



UPPER BAY Boating

Winter 2020

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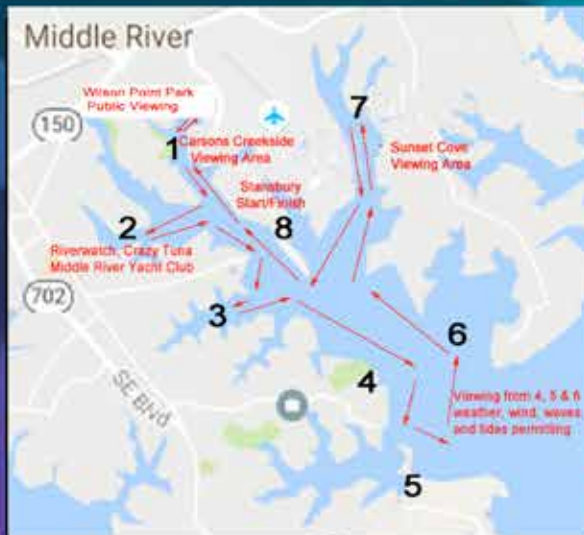
Special
Winter
Edition

photo by David Sites

Your Local Guide to Happy Boating!

Let's Get This Christmas Season Started Middle River Lighted Boat Parade *style!*

The Mid-Atlantic's Largest Lighted Boat Parade and NOW The Fifth Largest In the U.S.A!!! November 28th



ALL PARADE BOATS MUST CHECK IN AT ONE OF OUR FIVE WATERFRONT RESTAURANTS OR STANSBURY BEFORE 5:30. THEN PROCEED TO FRONT OF STANSBURY YACHT BASIN AND ALONG WILSON POINT FOR PARADE START AT 5:45

1. Carsons Creekside/ Dark Head Cove/ Hawthorne: APPROX 5:45-6:15
2. Middle River Yacht Club/ Crazy Tuna/ Riverwatch: APPROX 6:00-6:30
3. Middleborough/ Norman Creek/ Crescent YC: APPROX 6:15-6:45
4. Bauernshmidt Manor/ Eastern YC: 6:30-7:00
5. Rockaway/ Turkey Point: 6:40- 7:10 pm
6. Bowleys Point/ Bowleys Quarters 6:50- 7:20 pm
7. Frog Mortar Creek/ Sunset Cove: APPROX 7:00- 7:45
8. Back to Stansbury for Parade Dispersment APPROX 7:45-8:15 pm

**Viewing from 4, 5, & 6
weather, wind, waves
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Captains. We spoke with many of you and all agreed the restaurants could use a break this year over the years they have donated more than 200K in gift cards!

To Register please TEXT name, address, and boat info to 410-463-2686. More information will be texted back!



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20 Boating Season

As the season comes to an end for 2020, I have to reflect on what this past year brought us. I started out the year with great optimism at the Baltimore Boat Show, then less than two months later while at the Greater Philadelphia Boat Show, things drastically changed. When everything shut down in mid-March, I had to alter my schedule of this magazine, but fortunately our great advertisers stuck with us.

After the Governor shut down the marinas and dealers in the spring, I had lost that optimism, only to regain it six weeks later. Once all of you were able to get out on your very own social distancing platforms, the mood sure changed on the waters of the Upper Bay. This season turned out to be one of the best for most dealers & marinas. I am so thankful that we ended up with some good news this year, and am hopeful 2021 brings us some renewed optimism as well.

I have some great news to share in our next print edition, which will be out in late January. New and exciting content will be added, along with some support of local events. We will keep our existing advertiser base, great writers, and delivery people. While we plan on keeping that local home town feeling, we'll add a few new supporters, columns, and I will have someone join me at the helm to help bring a new flavor to UBB.

You won't want to miss the announcement we'll make in early 2021, so please look for a copy of the magazine, or read us online again. And the other good news is we will be back with eight issues in the New Year. One in the winter, then the seven monthly issues during the season!

I can't wait for season seven to begin, I hope you'll join us again, and spread the word to your boating buddies that Upper Bay Boating is the best publication for people that enjoy our part of the bay. Please continue to share photos of your good times out on your boat, and most importantly please stay safe and healthy. Have a great Thanksgiving & Merry Christmas!

