. Sooks, or female crabs, are fine. Some feel that female crabs are sweeter.



Place the bag of live crabs into the freezer for 30 minutes. This will slow them down and make them more manageable. Use heavy gloves to pull the shell off the crab. Clean out the guts and leave the legs and claws attached. Some folks like the “innards and mustard” but throw away the lungs, and anything else you will not eat. The fat, in the point of the shell is also tasty and should be added to the sauce.

Break the cleaned fresh crab in half so that each piece has half a body and 4 legs and a claw. Since this crab is uncooked, you now need to add it to the soup pot in a quarter cup of oil. Cover and cook the crabs until they are red.

Build your sauce on top of the whole crabs. Add a quart of tomatoes, 5 6-oz. cans of tomato paste, and 10 6-oz. cans of water. Sprinkle a spaghetti sauce mix of spices on top. You can make your own or use a packet. A teaspoon of sugar adds some sweetness. You can customize your sauce, just remember to not overpower the mild flavor of the crab.

Simmer for 2-3 hours. Prepare the spaghetti pasta to serve under the sauce. You can also add a pound of cooked, picked crab meat before serving. The sauce is so amazing that you will be licking the crab, plate, and your fingers. Serve with Italian bread and plenty of paper towels.

Crock Pot Fish

“Baymen” often have a sack or two of filets hiding in the freezer. Fish are best used within 3 months after catching them. To not waste this finned bounty, try making a chowder for the next Ravens game party.



1 chopped onion, 1 tbsp butter, 2 cups milk, 1 cup Ranch Dressing, one pound of broccoli cuts, 1 pound or more of skinless fish filets, 1 cup of cubed or shredded cheddar cheese, 1 cup of cubed or shredded Monterey Jack cheese, ¼ tsp of Old Bay seasoning, ¼ tsp of garlic salt.

Use a large skillet to sauté the onion in butter. Transfer this to a 3 qt. slow cooker and add the milk. Next add the ranch dressing, fish, broccoli, cheeses and spices. Cover and cook on high for 1-2 hours. The chowder should be bubbly, and the fish should flake easily. If a pound of crab meat accidentally falls into this mix, it would not ruin the recipe.

Add some fresh bread and enjoy! You can also add this mix to pretzels, bread bowls, use as a dip or... Make it thicker or thinner depending upon your use. There will be no leftovers!

Old Bay Fish ‘n Chips

This fish recipe has a Chinese twist to it. It works especially well with Rockfish. If you are looking for a way to get non-fish eaters to enjoy fish, this recipe is a good option.

To prepare the light batter mix, 2/3 cup of flour, 1 ¼ tsp. baking powder, 1 tsp. sugar, ¼ cup of water, 2 tsp. cooking oil. Sprinkle in some Old Bay seasoning.

For the Marinade, mix separately, 2 tbsp. of rice wine, or Dry Sherry, 2 tsp. chopped cilantro, 2 tsp. finely chopped ginger, ¼ tsp. of Old Bay seasoning.

Start by making the batter first. Combine and whisk the ingredients together. Whisk the oil in last, then let it rest for 1 ½ hours.

Cut the fish into strips or chunks about an inch or so thick and wide. Add the marinade to the fish and allow to stand for 15 minutes.

You will cook the fish in a wok or a fish fryer at 375 degrees. Remove the fish from the marinade and dust with flour. Now dip them into the batter. Shake any excess off and add to the fryer or Wok. It will only take 1-2 minutes to cook the fish. Rest them on a paper towel to drain.

If you made French fries, onion rings, or hush puppies on the side, all can be enjoyed with a fresh dipping sauce or condiment. Tartar sauce, Bang Bang sauce, or Ranch Dressing will all work. Use condiment squeeze bottles for application. Sweet potato fries are also a different side dish.



Serve these tasty fish chunks on tacos, or as an appetizer. Everyone will be a fish lover after this Bay Delight.

Fried Green Tomatoes

Once the garden ends, green tomatoes are often abundant. Try this Bay Area Favorite as a side dish to all your Bountiful Bay harvest.

4 large green tomatoes, 2 eggs, ½ cup milk, 1 cup flour, ½ cup of cornmeal, ½ cup of breadcrumbs, 2 tps. of kosher salt, ¼ tsp of black pepper, 1 quart of fry oil, and a sprinkle of Old Bay seasoning, just because.

