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UPPER BAY Boating

June 2021

- 5** The Value of Summer **6** Ripping Off the Mask **8** Check List for
Pontoon Boats **10** Catch Fish With Cicada Lures **12** MTAM's
Matt Hofstetter **14** Ask Cap'n Drew **16** Magical Friendships
19 Battery Island Brewing Company **20** Havre De Grace Hometown
Racers Part 2 **22** High Performance Aluminum Boats
24 Friends of Hart Miller Island **26** First Boats
28 Good Night Boating **30** Opening Season at the Yacht Clubs
32 Live Aboard **36** Docking is a Team Sport
38 Boat Dog

Upper Bay Boating Magazine

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Publisher: Jim High

Publisher Emeritus: Dave Bielecki

Editor & Graphic Designer: Paul Hutchins

Features Editor: Wendy Gilbert

Photography: Donna Bedell, Tom Scilopoti, David Sites

Contributing Writers: Wendy Gilbert, Tim Campbell, Tim Sherman,
Doug Dawson, Alan Keene, Mark Galasso, Montana Grant,
Kim Merrikan, Jenn Williams, Dale Plummer, Don Elwell

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The Value of Summer

For me looking back at my summers, I know that I have made the very best of them. Fifty-three trips around the Sun and the first four I cannot even remember. Maybe the last four I won't remember either, who knows? Summers started by leaving our marina with my Dad and my Mom, four sisters and a whole lot of different kinds of boats. When Dad could get away, we did a whole lot of trips down to St Michaels, the C and D Canal, Baltimore Harbor and all around Middle River. Summers were always special for me. I would get as much done in Spring, Winter and Fall so when the hot weather got here, I was ready. Some people, like a child I grew up with named Keith, only got to see 16 of those summers. My Mom and Dad are long since gone, as are many other loved ones. Jan, John, Dom (TNAF) and others known as Centenarians have seen over 100. One hundred times around the Sun!!! For many of us, as we grow a little older, it can become a chore walking down the dock or climbing on and off the boat, but we push through in order to pack in a few more boat rides with our friends and families. That is what makes summers on the Upper Bay and being out on our so wonderful. You don't know how many trips around the Sun you are gonna get, so please get out there and turn in a great Summer!

GREAT NEWS!

As of April 30, 2021, non-oxygenated gasoline is now able to be stored/sold/used in non-attainment zones within Maryland. The non-attainment zones are the counties which are federally designated as reformulated gasoline control areas, and although that geographic designation remains, the gasoline no longer requires a minimum oxygen content.

Carroll Fuels and Howard Energy have already confirmed that they have the ethanol free fuel. It is recommended that you empty your tanks before adding the new fuel. It is recommended that you label your new fuel as: Non-Oxygenated, Ethanol Free or E0 Fuel. Make sure to ask your local fuel docks when this might be available and how much more it might be!

A Magician, A Parrot and a Cruise Ship

A magician was working on a cruise ship in the Caribbean. Naturally, the audience was different each week, so the magician allowed himself to do the same tricks over and over again.

There was only one problem: The captain's parrot saw the shows each week and began to understand how the magician did every trick. Once

he understood he started shouting in the middle of the show:

"Look, it's not the same hat."

"Look, he is hiding the flowers under the table."

"Hey, why are all the cards the Ace of Spades?"

The magician was furious but couldn't do anything; it was, after all, the captain's parrot.

One day the ship had an accident and sank.

The magician found himself adrift on a piece of wood in the middle of the ocean with the parrot, of course.

They stared at each other with hate, but did not utter a word. This went on for a day, then another, and another.

In the morning of day 4, the parrot finally asks: "OK, I give up. What the F@#\$ did you do with the ship?"



Marinating with Clint Norman, Cousin Paul Herzog and my wife Kisha!

Christy Ann Martine

"Dance with the waves, move with the sea. Let the rhythm of the water set your soul free".

Sarah Kay

"Because there's nothing more beautiful than the way the ocean refuses to stop kissing the shoreline, no matter how many times it's sent away."

Sandy Gingras

"At the beach, life is different. Time doesn't move hour to hour but mood to moment. We live by the currents, plan by the tides and follow the sun."

Ripping off the mask

By Wendy Gilbert *Contributing Editor*

In precisely 6 days and 29 hours and 22 minutes, I will be fully vaccinated and free to move about. Just where I'll be moving about doesn't really matter. Or does it? I might have given this a bit too much thought, but we are starting out slowly.

The Gilbert household is a rule-following one. Over the last 14 months, I've rarely been anywhere that doesn't involve procuring provisions of one kind or another. My idea of a necessary purchase might differ slightly from my husband's idea of necessary, but after 14 months, that's to be expected. Even a Gilbert can tire of going nowhere but grocery and hardware stores.

So where are we going?

New library in town. Yes!

New museum in another town. Yes!

New brewery in yet another town. Yes!

Grocery store. No.

Unless we are talking the new Trader Joe's in Christiana. Hey, a girl's got to have choices.

I've already ceased wearing my mask outdoors. I pop it on just before I enter a building and rip it off as soon as I get out instead of masking as soon as I park the car.



It took a few weeks certainly, but masking up has become push-button automatic. Pull into the parking space, engage the parking brake, close the windows, turn off the car, put on the mask du jour, exit.

When you get back, get in the car, take off the mask, apply the hand sanitizer ... etc., etc., etc.

Always an outdoorsy type, having all family gatherings outdoors wasn't a stretch for me and frankly, I hope we keep having them. I love packing up a basket and a cooler and heading out for quick run down The Elk River. Or the Susquehanna or the Northeast.

Does it really matter? I think not.

Take your pick – power, sail or paddle. Just get there.



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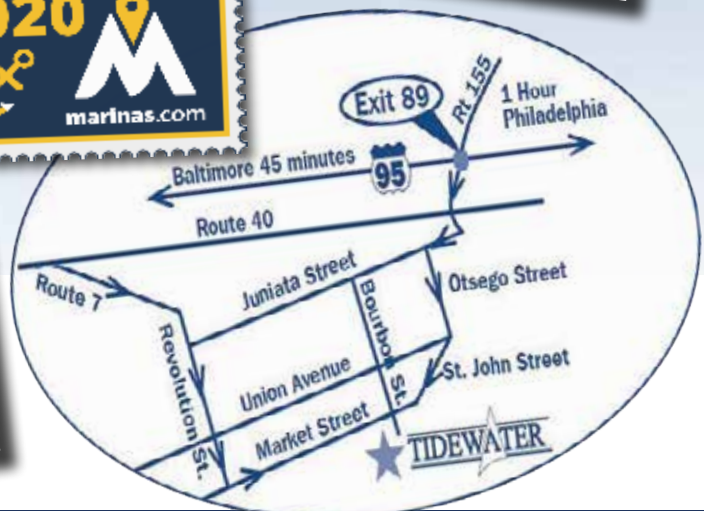
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Checklist for Pontoon boats

By Wendy Gilbert – Contributing Editor

Often viewed as a very safe boating option, pontoon boats have a reputation of being sturdy and slow. On the plus side, you can pile on a bunch of friends and crank up the floatin' motor boatin' tunes.