Happy Boating, Dave

PS: The Baltimore Boat Show has been cancelled for 2021. At this point the Greater Philadelphia Boat Show is still a go, we will keep you updated. It is planned for March 12-14, 2021



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BAY BOATING PANDEMIC!!!

by Montana Grant



Just what Boaters need is another excuse to buy a boat. Boaters are already addicts when it comes to Boating and the Bay. That next bigger, fancier, faster, cooler, something is always just around the bend. Boaters, fishermen, hunters, and outdoor recreation nuts are never satisfied. There is always that next, new something. Sales are up 74%.

The most common boats and RV's in demand are family oriented. Pontoon boats, smaller cruisers, and watersports craft are growing the fleet.

Water is always calling to us. If Aliens described human life forms, we would be labeled "bags of water". Even our blood is similar to salt water. That is why we feel closer to home when near the water. 95% of Americans live within an hour of navigable waters.

The Pandemic has infected the world with a terrible disease. We have been told to Social Distance, Isolate, wear masks, and stay away from large groups, and other people. Covid 10 does not discriminate. It infects whoever, whenever, and however it can. This is also true with so many other diseases.

Our best advice is to follow directions or make waves. So, hoist the anchor and let the lines loose. Its time to launch and leave the infected world behind. Sanitize the handholds, pulleys, ropes, and gear that is exchanged or touched. Most

boats need a good cleaning anyhow. Other planned vacations had to be canceled. Don't forget the rods, crab traps, skis, tubes, and other essential toys and gear. Just in case.

Healthy snacks and beverages will keep us boaters hydrated and healthy. Plenty of fluids are a must. Maybe the crabs and fish we catch will be part of the menu. Salty snacks keep us fat and happy. Open air, shoreline, dockside, or anchorage dining are perfect ways to enjoy Al Fresco meals.

Swimming in the salty water will help keep the germs off. A strong breeze will blow the aerosols away. Vitamin D is supplied by the sun but use some suntan lotion to control the dosage. Salty and brackish water also seems to heal any skin irritations.

Many bored and stranded boaters have taken to the water to escape the cooties and confusion. Maybe a furlough or lack of work has caused us to need a new job, or finally use some time off. Working to be happy and healthy is the perfect answer.

Only a small crew will fit on most boats. If your crew is under 10 sailors, you are good to go. If you do have that many on the crew, you could launch several other boats. Label each crewmember's job on their facemasks. Instead of tying up gunwale to gunwale, anchor a bit further apart.

BAY BOATING PANDEMIC!!!

Many Boaters already wear sun masks to avoid too much sun. Social distancing in your boat is easy. Even at a Marina, or anchorage, there is plenty of space. Most boaters only see others from afar. We all want a sense and feel for aquatic freedom. No Pandemic needs to tell us that.

The Boating and RV sales have increased dramatically since last Spring. The Pandemic has given many folks the time to use their investments. Camping, sailing, skiing, fishing, or just cruising the Bay offers a relief from the end of the world. Family style boats and rigs are in the most demand.

Dispose of your masks and sanitizing gear properly. My last trip into Yellowstone Park was littered with face-masks lost or discarded by tourists. A Park Ranger was walking around the hot springs using a long extension pole to pick the facemasks and wipes out of the geo-thermal features. The Bay has enough trash without adding to the pile. Good boaters do this routinely.

If you feel you need to have a rally or protest, do from a fleet of boats. Everyone can create a flotilla and safely express their freedom and concerns. Power boaters, sail boaters, oar powered, paddle powered, and floaters can all reach across the Bay to make bipartisan decisions and displays!

At some point, hopefully soon, things will go back to normal. The fleets of boats will head back to port. RV's and other toys will be put away and on idle. Human faces will be exposed so we can see each other smile and show life. Our facemasks will end up as bandanas or get stuffed into a drawer in case we have another pandemic or a Ravens Game Chili party.

Some of the seasons best boating is ahead. The Fall is a wonderful time to cruise the Bay. Fishing and crabbing are excellent at this time of the year. Sunrises and sunsets are amazing. Viewing the stars at night is also education and fun. Make your days afloat more than



just an escape. Home schooling can take to the water. Something tells me that the fleet of boats on the bay will stay afloat later this season.

