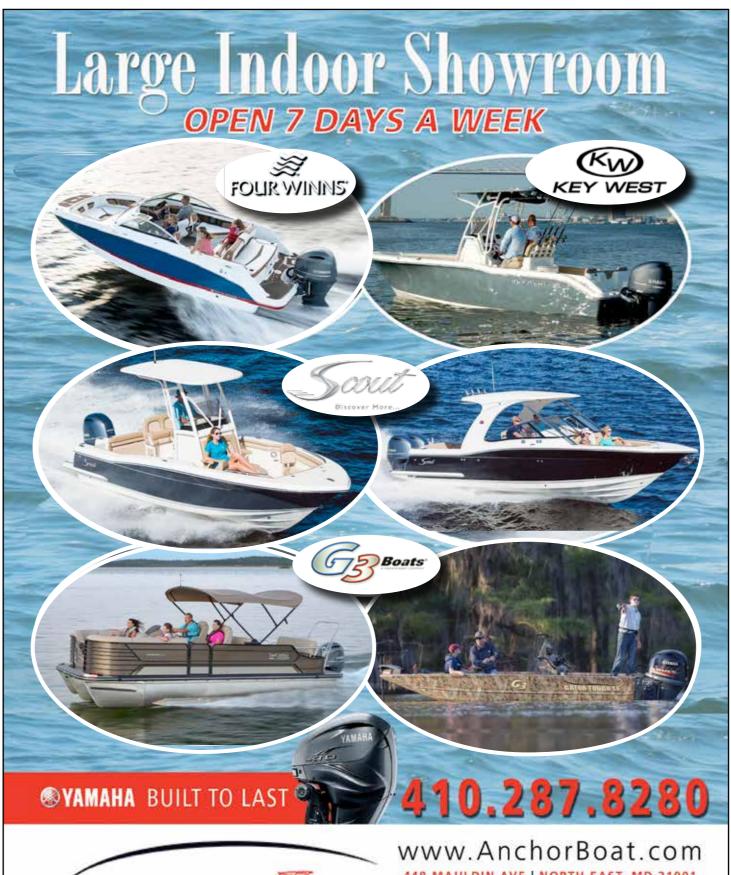


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Jim High, Publisher

#### A Small Change in Latitude

appy New Year and welcome to the winter of 2021! Thank God 2020 is over. Our whole lives we were told "20/20 is hindsight" And now it certainly is!

I am Jim High; your new publisher of Upper Bay Boating and WOW are we going to continue our Upper Bay Boating Magazine experience. Now, Dave Bielecki, the previous publisher is still with us and so is editor Wendy Gilbert, Hutch, The Tims, Montana, Captain Mark, Captain Keene, the Elwells from *Floating Empire* as well as some new and old faces. Speaking of old faces, Tom Scilopoti goes back with my family to the 1960's and I remember his boat *"Photo Eye"*. We might even see an appearance from Juke the Watermen from time to time! I loved Juke's adventures back in the *Mariner Magazine* and *Nor' Easter Magazine* days. I hope to keep our readers in the know! Learn about the Upper Bay, get to know our live music venues, waterways, restaurants, raft-up spots, your dogs, your fun boat names and all the fun humor in the world of boating!

Over the years I have had extraordinary fun boating on the bay -- poker runs into North East Maryland, hydroplane racing on the Bush River, live music on Middle River, **Rock Hall's Pirate and Wenches** weekend, the crazy days of **Canal Day** in Chesapeake City, or the **Blue Angels** in Baltimore.

We truly look forward to covering the events and happenings all over the area and look forward to visiting many venues, towns, and events when things get back to normal. SOON!!!

#### Three Trees, A Woodpecker and a Rowboat!

Two tall trees, a birch and a beech are growing in the forest. A small Tree begins to grow between them and the beech savs to the birch "is that a son of a beech or a son of a birch" The birch savs he cannot tell. Just then a woodpecker lands on the sapling. The birch

says "Woodpecker, you are a tree expert. Can you



tell if that is a son of a beech or a son of a birch?"

The woodpecker takes a taste of the tree and replies "It is neither a son of a beech or a son of a birch. It is, however, the best piece of ash I have ever poked my pecker into.

Just then a sailor with an ax came along and cut down the both the birch and the beech. He built a rowboat for his son and grandson... The son of a son of a sailor!



Jim High is the new publisher of Upper Bay Boating, A Managing Partner of Baltimore Boating Center, and has a deep profound love of Family, Friends, Fun, Boats, Buffett, Beer, SUP, Seas, and Winter if the Keys! Reach me at TheViking38@gamil.com or call 410-404-3013

#### Just a little wintertime boat wisdom:

Life without a defined purpose is similar to a boat without a crew in the middle of the ocean.

Debasish Mridha

We may have all come on different ships, but we're in the same boat now.

Martin Luther King, Jr.

What does the nautical term "Top Shelf" as in top shelf liquor mean?

On sailing ships of long ago the captain would store the ships most valuable assets in the top drawer of his wardrobe. That way if the ship was going down or sinking it would be easy to rescue the top drawer

Items since they would be the last things to get wet. Tobacco, money, gold, medicine, alcohol were all items that led to TOP SHELF LIQUOR.



A big change at the Helm of Upper Bay Boating In our last issue I let all of you know that it is time for me to make a change in the direction of Upper Bay Boating. Well, that time has come starting with this issue. I would like to introduce my friend Jim High as the new owner of this publication.

Jim High will be at the helm as publisher. His wife Kisha will handle all the administration duties. With Jim's and Kisha's enthusiasm and optimism for the future of the magazine, my hope is to stay on to assist them for several years, while we see new growth and excitement in the magazine. I'll be there to handle sales and distribution for them. You will still be able to read your favorite columns, as all the writers plan to stay on board as well.

I have known Jim for 25 years and have worked well with him on other projects, includ-

ing several non- profit programs. Our great relationship included a combined love for the waters of the Upper Bay. Together we will keep Upper Bay Boating going and I look forward to see some changes that Jim & Kisha will bring while maintaining the areat foundation I



Dave Bielecki, Publisher Emeritus

have worked so hard to establish.

I can't wait to see some of the exciting additions that will be in the pages of Upper Bay Boating. I am so grateful Jim and Kisha will continue to publish this magazine and keep it going for many more years. I do appreciate the advertisers, writers, and readers past support, and hope you all will join me in wishing Jim well with his new endeavor.

