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Welcome to Fall 2020

Well, what a long strange trip this has been in 2020. Everyone was very optimistic at the Baltimore Boat Show, and then when the Philly Boat Show came around mid-March, boy did things change. With Covid-19 messing up the beginning of our season in the spring, I was concerned that might be it for boating on the Upper Bay this year. But now I'm hearing and seeing that most of you are getting out on the water in your Ultimate Social Distancing Platform: your boat. And many people seem to be joining you, as the used boat market has really taken off this summer. While I am pleased to hear that so many people are getting out on their boats, I hope you are doing everything you can to stay safe and healthy.

My business has sure changed this year. As both my car & boat magazines are advertiser supported, I needed to pull back production and number of pages I printed. My hope is that all the marinas, dealers, and service providers come through this year well, and things get back to normal next year. After cutting our schedule in half, my plans are to resume our regular 8 issue schedule in 2021. I sure would like everyone's help in doing that, so please patronize the advertisers in Upper Bay Boating.

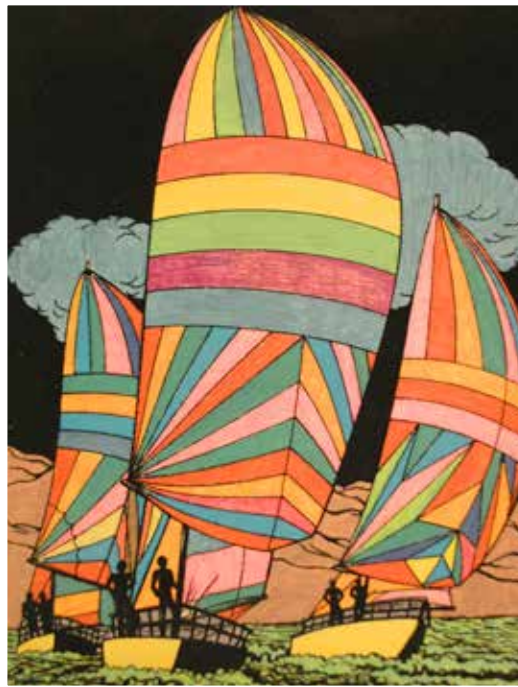
Look for our online winter edition later this fall, and our winter Boat Show edition in January. Keeping my fingers crossed we return to normal, which means next April we are back with the monthly schedule. For now, this is the last print edition of the year. Hope you understand the need to cut back right now, and will support me next year as we work towards getting back to our normal schedule.

All of this downtime has started me thinking about my future, and how many more years I want to be at the helm. I ran a landscaping company for 20 years before selling it in 1997. Since then, I mostly have been in marine advertising, and most recently running my own magazines, beginning in 2010. So, next year I turn 65 and have thoughts of



maybe slowing down a bit. My hope is to find a partner for the business, who can eventually take over. If you are looking for a part time opportunity where you can be around boats all day, maybe you should contact me. If the right person comes along, I'm sure I can be convinced to move towards retirement sooner than later. If not, I'll do my best to keep publishing your favorite boat magazine for several more years. Geeze, when I was 20, I never thought about how long I would be working. Maybe I should commit to another five and make it an even 50 years! I'm not sure where my journey will take me next year, but so far, I've really enjoyed the ride.

They say if you enjoy doing what you do, you'll never work a day in your life, that's been my motto for over four decades.



Thank You all, I look forward to seeing you in 2021 – Dave Bielecki, Publisher

dave@upperbayboating.com
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Six Thousand Feet Out

By Wendy Gilbert – Features Editor

Boating is a big win for 2020!

And my guess is that next year will be just as great.

Even if, and it's a big "even if" our lives return to the 2021 version of normal, I strongly suspect that boating will continue to be an important part of our recreational lives next season.

For many of us stress levels have been at a continuous all-time high for months now. Boating in its myriad forms has always been a popular stress reducer. The science and experience will back up my claim in that. No fake news here my friends.

According to BoatU.S. and other sources, boat sales are up as much as 75 percent over last year. Across the nation recreational spending that was originally earmarked for summer camp, beach weeks or visiting relatives have in many cases been funneled into safe activities like boating.

I've noticed an increase of action on the water in and around the Elk and Susquehanna rivers. Not just more family

boats – consoles, pontoons, etc. but also more small craft. I've spied lots of Jet-skis, colorful kayaks and drab fishing boats in great numbers. The line for the boat ramp at the state park nearby has been quite long some mornings.

And why not? Boating is a near perfect way to keep yourself and your household safe. You can stay well apart from other people – 6 feet? Try 6000?

I have also noticed this season that boaters are really letting their flags fly. Not just the state flag or a yacht club burgee, but political flags.

These signs of support were everywhere during the Marlin Open last month. I suppose that's one way of letting us all know how you plan to vote next month.

All I know is that when I have found myself feeling quite blue about the pandemic and the subsequent restrictions, it's time to hitch up the boat trailer and get out! 6000 feet out!



Wendy Gilbert



Brian Morrison photo



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Bucket List Fishing



By Tim Campbell

Some anglers like to focus on targeting one species such as rockfish or largemouth bass, while others are happy to catch any fish that swims. From sitting under a shady tree with a cane pole to running offshore in a big boat with trolling gear, fishing can be anything you want it to be. Whether fishing close to home or traveling to new waters, fishing is always an adventure. For me, catching new species and traveling to new destinations is a big part of the journey.

One day I counted all of the species I ever caught from notes of various logbooks I saved over the years. I compiled an alphabetized list with the name of the species, where and when it was caught, and the length or weight. At the time, I had 60 or 70 species. My goal was to get to 100. Creating a species list helped me learn which fish lived in Maryland waters and to identify subtle differences between certain species such as catfish and sunfish. I learned more about native species and invasive species. I'm at 125 species now; 40 freshwater and 85 saltwater. I encourage others to keep a log and make a list. It's fun.

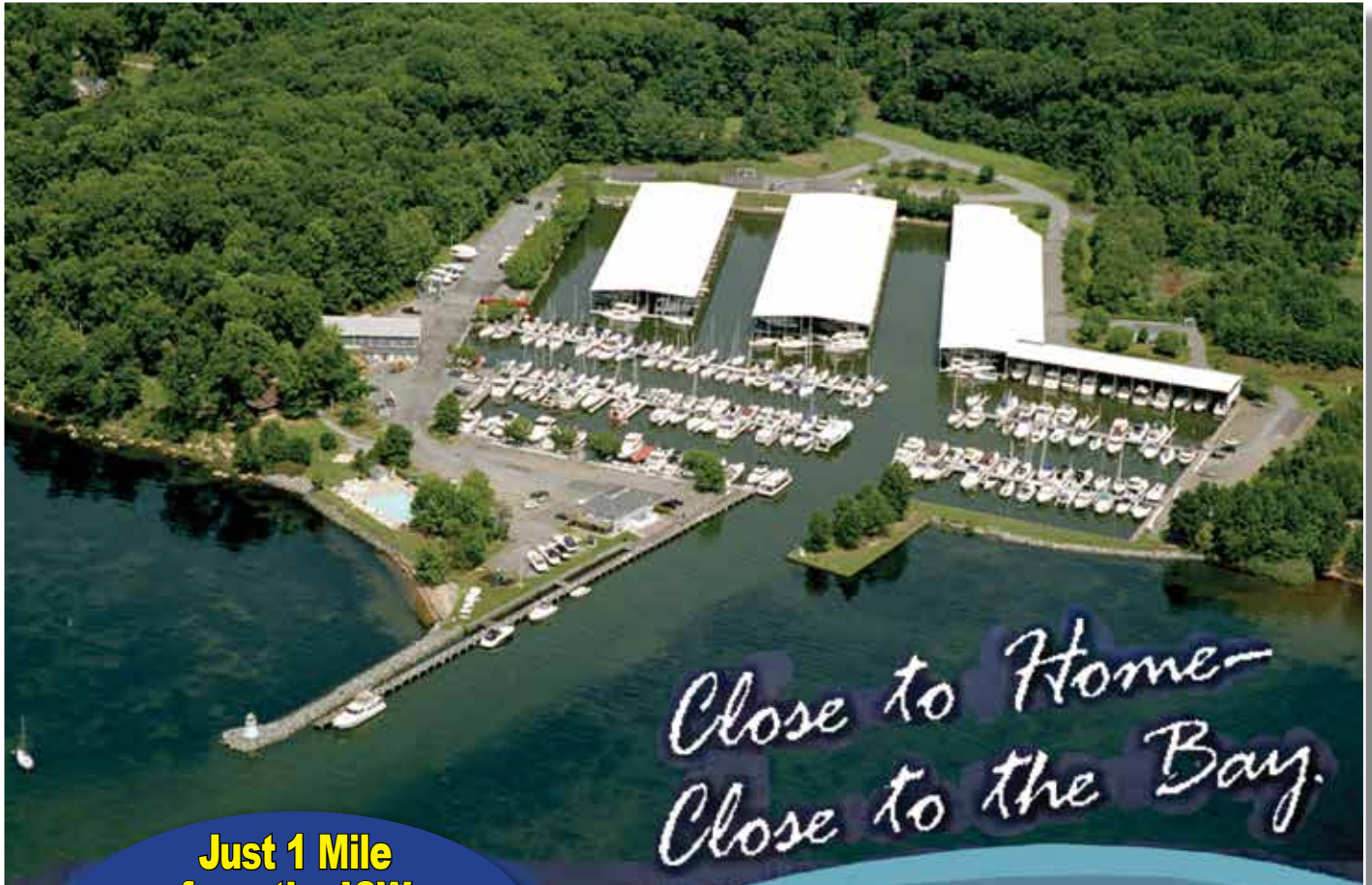
Most adventurous people enjoy traveling. I have been to all 50 states and fished in 25 states, including Alaska and Hawaii. I hope to never tire of fishing and traveling. Recently I traveled to the East Cape of Mexico to target roosterfish and other southern species. It was a bucket list trip. My fishing buddy Chris and I planned this trip back in November 2019. We were supposed to leave on June 1 for a week of fishing at a small, family owned resort called Rancho Leonero. Our trip was postponed for five weeks due to the COVID-19 outbreak. We were lucky to get there at all I suppose, but we were determined and made the necessary arrangements.