The best part of this is that families are getting back together.

- Montana Grant

For more Montana Grant, see him canoeing at www.montanagrantsfishing.com.



Winter Storage

by James Bedell

It's that time of year again and here at Upper Bay Boating we are settling in for a winter without boating, just looking forward to the ramp up to boat show season again! By the time you read this, hurricane Florence will have come and gone and hopefully some of you found last issue's Hurricane preparedness tips useful. Now we look towards the end of the season and the winter to come. There is still a bit of boating season left, so be sure to get out and enjoy the magic of fall boating on the Chesapeake. Between the changing leaves and the cooler temperatures, fall boating is definitely not something to overlook so try not to put the boat away too early! If you do go out in the fall be sure to remember that cooler days means colder water. Be extra cautious, always wear a life jacket, and practice man overboard procedures. The colder the water, the less time you have to make a successful recovery. Add to that the higher winds that can blow in the fall and you can have dangerous conditions if you are not prepared. Treat fall boating like early spring, get out, enjoy, but be aware that the water is much colder and the winds stronger.

Once you've had your fill of fall boating, it's time to think about winter storage. For me, this comes about the time that I have to wear a heavy coat to venture outside; boating just doesn't have the same appeal when I'm bundled up from head to toe. Whenever you decide to wrap up your season, be sure to store your boat correctly. Various forecasts have given mixed predictions, but at the worst, we could be in for a long, cold, wet winter. To keep your boat in tip top shape (and save some money in the spring) there are a few key things to keep in mind.

Moisture is one of the worst of the winter gremlins and can hit any boat in any yard at any point in the winter so you must be vigilant to keep it at bay. I have seen numerous boats damaged from moisture collecting during storage. Some take a bottle of bleach and an afternoon to clean up, others are a complete loss (I've only seen one boat totaled due to mold but boy was it BAD). Don't get stuck with mold, mildew, and moisture damage. Always use some method to combat moisture. Damp Rid hanging bags work wonders, as do moisture absorbing buckets. Numerous brands are available but I like the Mary Kate Moisture Absorber buckets, they work well and come in a variety of sizes to suit your needs. Be sure to check and replace these bags and buckets if necessary. If they spill, the desiccant used to absorb the water can cause stains and foul odors. Plus, if these units fill up you lose your ability to absorb moisture going forward. If you can't get to the boat to check them, have the yard do it for you.

The minimal cost is worth preventing moisture-related issues and the headaches that follow.

Eliminating moisture is especially important for boats under shrink wrap which can heat up rapidly on warmer days, creating an explosion of mold and mildew growth if any moisture is present. Be sure to find out if your shrinkwrap includes vents, and if not, insist on having them installed. Shrinkwrap vents are cheap and easy to install but can save in cleanup costs.

Also remember to unhook your batteries to avoid parasitic draw. Prolonged battery storage will not adversely affect them when fully charged. However, a parasitic draw (low, constant draw that can happen just from leaving them hooked up to the system) over a long period in cold temperatures can draw a battery down and it may not recover. If you can remove the batteries and store them in a warmer environment (a shed, garage, or spare room works well) even better! Just remember to move them outside in the spring when you top up the charge. A charging battery can release dangerous gasses that are not suited to your home or confined spaces. Just be sure to check with your mechanic as every boat is different and some systems or layouts may require the batteries to stay hooked up. If you do leave the batteries hooked up, be sure to check on them as well. Don't just plug in the charger and walk away! Check the water levels in your batteries at least once over the winter to ensure their longevity. Check the battery tray for leaks or spills and check battery cases for swelling, or other signs of battery failure. After charging for a few minutes, smell around the area for pungent or foul odors that may mean a battery is burning up. Good battery maintenance over the winter can prolong the life of your batteries, saving you money and down time, and getting you ready for the water that much quicker when spring rolls around.

The bottom line is that just because the boat is in storage doesn't mean it can be left unattended. Check up on your boat, monitor its systems for any issues and keep moisture under control. Do this and you can expect to start off fresh in the spring without any nasty surprises and unforeseen expenses. And remember; never leave a heater unattended on your boat. Not only is it very dangerous, it is also illegal. Enjoy your fall boating, have a wonderful winter, and be sure to join us soon at the boat shows in just a few months!