#### Happy Boating, Dave

*"Change is inevitable except from a vending machine."* 

- Robert C Gallagher









#### Let's Get Ready

By Wendy Gilbert - Features Editor

Remember last spring when we were under stay-at-home orders for over 2 and a half months?

Yeah, me too.

It will be hard to forget.

Most of us were novices way back then to mask-wearing, toilet paper rationing and social distancing. Now we have a collection of masks that match not only our situation, but our mood.

Convinced the virus would dissipate under the hot summer sun, last spring we skipped the fitness centers and spent a lot of time walking around. "Ah," we said. "At least it's spring and we can get out. Can you imagine having to go through this in the dead of winter?" What a horrible thought, we thought as we slathered on a bit of sunscreen and tucked a mask in our pocket just in case, we came across some loser who dared impinge on our bubble.

Fast forward (if only) and here we are.

Unlike the devil-may-care members of society, I have stuck to the rules for the most part. Sure,

I've snuck across the PA line now and again for something other than essentials. I actually hugged my daughter a few times when hubby wasn't looking and once or twice, I've talked to my neighbors within a 4-ft circle instead of 6.

My significant birthday, our wedding anniversary, a family wedding and



Wendy Gilbert

all holidays were celebrated in a truncated fashion, some via video calls and others, not really celebrated at all.

Someone owes me a cake!

Last spring, we said we'd celebrate in the fall. This fall, we said we'd celebrate in the spring albeit with a lot less certainty.

Who knows what the future will bring, but chances are, escaping to our boats will be a great option once again this summer.

I don't know what your provisions will be like this year, but there will be cake in mine.



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Winter 2021

#### Winter Chain Pickerel Challenge



Fishing for pickerel is fun, exciting and not too difficult. Chain pickerel can be found near shorelines, hiding in the branches of fallen trees or lurking in shallow water grass beds. Pickerel often lie motionless waiting to ambush unwary prey. They could be in inches of water, so it's important to be quiet. Cast spinnerbaits to the edges of dead lily pad fields, along sunken logs and near submerged tree stumps. Thin profile jerk-baits such as Rapalas and Smithwicks often catch the attention of aggressive pickerel. Twister tails and small paddle tails work as well as any lure. Casting a live minnow on a plain # 3 or # 4 Mepps Aglia is deadly. Perhaps the easiest way to catch pickerel is with a live minnow hooked 12 to 18 inches under a bobber. Chain pickerel will bite even when the water temperatures are freezing.

The adrenaline rush of catching a big fish goes a long way to fend off the cold winter temperatures, yet warm clothing is vital to a successful trip. Today there are many modern materials to help keep out the cold weather. Specialized fishing jackets and overalls are priceless in extreme cold conditions. It's also a good idea to wear a PFD, especially while fishing in the freezing cold. If you fall out of the boat, even in shallow water, it only takes a few minutes for hypothermia to set in. Experienced anglers know extreme weather fishing calls for added precautions. Always play it safe, dress warm and wear a PFD.

Since Maryland has some prime pickerel waters, local anglers don't need to travel far to find and catch big ones. The back creeks of the Gunpowder and Middle River systems have some nice sized pickerel. It's no secret that Loch Raven reservoir has a healthy pickerel population and many of the Eastern Shore ponds and tidal rivers also hold record size pickerel.

Basic pickerel tackle includes a medium size spinning rod 6 to 7 feet long and a 2000 or 3000 size reel spooled with 10

to 15 lb test braided line. I like to use a 15 or 20 lb test monofilament shock leader about 30 inches long. Some anglers prefer to use a wire leader because chain pickerel have razor sharp teeth which will cut line instantly. I've lost a few pickerel because I didn't use a wire leader. It happens. When you do catch a pickerel, be sure to have long needle-nose pliers handy to help remove the hook. Since pickerel have a thick, protective slime coating, gloves and a towel are useful too.

The Maryland Department of Natural Resources has a 14 inch minimum size to keep a pickerel. The limit is 5 per person, per day in fresh water and 10 per person, per day in tidal waters. Some people like to eat them, but pickerel have a lot of bones. I haven't kept one in many years. Pickerel season is closed from March 15 to April 30 to allow successful spawning to occur. MD DNR has an awards program for trophy size fish. A trophy pickerel is 24 inches long or better. One of the categories is Catch and Release. It's easy to apply online. https:// dnr.maryland.gov/fisheries/Pages/challenge/index.aspx.

The Coastal Conservation Association of Maryland is conducting a Pickerel Championship starting December 1, 2020 and running through February 2021. It is a catch, photograph and release tournament using the iAngler app. Sign up online anytime during the three month tournament period, even up to the last day. Earn prizes and bragging rights. For more details or to register see www.ccamd.org/pickerel. Don't put your tackle away for the winter; there are fish to be caught. Accept the challenge, enter the contest, and then go catch some wintertime chain pickerel.

Tim Campbell has been boating and fishing for many years and is an award winning member of the Mason-Dixon Outdoor Writers Association.

#### Wendy's Winter Reading List

By Wendy Gilbert

ooking for a good read? Me too!

Every once in a great while, I get tired of reading my own prose and seek out what others have written. Just kidding!

I love a great adventure story, relish learning new ways of doing tasks and am always up for a great escape within the pages of good book – paper or otherwise. I've even been known to read quite a bit on my little phone! Yikes! Here are a few titles that will keep you entertained this winter.

#### "A Good Life All the Way"- Ryan White

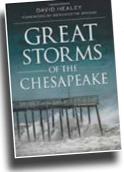
If you haven't read this already, do so. Unlike some, this book takes us on the long and highly entertaining ride.

From his early days singing for beer to becoming CEO of his reimagined Margaritaville, this book is both a candid and interesting portrayal of everyone's favorite modern-day drinking pal.

His arrival at Chesapeake City last summer may never be mentioned in one of his books, but for those (I will admit jealousy here) who witnessed it, it was a memorable day.

It was 5 o'clock all day!

#### "Great Storms of the Chesapeake"- David Healey



Even before John Smith's crew weathered its first squall, the Chesapeake Bay and its tributaries had been ravaged by every type of storm imaginable. A 1769 hurricane altered the course of history, demolishing the shipping channels of Charlestown and making Baltimore the dominant port. A once-in-five-hundred-years storm, Tropical Storm Agnes, left more than seventy people dead and devastated the ecology of the bay. Before the blizzards of 2009 and 2010, the snowfall record was held by the combination of the Great Eastern Blizzard of 1899, which blew the water out of the bay, and the Great White Hurricane, which stranded the oyster fleet of Baltimore in feet of ice.