Slice the tomatoes ½-inch thick and discard the ends. Whisk the eggs and milk together in a medium sized bowl. Mix the cornmeal, breadcrumbs, and spices on another plate. Dip the tomatoes into the flour to coat. Now dip



them into the milk and egg mixture. Finally, dredge them into the breadcrumbs/ cornmeal mix to make a final covering.

In a large skillet, fry the coated tomatoes. ½ inch of oil is about right. Do not crowd the tomatoes or let them touch. I usually make them in batches of 4-5 slices. Flip the tomatoes to brown both sides. Drain them on paper towels. Serve with any seafood choice and add a sauce of your taste.

Ranch or bleu cheese dressing work well.

Even tartar sauce is a favorite choice. Oh, and maybe another sprinkle of Old Bay seasoning.

Somehow the fish, crabs, and seafood we harvest and cook always tastes the best! It is even better when you share your Bay's bounty with family and friends.

For more Montana Grant, cook with him at www.montanagrantsfishing.com.

Montana Grant

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



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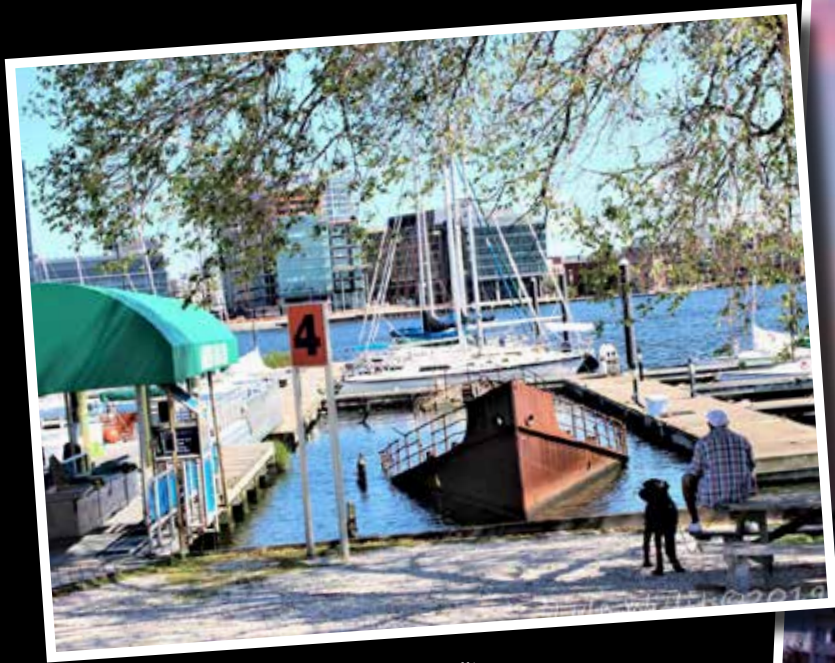
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Finding the Right Boat

by Doug & Brenda Dawson

With over 70 different boat types to choose from, how do you determine which is “The Right Boat” for you and your family?

This is not an easy task and too many boaters make the biggest mistake, of purchasing the wrong boat and are sorely disappointed later.

Once they get out on the water, they discover that:

- The kids need a head, but the bowrider doesn't have one.
- The cottage taxi boat didn't have a big enough motor and was too bulky for skiing at the cottage.
- The narrow mid cabin cruiser wasn't roomy enough for the “large” family. It wouldn't perform and turned out to be an “excuse me” boat—there wasn't enough room to move anywhere without saying “Excuse me”.
- The bed was too short leaving the feet hanging over the end.
- There wasn't enough room for the knees when sitting on the head.
- OR, one of hundreds of other problems for their boat-ing lifestyle.

There are so many disappointments boaters experience when they start using their new boat that could have been identified before they bought.

Normand Vallée and Lise Tremblay were determined to do it right and buy the right boat. They asked us if we would meet them at the Toronto Boat Show because they didn't have a lot of time but wanted to learn as much as they could in a short period. We made appointments with several exhibitors and took them around the Show for all their answers in a short period of time.

Now, they have turned their dream into reality on board “Real Mountie” enjoying all boating has to offer in their retirement.

Read their story to find out how they did it.