On the first day, we met our guide Pedro, a local Mexican who had been fishing the Sea of Cortez for over 25 years. We fished out of a 20-ft center console boat. It had a Yamaha 150hp four-stroke engine. After brief introductions, Chris and I told Pedro that we wanted to target roosterfish. He said, "No problema," and we sped off to the roosterfish hotspot about 6 miles down the beach. We were only 300 yards or so offshore, yet we were fishing in 75 feet of water.

We watched schools of active manta rays airing out and splashing down. Pedro pointed out small flying fish skittering above the surface. Two hours went by and still no bites. Chris and I had come a long way and were anxious to catch something. Smiling, Pedro said, "Be patient." Chris and I glanced at each other, nodded, and kept on fishing.

I told Pedro I liked jigging so he tied a shiny, 5-ounce flat metal spoon on my line. It wasn't long before I worked up a sweat jigging as hard as I could in that deep water. And then it happened. The rod doubled over as I hooked into something big. I thought I may have foul-hooked one of those manta rays. The fight took about 20 minutes before I could get the big fish to the surface. It was a roosterfish! Pedro skillfully landed it without a net. He estimated it to be 45 lbs. Pedro put the heavy prize in my lap while he and Chris snapped a few quick photos. I was delighted.

About an hour later, Chris caught his first roosterfish, similar in size to mine. He caught his by slow-trolling a caballito, a live baitfish. We achieved our main goal of the trip on day one. By the end of the week I added four new species to my list; roosterfish, southern red snapper, blueline tilefish and yellowfin tuna. We had a memorable trip and made it back home safe and sound.



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A Day in the Life

By Captain Mark Galasso

I always knew I wanted to fish. It's been my hobby, my passion and now my career. I've been told a thousand times how lucky I am to get paid to do what I love. And for the most part it is true. I get to share not only my love of fishing with fascinating people I meet every day but I get to spend countless hours on the water watching incredible scenes unfold as well as the sunsets and sunrises that begin and end every day but few people even notice much less enjoy. But there are those days ...

Even though I only live a few miles from where I keep my boat, I wake up every morning around 5 a.m. It's become so routine that I usually beat the alarm clock which I set every night. In fact, I still set two of them in case one doesn't go off. I have nightmares of customers calling me to find out if I'm actually coming. I have to raid my ice machine and load a hundred pounds of ice for each day in a couple of old rickety coolers held together with bolts and cable. Once they're in the truck, a cup of coffee gets me going. Used to be Mountain Dew but my doctor says that's a problem. If I have to go any distance, I hit the local Royal Farms for a couple Krispy Kremes. Problem is the sugar high only lasts a couple of hours and then it's "crash and burn" unless more sugar is added to the system. Fortunately for me my party usually brings plenty of sugar laden junk food which they store in the cabin on the table next to my steering wheel. I don't even have to leave the helm seat to snatch a few gummy worms when they aren't looking just to keep my sugar level adequate. What really kills me though is when they fill the table with Royal Farms Chicken or something else, I just can't resist. Ouch. Enough of food.

Sometimes fishing just works out perfectly. I cruise to the spot. The fish are hungry. We catch them up and everyone's happy. Still other times nothing works out. The fish aren't biting but the flies are. The customers are spending more time with a fly swatter in their hands than a fishing rod. And you can see it in their faces. Though most tend to suck it up and engage in pleasantries others want you to know how miserable they are. "Why aren't we catching fish and why are we paying you to torture us like this." I've learned over the years the last thing they want to hear is "well they were biting good yesterday." That's when you start chasing fishing reports. The problem with that is you're usually too late. That's when the other boats tell YOU Captain you should have been here an hour ago. If I thought the fish would be there an hour ago -- I WOULD HAVE BEEN THERE AN HOUR AGO.



photo by y Captain Mark

Sorry, the sugar is still in my system at unsafe levels and I'm now just eating that stuff because I don't want it to rock off the table onto my floor as the wind picks up.

And the wind keeps building. Now everyone is hanging on so they don't get hurt. But at least the flies are gone. Blown away by the wind and rain. The ice in the fish box is sloshing around because there isn't any fish in it. DAMN. This is fun. And we still have four hours to go. Is anyone catching fish in relatively sheltered water? It doesn't help me that the best report is in the middle of the Bay, two hours away where fish are being bailed by the boats twice my size. That's when the phone is glued to me. If I'm not calling for a report, someone is calling me.

It's rare that we are the only boat not catching. Getting skunked is like the common cold. If one person has it most people get to close and catch it. It stinks. But try explaining that to six PAYING customers that have gotten beaten up, bitten up and have been drinking all morning. Not good. Not fun. We NEED to find fish. The crew has been drinking steadily so now their skill level is questionable. Even if I find them can they actually catch them? Hope so.

Usually we make out OK but not always. Sometimes the fish just aren't biting. And they don't let us know until it's too late. At least I can get in and have a beer and party with the crew. I can only hope the big boat next to me hasn't hammered them.

Then I really look bad and the tips tend to reflect it. But the fact is you work harder and burn more fuel on the bad days than on the good. Most customers know this but not everyone.

So, if charter fishing was easy everyone would do it. And the simple fact is it's very rewarding. You learn to read people and you become a bit of an entertainer. But it's not all fun and games. Like any job there ARE those days.



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Center of Attention

By Tim Sherman

If you look at the fishing grounds around the bay, you will notice that the most popular hull design is the center console. Today, you can find models in sizes from 16 to 42 feet in length. The larger of the sizes has become popular with the offshore crowd. Stacked with 3 or 4 outboard motors, they are fast replacing the sportfishing class. For fishing the bay, the hull design is versatile for trolling, chumming, jigging and bottom fishing.

Earlier this year I had the opportunity to take a sea trial on a Kencraft 21 Challenger. I contacted Brenda Wilmoth at the Baltimore Boating Center in Essex. Even with current world events, their Kencraft line up was selling well. I almost missed out on the opportunity as they only had one Kencraft boat in stock. Brenda was more than happy to take me out on the water.

As we turned out of Sue Creek toward Middle River and the bay, Mother Nature blessed us with great sea trial conditions. Even though the forecast had called for light breezes, the wind was against the tide and chopped the waves to 2 ½ feet. The 150 Yamaha got us up on plane in a snap, and the hull design provided a dry, comfortable ride. The boat was also outfitted with optional factory-installed trim tabs that further aided in counteracting Mother Nature's feeble attempts at giving us a bumpy ride.