Don't go over your limit of buddies of course – nothing ruins a gentle day on the pontoon quicker than a visit from the USCG.

Here is a list of must-have safety equipment for your pontoon. Make sure you not only have the following onboard, but make sure they are clean and function perfectly.

1. Valid Registration Certificate

Don't have one? Then your pontoon boat shouldn't even be on the water. Always be aware of what the legal regulations are in Maryland. Make sure your capacity plate is clearly visible from the helm.

2. Selection of PFDs (Personal Flotation Devices)

There is absolutely no excuse for not complying with this one. Every single person who takes to the water on your pontoon boat should be wearing a PFD or life jacket that fits them correctly.

This is why it's a good idea to have a selection of PFDs on board, so that you have ones which will fit adults and children of different shapes and sizes. You need to be able to adapt to any situation regarding a passenger on your pontoon boat. Safety is your responsibility as the captain.

Funds running a bit low? Check your local marina for spares and attend yard and garage sales in boating communities. Mine hosts a big sale every April. Folks can find all sorts of safety and other used equipment for just a few dollars.

3. Marine Fire Extinguisher

It's simply not good enough to have a standard fire extinguisher on your boat; it has to be one that has been designed for marine use and one that works and has been tested. Look for deals at marine supply stores and Amazon.com.

Make sure that you keep check of the expiration date on the extinguisher and that it's kept in good working condition and everyone on board knows exactly where it can be located in case of emergency – just like they should do the PFDs.

4. Audible Warning Device

Some emergencies on the water will mean you need a way in which to attract the attention of other boats. This is why you need to have a device that makes a noise, such as a whistle or a loud air

horn. I bought mine (on Amazon once again), we've got one on the boat and in each car. I've only used it once, but it was just what we needed at the time and all involved were glad I had it.

5. Throwable PFD

Even though everyone on your boat should be wearing a PFD, it's still essential to have the extra security of having a PFD to hand that can be thrown into the water if necessary. It does not matter which type of device you choose, as long as it's well-maintained. Think bright colors!

6. Skier Down Flag

If you partake in water sports like tubing you need a skier down flag to use if someone goes down in the water. This lets other boats on the water know of the situation, so they can take the necessary steps to avoid the person. If not, grab your throwable PFD and the air horn to keep folks away or to summon help.

7. First Aid kit

Stop the bleeding! I hate to admit how many times I've needed my First Aid Kit. Usually, it's just for some bug bite balm, elastic bandages or sunscreen, but there is absolutely no excuse for not having simple basics on board. I'd recommend the biggest and the best kit you can afford. Make sure there's at least a small tube of wound care inside. The powder stings a bit, but if someone has a nasty cut that might require stitches and you're a long way from an Urgent Care facility, that stuff is powdered gold.

A few more items to consider.

Not all of these are necessary, but consider them:

- Visual signal that you need help, so that you can seek assistance if there is an emergency.
- Navigation lights that are fully functional. You should have a red and green light to be placed in the front deck area. You should also have a white light which should be placed as high as possible on the boat.
- Flashlight and spare batteries.
- Anchor and line.
- Form of emergency propulsion.
- Tools and spare parts to fix problems while you are on the water.
- Cell phone that has a signal.
- Battery charger.

Equip your pontoon before setting out and you and your passengers will have the floatin' you've been hopin' for.



Wendy Gilbert



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Catch Fish with Cicada Lures

by Tim Campbell

By the time this article comes out, billions of cicadas will have emerged from their 17 year incubation period underground. I know this not only because the news of their coming has been widely broadcast, but because I've been waiting. That's right. I vividly remember the fantastic fishing when the last big brood hatched 17 years ago. The memory of those incredible catches stayed with me. For several weeks in May and June of 2004 I caught scores of unwary fish using artificial lures that mimicked cicadas. So finally, here we are in 2021, and they're back! Now is the time to experience amazing action fishing with small, noisy topwater lures.

In 2004, largemouth bass lurking in the local reservoirs, including Loch Raven, couldn't get enough of the overabundant cicadas. Many anglers caught a bunch of bass at Loch Raven back then. It was not only the hungry bass that gorged themselves. Catfish and carp would come to the surface to take any small topwater lure with a propeller blade. It's a thrill to fight big carp on light tackle spinning gear. I smash the barbs down on the treble hooks to give the fish a fair chance. Besides, it's faster and much easier to unhook a fish using barbless hooks. That way I can get back to catching more fish sooner. I'm curious to see how the ubiquitous snakehead reacts to the cicadas. Some invasive Northern snakeheads were here in 2004, but the population has skyrocketed since then, and they take topwater lures with fury.

My favorite prop bait is a Heddon Tiny Torpedo. Color doesn't seem to matter. Another good cicada imitating lure by Heddon is the Tiny Crazy Crawler. Again, color is not important on topwater lures.



When you get to where you want to fish, stop, look and listen. Look for the telltale signs of cicadas such as empty cicada husks stuck on trees. Observe the cicadas buzzing around. The male cicadas make a loud, droning noise. It's a mating call I'm told. The female cicadas are a little bigger and fatter, but the fish don't discriminate, they'll eat any cicada that lands in their strike zone. Simply cast your lure out along a tree-lined bank and let it sit on the water for a few seconds. If you haven't got a fish on the hook by then, cast to a different location. But I'd venture to say that a greedy fish will take your lure as soon as it lands on the water. The fish can't stop themselves. It's in their nature to feed.

"Fish are opportunists and take advantage

of any situation presented to them," says my friend Dave McCollum, a Biology graduate and expert angler. "They'll tune into the cicada hatch pretty quickly." Dave has been fishing for decades and also remembers fishing the 2004 cicada hatch. Back then he primarily targeted bass in the upper reaches of the Bush River and its feeder creeks, and did quite well.

Cicadas are a type of locust. They are in the same family as crabs and crawfish according to entomologists. The curious creatures fasten onto a tree root about a foot underground and feed off of it for the duration. Most of them emerge in 17 year cycles when the ground temperatures reach the low to mid 60 degree mark. Some cicadas come out in the off years, but the vast majority of the locust hatch emerges on schedule every 17 years. Enjoy the hot fishing action now; the cicadas will be gone soon. The next big cicada hatch is in 2038.

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Matt Hofstetter

Marine Trades Association of Maryland On-the-Job Trainee Success

The Marine Trades Association of Maryland (MTAM) would like to congratulate **Matt Hofstetter** on the completion of his six-week On-the-Job Training (OJT) with Worton Creek Marina in Chestertown.