Local author David Healey once again crafts an exciting and historically accurate telling of devastating storms that forever changed life on these shores and upon these waters.

#### "Smuggler's Cove: Exotic Cocktails, Rum, and the Cult of Tiki"

- Martin and Rebecca Cate

Martin and Rebecca Cate, founders and owners of Smuggler's Cove tiki bar explore the lore and legend of tiki: its birth during the Great Depression to the modern-day revival, in this James Beard Award-winning cocktail book.

Find more than 100 delicious recipes as well as tips on how to stock your bar with great rums, or inspiration for your next tiki party.

I also recommend the following books that are top sellers at Amazon.com:

"Adrift" by Stephen Callahan

"Escape from the Ordinary" by Julie Bradley

"The Useful Knots" by Sam Fury

"The Emerald Mile" by Kevin Fedarbo

"Boys in the Boat" by Daniel James Brown

And just about anything by Ed Robinson. He's got several novels that I think you'd love. More on them next time!



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## Happy New Year

By Captain Mark Galasso

y office is oddly representative of the Country right now. In a word it's Chaos. Fishing gear is in various stages of disrepair scattered in various piles. Tackle boxes are a hodgepodge of lures and lines tangled and strewn all over the floor. My work benches are piled high with unfinished projects some of which sit in the same spot they occupied this time last year. Hunting clothes and boating clothes all hang together on a coat



rack that the Salvation Army wouldn't touch. I have to keep my office door closed so the dog and the cat don't enter and decide to play with hooked lures causing an unwanted trip to the local Vet. And I sit here at my computer wondering how it came to this.

The fact is if I was in the other room watching the evening news I'd have the same question. How did it come to this? 2020 has perhaps been the most trying year I've seen in my 60 plus years, economically, politically, mentally and physically. Covid has changed the way we do almost everything and even a common cold makes people panic. Many of the people who represent us in Washington are so busy attacking each other they have lost touch with the people they represent. Instead of celebrating our differences and what each of us can bring to the table we are constantly reminded that we are all different and are therefore treated differently. And not in a good way. ending of each day. The calms and storms that we enjoy or run to safety from. The wildlife our environment provides for food, sport or just observing and enjoying as it goes through it's daily rituals of survival. We can enjoy it every day. And it doesn't matter who you are or what you've done it's there for you. It doesn't matter whether you have a yacht or a kayak a sailboat or a Jon boat. It's always there for you. Let's make a resolution to truly appreciate it and enjoy it.

Second. We all need to enjoy the water in our own way. And we all have a responsibility to help each other to enjoy it as well. There is enough conflict in our lives. Let's not bring it out on the water. Avoid conflict. It's not that hard. Don't assume your fellow boaters know what their doing or don't know what their doing. They are out to have fun and escape their shore bound problems just like you and me. Let's have fun out there. We all need it.

Let's help each other be better boaters. People that know

what their doing enjoy boating more than people who don't. We can all learn more and teach more. And help each other understand what is going on out there not only for safety sake but for the sake of enjoyment.

My New Years resolution starts now. I intend to eliminate as much Chaos from my life as possible BEFORE the boating season. I can't worry about the things I can't control. Only the things I can. I think I'm going to start with my office! Spring will be here before you know it.

and are therefore treated di But enough doom and gloom. With a new year brings new hope. Let's all make some optimistic healthy New Year's resolutions.

First off. If you're a boater, and if your reading this I assume you are, you have an advantage over most people. You have an escape from the chaos. The Chesapeake Bay. It doesn't judge you. It allows you to witness it's life. It lets you participate in it's life. The magical sunrises and sunsets which mark a new beginning and



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Winter 2021

## **Back to Basics**

By Tim Sherman

Recently, a coworker asked me for some basic tips he could share with someone just getting started in fishing. Needless to say, it took me a few moments to gather my

to use the minimum amount of weight needed to hold your bait rig on the bottom. You may have to switch weights according if the depth increases or decreases, or if the

thoughts. A senior moment? Hardly. It did turn me to reach back and touch base with some of the basics.

When you have been fishing for as long as I have, you gain a lot of fishing knowledge. As an outdoors writer, I've had the privilege of fishing with bass pros and guides, charter boat captains, and avid anglers. I've gained a lot of tips and techniques, and many have become friend. As a veteran fisherman, there are a lot of things I do routinely without giving it a second thought. The repetition of these basics often leads to the realization that I may have forgotten as much as l've learned.

One of the first things we have to learn is a number of knots. From the simple clinch knot to line-toleader knots, they are what connect your hook, lure, or rig to the fish. Each of us

has a favorite knot. With that being said, make sure it is tied well. In my early days of fishing, I lost a fish here and there because of a less than adequate knot. I vowed from that last time I saw that heart-wrenching curly-cue at the end of my line where the knot WAS, to NEVER cast a line if I felt the knot wasn't right. If a knot doesn't synch down correctly, or if I've clipped the tag end too closely; I will clip off the knot and retie. It may take another moment, but I will have confidence that my knot will hold.

We may be vigilant in checking our knots, but what about the line itself. So how do we check it? Visual inspection just will not do. Some folks will put the line between their pointer finger and thumb and slide them up and down it. Good but not great. I was taught a long time ago that your thumbnail and fingernail will detect nicks in your line much better than the soft tissue of the fingers. When you find the bad spot in the line, clip it away and retie (then check your knot).

Many of us started our venture into the sport of fishing by using bait. Whether we cast a line from land or if we were taken out on a boat; we cast a line with a sinker on the end. The question arises on how much weight to use. A couple of variables come into play. How deep are you fishing and how much current is there? The best advice is



current speed picks up or slows.

The novice angler may face a dilemma at the tackle shop of which type of sinker to choose. The typical bank sinker is an oblong piece of lead with the line tie molded in. This is a good choice for, of course, fishing from shore. A pyramid sinker, also has the line tie molded in and is best used for surf fishing applications. For bottom fishing while drifting on a boat, the casting sinker is a good choice. It, too, is oblong, but it has a barrel swivel molded in for the line tie. This helps prevent twists in your line as the sinker drags bottom on the drift.

When buying a rod, have a good idea on what you are using it for. An ultralight rod is not meant to jig for stripers in 30 feet of water and a stout flipping rod is not meant to float bobbers and bait for blue gills. Look at the rod in front of the grip. This is where the manufacturer lists the stats for the rod: length, action, and recommended line and lure weights. Many moder-

ately priced rods list the power of the rod --- light, medium, medium/heavy, etc. - as action. If you overpower a light rod with a heavy lure or weight, you jeopardize your hook-setting and fighting power. This often results in breaking the rod. If your rod is too heavy for light applications, your casting distance will suffer and detecting bites will be hindered.