When I asked Normand if we could publish his story, this is what he replied:

“Nice to hear from you. Yes, you are authorized to publish our comments as they will benefit future boaters in having easy access to your shared knowledge for getting positive results in helping them to Learn and Understand What you Need to Know about Boating in order to realize their dreams.

“Your publications are extremely helpful and a credit to any reasonable person who want to enjoy boating with his first mate and it certainly still help to keep a relationship during those boating trip... as it can become a nightmare...

“We do not have any financial interest as you already know since we first met and remembered these memorable moments at the Toronto Boat Show.

“Our main interest is that people benefit from Doug boating experiences and your First Mate boating safety learned advices which are the most important for us to learn.

“Our testimony is a living result of your continuous engagement and learned contribution of the boating commu-



J. R. Normand Vallée On board of trawler/
À bord du chalutier REAL MOUNTIE

nity that I am part of for the years we have to enjoy.”

Thanks to you and God Speed!” Kindest Regards! Lise Tremblay and Normand Vallée.

PS: We had to refer to First Mate 101 to resolve some conflictual issues and it defused some delicate situation for both the Captain and the ADMIRAL...

This is their story:

“Thank you for your publications! They really helped us to realize our dreams! Kind Regards!

“My wife Lise and I had lived respectively a long and exciting careers. We wanted a new way of living in seeking a pleasure craft that could provide us the ultimate Retirement Adventure, our Alternative Home and our memorable summer residence as a reward to our hard-working and successful life.

“The current retirement alternatives do not offer much to those who have achieved something in their life and are just ready to be put out to pasture. We needed a boat that could put a sense of freedom into our retirement adventure.

“There is a camaraderie in a boating community that is non-existent in a cement high-rise or suburb. We wanted to become more involved in the heartbeat of life as we are more aware of Mother Nature and her ever-changing moods something you lose with the big city. We wanted more than a summer cottage. We bought a condominium for Skiing during the snow season and we wanted a Boataminium for the rest of the year. I sailed since the age of 14 and I was tired with huge headsails, getting soaked in an open cockpit and living in an expensive submarine, all at a 15-degree heel.

“After a 3-year research, we made that eccentric choice to Buy a Boat as a liveaboard for the ultimate retirement experience in order to escape the jungle of concrete and asphalt of big cities like Montreal, Canada.

We wanted a Boat that fits our needs and we so grateful to Doug and Brenda Dawson for all their publications. Doug, Brenda thank you for helping us to make the appropriate choice in order to realize our dream! We have interpreted our Research into Reality.

We then established criteria for safety, economy, character, comfort, style and why not grace. We were



Brenda Dawson, Lise Tremblay, Doug Dawson at the Toronto International Boat Show

attracted by a classic look Motor Yacht that did not look like a Clorox bottle or Wedding cake type of Motor Yacht (No offence to anyone who choose Low maintenance and Bigger budget Yacht). We did not want high performance as we have worn out the thrill of rattling our kidneys and our dishes. We wanted to save our pocketbook in keeping our fuel tanks filled so we would spend it visiting area to discover.

"Comfort was a personal thing. We wanted to equate comfort with pleasure and enjoyment. This is one of the area's that occupied most of our research and study.

"We do not enjoy weathering through a storm although we did encounter some bad weather and put up with Mother Nature during our trip from Fort Pierce to Lake Champlain and we were quite satisfied and impressed with her handling and performance during a thunderstorm.

"Our Boat was to be our passport to civilized adventure in the nautical living environment. We did not want a boat to win races or cross the ocean, we just wanted to enjoy ourselves on the water as is it our belief that pleasure boating is for pleasure.

"This Boat was to be our escape from the pressures of day-to-day existence. as a new, exiting alternative lifestyle for we wanted to taste more of life. We needed a change of tempo as we needed to refresh our spirits like to put a smile on our face and in our heart. We are from the "Stop and Smell the Roses" School of Boating!

"The covered screened after deck (veranda deck) is to be the best comfort place to sit and relax or have our meals. We have in addition two comfy chairs and we can accommodate half-dozen people for happy hour.

We finally bought it from Jim and Joan Elliott, formerly named CHRISTINE. Thank you Jim and Joan!