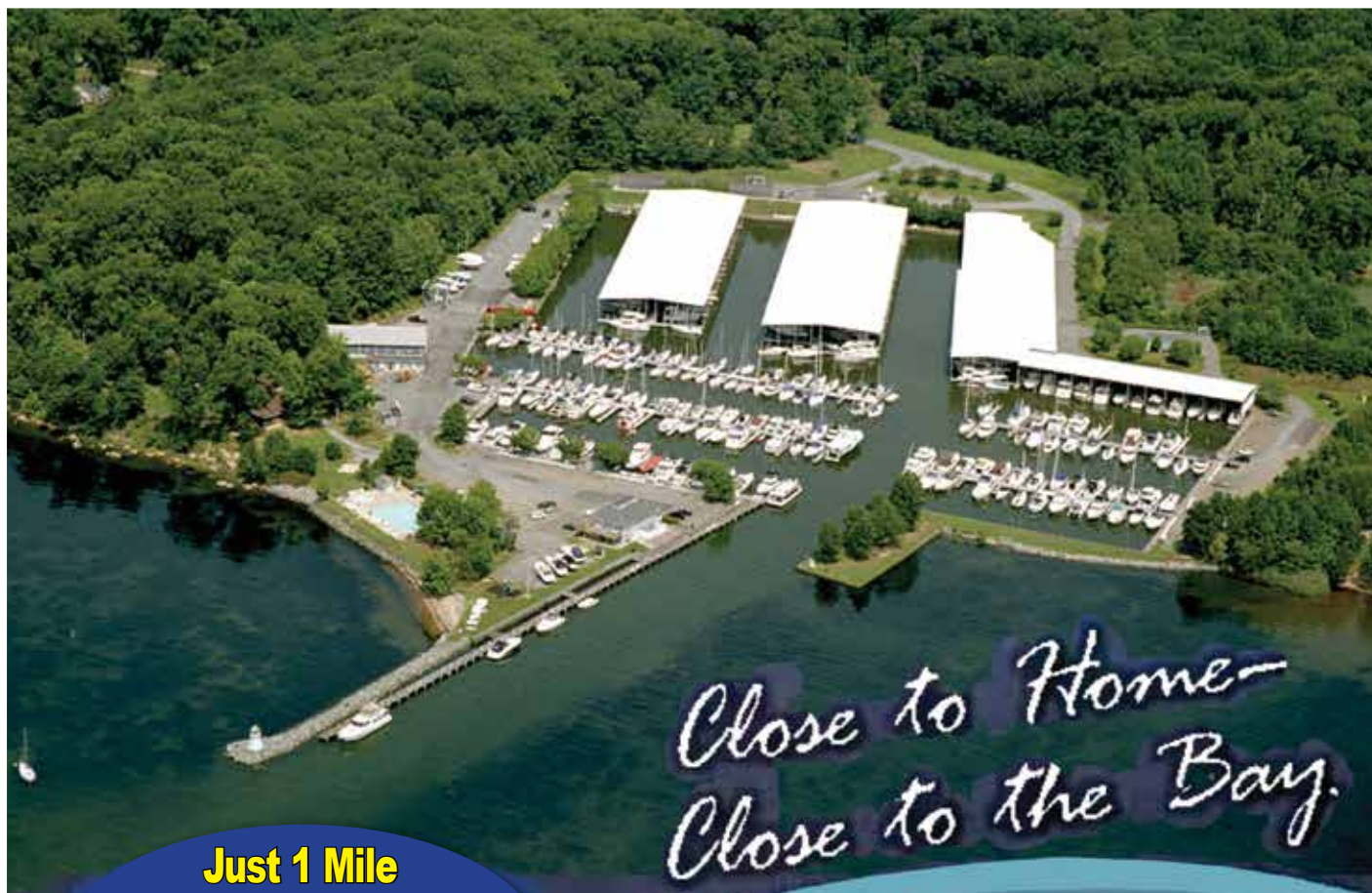
Hofstetter has a background in fine carpentry, manufacturing water sampling devices after he graduated high school, and in metal work, creating custom interiors for elevators.

He has always been interested in boats but didn't know how to start a career in the marine industry. He learned about Worton Creek Marina's OJT opportunity through an advertisement in the Tidewater Trader. "The ad said they were willing to train someone, so I applied," he explained.

During his first six weeks, Hofstetter gained skills in templating and routing, learning how to shape and camber. "A lot of things I was doing were things I had done before, but now I was doing them on a boat," said Hofstetter. He also prepared boats for paint and worked with materials new to him like Coosa board and Starboard. "The refining was a new skill for me," he explained. "You can make Starboard shine like a metallic finish. It's pretty cool."

Patrick Callahan, Service Manager at Worton Creek, commended Hofstetter for his eye for finished carpentry. Hofstetter has been working closely with the marina's boat carpenter and has accepted a full-time position there. His most recent project has been replicating dividers and runners for an anchor locker.

"I would recommend this program to anyone who might be interested in working with boats," said Hofstetter. "It's satisfying work and easy to take pride in what you've done."



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Ask Cap'n Drew

Dear readers, thank you for the letters that I've received from you since recently restarting the column. I love hearing from both the old guard who remember it back in the day and the newer boaters reading it for the first time. Keep the letters coming and together we will unravel the mysteries of boating. By the time you read this, I will have a boating humor video or two up on YouTube. Check it out if you enjoy that type of thing.

Dear Cap'n Drew: My wife and I are inviting all of our friends out on our 22-footer for a spring cruise. What type of food should we serve?

-Confused in Long Island

Dear Confused: If all of your friends fit on a 22-footer, your problem isn't simply a matter of social etiquette. Try joining a social group and buying a few rounds.

Dear Cap'n Drew: Every spring, when I put my boat in the water, a duck promptly lays her eggs in it. When I attempt to board my boat, she becomes very agitated and attempts to bite me. Is there anything I can do to prevent this next year? **- Dave in Philly**

Dear Dave: It is a widely known fact that, in Duckdom, females (also known as "duckettes") will only lay eggs in the territory of males (also known as "bull ducks") for whom they have no respect. I think that, in order to remedy this problem in the future, you might want to take a course in self-confidence since you obviously don't get any respect from even the lowest members of the food chain.

Dear Cap'n Drew: Please help settle an age-old debate. Who are the better boaters, power boaters or sail boaters? I own a power boat and my best friend is a sailor. He insists that sailing requires more skill, but I can't see the difficulty in traveling at four knots. Please help.

- Rich in Montvale, NJ

Dear Rich: As much as I hate to admit it, sailors are typically more skilled at boating than power boaters. They must know how the winds

and the tides work together. They have to learn which sails to use, and when. They truly have to harness the forces of nature to propel themselves through the water in a skillful manner. This gives them a thrill that is a mystery to power boaters. Therefore, like all things with which we are unfamiliar, we must treat them with fear and ridicule.