Baltimore Boating Center chose the Kencraft line of boats for its undisputed quality. They are built to exacting standards that leave the owner with confidence in reliability. The boat design includes a stringer system that is bonded to the hull and glassed over for a one-piece build. You'll find bronze fittings and shut off valves below the hull. All aluminum work is done at the factory, where they can customize each build. For power, each Kencraft is fitted with a reliable Yamaha outboard. For the 21 Challenger, you have an option of 150 or 200 horse power. Before leaving the factory, each boat goes through a 212-point inspection process.

The Kencraft 21 is 20 feet, 9 inches in length has an 8-foot, 4-inch beam. It has a fuel capacity of 80 gallons. The list of standard features is extensive. At the console you will find Seastar hydraulic steering and a Ritchie

compass. Full electrical appointments feature Yamaha Digital Command Link gauges, a stainless 8-switch BocaTech backlit switch panel, 2 USB charging plugs and a 12-volt accessory outlet. In front of the console is a 15-gallon baitwell.

The cockpit is well-appointed with insulated storage and fish boxes with gas strut hinged doors. There is no banging and clanking the lids to spook the fish. There is a large forward casting

platform and recessed horizontal rod storage. You'll find 5 Accorn pull up cleats, and 6 Mate Series rod holder/cupholder combos. These drain on to the deck versus into the hull. You will be more than comfortable with the cushioned seats and backrests at the console seat and helm. The aft jump seats feature removable backrests. For convenience and safety, there is a swim platform with stainless steel safety rails and retractable ladder.

The sea trial Kencraft 21 was outfitted with a number of options for both the fishing-minded and cruising-minded boater. The forward storage boxes had removable cushions and back rests. The custom T-top featured additional rocket launcher rod holders, hand rails, a storage box, and spreader lights. The console was fitted with tackle storage, and on-deck cleanup will be easy with a raw water wash down. The aforementioned trim tabs make it comfortable cruising around the bay, or to your favorite fishing grounds when conditions get choppy. They reset when the motor is turned off, leaving no doubt as to their position.

You can't go wrong with the Baltimore Boating Center's decades of quality service. Having a topnotch boat line raises their bar even higher. For more information in the Kencraft 21 Challenge and the full Kencraft lineup, visit their website at www.kencraftboat.com. For an up-close sea trial, contact Brenda Wilmoth at the Baltimore Boating Center, (410) 687-2000.



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My Sentimental Journey

by L Alan Keene

It was a late September day almost 25 years ago when she caught our eye. We'd decided months earlier, while sailing Delaware's Rehoboth Bay in our little cat rigged 10-footer, that we wanted to move up to a bigger boat.... a daysailer that was quick, stylish, and affordable. While two out of three might have worked for some, we chose to hold out just long enough to find her.

Sitting there stern-in in a Perryville marina, with a "For Sale" sign taped neatly to her hatch boards, was a 25-foot Catalina Capri; an ultra-lite with the lines of a thoroughbred. It was love at first sight. Our test sail the next afternoon confirmed requirement number two.... she was fast! And, after some dickering, we found ourselves proud owners of a Chesapeake Bay daysailer.

I'm sharing this little piece of personal history in an attempt to explain why we, two mid-70s Medicare recipients with various mobility issues, have chosen to continue sailing a "young person's boat". Over the past five or six years we've talked a lot about moving up to a small cruiser. Wouldn't it be great, we both agree, to have enough room down below to spend a week or two exploring the lower Bay. Wouldn't it be great to handle 15 knot winds without the need to reef? Wouldn't it be great to stay dry in three-foot seas?

And it would, but I just can't bring myself to do it. I just can't part with her. It's not so much the fun of sailing her that I'd miss, although I certainly would that. It's more the memories that she holds. Like the time Peg and I were celebrating our anniversary and, after "several" glasses of wine, I lit up the Magma and started baking the potatoes. Just as I was raising the lid to check their progress, a rogue wave hit, sending the potatoes flying into the Sassafras. Without a thought, I found myself swimming to their rescue in the dress shorts and Hawaiian shirt that Peg had brought along for the occasion (once a lifeguard, always a lifeguard). Those potatoes tasted especially good that night.

Or that Sunday morning at Worton Creek many years ago when we awoke to a dragging anchor and a wind that was higher than predicted. In spite of a small

craft advisory, we opted to skip breakfast and start the 20-mile sail home to Havre de Grace, hoping to beat the heaviest winds predicted for later that afternoon. With a double reefed main and winds increasing to gale force, my right hand never left the tiller nor my left, the main sheet. Making barely a knot and a half in 5-foot seas and avoiding a knockdown with every gust, we finally entered the Havre de Grace channel almost 10 hours later, totally exhausted and thankful to be alive.

Or that afternoon several summers back when our Johnson Sailmaster, after almost 20 years of faithful service, breathed its last breath. Wanting to avoid the expense of a tow and, in the process, test my metal as a sailor, I decided to try and sail our Capri into her slip, in spite of a loudly protesting first mate. With a steady 6 knot breeze coming out of the south and lady luck sitting on my shoulder, we sailed down the narrow channel and into our 240-slip marina. Amazingly, the channel and fairways that led to our slip were empty. Not one boat impeded our progress. Even

more fortunate was the presence of a dock mate who was working on his boat nearby. Seeing our dilemma, he ran to our slip and kept our bow pulpit from hitting the dock box. Somehow, we didn't touch a thing!

Now admittedly, these memories will stay with me for a lifetime, regardless of where our Capri winds up. I don't really need to keep her in a slip in order to remember all the good times we had aboard. But my nautical dilemma isn't quite that simple. To me, you see, that 25-footer is like an old friend. An old friend who's been my constant companion out on the water for the past 24 years. An old friend who's been there to help me grow and develop as a sailor.

Simply put, my problem is that I'm a sentimental fool. Happy endings make me cry and sad ones make me mad. I have the license plate from the first car I ever owned and photos of our kids cover every inch of wall space in our den. My high school yearbook sits in a prominent spot on my office bookshelf and I still have the 1980 "bill of sale" from that little 10-footer we use to sail on the ponds and Bays of the Eastern Shore. As a matter of fact, I still have that little 10-footer.

No surprise there, huh?



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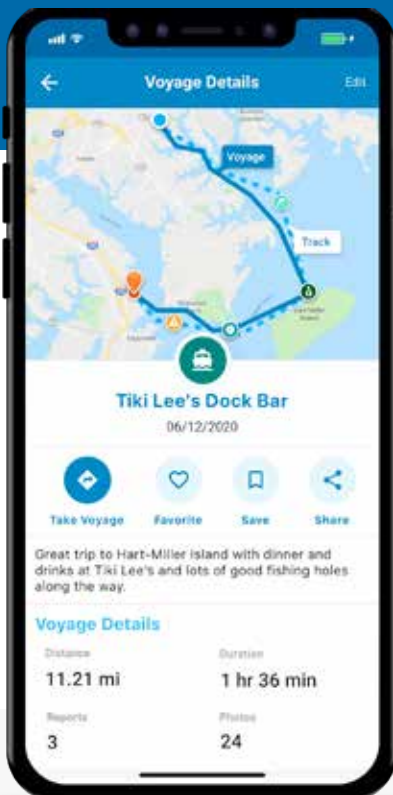
"The upper Chesapeake Bay has so much to offer", says **Don Elwell**. "We've explored all the small inlets from Rock Hall to the C&D Canal -- Fairlee Creek, Worton Creek, Still Pond, Sassafras River, Bohemia River. We love those inlets and will often go up just gunkholing for a week or so. And this year we're doing it with Argo. We've found the app's ability to estimate sailing times especially useful, and I've been surprised how accurate the app has been in helping us calculate when we'll be anchoring. The routing feature is also really useful. Drawing 5 feet, we have to watch depths in some of these inlets carefully, and the Argo app has been a really nice adjunct to our chartplotter. It's becoming a go-to for all our initial trip planning and we no longer leave the dock without starting up Argo. Thanks guys!"

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Tips to keep your canvas in tip top shape - All year 'round

By Doug Dawson

Canvas is a necessity on boats these days; but it is something to keep on top of if you want it looking great all the time.

Even with extreme care, canvas wears and ages, mildew and mold creep in with the dampness and birds and spiders leave their marks. Wind takes a toll when snappers come unfastened or a zipper gets left partially open. Even worse, a storm tears open a corner and wreaks havoc on the rest of the canvas.

Now is a great time to assess your canvas to see if repairs, replaced pieces or a total replacement is something you should plan for next winter's project.

If you determine that your canvas needs replacing or repair this winter, you have a great opportunity to vastly improve the canvas over the previous set. Here is a list of things for you to consider, when installing new canvas or replacing your worn canvas parts. Just ask your marina canvas expert to incorporate some of the following features and you will end up with a superior canvas.