"The first production boat of the Pilgrim 40 Project started in January 1983. The P-40 was designed by an Artist, Ted Gozzard who expressed his natural talent and made the proof of concept (without using a computer), envisioned it three-dimensionally, drafted it, made a model, tooled and built it to the finest carpentry detail that would be cost prohibitive today.

"What a great feeling for us to see the smiles on people who tell us "What a beautiful boat you have"!

Every day, people make us realize that her striking looks is the center of attention at our Marina or when we pull in to a harbor or an anchoring bay.

"Real Mountie" has given Lise and I, pleasure and pride in ownership in showing her classic, proven full displacement hull, with her plumb bow, fantail stern, gently arched windows, varnished mahogany trim, her sheer line, cosmetic details all combined to create a dream impression about herself and about her owners living their dreams that only one's own eyes and not our words can explain.

Contratulations Normand and Lise!

Normand and Lise bought right. They found our website, bought and studied "Buy a Boat with Confidence" and "First Mate 101", then met with us at the Toronto International Boat Show to learn as much as they could. Then, armed with knowledge and confidence, they set out to find their dream boat.

Knowing what they wanted from boating, they did their research and homework and found the boat that FIT all their needs.

Real Mountie is their dream come true and Normand and Lise are excited to be able to enjoy boating and all it has to offer.

Thank you, Normand, and Lise for sharing your story. We are so pleased to hear you are living your dream. Enjoy!

Doug and Brenda Dawson

Doug Dawson is a 5th generation expert in the boating business. He was born at the family marina where they stored, sold and serviced boats (power and sail) from runabouts to motor yachts. He grew up in the business and concentrated on sales and administration, managing the sales staff, selling thousands of boats over the decades. Doug was also a reviewer for 2 national magazines, who published his boat tests. He has extensive knowledge of boats and the industry sharing his knowledge of helping boat buyers, buy a boat that "FITS".

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Winter Prep - Lessons Learned

by Captain Dale Plummer

It's the end of another busy season that was filled with interesting and vexing situations out on the water. As a TowBoatUS Captain I could fill a book. I share these stories not to amuse or scare my fellow boaters but to help prevent costly errors. This month's stories revolve around surviving another long winter. If you think TowBoatUS shuts down in the winter, you are wrong. We spend many winter days raising boats that have sunk in the slip due to neglect or improper winterization.



Last winter, we raised a 60' sailboat which had sunk in its slip in late January. After a week of freezing weather and then a day or two of thaw, the boat owner looked out his window and all he could see of the sailboat was the boom and mast sticking above the water. Had he inspected his vessel regularly he would have spotted the cracked through hull and could have prevented most of the damage. Take the time to inspect fittings and thru hulls on a regular basis. Make sure your bilge is clear of ice and debris and working properly. And, remember to check your dock lines. We've seen improperly tied up boats get forced under a pier during low tide and sunk at high tide. Read up on how to attach spring lines and use chafe guards if you are going to leave your boat unattended in the water for a long period of time.

I've seen the snow from a single snowstorm scuttle a 24' boat. Check on your boat often and be prepared to shovel snow accumulation. Snow weighs an average of 20lbs per cubic foot. Your boat was designed to hold just so much weight before the gunwales will dip below the surface allowing the boat to fill with water and sink.

Maryland weather is unpredictable. However, you can predict that it's going to get cold. If you keep your boat in the water, you have to winterize. A light bulb in the engine compartment might help delay the winterization process until the last days of Rockfish season, but don't rely on it to replace service. One day with no electric because of a storm and your boat could end up on the bottom. If you are new at winterizing, leave it to a professional. Errors or omissions in winterization can be costly and many insurance companies will find fault and may not provide coverage.

BoatUS offers a great article and checklist for winterizing. You can find it on our website at <http://www.towboatusbaltimore.com/news/boat-us-winterization-tips>. There's a good amount of Fall boating left but don't put off making a solid plan for winterizing your boat. Remember, we are here for you throughout the year for more than just towing. We have the gear and the expertise to help you in any emergency - day or night. Thanks for being a member and as always, happy to help.