While the advent of the powerboat has diminished the number sail boaters that one might find, there are still many of them among us today. However, keep in mind that it is now widely accepted in anthropological circles that our ancestors actually lived peacefully alongside the Neanderthals for almost 100,000 years before getting so sick and tired of them that they finally decided to kill them off.

Dear Cap'n Drew: Why do Navy uniforms look so unusual. No other branch of the military requires that its people wear bell-bottoms or those round hats. I was told that the reason they look the way that they do was for functionality, although I can't imagine what that could be.

- Patti in Scotia, NY

Dear Patti: It is absolutely true that Navy uniforms were designed for functionality. The Naval Department came up with the design many years ago after a severe outbreak of social disease caused several ships to be held up in port. After this, the Navy began dressing its sailors up to look so silly that no woman in any port would look at them seriously.

Dear Cap'n Drew: I have been considering buying a boat for several years, but have never had enough courage to actually go through with it. Is there any advice you could give to encourage me?

- Frank in Albany, New York

Dear Frank: The problem seems to be simply that you are just very cheap. You must break out the crowbar and pry that wallet open. Take a leap of faith.

Here are the Top 10 Reasons to Buy a Boat:

1. Financial Consultant advised you that hemorrhaging a fortune into a depreciating asset was a sound financial strategy.
2. You want to become intimately acquainted with every single working part of an engine.
3. You find constant scraping, painting and waxing to be very therapeutic.
4. You feel a moral obligation to help support OPEC.
5. Instead of sitting on shore not catching any fish, you prefer to sit on a boat, not catching any fish.
6. To have complete strangers call you, "captain."
7. If you drink all day in a bar, you are a "lush." If you drink all day on a boat, you are "enjoying life to its fullest potential."
8. Aren't some of those knots really cool?
9. You enjoy using a toilet the size of a saucepan.
10. A million skippers can't be wrong.



July 16th, 30,000 B.C.- The first documented case of a boater being envied by people who are stuck in bridge-traffic.

Cap'n Drew Brown has been boating for 25 years with his wife, Windlass, and their three children, Fender and Cleat and Thermo-Hygrometer. Send questions via e-mail to capndrew@gmail.com and visit his website at www.capndrew.com. You can also follow him on Facebook and he is developing a YouTube Channel called: *Boating Explained with Cap'n Drew*

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Magical Friendships

by L Alan Keene

Have you ever noticed how boating friends, the friends you make out on the water or back at the dock, are some of your best? I have. I used to attribute it, simply, to the strong interest we shared in all things nautical. It's certainly no surprise that friendships develop from a mutual love of a sport or activity. You know, golfers just like hanging out with other golfers.... bikers with other bikers.... Moms of 3-year-olds with other toddler's moms. It's human nature. People with common interests are just naturally drawn to each other.

But, while this is certainly true, I'm convinced that there's something unique about the friendships that are born out on the sea.... something magical. A trip we took to the land of OZ almost 16 years makes my point loud and clear.

It was August of '05, and Peg and I were in the midst of an incredible journey. We were traveling through the land down under.... the country and continent of Australia. After three days in Sydney, we flew up to Brisbane and rented a car. Our plan was to drive up Queensland's protected coast, paralleling the Great Barrier Reef, to Cairns where we'd catch a flight into the outback.

One of our planned stopovers along the way was the little resort town of Airlie Beach, the gateway to Australia's Whitsunday Islands. The Whitsundays are similar to the British Virgin Islands in that they're within a few miles of each other and boating, especially sailing, is a full-time passion. But unlike the BVIs, there're more islands in the Whitsunday chain; 74 of them, in fact, and they rise high out of the Coral Sea, leaving enough depth for even deep draft sailboats to anchor near shore. Bare-boating in the Whitsundays is a vacation Aussie sailors dream about.

Unfortunately, time constraints made bareboating, even for just a few days, out of the question for us. Since our plans allowed for only three weeks in Australia, we made the painful decision to spend just two days in Airlie Beach; the first taking a snorkeling cruise out to the Great Barrier Reef and the second sailing on an 85-foot catamaran named CAMIRA. We had spotted her purple hulls and tall black rigging as we drove in past the harbor the night before and had decided, then and there, that we HAD to sail on her.

After boarding the shuttle that picks up Camira's 25 lucky sailors for the day and taking a seat behind the driver, a voice from the seat behind asked, "Are you up from Sydney, mate?"

Flattered that we were being mistaken for true Aussies, I turned my head around and reluctantly shared that we were Americans from the east coast of the US.

"Are you now? Well, I'm Dave and this is my wife, Rae. We're from a little town over near Perth....in Western Australia." And, with that, our friendship began.

Dave and Rae Slatter were recent retirees from a little town called Dunsborough and were on quite an adventure of their own. Six months before, they had left home for a clockwise "caravan" (camping) trip around their homeland's perimeter. They were just a little over half way around and planned to return home "sometime around Christmas." Although not boaters themselves, they had seen CAMIRA in the harbor and, like us, had been drawn to her.



The Keenes on the left and the Slatters on the right. A friendship born out on the Coral Sea.

As Dave and Rae and Peg and I climbed aboard those "85 Feet of Pure Adrenaline", a sailing machine capable of 30 knots, the excitement was almost palpable. The winds were blowing at 20, the sun shining bright, and the Whitsundays beckoning!

It turned out to be a perfect day.... a day that Peg and I will always remember. Flying along at speeds that most sailors couldn't imagine, we sliced through the Coral Sea's white capped swells like an electric knife through Thanksgiving turkey. My half-hour stint at the helm just enhanced the thrill.

But, as much as we enjoyed the sail that day, we enjoyed our new Aussie friends, Dave and Rae Slatter, even more. We talked, we laughed, we kidded, we played cricket on Whitehaven Beach....we just had fun!

As we boarded the shuttle bus for the ride back that night, us to our motel room and them to their campsite, there was a feeling of sadness. We all knew that we would probably never see each other again, but we exchanged e-mail addresses just the same and promised to keep in touch.

Well, almost 16 years have passed since our Whitsunday sail and guess what? We count Dave and Rae among our closest friends. We send and receive e-mails every few weeks. They send photos of their most recent adventures and we do the same. Two years after that eventful sail, they came to visit us in our Delaware home and have been back on two other occasions to enjoy the beauty of the Chesapeake Bay region and to sail the waters of the upper Chesapeake on Tackful, our 25-foot daysailor. Several years back Peg and I returned to Australia and spent three weeks with Dave and Rae touring Western Australia. And two summers ago, we met in New Orleans for a wild week painting the town red (or as wild and as red as four septuagenarians are capable of).

Isn't it amazing that two couples from opposite ends of the world could form a lasting friendship after spending just one day together? But let's not forget....it wasn't just any day. It was a day out sailing on the Coral Sea! Amazing? It sure is. But more than that.....it's magical!