During my 20 years of reviewing new boats for Canadian Yachting Magazine and Power Boating Canada Magazine, I have seen the good, the bad and the ugly; when it comes to canvas. This list of tips is a compilation of good ideas from many boat manufacturers. No one builder seems to have all the features on one boat, but you can.

During the balance of your boating season, wander down the docks at your harbor to glean some more good ideas to incorporate into your new canvas.

Another source of good ideas is Fall In-Water Boat Shows. Get there early, so you can study new canvas features, before the staff removes the canvas for the Show. Also, keep a critical eye open for canvas "boo-hoos", that you do not want.

Research over the next few months, look at some other canvas features on other boats, determine whether you need the top raised slightly for your height, and consider all the suggestions of canvas upgrades I share below.

Ask for referrals when hiring someone to repair or create your canvas. Discuss with him what framing is best to use to repair or replace your canvas framing—aluminum or stainless? Also ask about the best fabric to use. Obviously, you need something that won't shrink, stretch, leak, or let bugs in and that will clean easily. Consider one that is highly resistant to ultraviolet light and decide which color is best for your boat.

There are several brands of clear vinyl out there, but not all are created equal. 20 – 30 gauge is most common. Most aluminum fishing boats have 10-gauge vinyl, and canvas shops often replace with 20 or 30 gauge. 40 gauge is super thick so it has to be laid flat when off. Discuss your options, so that you get the best for your budget.

Also ask your canvas shop about using the "sun guard" type thread to lengthen the life of the stitching on the canvas. You don't want perfectly good canvas to fall apart at the seams or the zipper assemblies to prematurely fall off the canvas.

Order early for winter creation of your new canvas

As a retired marina operator, I can tell you that you should order early; so that, your canvas work is scheduled for completion during the slow winter months. Don't wait until spring to place your order and end up at the end of the list with your job coming up next June or July.

Order early; so that you can take spring delivery and be ready for summer without any delays.

Canvas Options to Consider

Upside-down Smilies – Zippered openings should be an upside-down smiley, so you have a pair of zippers that start opening at the center top. This way, you can roll down 6" or 12" or whatever. You don't have to have the whole window open to give you standing visibility.

The zippers should be installed, so they don't leak. If water does leak or run onto the clear plastic/vinyl rollup panels from the hardtop for example, then closing the zippers, so they both end on the side may help. You could also try installing a rain deflector, so the rain drips off the deflector away from the zippers and glass, instead of draining onto the glass.

Extra Flap – Most boat manufacturers are having their canvas departments add an extra flap beyond the zipper, that is secured with a continuous strip of Velcro, that double seals the more prone seams and joints; for example, around windshields, arches and camper tops.

Canvas Boots and Storage Bags – Boots and Storage Bags are great for storing canvas. Neat, easy to handle and protects canvas.

Socks – Velcroed canvas socks around the antenna mounts on arches keeps the water from getting in. For added sealing, tie the top of the boot around the antenna with a nylon cord, using a tight clove hitch and a couple of half hitches.

Screens – For boats with an aft deck sitting area, screens should be considered outside the clear panels, so your panels, can be rolled down to enjoy the breeze, but keep out the bugs.

Straps – Straps that hang down on the inside, should have a second snap installed along the top of the canvas, so they don't swing in the wind and scratch the clear vinyl. On either a bimini or a camper, if you have long vertical straps that vibrate violently in the wind, unhook one end, give them one or two turns, then reconnect them. This will stop the vibration.

Corners – For corners where the zippers don't or can't go all the way to the top or bottom, have the canvas installer sew an extra flap of canvas

over the top and front of the hole with Velcro on the aft edge to hold it closed. A bonus to this is that it closes the hole to bugs and mosquitoes, as well.

Forward Cabin Windows – Many yachts and trawlers have large forward salon windows, that either leak and/or allow in too much afternoon sun, making it unbearably hot inside. Instead of battling with interior drapes with top and bottom tracks or mini blinds with top and bottom fasteners, consid-



er installing a snap-on canvas panel on the outside. It can be installed and removed easily, then rolled and stored. Snaps only need to be installed on the ends and across the bottom. Usually not across the top, because the eyebrow or overhang of the bridge will hold it in place. Your installer will know how many snaps are required.

Cleat Opening – To cover the opening around a cleat inside a camper vertical curtain, have them install a separate flap of material that velcros in place to seal it for rain and bugs. Velcro is more forgiving than snaps, when you may have a rope on the cleat. The top of the flap is sewn and the sides are velcroed, so that the flap can't get lost and doesn't let in spray.

Pole wraps – Some other features to consider depending on your boat are pole wraps made of canvas with a full length Velcro fastener to prevent the stainless bows from discoloring and burning the vertical vinyl. Some yachts with a ton of teak, have had canvas teak wraps made that snap over the teak taffrails and hand rails to protect them from the UV rays of the sun, when not aboard.

Dinghy and O/B Boots – I've seen canvas boots made for their inflatable dinghy and outboard motor to protect them from the burning rays of the sun, and keep the rain water out.

Some of the sailors we've seen in the Bahamas, who carry unsightly plastic jerrycans on their foredeck, have had canvas covers fabricated to camouflage them with the boat colors.

Other Boots and Covers – Whether you are in the Bahamas or on Chesapeake, to protect your pride and joy when you are away from her, you may want to consider having your canvas guy create a snap-on cover for your varnished transom or other bright work. In lieu of a full bridge cover, many boaters have opted to have individual boots or covers made to snap over individual pieces of electronics, or the whole dash and the individual seats.

Use Big Zippers – Big zippers with coarse teeth are stronger than the fine ones, that either let go, or jam with stray pieces of fabric.

Maximize Glass Area – Maximize the glass area and minimize the canvas area for improved visibility when sitting, standing or docking with the canvas on. When you sit or rest in your cockpit, look out over your taffrail and you'll see how low you should have the clear panels go, so you will be able to see out when seated with all the canvas on.

Once when we had our windows repaired (because the clear vinyl went foggy), the canvas installer sewed the new vinyl on the inside of the canvas creating a trough on the outside that collected rainwater like an eavestrough with no drain. It all turned green. To avoid this, have your replacement panels sewn on the outside of your old canvas, if you are just replacing the clear areas.



Attaching to Hard Flat Surfaces – For attaching canvas to arches and hardtops, have them screw or rivet, then seal a track to the hard surface and sew the matching bead to the canvas edge, so that there is a leak proof seal when the bead is slid into the track. With just snaps, any horizontal surface will leak, causing you to have to move everything in the way every time it rains. To further eliminate leaks on horizontal surfaces, ask for an extra flap of canvas with velcro to be added aft of the horizontal zipper.

Pooling – Wide horizontal tops tend to pool. The only solution is to bend the railing slightly upwards, so the water will run off. You can even add a few more straps for added support.

Waterproofing – Use the waterproofing recommended by the manufacturer and follow the instructions carefully. All water proofing isn't the same!

Cleaning – Clear vinyl panels should be cleaned with fresh water and dried with a chamois only. Most canvas people say you shouldn't use cleaners like those readily available for home windows. Care should be taken when rolling the vinyl, so you don't scratch the surface. Leaving it rolled up for extended periods could cause discoloration. If material does become scratched, use the product recommended by the manufacturer and follow the instructions carefully.

Storing – When storing canvas for the day or longer, always roll the clear panel areas—never fold them and be sure they are dry. The canvas round the glass can be folded. An easy way to do this is to fold the canvas around the glass over the back of a double wide helm seat or rectangular table to keep it from creasing. Once rolled, tie with a light nylon cord—green for starboard pieces, red for port pieces and white for the aft or forward center pieces to simplify sorting when re-installing them. Also label with red and green wire on zipper pulls.

When re-installing, just place the port pieces on the port side and the starboard pieces on the starboard side and the white pieces in the center. This greatly decreases the time required to sort out the puzzle. You will especially appreciate this during a surprise weather change, when time is critical.

Colored cord is available at some marine stores and also at upholstery and drapery shops. Cut them about 2 feet long, eye splice one end, then back splice or whip the other end. Then, all you need once wrapped around the rolled canvas, is to put the end through the eye and secure with a simple slip knot, so it undoes quickly like a bow on a shoe.

Plan your install and reap the benefits. Spending time planning your canvas install will save you many hours of grief over and over and over again. Even if the initial cost is a little more, it will be a good investment. And remember, quality is remembered long after price is forgotten.