There is much more to the basics than the gear we use. It all starts with the fish we pursue. Obey the size and creel limits set by the Department of Natural Resources. Sometimes we may not like the limits, but there are reasons behind them. And, even if a species has no size of creel limit, we should be good stewards and set personal limits. Treat each fish as if you are going to release it. Handle the fish with as little pressure as needed when unhooking it.

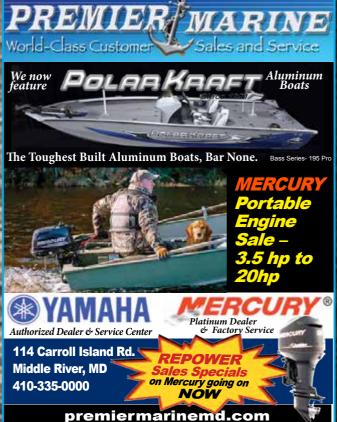
No matter how much we learn about fishing and the fish we seek to catch, most techniques and tactics reach back to the basics. Having the rudimentary aspects of fishing become routine is the natural progression through an angler's advancement. While the basics are things that veteran fishermen have stowed far back in the memory backs, occasion withdraws to share them with new anglers is worth the investment.



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## A Yacht of Fun

Well, after years of walking the docks, the three-way tie has finally been broken. No longer do "Aloan Again", "Afrayed Knot", and "Justavacation" share equal time as my favorite clever/corny boat name. In fact, they're not even a close second. My new favorite?......"-Sailbad the Sinner". While I rarely laugh out loud when no one's around (hmmm, wonder what the captain of "Freudian Sloop" would say about that?), when I read this one, I couldn't help myself. In the world of nautical double-entendres, this one takes the wake (sorry).

While these witty little ditties are just that, little ditties, most of them usually reveal a simple truth about the boat, it's captain, or its crew. For example, "Dock Holiday" and "Reel Time" are pretty straight forward. What you read is what you get. With "Goody Two Screws" you learn something about the boat (I hope) and Blue Bayou (Blew By You) reveals something about the captain's ego, intended or knot (oops!). But with "Sailbad the Sinner" I'm not quite sure.

I know one thing.....if I were a lawyer, I'd have trouble choosing between "Knot Pro Bono", "Motion Granted", or just plain "Sue". And wouldn't it be great to be a college instructor so you could use "Prof Asea" on your stern or, if you shared a PHD with your first mate, could have "Paradocs" emblazoned down your flank. And speaking of sterns and flanks, what about "Up Your Aft", "Breakin' Wind" or "Bow Movement" ... proctologists perhaps?

As a stock broker you could choose "Mutual Fun" or maybe even "Blew Chips", if you had a bad run of luck. And how could a sales associate not give "SalesmanShip" at least a passing thought? A scientist or lab technician who loves the thrill of hooking a 20 pounder might name instance ... only if you have to, of course (if it lasts longer than 4 hours, better "Sea Doc" right away!) Or how about "Reely Nauti" or "Berth Control". I'm not so sure I want to know.

Have you seen the ones that compare their boat to a motel or hotel? My two top choices are "The Merri Yacht" and "Hotel Deep 6". Or how about the ones that focus on the results of imbibing those myriad of libations that we hold so dear ...

like "Sir Osis of the River" and "Sotally Tober" and, lest we forget the longtime favorites, "Aquaholic" and "Happy Hours".

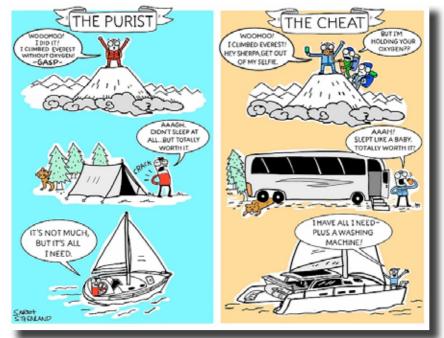
Of all the themes that seem to capture a boater's imagination, however, the expense of boating ranks right up there just behind "Sex Ta Sea". And since most of the sexual innuendo (and not so innuendo) that adorn the aft end of boats these days is more acceptable at the dock on a Saturday evening than in a family magazine on a school night, I'll leave the "Miss Conduct" up to your imagination.

Boater's love to complain about the high cost of buying and maintaining their boats through names like "Docked Wages", "Direct Deposit", "Debticated", "Knot Paid IV", "Moby Debt", "Fuelish Pleasure", "Play Dough", \$um Fun", my former favorite "Aloan Again", and on and on and on. But, after all the complaining, they all seem to have "No Regret\$".

Which brings us back to my new favorite, "Sailbad the Sinner". After much "SEAliberation", I've come to the "ConCLEWsion" that any captain whose boat sports this moniker can't take himself too "SEAriously". Like the captains of "Fastidiots", "Going Sea nile", "Knotaclew",

his boat "Nuclear Fishin'", while his buddy, who knows it weighed only 17 pounds, might suggest a name change to "Fish Tales".

But, while most boat names divulge superficial information about us, like "Ancient Mariner" discloses an advanced age or "Czech Mate" a native land, some names share more personal little tid-bits ... some of "Victoria's Secrets". Take "Viagua" for



"Oops",

"Neversink II" and all the other refreshingly self-deprecating names that make us smile, the captain of "Sailbad the Sinner" is a "Happy Semen" who loves to have fun.

So this SEAson when you spot a particularly clever or funny name out there on the Bay, don't be a "Keel Joy"......"Seas The Day". Show your "AppreSEAation" with a "Happy Wave". If you do, it's a "Shore Thing" that we'll all have "A Reel Good Time"! "Sea Yawl".

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Winter 2021

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#### Take Your Hobby Seriously – Become an Expert on All Things Boating

#### By Captain Dale Plummer

Even though your boat is on the trailer or on the hard, there is still plenty to enjoy while you wait for the weather to break to get back out on the water. Take the time to learn more about your boat, its electronics, its operations, and maintenance so that this coming season will be your best, and safest, one yet.