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Battery Island Brews Up Something For Everyone

By Jenn Williams

Historic downtown Havre de Grace features antique stores, restaurants, art galleries, museums, and now, thanks to Kevin Wilson and Kyle Hurst, the quaint town is home to a 100 percent Veteran-owned nano-brewery - Battery Island Brewing Company.

As the duo sought out just the right spot for their venue, which celebrated its soft opening May 1. They found a location that enabled them to preserve the vintage wood flooring and original tin ceiling in the building, giving the location an overall “warm, pub-ish feel,” according to Wilson. The owners completed most of the work themselves, including building a 1.5-barrel brewing system and cold system.

Named after the nearby “Fishing Battery Island,” a man-made island that was a base for the shad finishing industry, Battery Island plays to its small brewery advantage, offering a variety of palate-pleasing concoctions. Because they must brew more often, Battery Island is able to generate a creative tap list, providing everything from traditional German, English and

Belgian styles to a more unique raspberry sour or a seltzer or cider to accommodate customer desires.

Wilson, who serves as the master brewer, first had his interest in the craft beer industry piqued in the early 1990s in Colorado Springs, when he saw the craft beer scene exploding and he read Charlie Papazian’s “The Complete Joy of Homebrewing.”

“It just speaks to me,” Wilson said. “It’s an ancient craft that’s been around for 3,000 years. It can be as utterly simple as you want, with a plastic bucket and a pot on the stove or a giant mega-brewery. It brings people together and is a great community.”

Kevin and Kyle are both graduates of West Point and members of the U.S. Army (Kevin retired from service after 29 years on Active Duty and Kyle serves as an Acquisition Corps Officer after serving as a Platoon Leader in support of Operation Enduring Freedom as well as two Company Commands in the 3rd Infantry Division). The pair developed and brewed their own recipes from the ground up, and they do offer a 10 percent discount to Veterans.

Wilson suggests anyone visiting to make a day of it, visit Concord Point for some great coffee, try one of the downtown restaurants, visit the lighthouses of Turkey and Concord Point, check out shops and museums such as the Lock House Museum or the Decoy Museum, and then wind down with a brew at Battery Island.



Know Before You Go:

101 N. Washington St., Havre de Grace, MD 21078
443-987-0065

Hours: Thursday and Friday 4-9 p.m.; Saturday 12-9 p.m.

The tap room seats 48. No food is served on the premises, but food may be brought in.

Call ahead to place your name on the list. A tentative grand opening is scheduled for June 5.

Public Docking: The Havre de Grace Marina at Water Street
<https://hdgmarinas.com/>

Transient slips are also available at
City Marina (410) 939-0015



love it and while it is not always easy to watch you have to keep in mind, they are highly experienced and there are many safety features in each boat. Stuart and the rest of the family are certified as scuba divers, which came in handy the time Robin found herself upside down in muddy water near Kent Island,

Home towne Racers

By Kim Merriken

Part 2: The Family Racing Legacy

Last month we met the Shane family from Havre de Grace. They are a family of boat racers and each member of the Shane family has a very impressive racing career in their own right.

Stuart is a 7-time APBA National High Point Champion in the 145 cubic inch class and a world record holder in the 72 cubic inch class. Robin is a 2-time world record holder in the 1.5-liter class, APBA National High Point Champion in the 1.5-liter class and APBA National Summer Champion in the 1.5-liter class.

With their parents having such impressive statistics it is no surprise that the kids started racing at 9 years old and landed some big wins themselves.

Kelly has a long roster of accomplishments in the 1.5-liter class. Among those she is an APBA National Summer Champion, APBA National High Point Champion, Canadian National High Point Champion, Regates de Valley Champion, and a world record holder.

In the 1.5-liter class Jimmy is a 2-time APBA National High Point Champion, 2-time world record holder and is the current

APBA Record holder. In the unlimited class Jimmy is a 4-time APBA Gold Cup Champion, 6-time APBA National High Point Champion and 2-time World Champion.

With all of these championships for the family, and as a parent myself, I asked Stuart about the safety of racing and how you manage your anxiety when your kids or spouse race with speeds reaching upwards of 150 miles per hour. He stated he feels that it is much easier to race then to watch your family member race. But they race because they



He said Jimmy has had some tough crashes and has ended up upside down a few times. Once he was knocked out and had to be pulled out of the water by the safety crew. Kelly has broken her back racing.

So, where can you find information about this years' upcoming races? Stuart says you can check out the American Power Boat Association for the current schedule. He said you can look for Kelly and her husband down in Georgia in the next few weeks and look for Jimmy in Gunnersville, Alabama in June.

Both Kelly and Jimmy met their spouses through racing. Kelly's husband was from Michigan but after a visit to Havre de Grace he fell in love with the area and decided to move there after they got married. Jimmy's wife is from Washington state, but they met overseas at a race. They decided to reside in Washington state, where Jimmy has a very interesting day job.

Tune in next month to learn about their day jobs and the future of the "family business."



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High Performance Aluminum Boats

by Tim Sherman

The amount of technology that goes into the bass fishing experience is amazing. Today we have fish finding electronics that can identify the species of fish and show you which way they are swimming. There are GPS-controlled trolling motors that can hold you in place even in strong wind and current. There are even lures with computer chips that emit baitfish sounds. All of this is made to simplify the fishing experience and to help anglers catch more fish.

Without a doubt, the biggest expense to a bass fisherman is the boat. If you are familiar with the bass fishing scene, you've seen the long, sleek fiberglass boats with their metal flake paint jobs. They have been the standard for decades. In the past, aluminum boats were, at best, an afterthought for the serious tournament bass fisherman. That mindset is beginning to change in the bass fishing community as aluminum boat makers are moving forward in technological designs.

The new era of high-performance boats is far from the typical johnboat or V-haul designs. Several pro bass anglers on the national circuits have embraced competing on aluminum platforms. There is no drop off in their abilities to compete in these boats. In fact, three of the first five BASS Master Elite Series tournaments were won by anglers fishing from aluminum boats.

Elite Series pro, Bill Lowen won the event on Pickwick Lake in Alabama in late March. He made the switch to an aluminum boat a few years ago. He was skeptical at first. He grew up fishing and waterfowl hunting out of aluminum boats around the Ohio River area of Indiana where he lives. He's had plenty of days of bumpy rides and unsteadiness in aluminum boats. Yet, once he took out an Xpress X21 Pro for a trail run, he was impressed.

Bill hopes to dispel the misconceptions about aluminum bass boats in today's performance boat designs. Some believe they will be sacrificing speed, rough water ride comfort, and fuel capacity with an aluminum boat. Paired with Lowen's 250 horse power Yamaha, the design of the Hyper-Lift padded hull of the X21 Pro affords him the speed to compete. Today's aluminum bass boats are welded. The old school riveted hauls are a thing of the past. The welded construction and the longitudinal stringer system give Lowen's boat undeniable strength. This gives him confidence



Bill Lowen – photo by Dalton Tumblin of BASS

in handling rough waters when wind and/or current become an issue. As far as fuel capacity, the X21 Pro has a 40-gallon tank.