All these tricks will make boating life so much easier for you and your canvas crew.

Doug Dawson - 5th Generation in the Boating Business. Retired marina operator and author of Docking Lessons for each drive system. Doug and his wife Brenda have combined their lifetimes of boating knowledge and expertise. Together they share many decades of hands-on experience to help you shorten your learning curve and enjoy boating more. See BoatingWithDawsons.com, PowerBoat-Docking.com and Sailboat Docking.com and OldBoatBrochures.com

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Not only is the Chesapeake Bay so enormous it can be seen from space, it essentially came from outer space.

An asteroid or huge chunk of ice slammed into Earth about 35 million years ago at tens of thousands of miles per hour, splashing into the Early Cretaceous North Atlantic, sending tsunamis as far as the Blue Ridge Mountains and leaving a 56-mile-wide, half-mile-deep hole at the mouth of what is now the bay.

But a newly published research paper written by US Geological Survey scientists shows that wasn't the end of it. While drilling holes in southern Virginia to study the impact crater, the scientists discovered "the oldest large body of ancient seawater in the world," a survivor of that long-gone sea, resting about a half-mile underground near the bay, according to the USGS.

"What we essentially discovered was trapped water that's twice the salinity of [modern] seawater," said Ward Sanford, a USGS hydrologist. "In our attempt to find out the origin, we found it was Early Cretaceous seawater. It's really water that's from the North Atlantic."

The findings showing that the water is probably between 100 million and 150 million years old were published Thursday in the journal *Nature*.

The Chesapeake Bay Impact Crater was discovered in 1999 by a tandem of USGS and Virginia Department of Environmental Quality scientists.

They theorized that a huge rock or chunk of ice slammed into an ancient ocean, sending enormous pieces of debris skyward and forcing monster tsunamis hundreds of miles inland, helping to form the major rivers and estuaries we see today.

Over centuries, the crater became hidden under 400 to 1,200 feet of sand, silt and clay, hampering its discovery for decades.

"It's the largest crater discovered so far in the United States, and it's one of only a few oceanic impact craters that have been documented worldwide," USGS hydrologist David Powars said at the time.

Chesapeake Impact Crater, Virginia



Five years after the Chesapeake crater's discovery, Sanford's USGS team started drilling at Cape Charles, Va., under a \$1.5 million grant from the International Continental Drilling Program to study how the earth's crust absorbed the blow. "We weren't looking for ancient seawater," he said.

As the team drilled a half-mile from the surface, it encountered standing water. They first thought it was salty water that occasionally shows up at

coastal drill sites. Saltwater is found underground all over the world all the time, often because of huge salt deposits in the ground.

Results from more testing showed the water was twice as salty as today's ocean water. When they analyzed its chemistry, they found high levels of chlorides and bromides, the fingerprint of seawater from another time, Sanford said.

In other words, the groundwater at Cape Charles, about 220 miles south of the District, had the same salinity as the long-gone Early Cretaceous North Atlantic. When the meteor or whatever it was struck North America and disfigured the landscape, "the ancient seawater was preserved like a prehistoric fly in amber," the USGS said in a statement.

"This was a surprising site discovery," Sanford said. "This was not something we were looking for or even expected."

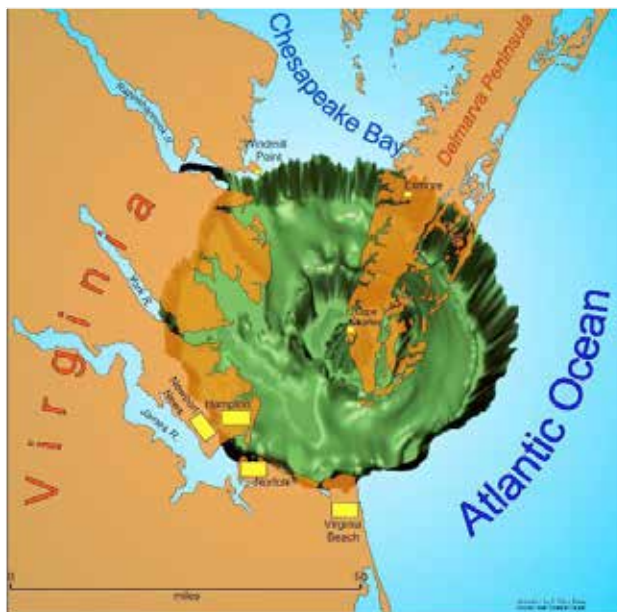
It wasn't the first time teams drilling for oil or geologic studies have come across deep groundwater with strangely high salinity, said Jerad Bales, acting USGS associate director for water.

Bales said numerous theories had been offered to help explain those findings. "But, up to this point, no one thought that this was North Atlantic ocean water that had essentially been in place for about 100 million years," Bales said.

The USGS said the discovery would help scientists to better understand the hydrology of the area, at the very least.

Twenty one years ago, when the crater itself was found, Bales made a prescient statement. He said the discovery would help explain a few strange features in the region, including earthquakes around the crater's perimeter, a higher rate of sea-level rise around Norfolk and salty groundwater.

Source: *The Washington Post* 2013





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Watershed is an area of land of which rainfall all drains to one common outlet such as a creek, river or bay. This being said, rain causes runoff of oils, chemicals, trash and more into our waterways and more specifically the Chesapeake Bay. More clearly stated, when our cars are leaking oil or gas, we treat our lawns with chemicals, wash our vehicles on the street or drop trash on the side of the road, it all ends up in our waterways and harms the health of our streams and rivers and the wildlife that lives in or around those bodies of water.

It is vitally important that we all do our part to protect the health of our waterways and ultimately the Chesapeake Bay in this region. There are many behaviors we can all change to help improve our environment and one the biggest is just being conscience of our actions and the affect it can have on the world around us.

With the Covid-19 pandemic, we are all looking at the world, whether just our immediate surroundings or the world as a whole with a little more intent. While many precautions must be taken for the safety of ourselves and volunteers, Maryland Waterways Foundation (MWF) has been looking at ways to reach more people about



the importance of cleaning up discarded trash, preventing dumping, and promoting education. It is more important than ever to dispose of trash properly, practice recycling (Baltimore County has launched a new glass recycling program) and repurpose materials and help to prevent storm runoff into our waterways.

While MWF had to make the difficult decision to put our Environmental Internship program on hold this summer for the protection of those students who would have participated, have limited cleanups to very small groups and have had to cancel fundraisers, we have still been very busy. So busy in fact that together with our volunteers, we have collected over 95 tons of trash (scale receipts), over 200 tires and 5 abandoned boats. We have marked storm drains, searched out and applied for numerous grants, participated in educational outreach and worked in collaboration with various organizations to keep perfectly good food from filling our landfills and instead delivered to those in need. We have been working with and encouraging individuals and communities to be accountable and take action to prevent the decline of our neighborhoods and instead come together to cleanup, rebuild and take pride once again.

At a time when we have been locked in, opinions and tempers raging and climate change endangering the future of our earth, it is more important than ever for us to all come together and make positive change. We need to work together to come up with solutions to protect our future.




MWF is recruiting Environmental College students for our summer internship programs. If you are interested in cleaning up our waterways, learning to run a boat and explore your possibilities in the field of Environmental Services, please respond to mdwaterways@gmail.com.

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Hold fast and stay strong

by James Bedell

It's been a crazy season. We're half a year into a global pandemic that shows no meaningful signs of slowing anytime soon. When I wrote my last article, boating prohibitions had just been lifted and summer was greeting us with sunny, scorching weather. It seemed like finally things were looking up, at least for us boaters tired of being cooped up. And now, as we enter the dog days of summer, we are faced with the looming threat of one of the most active hurricane seasons in memory. At this point in the year, I can't be at all surprised about a menacing turn in the late season weather. I also find myself completely unable to be upset by it. Bottom line is, when a hurricane isn't bearing down on us, I'll be out enjoying the rest of the summer. And when a storm is approaching, I'll prepare for it like I do every year, then I'll kick back and relax at home. If this year has taught me anything, it's to appreciate the time I have to enjoy the outdoors but also how to meaningfully enjoy time spent at home, indoors or otherwise.