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Newtowne Neck State Park

The recent passage of Hurricane Dorian and its threat of storm surge in the St. Mary's region of Maryland, brought to mind a paddle I had an opportunity to do earlier this year along the shores of Newtowne Neck State Park, just a few miles upriver from St. Mary's. As the name implies, Newtowne was the first settlement in the Maryland province after the original settlement at St. Mary's city. The area is delightful to paddle and should be an exceptional October paddle when colors explode. Newtowne Neck is a 794-acre peninsula bounded on the east side by Breton Bay, on the west side by St. Clement's Bay, with the Potomac River to the south. It has 5.5 miles of waterfront, which makes for a comfortable 11-mile round trip, much of which is bordered by sandy beaches. Its location places it within view of St. Clement's Island where the English colonists first landed and began settling Maryland.

Prior to the region's colonization, the neck was inhabited by Piscataway Indians. Today, most of the landmarks, towns, and cities have predominately Catholic names. As anyone who follows my articles knows, I enjoy learning about the areas I paddle. So, it should surprise no one that this segment will deal with the topic of how and why Newtowne Neck came to be a Maryland State Park.

The story begins in the 1600s with attempts by the monarchy of England to finally establish an official Church of England that hopefully, would resolve the religious intolerance brought about by radical Protestants and Roman Catholics. Upon the death of Elizabeth I, King James VI of Scotland became King James I of England. He commissioned translation of the Christian bible in what is now known as the King James version and authorized its use. As so often we see unrest when there is no clear separation between church and state, so it was in England at this time. King James developed a severe dislike for persons who did not agree with his religious beliefs. Rules were established that no one with Protestant or Catholic beliefs could hold office in a royal court. At this same time there was a protestant politician/businessman, George Calvert, who began working under Sir Robert Cecil, a very important Englishman with a tight relationship to the King. Under James, Calvert was appointed Clerk of the Privy Council, a position that required an Oath of Allegiance. Upon Cecil's death, Calvert was appointed to the royal court as Sir George Calvert, Secretary of State. By birth, Calvert was Protestant, but upon his wife's death in 1626,

he converted to Roman Catholicism, whereupon he resigned from office. To his surprise, he kept on friendly terms with King James who allowed him to sell his office, created him a baron, and for his place-name gave him the title Lord Baltimore. King James died of a stroke in 1625 and was succeeded by his oldest son Charles.

In his last years, George was continually looking for a place where he could create a new colony. At first it was for commercial reasons, but later it was to create a refuge from religious intolerance. To this end, he purchased land in the New Found Land (Newfoundland) and traveled there to live with his wife and family. But the climate was harsh, and he returned to England. His attention then turned towards finding a temperate climate in North America. He focused on the lands north of the Potomac River, as the lands to the south were being settled by protestants. He applied for and was granted new royal charter which would later become Maryland. Unfortunately, George died 5 weeks before the new Charter was sealed.

All of George's sons had been baptized in the Church of England. But after George's conversion, it is likely that most of them also converted to Catholicism. It is also likely that the sons were aware of their father's dream to establish a colony in North America. Thus, once alterations in the proposed Charter were finalized in 1632, it fell to George's eldest son, Cecil Calvert, 2nd Baron Baltimore to pursue his father's dream. He began final preparations to set sail for the Chesapeake Bay in 1633. The Charter established the legal rental of the land north of the Potomac from the King. The fee was 1/5th of all gold and silver found and the delivery of two Native American arrows every Easter. It established Maryland as a palatinate, giving Baltimore and his descendants the rights to make decisions regarding the region as though it were an independent state.

Upon George's death, Cecil Calvert inherited his father's two sailing ships; the Ark and the Dove. The Ark was a 400-ton capacity cargo ship and the Dove a smaller 40-ton tender. The two names are significant. As go the biblical passages describing Noah's journey on the Ark, about how after 40 days and 40 nights Noah would send out a Dove to scout for dry land, so the lighter, nimbler Dove would scout for the heavier passenger carrying Ark. The two ships set sail from Isle of Wight carrying 140 colonists of both Protestant and Catholic faiths, all seeking religious refuge, and their equipment on November 22, 1633. The journey was not without incident, but on or about March 5th, 1634 they arrived at Heron Island. They later renamed the



island St. Clement's Island, after the patron saint of sailors.

Cecil Calvert never left England. Instead, he sent his younger brother Leonard on the Dove to serve as Governor of the new settlement. Towards the end of March, Governor Leonard Calvert was able to purchase land from the Piscataway Indians on the east bank of the St George's (now St. Mary's) River. The site included a village that provided shelter for the English settlers and crops that had already been planted. Leonard's forethought undoubtedly contributed to the colony's success.