Lowen adapted his shallow water fishing skills he honed on the Ohio River into a successful pro career. He quickly realized the advantages of the aluminum boat when it comes to a fishing platform. On average, there is a 600 to 800-pound weight savings from aluminum to fiberglass.

Bill jokingly says that he's likely added that much more weight in tackle because he has more storage capacity. The boat has a shallower draft than a fiberglass rig of similar size. This allows Bill to access waters that most of his competitor can't. He can let these areas rest, then return knowing that he's likely been the only one to have fished it. He also has less concern of damaging the hull by bumping into cover. He would rather have to match the scratched paint than to repair gel coat.

There is no sacrifice in the layout of today's performance aluminum bass boat. The helm consoles are designed to handle for today's big screen electronics, and switches are within easy reach. The front deck is wide and designed to handle multiple fish finders, the trolling motor and its pedal, and all the switched for the motor trim and rear anchoring systems. The Xpress Pro series features Sea Dek non-skid decking. It is comfortable under foot. Lowen says that the decking will be completely dry in half-an-hour while running from spot to spot after the rain stops. Carpeting will retain moisture much longer.

This generation of aluminum bass boats is on the same level of fiberglass boats in performance and comfort. There is one thing an aluminum rig has over its glass rivals: price point. A standard, 21-foot fiberglass package, including boat, motor, trailer, and baseline trolling motor and electronics ranges from \$67,000 to \$80,000. The entry level, high performance aluminum package of the same size ranges from \$39,000 to \$41,000.

Aluminum bass boats have come a long way in a short time. Bill Lowen sums it up by saying, "If I blindfolded you and put you in my boat, you'd have no idea you were in an aluminum boat." Having all the appointments and performance of a comparable fiberglass model, today's high performance aluminum bass boat should be on your list if you are looking for a new bass fishing rig.

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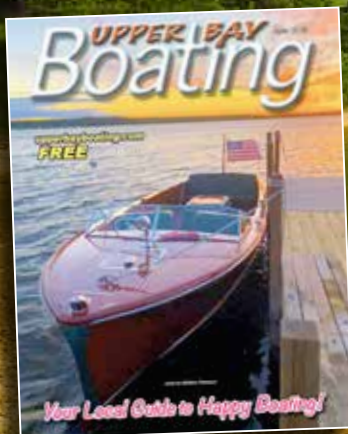
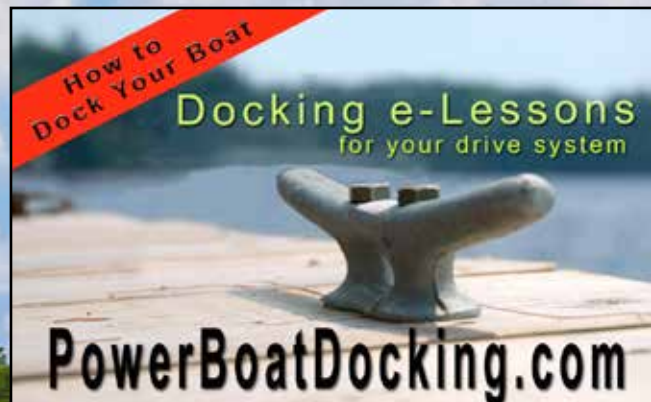
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photo by Donna Bedell

Friends of Hart-Miller Island Meet

by Karen Wynn

Hart-Miller Island is in Baltimore County on the Chesapeake Bay at the mouth of Middle and Back Rivers. Originally two separate islands, Hart and Miller were joined by the construction of a dike in 1981 and filled with dredge material from the Baltimore Harbor to restore the fading islands and create one island, Hart-Miller. The island is well known for its abundant migrating bird population and is a haven for boaters.

The Friends of Hart-Miller Island, a newly formed non-profit organization was formed to protect the public's interest in this State Park and support educational, recreational and restoration activities on it. The group held a kick-off fundraiser on May 8 at Rowboat Willies on Millers Island. When the group began planning the event, the obvious choice for a venue was Rowboat Willies. Owners Rob and Mike Poleski, along with Angela were eager to support the cause.



While it was a bit chilly, supporters enjoyed the music and atmosphere.

The location offers one of the best views in Baltimore County -- you can almost reach out and touch the Craig Hill Lower Range Light and it has outstanding views of both Pleasure and Hart-Miller Islands.

The Friends of Hart-Miller is made up of several current members of the HMI Citizens Oversight Committee. Paul Brylske, current Chair of the Oversight Committee and President of the Friends group, Sam Weaver, Vice-President, Karen Wynn, Secretary, Tony Correlli, Treasurer and Board Member Fran Taylor will be working closely with the Maryland DNR, MES and MDOT Maryland Port Administration.

While several different storm fronts came through bringing rain, wind and cold, the event was a great success. Many people came to show their support despite the weather includ-

ing, Senator Johnny Ray Salling, Delegate Ric Metzgar, Councilman Todd Crandell and Baltimore County Executive John Olszewski, a resident of Millers Island.

mdwaterways@gmail.com



While the wind was whipping at times throughout the evening, Rowboat Willies was a perfect setting for the event with an outstanding view of Craig Hill Lower Range Rear Light Station and Hart-Miller Island in the background.



Rowboat Willies donated funds from their pit beef, rail drinks and put together a refreshing bright blue drink, Beach Water of which all proceeds went to The Friends of HMI.



Senator Salling with wife Charity showed their support for the newly formed Friends group. Also in the picture are Katrina Jones, Outreach Coordinator for Harbor Development, MDOT MD Port Administration, Paul Brylske, Chair of the HMI Citizens Oversight Committee and President of the newly formed Friends of HMI organization and Karen Wynn, Secretary of the Friends of HMI.