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.



Son Of A Gun

by L. Alan Keene

The English language, as we Americans speak it, is full of phrases and expressions that, on the surface, don't seem to make a whole lot of sense. We know what they mean, but we don't know how they came to mean it. Closer examination reveals some intriguing, and at times, amusing connections with the past. Take the expression "throw your hat in the ring", for instance. While we all know it means that the thrower has decided to run for public office, most of us don't know why. Well, there is some logic to it. This dates back to the late 19th century and the sport of prize fighting. When a challenger wanted to fight the champ, all he had to do was toss his hat into the boxing ring. Given all the low blows and sucker punches that we've seen over the past 6 months, the metaphor makes a whole lot of sense, don't you think?

Anyway, as I said, most of these expressions that we use everyday have an historical connection. In fact, many of them date back to the early days of sailing. While some are obvious, like "lower the boom" and "take the wind out of his sails", others are a little more obscure. Here are a few:

- **"know the ropes"** - a square rigger had literally miles of rope that controlled her sails. Experienced seamen had to know them all. No wonder we use the expression to describe a seasoned veteran.

- **"under the weather"** - when a member of the crew was assigned duty on the windward side of the ship, the weather side, he was often left cold and wet from wind and waves....he didn't feel very good and neither do we when we're "under the weather".

- **"as the crow flies"** - ships that had lost their way in coastal waters would often release a crow since the bird would fly straight for land. The best place onboard to watch his flight?....the crow's nest.

- **"above board"** - any item that was up on deck was said to be above board. It was in the open and easily seen. Any item below deck and hidden from full view was not above board. Hmmm....sounds like we're talking about those politicians again.

- **"over the barrel"** - discipline onboard ship was often maintained by threat of being whipped. The guilty sailor was made to lie across the barrel of a cannon as punishment was meted out. "Sorry, capt'n" just wasn't good enough."

- **"pipe down"** - at the end of the day the Bosun would blow his pipe alerting the crew that it was time for all lamps to be extinguished and all talking stopped. With the threat of going "over the barrel", you can bet they complied!

- **"three sheets to the wind"** - on square riggers, when the lower sheets (ropes) controlling the three lowest sails were loose, the ship would "stagger and wander aimlessly downwind". Ever let your three lowest sheets loose?



- **"toe the line"**

- when the crew was called to assemble on deck, they would line up with their toes barely touching a seam between deck boards. One inch either way was unacceptable. Maybe public schools ought to give this a try.

- **"between the devil and the deep blue sea"**

- the curved deck seam that was closest to the ship's gunwale (edge) was called the devil seam. A crewman who found himself in

the unenviable position of being outside of the devil was almost in the deep blue sea.

- **"the cut of his jib"** - warships often had foresails (jibs) that were cut differently than those of trade ships, allowing them more maneuverability. Since ship captains could identify a jib's cut from miles off, they could tell the good guys from the bad.

- **"gone by the board"** - when something fell overboard and passed by "the board" (the ship), it was considered gone. A square-rigger couldn't just spin around and retrieve the lost item like one of today's sloops can. Better hope for that devil rather than the deep blue sea.

- **"no great shakes"** - when wooden barrels were emptied, the staves, or shakes as they were called, were removed and stored, allowing more space onboard. Since the shakes weren't worth much, nobody paid much attention to them. Politicians again?