While the cold wind is howling outside, continue your boating education by visiting the BoatU.S. and BoatU.S. Foundation websites. If you think you know it all then you probably should sign up for some of the classes, too. Being a boater means knowing more than just how to turn the key. BoatUS' YouTube channel is an amazing resource as well. You can learn how to read the weather, use your electronics, upgrade your dock line handling, how to anchor and how to use your VHF radio. You name it, there is an instruction video or recommendations on how to find what you are looking for.

There are also the upgrades that can be made to your baby in the off-season. Does your boat have an emergency boarding ladder, a working VHF or lights that can be changed over to the brighter LED's that will help you see and be seen at night? BoatU.S. members always qualify for double rewards at West Marine so take advantage of your membership benefits and learn from the professionals at West Marine in the off season when they have free time.

It is also a good time for general maintenance. Clean your baby inside and out. Remove gear, batteries, and removeable cushions that may mildew. Apply a light film of spray-on furniture polish to the clean, dry cushions and then wipe with a clean cloth. This should help guard against stains and preserve the life of your boat's upholstery. Store the cushions vertical so that if they do get damp they will drain and dry faster. Be sure to scrub the salt away to keep your windows and other surfaces from staining or corroding. And above all, once its covered check on it after a rain or snow event. Pooling water or heavy snow can wreak havoc with a cover and sink a boat that is still in the water. If the boat is going to sit in the water take extra precautions and check on it often. Ever wonder what TowBoatU.S. Captains do all winter long? We raise sunken boats. There is a winterization checklist at boatus.com/seaworthy/winter/winterworksheet.pdf

Last season we met many brand-new boaters out on the water. If you are one of them, or maybe you just want to learn more about what you are passionate about, check out the BoatUS Foundation and BoatUS resources. As always, happy to help!



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# In the Absence of Boat Shows...

Normally, at this time of the year, boaters are all geared up and excited about upcoming boat shows. The thought of seeing and touching the new models was a powerful incentive to attend them.

But normal isn't normal anymore! Boat shows like most other events, are cancelled—dashing the dreams of thousands of boaters who still want to live to enjoy their lives on the water and, for many, that includes buying another boat!

We won't have the opportunity to see, touch, feel and compare the new products, as well as talk to the knowledgeable sales staff in the exhibits—not only on the new models, but also the details about all the used boats that they have for sale at their marinas. We won't be able to count on boat shows to rev up our excitement of the upcoming boating season, as the countdown to spring launch begins.

Boaters, as we all know, are resourceful and will find ways to gather the boat information they need to help them in the buying process. Following is a list of ideas to pursue:

Virtual Boat Shows- Not only boaters, but boat show organizers are also coming up with new ways to get boaters and boats together. The Toronto International Boat Show, for example, is one that is now offering a whole new way for you to get ready for your boating season. Their show is now virtual. They offer virtual exhibitor spaces where you can live chat, email, join a video room, schedule a meeting or just browse. There are show specials, seminars, workshops, contests and even a draw. https://torontoboatshow. com/ Most likely, other shows will go virtual as well. Check them out.

**Dealers**– Marinas/Dealers will still have plenty of boats in their yards and showrooms with staff ready to answer all your questions. Call your local dealer to find out what they have to offer. Many of the sales staff now, are holding ZOOM meetings with their customers, where you are able to see each other, while sharing pictures and information.

**The Internet**– The internet is a great resource. Using the search engines can result in treasure troves of information on the models that interest you. Check out the user groups to learn what others say about the boat—what they like and dislike. What difficulties they have or haven't had. How did they resolve the problems? Finding out before you buy can save you money.

**Email/Phone**– By emailing and phoning vendors of boats listed for sale, you can learn more and get answers to your questions. Sometimes, you will be able to contact the owner directly and other times you will work through a marina or broker.

**Sorting and Shortening Your List**– Once you have gathered all your information, the next step is to narrow down the list to something manageable. Then, shorten some more until you have the list down to the 2 or 3 boats at the top of your list. Now with this short list you are ready to follow up.

Old Boat Brochures– For those looking for a used boat, a great resource is www. OldBoatBrochures.com . They have approximately 14,000 old boat brochures dating back to the 1950's, that will show you the original pictures, specs and copy. Some have history and much more information. Get a scanned pdf copy of the boat's original sales literature emailed to you.



For boaters, who are planning to purchase a newer

or different used boat, doing a little homework first, and getting the details will be a great help when shopping. You can get a brochure for it from www. OldBoatBrochures.com with all the original specifications and copy. Educate yourself to be a more knowledgeable buyer.

For boaters, who are planning to trade or sell their used boat this season, you can also get a brochure from www.OldBoatBrochures.com. With the original specs and info, you will be able to create a more professional and detailed presentation to trade or sell it faster and for more.

www.OldBoatBrochures.com has approximately 14,000 boat brochures in the library dating back to the 1950's–power and sail. Get a scanned pdf copy of your boat's original sales literature emailed to you.

New this year, they have some duplicate copies of some of the brochures, so they are offering these printed original duplicates for sale. They are limited, so inquire first if you wish a printed brochure, instead of a pdf.

Go to www.OldBoatBrochures.com for more information on ordering either a scanned brochure or an original printed brochure. Start the excitement!

Arming yourself with knowledge, even without Boat Shows, could be a bit overwhelming and disappointing. On the other hand, it could be quite a new and exciting experience. Give it a try!

Doug Dawson and Brenda Dawson, 5th generation boating industry insiders, and recreational boaters have written books to help boaters Buy a Boat with Confidence, be a first rate First Mate, dock their boats, tie their boats and Ramp their boats and much more.

In electronic or printed format, these books help boaters shorten the learning curve and enjoy boating sooner. Download and read immediately—no waiting, no shipping. www.BoatingWithDawsons.com

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Upper Bay Boating

# Cecil County Angler Catches Record Flathead Catfish

January 6, 2021

#### Invasive Fish Weighed 57 Pounds

A Cecil County resident has officially been recognized by the Maryland Department of Natural Resources as the first-ever state record holder for the invasive flathead catfish. Joshua Dixon caught the 57-pound, 50-inch long flathead catfish (Pylodictis olivaris) on Dec. 27, 2020 fishing near the Lapidum Boat Ramp on the Susquehanna River. 50804137663 1159342b15

The 34-year-old angler was fishing frm shore with Zoom plastic swimbait, and said it took nearly 30 minutes to pull in the flathead. Dixon was using medium-weight spinning tackle, which added to the intensity and length of the battle.

"It was really weird because I thought I snagged a tree," Dixon

said. "It didn't feel like a fish but after a while, it was going crazy.'