When we are out on the water this season, it is important to stay focused on keeping everyone safe, especially now that we are so worried about our safety in so many aspects of life in ways we never had to be before. It's great to unwind and relax, but be sure to remember basic safety, including paying attention to hurricanes coming up the coast. And now that it's finally hot and humid in ways only the Chesapeake can be, we need to be careful about vibrio bacteria in the water again. Now this isn't anything new, we've been dealing with this for a few years now, but with everyone's attention on coronavirus, it's worth a refresher. Hopefully at this point you are washing your hands and using sanitizer frequently which will be a big step towards preventing vibrio as well. If you don't recall, vibrio is a bacteria that collects in warm waters, on underwater surfaces, and in many marine animals. It can have very serious symptoms and is potentially fatal if left untreated. The good news is that it is easily combated by showering after being in the water and cov-

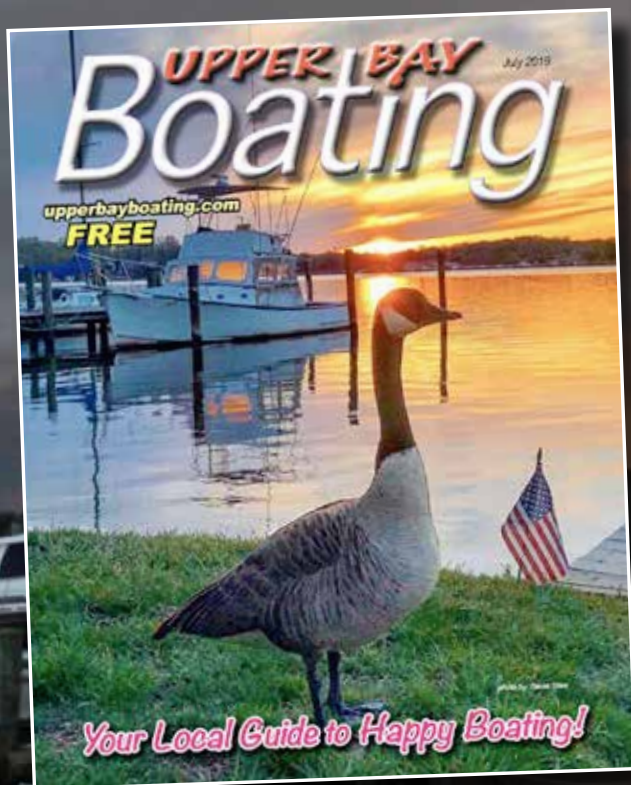
ering and disinfecting all open wounds before and after coming into contact with the water. Lucky for us, that hurricane that came through dumped a lot of fresh water (and I mean A LOT!) on the bay which cooled the water and decreased salinity. That means that conditions that help vibrio to thrive have been mitigated. It doesn't mean we are free and clear, but it does mean it may not be as widespread as in dryer years. Now I know all of this may sound like I'm trying to scare you into staying home, or make you afraid of catching a deadly virus at every turn, but that's not the case at all. In fact, the exact opposite is true. I'm hoping all of this will comfort and uplift you. Well, okay, some of it might scare you a little, but here comes the comfort! Even with the dangers facing the world at large, and even more specific dangers facing us boaters, there's plenty of hope. We are boaters; we are generally used to being prepared and taking action to mitigate risks. Boating is an inherently dangerous pastime that through design, education, and preparedness allows for hours of enjoyment with minimal worry or incident. So, if anyone is prepared to face these trying times with a smile and a plan, it's us boaters.

Whether you've been boating for a lifetime or boating for a season you'll have seen it many times; sometimes things just get rough. It's a good year to cozy up in a safe harbor and ride things out but it doesn't mean you can't venture out. Just remember to check the weather, prepare for any risks, and keep a level head. Both on the water and off, plan ahead and stay safe. Just point your bow into the wake rising ahead of you, slice on through, and point for the next. Until it all smooths out again, that's all you can do. And don't forget to look for flotsam!!

To all of our readers, I truly hope you've been able to enjoy your boating season. Thank you for sticking with us during a crazy year. We'll be back next year with more tips, tricks and advice for you. In the meantime, hold fast and stay strong, we're all in the same boat and we'll get through this together!



photo courtesy of Boat US



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BIG BASS A BUST !!!

By Montana Grant

Striped Bass, that stay in the Bay all year, tend to die at over twice the rate as the Rock that migrate out of the Bay. The Chesapeake Bay is a nursery for Rockfish. It is also a famous destination for saltwater anglers.

Stripers are prized for their size, fight, and flavor. The spawning migration of Striped Bass has been well studied and documented. Recently, new technology has added data to the Bass patterns and populations. An electronic tagging device has helped Scientists at the University of Maryland Center for Environmental Science, has helped them track Rock patterns and movements.

Larger mature Rockfish tend to leave the Bay after their Spring Spawning ritual. The smaller and less mature fish remain in the Chesapeake. It is these resident fish that are of concern. These fish are dying off at a rate of 70% annually! Another recent study found the same results, but at 67% mortality.

Disease and overfishing are considered the main reason for the Bass Bust. Generally, fish under 32 inches hang around in the Bay to feed on the abundance of this wonderful Estuary. Continued pressure will have a negative outcome on Striper populations, as it did in the 1980's.

100 rockfish were tagged with acoustic transmitters and tracked for 4 years. Receivers were positioned around the Bay and are set off when these tagged fish pass by. Bass over 32 inches left the Bay when spawning ended and spent the rest of the year off the coast of Massachusetts. The tags showed that the males also traveled with the mature females. This was new



information. It was previously thought that larger males stayed in the bay.

Eventually, the tagged fish population also thinned, but at a much lower rate of 37%. The Atlantic States Fisheries Commission manages harvests and populations of all fisheries. They now want to decrease the mortality by at least 18%. If we don't, the Striper population will continue to decline.

Catch and Release fishing is catching a lot of heat for the decline. The greatest mortality occurs in the Summer when the water is warmest and so is the fishing. Charter, Private, and Commercial boats are all after this magnificent and popular fish. Anglers are allowed one Rockfish per day over 19

inches. The smaller fish, which are more abundant, are caught and released until a Keeper is in the ice box.

Other fishermen Catch and Release and may not keep a single fish, but cause mortality from poor handling, stress, and hook/net damages. Even when a Limit is reached, Fishermen continue to Catch and Release Bass. Like it or not, Catch and Release fishing adds stress to the fish. A barb in the gills, some scraped off scales, out of the water too long for a picture, or playing the fish too long, all contributes to mortality. Sure, the fish may barely swim away but the fish is already doomed due to lactic acid buildup in their muscles, damaged gills, or exposed skin that will become infected.

Mycobacteria infections are becoming more common. Once these fish are stressed from scars or extended battles, they become victims of diseases. You can see the red bumps and lesions on many caught fish. Eventually these fish will die, especially during the July-August warm water months.

The worst way to kill a Striper is using live bait. Hungry fish tend to swallow the spot, white perch, or live bait.



If the angler retrieves the hook, the outcome is usually bleeding and death. If you cut the line and allow the hook to remain in the fish, it will dissolve in a few days. Circle hooks help to prevent the Rock from swallowing the bait. Forceps are useful when releasing the fish.

Once a Rockfish is hooked, the clock is running. If it takes longer than 5 minutes to land a Striper, it will probably die. The lactic acid that builds up in the fish's muscle, will become an issue. The stress from handling, netting, picture taking, and being out of the water are all contributing factors. When a rockfish is being trolled while it is being fought, it can't breathe? If the fish is going into the cooler, no problem. Clunk it in the head and put it on ice. Once you fill your limit, put your rod away and grab a cold refreshment.

We all want to catch a lot of fish. Just learn to do it right. Practice proper Catch and Release techniques. This means use a decent rod and reel that will allow you to bring the fish in within less than 5 minutes. The net should be rubber or nylon, not cotton. You need a net with wide fabric not closed webs. A long handle helps deal with the fish.

Have your camera or cell phone ready before the fish arrives. Always keep the fish wet. Don't squeeze the belly or body. This can damage the air bladder. If you can't remove the hook quickly, cut the leader. Always use the net to help support the fish. Allow the fish a few moments to recover instead of just chucking it over the side. These simple tips will help to save a caught and released fish at a higher level.

If you think the fish are abundant and a few dead fish won't matter, you are wrong. Sportsman must be ethical and sporting in their practices. Set the example for oth-



ers. If you do not, kiss this great fishery goodbye. Every hookup is an opportunity to make a difference.

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Montana Grant

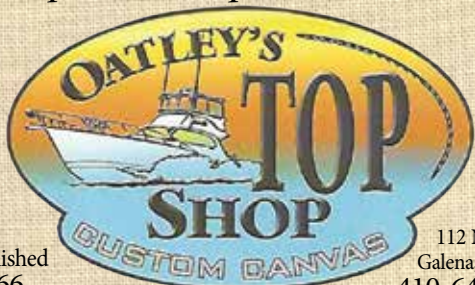
For more Montana Grant, catch him at www.montanagrantsfishing.com.