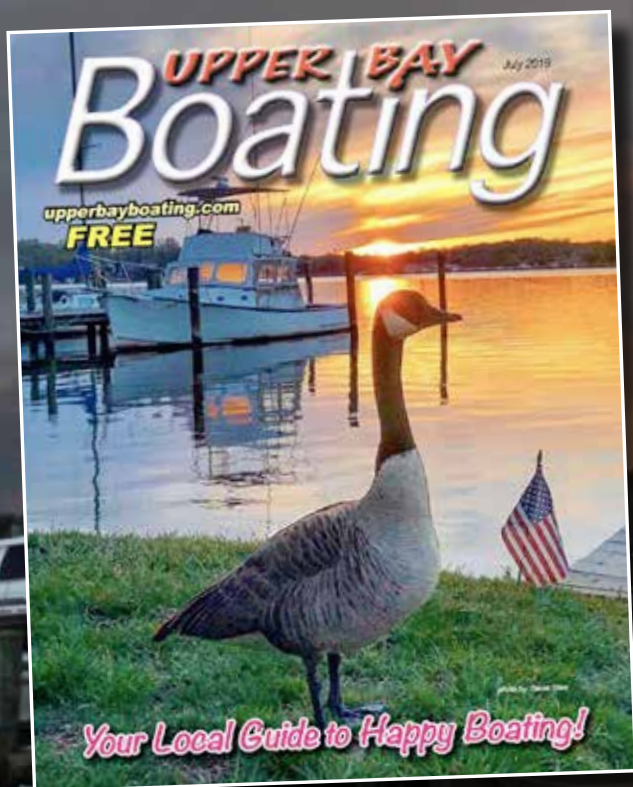
- **"touch and go"** - when the keel of a sailing ship ran aground and quickly freed itself, it was considered good fortune. While the expression today doesn't have that same positive connotation, at least it's better than "keel over".

- **"son of a gun"** - when a ship was in port for long stretches of time, wives and ladies-of-the-evening were allowed to live onboard; some even long enough to deliver a baby. The nautical delivery room was usually between two guns on the gun deck. If the mother didn't know who the father was.....you guessed it.

So the next time you use an expression that doesn't make much sense, give it some thought. With the presidential election finally behind us and a room full of want-a-be's crying in their soup (not sure where that one came from), there may not be many sailing idioms floating around, but there are sure to be some boxing ones.

We've all had a ringside seat when the gloves came off, you know. The lightweights led with their chins and the heavyweights rolled with the punches. But by the time the smoke had cleared and the votes were in, it's you and me who were down for the count.

I think I'll go out and get three sheets to the wind. Join me?



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Winter Boat Preparation

By Captain Mark Galasso
Tuna the Tide Charter Service

Most winters I leave my 35 Markley, Tuna the Tide, in her slip. And every year I do so I have a few moments when I wish I had pulled her out. When the thermometer starts reading temperatures in the teens and twenties and the icebergs start flowing through Kent Narrows I wish I had made other arrangements. But there are a few important guidelines that always help me get through the winter relatively unscathed.

The first thing I do is drain the fresh-water system. In my case that means opening up all sink faucets and pumping out the head. I then pump out all fresh water and replace with antifreeze. I let it run through all the lines both sewage and sinks.

My engine is a diesel so the enclosed cooling system is straight antifreeze. The seawater system can freeze however so I have two heat lamps on a timer in my bilge. One lamp I place next to the raw water pump and the other over the heat exchanger. I set my timer to go on at sunset and go off at sunrise. On very cold snaps or prolonged low temperatures I keep the lamps on 24/7.

I also keep my batteries charged with the charger plugged in at all times. This way if a bilge pump freezes up it won't drain the batteries too quickly. I inspect both bilge pumps and make sure they are operational and clear of any debris. It is also important to make sure your bilge is as dry as you can get it. Many a bilge pump has had a frozen float switch making the pump inoperable. If it freezes in the up position the pump will run constantly and burn up. If it freezes closed water will just keep adding on and freezing.

The only other way my boat can shed water is through the scuppers at the stern. And after a snow they can freeze shut. As the snow melts there is nowhere for the water to go except into the bilge. Snow can be a major hazard for boats for a number of reasons. It can add a lot of weight to a vessel affecting its stability either side to side or bow to stern. It can also make a vessel slippery. Other than my cockpit my whole boat is finished with Awlgrip. Frost and snow on an Awlgrip surface is EXTREMELY slippery. One winter my bow had so much snow on it the boat became bow heavy. This allowed water to flow forward instead of to the rear scuppers. But I was unable to get onto the bow to clear it off.