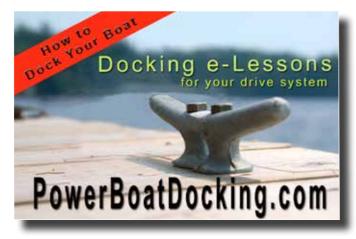
Dixon's record-breaking catch broke the state's minimum flathead catfish weight of 40 pounds. The flathead catfish's weight was officially certified by Jack Manning of Keen Compressed Gas in Elkton. A Maryland Department of Natural Resources biologist confirmed the catch.

Dixon donated his record-breaking catch to friends who harvested the fish's protein-rich filets.



The department maintains state records for sport fish in four divisions - Atlantic, Chesapeake, Nontidal, and Invasive - and awards plaques to anglers who achieve record catches. Fish caught from privately-owned, fee-fishing waters are ineligible for consideration.

Anglers who think they have a potential record catch should download and fill out the state record application and call 443-569-1381 or 410-260-8325. The department recommends the fish be immersed in ice water to preserve its weight until it can be checked, confirmed, and certified.







**Upper Bay Boating** 



#### Maryland's Only Winter Boat Show is at Riverside Marine!

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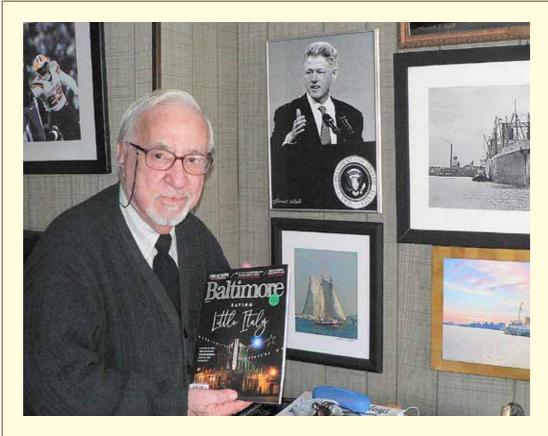
The Boat Show Tent is full, the yard is full, and we have

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We're Taking Trades and Making Boat Show Deals. Want to Order a Customized Boat, it's time, do it NOW and be Guaranteed your boat for Summer!

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#### Tom Scilopoti Honored in Baltimore Magazine

Congratulations to our senior photographer, Tom Scilopoti on your work being honored in the January 2021 issue of Baltimore Magazine.



We grieve for loved ones lost and feel for sick and down friends. We appreciate support shown with donations, volunteerism and advice to keep Maryland Waterways Foundation (MWF) successful in improving our waterways. This especially includes Dave Bielecki and Jim High.

While we started the year strong, it quickly became difficult for cleanups, educational events and fundraisers. Through innovative ideas and grants, improvements to our environment and the welfare of many families and businesses were still accomplished.

Even through a pandemic the world must go on. To bring normalcy to the lives of youth we worked to provide meaningful activities so volunteer hours could be earned in a safe environment. The same principal was applied to surrounding communities for Easter, Earth Day and Halloween, providing packets with fun, educational, environmental puzzles, facts and hands-on activities. We offered small cleanups with limited volunteers, family members, scouts or individuals with all possible precautions in place and people stepped up. We offered a "cleanup to go", providing locations and supplies to volunteers. We have continued to work with communities near or far, on small cleanups, dumpster days, marking storm drains, planting trees or providing rain barrels.

Many small, individual and wooded dumping site cleanups accumulated over 142 tons or 284,000 pounds of trash prevented from entering our waterways. Volunteers retrieved over 558 tires and 14 abandoned boats littering roads and waterways. A partnership with Baltimore County Department of Environmental Protection and Sustainability, has provided support and dumpsters for trash and tires. Our primary areas with DEPS are Upper Back River and Bear Creek, although MWF has and will travel further for cleanups or other activities.

Restrictions and closures have impacted many businesses including the Aquaculture industry engaged in growing oysters from seedlings to market size. These oysters are sustainable and clean the bay while growing, filtering up to 80 gallons of water a day. MWF joined Honga Oyster Company to promote the value of oysters to our ecosystem while also offering sales of harvested oysters to keep the industry sustainable.

More than 850,000 tons of food are wasted yearly in Maryland creating environmental, social and economic impacts. Reductions in carbon impact, greenhouse gas emissions and soil erosion are achieved by eliminating waste in landfills. While much is wasted, one in nine are hungry. MWF is increasing awareness to pre-

vent food waste and working with local food banks and communities to share excess healthy foods to feed those in need and reduce our carbon impact. We all affect the health of the

bay and it has an effect on each of us. While we are separated as a whole, we can still find ways to work together to make our waterways cleaner, environment friendlier and Chesapeake Bay healthier.

Big plans abound for 2021, watch for calendar updates. To volunteer, donate or information,

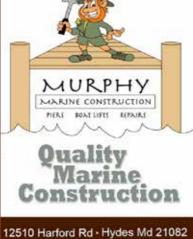
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Winter 2021

## **New Cat in Town**

#### By Montana Grant

ike it or not, there is a new Catfish in the Bay. Blue Catfish are moving in. Just what we need, another invasive species. The Snakeheads are also a probable catch, now that they have migrated and been illegally bucketed into Maryland waters. Both species are aggressive, have few predators, and are taking their toll.

Blue Catfish are native to the Mississippi Basin and were introduced into the Bay by the Virginia State Fisheries. They grow to huge sizes and are tasty to eat. Since their introduction, the Federal Government has labeled this species "invasive" and funds programs to eradicate them.

Blue Cats are Pigs! They eat almost everything in the Bay, just like the Snakeheads. These predator fish came to the Bay in

the 1970's. Virginia thought that this fish would become a great sport and commercial opportunity. For a couple decades, they were not noticed, then...

In the 1990's their population exploded! Because of their huge size, numbers, long lives, and appetites, the Blue Cats are now a problem! These eating machines feast on native crabs, shad, baitfish, eels, fish fry, and other more desirable fishes. They have



turned the natural ecosystems upside down, along with help from the Snakeheads.

Bay fishermen will catch these species on most outings and fewer perch, stripers, crabs, and other fish will come to the net. Blue Cats and Snakeheads are near the top of the food chain, and on the menu. If you fish from a boat or the shore, in the Chesapeake Bay, expect to place these invaders onto your stringers. Catch and Release is not a healthy or smart

option for these two species. So now what? Many sport anglers love the new fish. Some are responsible for moving the Snakeheads into the state waters. Since many of the native species are now gone, recreational anglers are targeting what is left.