The kickoff event included a raffle for a Wagon of Cheer with items donated from Ben's Edgemere Liquors, Key Brewing, Maryland Waterways Foundation and several Board Members



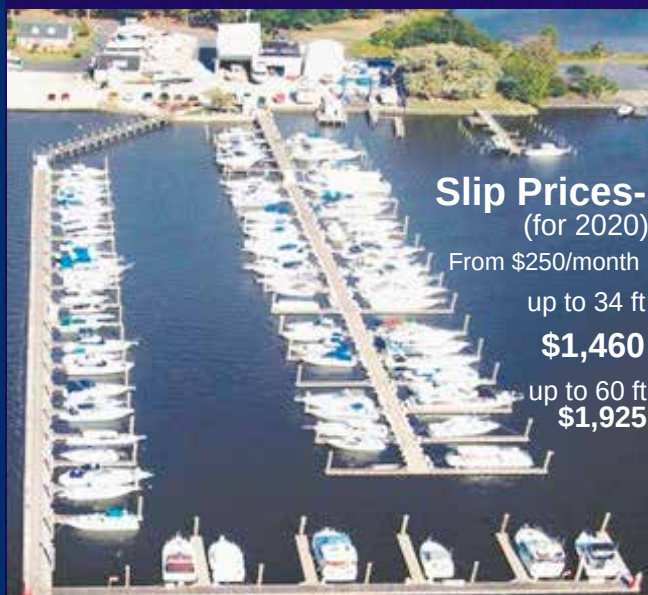
Several auction baskets were up for bid with items donated from Todd's Inheritance, Oakleigh Beach Cigar Shop, North Point Park Volunteers, The Painted Mermaid, Maryland Flower and Foliage, Maryland Waterways Foundation, Middle River Stand-Up Paddleboards, Tiki Toons, Creekside T-shirts, The Sparrows Point-North Point Historical Society.

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by Donna Bedell

FIRST BOATS!!!

By Montana Grant

My first boat was a Grumman Canoe. This 17-ft, all aluminum beauty, was built using the same technology as Northrup Grumman's aircraft. To buy this canoe, I needed to raise my own money. My Boy Scout Troop 772 was going to place an order for several canoes at the same time. The cost would be less, and we would have a troop full of boaters.

To raise the money, we gathered all our neighbors' old newspapers and sold them. We brought piles of newspapers to every Scout meeting at the Church where they would be weighed and recorded. This amounted to tons of paper for recycling. Over the course of a year or so, we had enough money to order the flotilla of canoes. Not bad for a bunch of kids in the 1960's.

This challenge taught us responsibility, cooperation, ecology, communication, and so many other life skills. After all was said and done, each canoe cost about \$275.

They were delivered to our local BSA summer camp, Broad Creek. We picked them up and loaded our shiny new toys onto the top of our family cars.

Our Scout troop was experienced at canoeing. We had learned to canoe at summer camps and had borrowed canoes from other local Scout Troops, that were already equipped. One of these trips was to float down the Potomac River. Our Scout Troop put in just above what we later found out was Mad Dog Rapids! Our fleet was made up of over a dozen old wooden canoes and one aluminum, square sterned Grumman aluminum canoe.

Canoeing on lakes and ponds was way different than shooting river rapids. Our fleet of borrowed vintage canoes hit the rapids within 15 minutes after launch. The wooden canoes were 15 footers and therefore were faster than the 17-ft Grumman that I was in. My paddle partner and I were bringing up the rear as we neared the rapids. Canoes were swamped everywhere. The only canoe that made it through without swamping did so going backwards. Scouts and adult leaders were standing on small islands of rocks grabbing gear, shouting directions, and throwing rescue ropes.



Two brother Scouts were just about through the rapids when they broadsided a rock. Their wooden canoe broke in half like a twig. My brother's canoe hit a rock and punched a huge hole in the bottom. Other canoes were cracked, dented, holed, and swamped.

When I hit the rapids, it was about simply avoiding wrecked canoes. We managed to make it through afloat and intact. That old aluminum Grumman saved the day. We later named it the

Bismarck, after a German Battleship which was supposed to be unsinkable. We had survived the rapids and our confidence had grown.

The Bismarck ended up with a third passenger and loads of gear. We were now a transport, not a Battleship. Paddling was slow and hard. It was because of that old metal canoe that our Troop chose 17-foot Grumman's. We learned a lot on that trip.

Later we camped alongside the river that had nearly drowned us all. No one was hurt but one canoe had to be left in the river. Some paddles and gear were lost. Some egos and pride were tarnished. Everyone was wet and tired. Boots and shoes were perched on sticks around the campfire. We survived to paddle another day.

My old Grumman is still afloat, as are most of the other canoes from the original fleet. We named it the "Ripple Runner". This craft now has a few dents and scratches but has never failed us. We swamped a few times and had some close calls but each time we learned another nautical lesson.

The Ripple Runner became a fish catching machine. We floated the Potomac for smallmouth, the Susquehanna and Chesapeake Bay for Rockfish, crabbled Wye Mills for fat Jimmies, caught flounder at Chincoteague, and navigated rivers across the country. That old canoe has paid for itself over and over.

There are bigger, faster, shinier, and better boats but the Ripple Runner has weathered the storms and provided a lifetime of adventures.

Anchors aweigh!

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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Good Night Boating



By Captain Dale Plummer

It is always a good to time to practice safe boating but when night falls it is even more important to have the required safety gear onboard and easily at hand. Darkness is disorienting causing even the most seasoned boater to lose their way or experience avoidable emergencies out on the water. Here are a few basic tips if you must be out after sunset.

- Before you leave the dock, check to make sure all of your lights are in good working order. Spare bulbs should be kept on-board.
- Also, ensure flares are not expired which means they are no more than 42 months past the date of manufacture.
- Even if you do not wear a life jacket during the day, everyone aboard should wear one at night. Keep a glow stick and whistle attached or in a pocket of each PFD. It is much easier to find someone overboard if those on-board can hear and see them.
- Turn down the brightness on all electronics screens and cabin and deck lights. Turn-off all unnecessary lighting and leave the spotlight off unless absolutely necessary. Let your eyes get accustomed to the darkness. You will be able to see obstructions and other vessels much more clearly. Never cover your radar screen or electronics with a towel to restrict the light because this also keeps you from seeing

- Have a sound-signaling device where you can quickly reach it in case you need to signal. Five blasts of a horn is the danger signal which warns other boaters nearby that something is not right and immediate action is needed.
- Keep your binoculars handy. Good binoculars collect the available light and can help you identify aids to navigation (ATONs), other boats, and shore-side landmarks.
- Maintain extra lookouts while underway. Instruct your crew to look ahead, port and starboard for markers, other vessels, and unexpected hazards.
- Have a VHF radio to call the USCG for immediate help in a real emergency. Keep your cell phone handy but the screen dimmed and do not check for the latest news while underway. The unnecessary light will wreck your night vision.

Of course, we highly-recommend being prepared with a TowBoatUS Towing Membership. Emergencies on the water such as breakdowns, fuel deliveries, battery jump starts and ungroundings are free to members day or night. Give us a call for more information on membership and educate yourself on more boating topics by visiting boatus.com. As always, happy to help.



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Live Aboard

by Don and Gail Elwell



Finding a New Space

Nearly three years ago now, when we acquired the SV Constellation for . . . well . . . nothing, we knew she was rather too small for a liveaboard for two people and a twenty-pound tabby cat. We knew that, but she was ours, and the sails worked and the motor worked and she could go places, so we did. We've spent the last two sailing seasons exploring the Chesapeake, venturing into the rivers and streams and inlets and gunkholes (as much as our draft would allow) and in general having a wonderful time.