Luckily, I live close to the boat so I can check on it every few days. When I get to the boat I have a winter routine. First, I always let someone know what I'm doing if I'm alone. In February there isn't anyone else around if something goes wrong. I manually run my bilge pumps until no water comes out. I then inspect the bilge to make sure nothing is frozen. If it's snowed I get rid of as much as I can and make sure my scuppers are clear. I then start my engine and let it run for a bit to get some fresh fuel in the lines. I then check my timer to make sure the time is right and the bulbs haven't burned out. And that is pretty much the routine.

One thing I almost forgot! I make sure my drink cooler is empty. One year I left it through the winter. When I opened it in the spring I had a brown soup of beer, broken glass, burst soda cans and something I think was a bottle of hot sauce I had in case we found ourselves with some Oysters the previous fall! Hopefully winter will only last a few months. But now is the time to get ready.

Tuna the Tide Charter Service Grasonville, Maryland



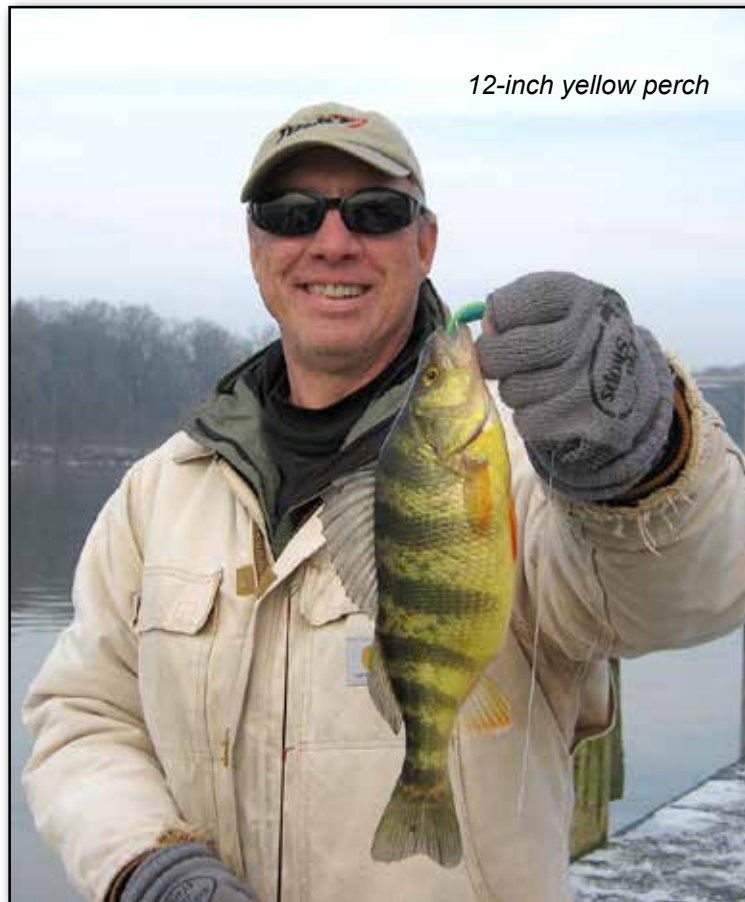
Wintertime Fishing Tips

By Tim Campbell

Winter weather fishing is not the most pleasant outdoor experience for some folks because it's cold, windy and could snow any minute. Most rational people think braving the cold to catch a fish is crazy. And yet, winter is a great time to catch fish, big fish too. Many species will bite an artificial lure or take a live minnow such as largemouth bass, catfish, chain pickerel, crappie, striped bass, white perch, and yellow perch. Some of the biggest fish of my life have come in January, February and March including big striped bass, fat blue catfish and plump citation size yellow perch. A few of my fishing buddies have also caught their personal best fish in the dead of winter. I'm thinking of Lee Haile who caught his Maryland State record non-tidal chain pickerel on January 2, 2015. Another noteworthy catch is the current Maryland State record largemouth bass. It was caught by Justin Riley on January 26, 2008 from the tidal Potomac River and weighed a whopping 11.2 lbs!

One secret to successful winter fishing is preparation. Tip #1 is being ready. Who wants to be fumbling around looking for tackle on a cold, dark morning? Gather your gear and tie on your lures the night before. That way, as soon as you get to the water you can start fishing. It's a rookie mistake to forget something critical like a landing net or a pair of clippers. Have your tackle bag and rods by the door so you can grab them on the way out. Don't put your tackle in the vehicle or boat the night before the trip. Lengthy exposure to extreme cold degrades monofilament line.