States need to develop plans that will mange these exploding fish populations. Invasive fish populations vary from place to place. The James River is now a place where 40 percent of anglers target the Cats. In this fishery, the Cats consume aquatic plants until they grow to about 20 inches long, then they target invertebrates and fish. In

other rivers, such as the Pamunkey and Mattaponi Rivers, this does not happen until they are 36 inches.

Rules for one watershed need to apply to the characteristics of that watershed. Now that they are here, good luck with trying to get rid of them. There is one characteristic that could impact the populations of Blue Cats and Snakeheads. They taste great and are relatively easy to catch!

There is already a commercial fishery started for both species. Restaurants are now serving these invasive species as their Fish of the Day. Encouraging more catching and consuming of these fish is a great idea. Building these

commercial markets is important.

2.8 million pounds of Blue Cats were netted in the Potomac River, in 2018. The catch continues to rise. The James River is averaging about one million pounds a year. Sadly, the US Dept. of Agriculture imposed strict inspection limits on the Cats and have created a roadblock that is discouraging a bigger catch. They failed to fund additional inspectors.

Removing massive quantities of these fish is important but scientists are not sure how many to remove. Ecosystems could sustain some of these fish. Along with the native species, but where that line is, is unknown.

Because the Blue Cats are feasting on desirable species, that are already in demand, what is the next step. Snakeheads also feed on amphibians and everything else that ends up in the water. More data and research are needed.

Fish catch data for each river is required. All an-



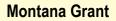
glers will need to help. Once these at-risk watersheds are identified, fishing pressure can be used to control their exploding populations. Currently, Blue Cats, and Snakeheads are being caught from the Conowingo Dam to the mouth of the Bay.

Time to put your catch where your mouth is! The good news is that these catchable and tasty fish are relatively easy to catch and process.

There are many recipes and YouTube videos available to help Bay folks to catch and consume them. Many anglers brag about how delicious these Cats and Snakeheads are. Commercial fishermen are seeing dollars flow into their pockets due to this new opportunity.

#### – Montana Grant

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



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.montanagrantfishing.com.



#### **Gas Station Pump Labels Are Supposed to Warn Boaters Against Putting the Wrong Fuel in the Tank; Survey Reveals They Fail Miserably**

Respondents favor prototype E15 warning label 4-to-1 over existing label





#### Use only in

2001 and newer passenger vehicles

Flex-fuel vehicles

Don't use in other vehicles, boats or gasoline-powered equipment. It may cause damage and is **prohibited** by Federal law.

Whith the boat in tow, you head to the gas station to fill her up. At the pump you find a fuel prohibited for use in boats, E15 gas, being sold alongside approved E10 fuel. What's to prevent you from misfueling? A little warning label about the size of a pack of gum that's often hard to notice, difficult to understand, and too often fails to protect consumers, said boat owners and other non-road-engine users in a recent National Marine Manufacturers Association survey on the effectiveness of current E15 warning labels.

The ethanol warning label survey is being used to help persuade EPA regulators, currently reviewing E15 labels, to offer a more effective warning. Survey takers were shown the existing orange E15 warning label and a red prototype label with pictographs. Respondents were more than four times as likely to say that the prototype label more clearly conveys the idea of a "warning" for consumers than the current label.

What made the difference? The prototype's red color and visual reinforcement was cited as more effective than the real label. Where the label is located on the pump can also be improved: 70% of respondents noted that inconsistent placement of the E15 label on fuel dispensing pumps made it harder to locate and less effective.

"EPA has some work to do in regard to educating consumers at the pump with more effective ethanol fuel labeling that better communicates the hazards of E15 for boat engines and other small motors," said BoatUS Manager of Government Affairs David Kennedy. E15 is prohibited by federal law for use in recreational boat engines, off-road vehicles and small engines.

In addition to supporting improvements to the ethanol con-



tent warning label type, size and location on the pump, Boat Owners Association of The United States (BoatUS) supports public education efforts, evaluating the adoption of different fuel pump nozzle sizes, ceasing misleading marketing of ethanol fuels such as "Regular 88" fuel (containing 15% ethanol), evaluating the use of physical barriers and keypad systems, and offering a dedicated pump for E0 (0% ethanol) fuel.

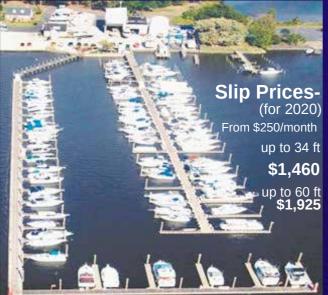
Suggested social media post: .@thenmma survey responses show that E15 fuel warning labels at the pump do a poor job of helping protect boats and other small engines from misfueling https://bit.ly/39tgYIS #BoatUSonWatch

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

Celebrating more than 50 years, BoatUS is the nation's largest organization of recreational boaters with more than 700,000 members. We are the boat owners' voice on Capitol Hill and fight for their rights. We are The Boat Owners Auto Club and help ensure a roadside trailer breakdown doesn't end a boating or fishing trip before it begins. When boats break down on the water, TowBoatUS brings them safely back to the launch ramp or dock, 24/7. BoatUS offers GEICO Marine Insurance policies that give boat owners affordable, specialized coverage and superior service they need. We help keep boaters safe and our waters clean with assistance from the nonprofit BoatUS Foundation for Boating Safety and Clean Water. Visit BoatUS.com.

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Winter 2021

### Live Aboard

Don and Gail Elwell

#### **Tips and Tricks**

We get asked — after living now for some seven years aboard--" how do I pick a live aboard boat?"

Sure, like we'd know.

Okay, here's our advice: before you take that jump, there are a couple of practical questions you need to ask yourself. The first and most important one is: What do you want to do on the boat? Yeah, yeah, I know "live on it," but that's not the issue. Here's the thing: a live-aboard boat is something that floats in which you live, but what you're doing while you're floating is a key issue. So, after a bit of discussion, here's our take on how you should go about deciding.

First and foremost: do you want to travel? If the answer is: "not really," and you're just looking for a cheap spot to live on the water, then you're in luck. Just about every marina I've ever seen accumulates a number of "dock queens," boats with generally one or two dysfunctional engines or transmissions that are otherwise in decent shape that can be had for a song ... no, I mean that literally, as long as it isn't "Baby Shark," the marinas are often that happy to rid themselves of them. The boats have long since ceased paying storage or slip fees, are old enough that nobody particularly wants them without running engines, and having them crushed up and hauled away costs money. If you turn that liability into a paying asset, most marinas will be happy to accommodate. If you can't live aboard where you find the vessel, it's easy enough to get it towed to where you can.