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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Please read my column on page 5 and contact me to learn more about taking over this publication!



I'm looking to possibly retire in the near future and would love to have someone with the same interests as I have to take over this magazine. I'm willing to consider forming a partnership with the right person, or even selling the publication. Please email me: dave@upperbayboating.com. Let me know what you are looking for, and what skills you can offer to keep this publication going for several more years. – **Dave B**

What a Year!

by Wendy Gilbert

My sense of optimism is deeply ingrained. From a young age, I have found joy in everyday life.

Good thing too because for the last six months and likely for the next six, everyday life is what we shall have.

We water-loving, free spirited beer-toting Chesapeake Bay boaters have had it good for a long time. And this summer, we've been joined by an unprecedented number of newbies.

Welcome, my friends, welcome.

Now that the novelty of a novel coronavirus has all but worn off, I find my sense of optimism taxed. Like you, I have chafed under restrictions and celebrated milestones quite alone.

Well, almost alone, my husband has been my constant (and I mean constant) companion. Weekend after weekend, we find ourselves looking into those same blue eyes. We wonder (at least I do) how much longer can this go on?

In the beginning I could easily trace the sources of my anxiety. I was watching too much network television, wasn't sleeping enough and despite the increased number of steps being counted on my FitBit was gaining a bit of

weight. All of which leads to a loss of joy.

So, I kept walking, slept a bit more and reigned in the stress snacking.

Big birthdays (the kind that end with zeros) came and went with little fanfare. I missed a big family wedding, but made it to a socially-distance funeral. And isn't that a typical 2020 reality? Can't cross four state lines to attend my niece's wedding, but I can stand in the hot sun wearing black for 2 hours across town.

Now that the end of the season is in sight, I have to really fight to maintain joy. The thought of winterizing and stowing gear is almost nauseating. Being under stay-at-home orders in April and May was an adjustment we all made. It could have been worse. At least the weather was nice and we got the boat out early. Not because we wanted to be out early really. It was just something productive to do.

If current predictions are to be trusted, we could ricochet right back to a situation like that this fall/winter. I can imagine being stuck at home this winter. I imagine I would despise it.

One challenge at a time.

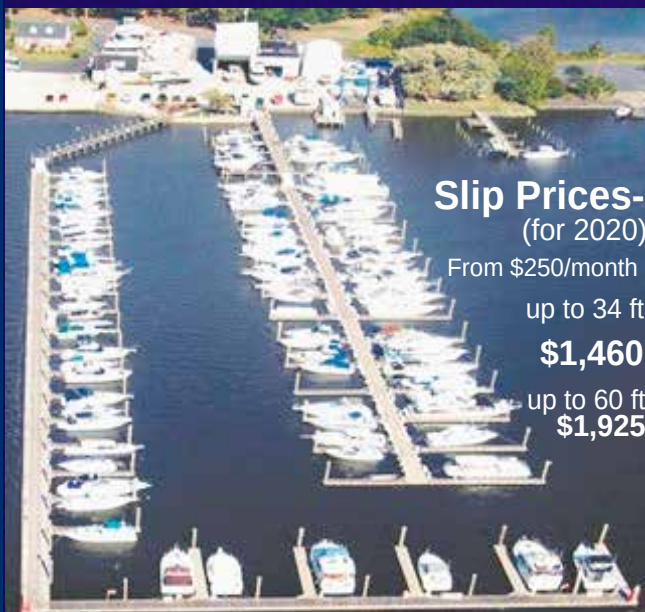


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Live Aboard

by
Don and Gail
Elwell

Prepping for the Fall

You know, it always amazes us how many folks pull their boats when September hits here on the Chesapeake. Every sailor around here knows that the fall and early winter makes up the absolute best in boating weather hereabouts (hurricanes being excepted of course). Even, predictable winds, mild temperatures, good fishing. . . what's not to like?

Another thing TO like is that, as of the beginning of fall, a lot of the boaters that turn the Bay into a weekend amateur hour have pulled their vessels. The guy with his Carver's trim tabs set to "gouge" has gone away, resulting in fewer wake



Some of the fall sunsets on the Chesapeake are glorious. This from last year.

incidents, less congestion, fewer floating beercans and, at least on my part, a lot lower blood pressure.

The better weather and fewer crowds, that and being rather housebound from the whole Pandemic thing, gives us a yen to travel. Already (having dodged a tropical storm) we're making ready for some fall journeys. We've rebuilt the carb and fuel pump on our redoubtable Atomic 4 made some rigging repairs and adjustments, and, in general, gotten prepped for sea. "So where do you want to go?" is one of our most frequent conversations of late, so I thought I'd pass some of those ideas along to you.

First of all, don't pass up the opportunity to revisit places you've loved. Favorite anchorages and waterfront towns just off-season are a whole different experience than when flocks of (occasionally reckless) tourists are about, and with the whole Covid-19 thing, they'll be happy to see you (as long as you're careful and keep people safe). I grew up in a tourist trap in Florida and I've always loved tourist towns off season, while the galleries and shops are still open but the places aren't mobbed.

Second, don't forget that fall is harvest season, and the farmer's markets, many of them in walking distance from the water, are in full swing. Think taking a short walk ashore on a fine fall day and returning to the boat with bags of fresh corn, tomatoes, and squash for a sunset dinner.



Fall harvests can make for some really spectacular dinners aboard.

Fall is also a time of festivals, many of them either staged down or hurting because of the pandemic. Check out the calendars of the places you'll be cruising near. You may discover some gems you've never even dreamed of attending.

I will put one thing out there as a caveat though: The Pandemic is real. We know--personally--people who have become ill and some who have had family members die of it. I only just completed the Covid-19 Contact Tracer training through Johns Hopkins, and I know just how virulent this thing can be. At sea, you're about as socially isolated as you can be. Once you step ashore, don't get casual. Your life and the lives of others may depend on you're paying attention and being responsible.

The fall and early winter are, for my money, the absolute best times for cruising and gunkholing on the Chesapeake. Do some planning, load up the larder, and head out. It's our time. Be safe.



Nothing like a local wine festival to introduce you to some things you've never tried.

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Advice from our TowBoatUS Captains



TowBoatUS captains are on the water non-stop during the summer. This year has been no exception. There have been some pretty obvious trends in the type of requests for service that we received this year. There are always the calls where the boat owner says, “it just stopped” and “I have no idea what happened.” But, this year those comments are more often than not followed by “I just bought this boat.”

So, for all of you new and old boaters alike, here a few pieces of advice from some of the towboat Captain’s out on the local waters.

Captain Brandon – Havre De Grace/Chesapeake City - “Before you leave the dock, check to be sure all of your safety gear is on the boat and operating properly. Check your lights before you need them. And consider your anchor a major piece of safety equipment. When that engine konks out, you will lose control of your boat. Anchoring equals control.”

Captain Mike – Middle River – “Don’t trust your fuel gauge. Fill up early and often. And be sure that whoever is staffing the fuel pump knows that your boat is gas vs diesel. Easy prevention for a costly mistake.”

Captain Matthew – Baltimore Inner Harbor/Patapsco – “Watch for and obey six knot zones and learn to read the navigation aids. Take time to learn the rules of the road, how to signal other boaters and how to use your VHF properly. “

Captain Jim – Bodkin Creek/Rock Hall – “Remember that heat, long days and alcohol don’t mix. We tow an awful lot of people home that should not be operating their boats. Can you imagine all the intoxicated boaters out there who manage to get their boats started?”

Captain Adam – Kent Narrows/Eastern Shore - “Before traveling to unknown waters, check your charts, plan a route and seek out local knowledge for tricky areas like the Narrows. Be prepared for currents and boat traffic in tight areas. “

Captain Brian – Magothy - “Take a look at the sky and check the weather often when you are on the water. Storms develop quickly over the bay and can be much worse than predicted. Fast building storms can overtake a boater who is not prepared. If you cannot make it back to port, find a cove and anchor to ride out the storm.”

Captain Rob – Annapolis/South - “If you do not know how to use your on-board electronics, take the time to school yourself over the winter. When you do break down, be able to give an accurate location using your GPS or be prepared with the BoatUS app. The free app provides your current lat/long based on your phone’s location.”