The manifest of the Dove included at least 3 Jesuit priests, who, upon landing began setting up missions in the areas surrounding St. Mary's. But the Jesuits found themselves in a precarious position. Although the community they had helped found tolerated Catholicism, the King, from which the ground was leased, did not. The problem was ameliorated when William Bretton, an independent Catholic citizen granted a patent on Newtowne Neck, began allowing the Jesuits to administer the property. In 1661 Bretton donated land to build a church and graveyard. In 1668 he sold the neck to the Jesuits for 40,000 lbs. of tobacco. The Jesuits have farmed and maintained the neck for the last 370 years.

In 2008, the Society of Jesus, Maryland Province, decided to divest itself of large properties bounding the Chesapeake Bay. Talks were opened with Maryland, who, as part of Program Open Space, purchased Newtowne Neck in a package deal that also included St. Ingoes in St. Mary's county, Cedar Point in Charles county, and Old Bohemia in Cecil county. All totaled, some 4450 acres of prime property, will eventually be merged into the State Park system.

Together, the parks will add some 20 miles of paddle-able shoreline.

Today, Newtowne Neck includes a broad neck of forest and farm fields on the west shore of Breton Bay. It sits much as it was when the Jesuits first began administering it. It remains an example of the natural resources that drew early settlers to the Chesapeake. The original church and graveyard remain. The church is the oldest continuously functioning Catholic church in Maryland. There is a kayak launch site on the north end of the neck that has a nice parking area and a short carry to a launch into St. Nicholas Creek, a protected bay that opens to Breton Bay. There are two paddle-in campsites on the neck. Maps available from the Maryland DNR site do not yet show the sites, but these are identifiable from the water by the large poles used to mark them. From the launch site, on the eastern side of the neck, the first is halfway between Payne and Kaywood Points, behind a stone breakwater. The other is on the west side near Long Point. Both are primitive sites and will provide a quiet and secluded "backcountry" experience, if that is what you prefer. They will serve nicely for multiday and overnight paddling trips along Breton Bay, the Potomac River, or trips to St. Clement's Island. The sites do require a fee and are not first-come, first serve sites. The must be reserved through Point Lookout State Park headquarters. You may email them, or phone them ((301) 872-5688). The fee is \$25 per evening.

When you visit Maryland's lower western region, I hope this brief introduction to its history will stimulate you to hike its many paths and paddle its extensive shoreline. Autumn, with its warm colors, will heighten the experience.

Dave Bielecki, Author

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Live Aboard

by
Don and Gail
Elwell

Blind Panic

So we've been enjoying sailing in our new (to us) 30' Pearson "Constellation" these last few weeks, getting the thing ready for some fall travel and doing minor tweaking to systems that had . . . well . . . deteriorated over the three something years the boat sat on the hard. It has been a mercifully small amount of work, and not a lot of things we've found that needed fixing, which is great because we're both looking forward to doing some fall travel.

Was that just the bilge pump going off? No worries, it's been raining. Anyway, between that and getting my new book out, we've been a bit.

Was that just the bilge pump again? Well, I just moved back to the cockpit, so the boat shifted, that was probably it.

Anyway, with the new book and the weather finally cooling. . .

Um, that was just the bilge pump again. Um. Okay, so maybe we need to check the. . .

<<Pump kicks on again>>

AAAAGH! OMIGODOMIGODOMIGOD what's going on? We're TAKING ON WATER!!

It has to be the stuffing box. Everything else is fine, so it MUST be the stuffing box. It was dripping a little when we first splashed but I figured that was just because it was dry, but. . .

<<Pump kicks in again>>

AAAAAAGGGGGHHHHHH!!! So we jerk all the carefully stacked boxes out of the quarter berth, pull out the teak slatting that closes off the engine compartment. . . I grab a huge pair of water pump pliers, and, with a flashlight in my teeth, I crawl into the dank, uncomfortable space to find.

. . . nothing. It's dry. It's absolutely dry. Dry as a bone. Mojave dry. Sahara Dry. Dry Martini with a sawdust chaser dry. Dry.