If the answer about travel is a "yes," then you need to ask yourself what kind of travel we're talking about. Are you happy to be a casual boater who also lives aboard, content to go out for a few hours or a weekend before returning to your home dock? A boat that can do that may have few amenities that will function away from shore (think electric ranges and refrigerators), but will suit you just fine for a day or so, and can be pretty affordable. Do you want to do extended cruising or cruise full time? Then you'll need a vessel that can supply most of its own power, refrigeration, and water. This entails (functional) things like solar panels, alternators, generators, desalinization units, large water tanks, water filters, batteries, and enough fuel capacity to make sure all that can run for more than a few hours.

Speaking of that: The second part of that is: how fast do you need to go? Power boats are a dime a dozen, but require a lot more maintenance than a lot of folks are willing to put into them (hence the proliferation of dock queens), and they absolutely suck fuel. Seriously, if you're not a boater, finding a power boat in a live aboard size with a fuel consumption of more than two miles to a gallon is a gift. Usually, an expensive one. The more motors, the more speed, the more money it takes to run.

Now there are power vessels that sip fuel. Trawler yachts, often with small diesel engines, sip fuel, but they are among the absolutely most expensive vessels to buy, new or used (a new small trawler in the 25-ft range can run you \$175-200K) That said, the trawlers are often spectacularly well built, will take some rough water, and are built for comfort. They also are quite a bit slower than your average twin engine gas go-fast, with top speeds around 14 knots instead of 40, but they'll take you just about anywhere, and their large fuel tanks can take you hundreds of miles at a stretch.

Sail boats, of course can go anywhere with little or no fuel, can take (generally) much heavier seas than most power vessels, and don't eat fuel. They do, however, require their own special set of skills (as in, sailing) and their deep draft and tall masts may limit where you can travel (think bridges and shallows).

I should probably mention houseboats here as well. Houseboats are, of course, the flat out the most comfortable of the movable liveaboards. Some are more like an apartment or a hotel room than a boat, and that makes for some easy living. They are, however, also often pricey, and are not designed for heavy seas (some are suitable only for highly protected waters like lakes, and many are more "boat house" than "house boat" and are never intended to move), and, being a big box on floats, they are also a major wind magnet. Of all vessels, though, they are the most comfortable.

So, while we're on that subject, let's talk about amenities. I've often said: I don't take up any more room in a phone booth than I take up in a baseball stadium, and that's true. We've become convinced in this country that we need massive amounts of room we never use, which we quickly fill with things we don't need, but after a few years of living aboard, we've learned a few things about ourselves and space usage and the boats in which we use the space. First of all, sailboats: Sailboats, of all vessels, are dedicated to the process of sailing. Hull shape, hatch placement, porthole placement, all are subservient (by necessity) to the fact that the sailboat is a machine to extract energy from the wind to move it across the water. Some are fairly comfortable, but be aware that that necessity can lead to some bizarrely shaped storage spaces, weird bunks, iffy headroom, and an internal space utterly, totally, completely lacking in straight lines, right angles, or level spaces. We live on a sailboat at the moment, and we love the thing, but caveat.

Power boats tend to have more open room in them, but the boat manufacturers seem to have some odd idea that your 28-foot power cruiser will often be sleeping a party of 26 who will never need to bathe or cook anything, but will need a great deal of cup holders. While I think I was at that party, it doesn't make for comfortable living spaces.

Going into this, ask yourself what you really need, and by that, I mean the minimums. Do you need a head-shower combination to be comfortable or are you fine with the head and using the marina's shower facilities? How much do you cook and how much of the interior of the boat do you need devoted to that activity? Can you be comfortable in a V-berth? Do you need 120 v AC power onboard away from the dock? How you live or are willing to live will determine the answers to these questions (and, trust me, you need less than you think to be comfortable.), and the fewer your requirements, the more latitude you have in selecting a vessel (and the more likely you are to find one easily). When looking for a vessel, make those requirements the baseline. Yes, the boat you saw this afternoon is in great shape and a bargain for the money, but can you really live with a 3-ft galley with no fridge and a toilet under the bunk? Be honest with yourself. A lack of things like usable stowage, lights in the cabin, and decent headroom can make for a sour experience down the road that probably isn't the fault of living aboard but of your choices of boat

Living aboard has been a wonderful experience for us, so much so that neither of us can really imagine having done anything else. Finding a boat takes a bit, but you will be able to find one that suits you. We built our first boat—a barrel shanty--, bought our second as a \$500 stripped out sailboat hull and refit the thing, and lucked into our current sailboat for—literally--a buck before the thing was crushed to make room for condos. Be patient, pay attention, and be prepared to jump when just the right boat wanders into your life.

You won't be sorry.

Don and Gail Elwell and First Cat Magellan Aboard the SV Constellation www.thefloatingempire.com www.wildshorepress.com www.gailelwell.com





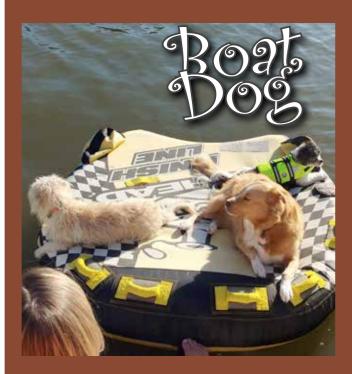


Katie Grasmick



David Sites

Donna Bedell



Left to right: Wally, Pita, and Bella Enjoying a day on Middle River. - Steve Bachman



welcomes pictures of your boat, boat dog, family & friends having a good time on the bay. Also, if you are a writer, please get

in touch with us – you may become a regular columnist.

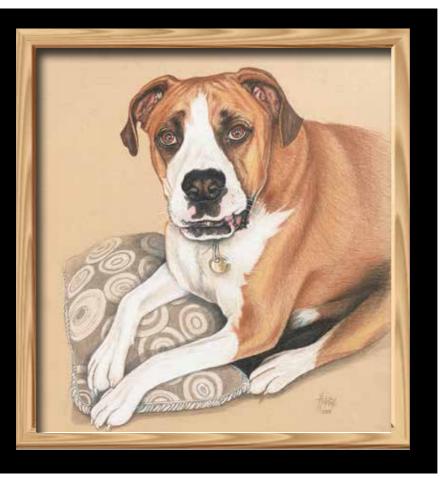
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