Captain Austin- Annapolis/South – “Become a member of TowBoatUS with unlimited towing. We tow non-members, but the bill is often more than \$700 and those boaters are not happy. Members are always glad that they purchased the towing membership and happy to see us arrive. The membership can save you hundreds and is a no-brainer.”

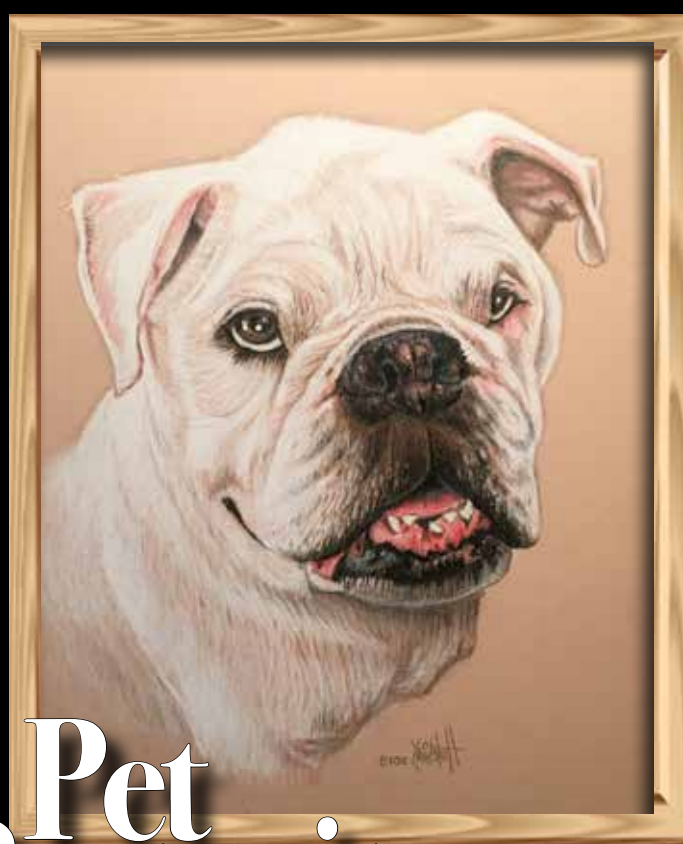
Learn more about all of these topics at boatus.com/expert-advice. Our TowBoatUS Captains are everywhere that you boat on the Bay and are available to assist with whatever comes your way on the water. As always, “red is ready,” and happy to help.

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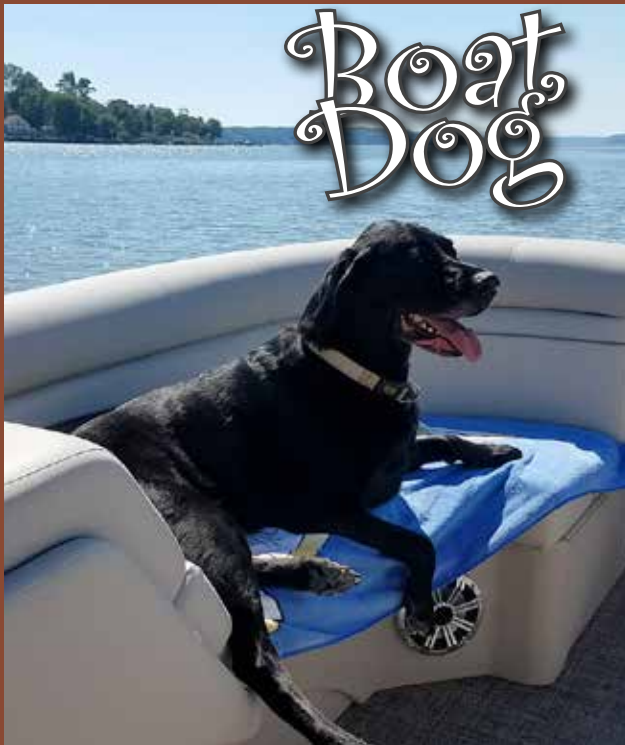
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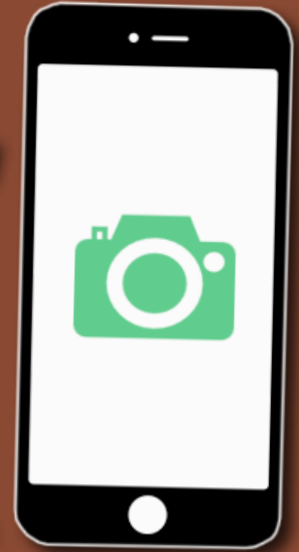


Boat Dog

"Gus" - Lora Nichols

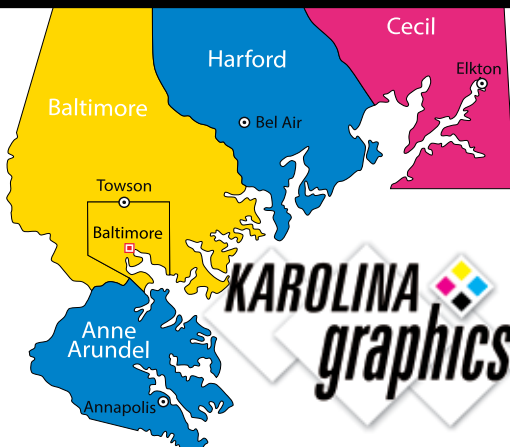
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MD Crab Cake Tips

By Montana Grant

Crab cakes are a Maryland treat. True Marylanders brag about where to get the best crab cake or how to make one.

Of course, the best crab cake begins with Chesapeake Bay crab meat. Our bay is a giant mixing bowl where fresh and salt-water mix. The Chesapeake is the largest and most diverse estuary in the world. These conditions create a sweet and delicious crab that is unsurpassed. You can get crab meat from around the world, along the east coast, or from the Gulf of Mexico, but none taste better than the *Callinectes Sapidus* of the Chesapeake Bay.

For some crab cake connoisseurs, big is best! Crabs ain't cheap so a large cake makes for a better value. The truth is not as much about size as it is about flavor and filler. The more filler, the less crab. You can create monster crab cakes using bread, fish, or other stuff, but it may not taste the best.

Here are some tips and suggestions when making the best crab cakes!

Do not over stir or mix. You want the big pieces of crab to stay big. Backfin is prime because it is in BIG chunks. Combine all the ingredients, then add the crab.

Try using sour cream instead of mayonnaise. A little goes a long way.

Use spices sparingly. The crab was already steamed using Old Bay, JO, or vinegar. You don't want to overpower the crab flavor.

Broil rather than fry. The crab is already cooked. You just need



Folks add sauce when the cake needs flavor. Also don't forget the summer white corn, tomatoes, and other Maryland fresh favorites.

We are always playing around with our recipes. Here's Montana Grant's current Best Crab Cake recipe!

1 pound of fresh Maryland Crab meat. Backfin is best.
½ cup of diced spring sweet onions
½ cup of diced celery
1/3 cup of sour cream
fresh parsley
1 tsp of soy sauce
1 cup of panko crumbs
1 tsp of baking powder
1 egg lightly beaten
1 tsp of lemon juice
1 tbsp of Old Bay seasoning



to warm it up and cook the egg. Add a pat of butter atop the cake. Make a depression for the butter to melt into. Do not overcook!

Try panko rather than regular bread cubes or crumbs. This lighter blend will hold the cake together without a lot of filler and starch.

Less is more! Let the crab flavor the cake. Keep the flavors simple. A little Old Bay, some fresh parsley, and some fresh chopped onion is all you need. Avoid hot sauce and other strong spices. Celery and onion will add texture but chopped peppers adds a different flavor. Cheese, pickles, horseradish, tons of onion, fish fillers, and other sauces cover up less-than-the-best quality crab meat.

Think about presentation! Serve the crab cakes in an attractive way. Use your fresh garden greens. Serve with a fresh bun and of course slices of Maryland tomatoes! If you make a great crab cake, tartar sauce or other add ons will not be needed.

Fry the celery, onions, and a pinch of salt for a few minutes before adding them into the mix. Gently combine the ingredients and softly form into 6 cakes per pound of meat. Make a depression in the top of each cake and add a pat of butter. Broil until the butter melts and the top is golden brown. Only a few minutes. If you are making Crab Balls, gently form into golf ball size balls and cook the same way.

If you insist on adding a sauce to your Crab Cake, try this simple sauce idea.

¾ cup of sour cream
1 tbsp horseradish
1 ½ tsp of Sesame oil
1 tbsp toasted sesame seed.

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