To quote Deadpool, "What the actual hell?"

We begin working methodically from the stern forward. Engine throughhull is dry. Water jacket is dry, muffler is dry.

Sink drain throughhull is dry. Water line is dry. Head water intake is dry. . .

Head waste throughhull is dry. Head sink throughhull is dry. Dry Dry Dry. WTF?

What's left? Are we holed? What's left. I remembered there was, all the way forward, a transducer mount. Maybe that. I pulled out the drawers under the Vberth and shined the light on it.

Dry. But right below where I was looking was the Head sink foot pump. That was NOT dry. It turned out to be the culprit, slowly leaking all the water in our fresh water tank into the bilge. I pulled it out. I've a rebuild kit on the way. Whew.

Really? The foot pump?

My point of bringing up this little exercise in aquatic panic is this: With apologies to George R. R. Martin, Winter is coming. A lot of us will be putting our boats on the hard (we liveaboards, of course, will not) for months on end. Boats do a lot of things brilliantly, but sitting around not



being used is not one of them. This might be a great time to consider replacing washers, gaskets, hoses and the like so your spring doesn't include episodes like the one detailed above.

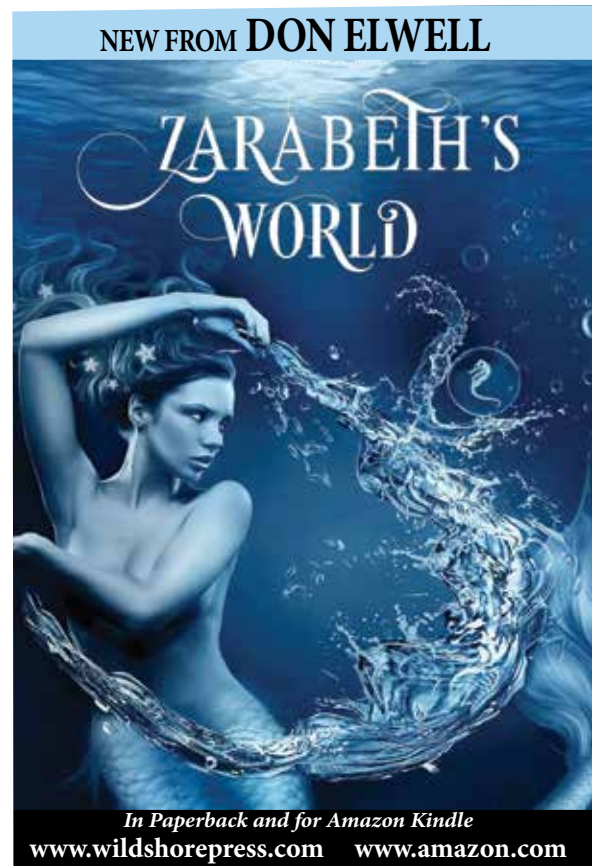
Aside from the minor heart attack, it's shaping up to be a really fine fall. My new book, "Zarabeth's World" is out, and the proofs from the publisher were unexpectedly lovely.

Feel free to rush over to Amazon in a buying frenzy. At any rate, the weather has finally cooled a bit, the winds are freshening, and we're looking forward to what are usually the two or three best months of sailing on the Bay. Enjoy the fall. See you in the Spring.