Besides getting a good night's sleep and eating a hearty breakfast, dressing properly is the best defense against the cold. Tip #2 is dress in layers. Long underwear, flannel lined pants, two pair of socks and duck boots are a good start for keeping your feet and legs warm. Four or five layers of clothing for your mid-section should suffice. Nowadays there are new hi-tech materials that aren't too bulky and wick away mois-



12-inch yellow perch

ture to help hold in the warmth. I wear a knit hat over a baseball cap with a Buff around my neck to cover my face. Fishing with gloves is clumsy although fingerless gloves work well. Place a chemical hand warmer pack inside your gloves for extra warmth. Those things stay warm for up to 10 hours.

Fish are cold water creatures. Their body temperatures are the same as the water temps and so their metabolism slows way down in colder water. Therefore, fish don't need to eat as often in the winter. Tip #3 is fish slowly. Most fish are not going to chase a lure in cold water. Big fish are particularly lazy. Fish lures vertically rather than horizontally. Let the

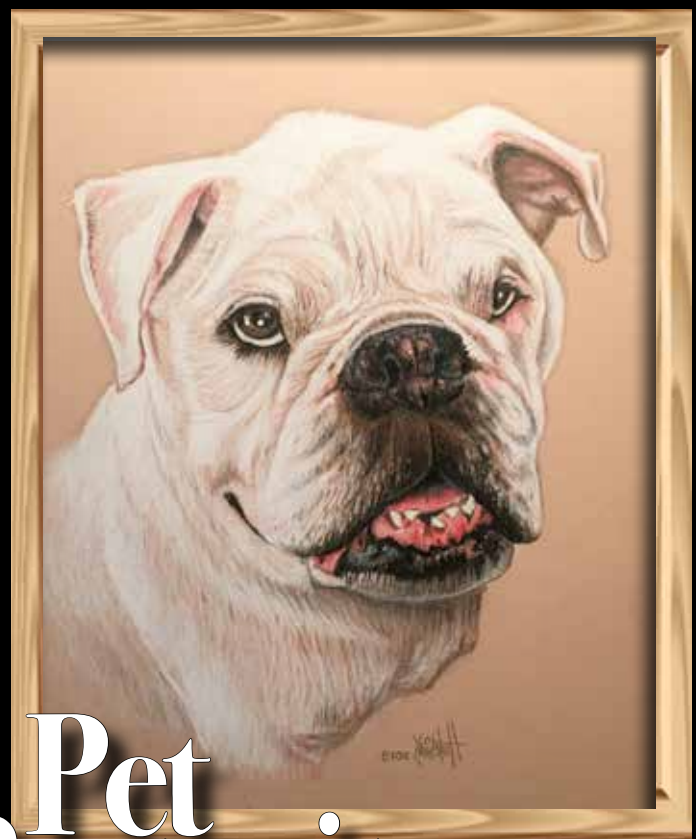
lure sit just off the bottom. Bouncing and jiggling the lure slowly with short rod strokes is worth a try. Some effective vertical lures include blade baits, jiggging spoons and plastic grubs. Sometimes a fish will just sit there after it takes a lure and the angler doesn't know a fish is on the line until he reels it in.

Consider enhancing your lure with a piece of worm or a live minnow. Having some bait on the lure is often the difference between catching and not catching fish. Tip #4 is use bait or scent for added attraction. Artificial scents such as Spike-it or Smelly Jelly work well all year, but especially in winter.

You've probably heard the saying, big baits for big fish, and it is often true, however I recommend downsizing your lures in the winter. Tip #5 is use small lures.

Finally, it is important to use sharp hooks. Sluggish fish don't bite aggressively in wintry water temps. Sharp hooks are another difference maker. This tip applies to all seasons, but it is especially important in the winter. Tip #6 is use sharp hooks.

Fishing is fun but there are many dangers in this sport, so fish with a friend and always wear a personal flotation device (PFD), especially in cold weather. Not only will it help keep you warm, it might save your life. Make use of these wintertime fishing tips. There are big fish out there waiting to be caught.



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