The Lockdown, though, has been rough. Covid-19 has made an already small vessel feel just that much smaller, and even though things were easing, we found ourselves longing for a bit more room. Also, we had found a number of really fascinating spaces that we just plain couldn't get into with a five-foot draft with a forty plus foot metal stick on top of it.

Okay, so we were just ready for a change.

So, when a used Carver came available, we took one look at its cavernous cabin—I mean, let's face it, compared to a 30' Pearson it's a freaking ballroom—and said. . . well . . . okay.

The boat needs some work. . . okay it needs a LOT of work, but it was splashable and livable right now and we can mess with the engines in the coming months. That's not my point here.

My point is, I hear a lot of people talking about their "forever boats". With over seven years now living on the water, I real-



Sometimes one just wishes a bit of civilization.

I want to tell you that there is no such thing. Your needs will change. As a live aboard, your tastes and desires and objectives will change and that's okay. Out there right now, at some dock, or languishing on the hard is your next boat, one you can afford, one that will serve the next phase of your life. Reach for it. Live it. Revel in it. But when its time is done, don't be afraid to move on, to find new dreams new objectives, and a new floating home. It's the glory of living on a boat: the mobility and the almost endless options. It's why we're here.



It's amazing the places you can get to if you just get out there.

It's summer. Get out there and enjoy.

Anyone interested in a sailboat?

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Docking is a Team Sport

By Doug & Brenda Dawson

There are many ways to dock boats—some better than others. The dictionary definition of “docking” is “To maneuver a vessel into or next to a dock.”

Doug Dawson’s definition is “Confidently and safely bringing your pleasure boat into your slip or alongside your dock AND securing it to the dock in any conditions without yelling, swearing, jumping, boat hooks, bionics, dock helpers, guesswork or embarrassment.”

You don’t have to be a professional Captain with a professional Crew. You need to know how your pleasure boat operates and handles, and how to bring it into any dock and tie it easily in all conditions. Most importantly, you should know how to do it without dock helpers.

Since different drive systems require very different techniques, you need to get the instruction that applies to your boat; otherwise, you could end up even more frustrated.

Docking a boat shouldn’t be difficult, challenging, stressful or embarrassing. A golf pro can teach you the techniques required to play golf. By following the pros’ instructions, you can play a good game of golf. The more you practice his technique, the better you get.

Likewise, with docking a boat. A boat docking pro can teach you the proven techniques required to dock your particular boat and drive system. Then, the more you practice these techniques, the better you get.

Once boaters learn how to change docking from “a challenge” to a “team sport”, they enjoy rather than fear docking.

One boating couple, Fran and Joey (names have been changed), told me they were ready to give up boating completely because “docking was too terrifying”. Similar stories are shared around the world, and you have no doubt heard something similar in the Upper Bay area.

This is their story.

Fran and Joey’s Story

We had only had our boat a week and already decided that boating was too nerve-racking to be enjoyable, because docking and undocking was a nightmare.

After consulting with our friends and on the internet, we had figured we knew how to dock our Twin Sterndrive cruiser and started out with all the confidence in the world. “I’ll come in on a 45-degree angle to the dock, you tie the bow line” Joey said. I was perched on the bow of our 30’ cruiser with bow line in hand, confident and as proud as a peacock. We were following the internet guy’s instructions to a “T”.

“Tie the bow line” Joey shouted as he brought the boat into position. Then, I started to panic.... Why?

Because there wasn’t a person on the dock to hand or throw the line to, our bow was 4’ above the dock and about 3’ out. “How am I supposed to do that? The wind is blowing us away?” I cried out. “It’s impossible. My arm isn’t long enough, and I’m afraid I won’t make it if I jump”.

Then, Joey started to panic. It went downhill from there. “Reach with the boat hook” I heard Joe call out. In my flustered state, I scrambled to get the boat hook from the cabin side and still hold on to the bow line.

I hooked the line on the end and reached out to pass it around the

cleat. But instead, I dropped the boat hook overboard and got even more frantic, then the damn thing sank.

Almost in tears, I retrieved the line and remembered the “throw the line” instruction.

With lightning fingers, I coiled the line and threw it out at the cleat like the internet guy told me, with a bit of a twist hoping that it would miraculously go around the cleat and come back to me, like a boomerang. It didn’t. Now what?

That’s when Joey decided to jump. He took a flying leap to the dock and said “Throw me the line”. He fought it and finally managed to pull the boat in and tie it.

It shouldn’t be this hard we both agreed, but couldn’t seem to master docking. That weekend we decided to put our boat up for sale and consider a motor home. Thankfully we found www.PowerBoatDocking.com. It said docking was easy and boating was fun. “Huh!” we both retorted. But we read further and decided to download the “Docking Your Twin Sterndrive” Lesson just to see if what Doug Dawson said was true. Maybe there was still hope for us.

Within minutes of reading through the lesson and watching the video, we could see why our attempts and previous instructions had failed, and Dawson’s method using a Stern FLIPP Line made a whole lot of sense. We mentally went through a docking scenario following his Lesson. Joey said “This makes so much sense. I think we can do it”.

Armed with totally new information and new confidence to dock and tie as a knowledgeable team, we gave it one more shot. Lo and behold, we docked perfectly—the first time. And, just like Doug said, Murphy’s law was at work and there wasn’t a single spectator to witness this great achievement.

We’ve been boating now for a whole month (we decided to keep our boat) and have no trouble docking in our slip. There’s no shouting, no jumping, no worry, no fear. We come in confidently and tie to our dock. Boating is now fun.

The step-by-step instructions in his Lesson are so easy to follow and not technical. Joey and I have recommended our friends get the Lessons too, so they can take the fear out of docking and improve their skills.

We know there’s more to learn and we are ready. Advanced Docking, here we come.

Frantic Fran and Jittery Joey

For more information on Doug Dawson’s Docking Lessons, go to www.PowerBoatDocking.com.

Learn from a Pro, then you too can dock like a pro after a fun filled bay on the Chesapeake.

Doug Dawson is 5th generation in the boat business. He learned as a kid to drive all drive systems at the family marina and has taught thousands of customers to handle and dock their boats. As a boat reviewer for 20 years, he has driven and tested hundreds of new boats with every drive system. He has perfected his techniques for handling and docking recreational boats since the 60’s. Doug has written 30 books to help boaters around the world enjoy boating more. www.BoatingWithDawsons.com

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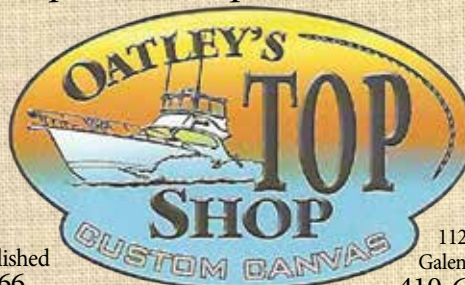


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