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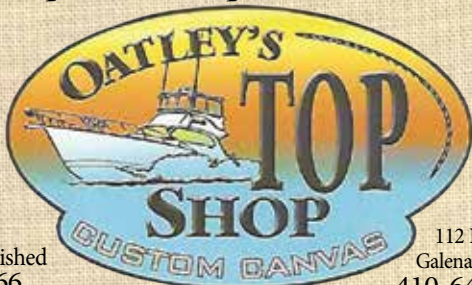
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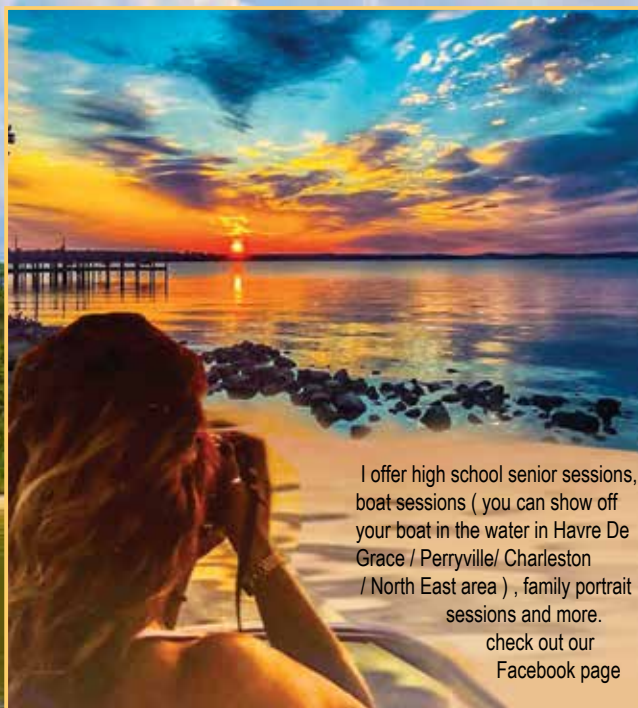
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photo by Donna Bedell



Fall Boat Buddy

by Doug & Brenda Dawson

Summer has again come to an end and some boaters are preparing for haul-out. For many who are continuing to enjoy fall boating, the weather isn't as dependable, so trips to the boat aren't as frequent.

Most marinas keep watch over your boat; but, in some harbors, there is no one to check your boat at all. With fewer fellow boaters around, the chances of problems going unnoticed, increases. To put your mind at ease, there is a simple solution.

As kids, we were taught the "buddy system" for safety. We always had to hold hands with our "buddy". It worked then and it can work for boaters now. Team up with a "Boat Buddy" and watch each other's boats. Make a list of items to check. Here are a few suggestions and consequences:

- Is the shore cord disconnected? If so, the fridge and bilge pumps stop working resulting in bad food or bilge full of water.
- Is the shore cord in the water? Stray electrical current in the water can cause electric shock drowning.
- Are there rain puddles on the canvas as in picture #1? If so, the canvas could leak causing water damage and mildew or broken canvas supports and further damage.
- Is the boat floating lower than normal? This means it could be taking on water.
- Is the furling partly unfurled as in picture #2? Wind damage will most likely result.
- Are the halyards loose? Continual beating against the mast or shrouds wears the halyards and annoys other boaters—especially at night.
- Are any fenders loose or missing? Hull damage can result if all fenders aren't hung properly.
- Are the dock lines loose, untied or chafed? If they are, you could end up with scratches and gouges like picture #3.

• Is the glass or isinglass plastic damp? This could be a sign of a bigger water problem inside.

• Is the canvas unsnapped? This could be an indication of an intruder, or left unsnapped could tear and unsnap more as in picture #4.

• Are there any signs of entry by humans or rodents?

Either could be bad news.

Depending on your boat's size and your marina's customer care, you may have a longer or shorter list. Exchange contact information with your boat buddy, then agree on a procedure to follow when and if you find something. When you know who to call and what to do, it will be easier for both of you.

After haul-out, you and your buddy can continue checking each other's boats. Boats stored outside under a tarp or shrink wrap should be checked after severe wind and heavy snow. Noticing a small tear on a sharp point and dealing with it, will avoid the damage of a tear developing into a huge problem.

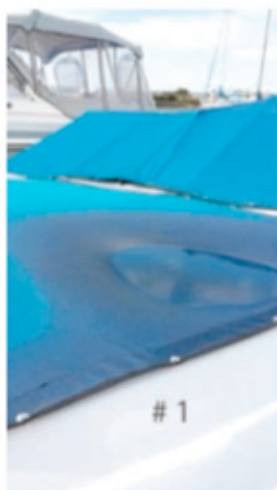
Watch your kids and grandkids. They are always taking and sending pictures of "stuff" on their smart phones. They are always sharing information. Learn from them.

When inspecting your buddy's boat, grab a picture or two and email or text them—even if everything is okay. Your buddy will appreciate knowing the good, as well as any bad, you may have to send him, the same as

you would appreciate anything sent to you about your boat.

Having a Fall/Winter Boat Check Buddy out there keeping an eye on your "pride and joy" when you are away, will certainly reduce the stress and worry until next spring.

Doug Dawson is the author of 17 Boat Docking Books – covering Each Drive System.



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