

An aerial photograph of a large bridge spanning a wide river. Numerous speedboats are racing across the water, leaving white wakes. The bridge has several tall concrete piers. On the left bank, there are green trees and some buildings. The sky is clear and blue.

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August 2021

photo by Randy Nuzzo

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UPPER BAY Boating

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Upper Bay Boating Magazine

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I am a recreational boater!

An apology to family and friends.

Let's say an uncle or aunt are planning a family reunion for this coming Labor Day and they invite you to come but it's on a farm ... in central PA.

Your best childhood friends are getting together on that same weekend for winery tours, great food and drinks, plus a lot of reminiscing up in central PA... Two hours from your boat...

What's a recreational boater to do?

Second scenario.

Say your only daughter is planning a wedding during the Pirates and Wench Weekend in Rock Hall and it's going to be at her fiancé's family farm... in central PA. Decisions, decisions.

Are you getting the picture? Here is what I did many years ago:

I explained to my family that I love recreational boating on my weekends. So, if they plan their weddings, bar mitzvahs, bat mitzvahs, reunions, parties, BBQ's, wedding showers, baby showers, and whatever else people plan on the weekends that I might not be there! It is not because I don't love them. I am not being selfish. I have simply made a lifelong commitment to recreational boating

on the weekends and I only have 10 or 20 weekends per year to spare for non-recreational boating pursuits. Surely, they will understand?

Been in the same boat? We all have. Here's an important tip to share. Tell them that if they plan one of these events, on the water, you/I/we might show up on Thursday afternoon and not even leave 'til Sunday night!

See. I'm a problem-solver!



Marinating on Middle River with my wife! Happy Anniversary sweetheart!

Stranded on Deserted Island for 10 years

One day a man who had been stranded on a deserted island for over 10 years, saw a speck on the horizon.

He thought to himself, "It's certainly not a ship." And, as the speck got closer and closer, he began to rule out the possibilities of a small boat and even a raft.

Suddenly there emerged from the surf a wet-suited black clad figure.

Putting aside the scuba gear and the top of the wet suit, there stood a drop-dead gorgeous blonde woman.

The glamorous blonde strode up to the stunned man and said to him,

"Tell me, how long has it been since you've had a cigar?"

"Ten years," replied the amazed man.

With that, she reached over and unzipped a waterproofed pocket on the left sleeve of her wetsuit, and pulled out a dry fresh Cuban Fuente'. He takes one, lights it, and takes a long drag. "Faith and begorrah," said the man, "that is so good I'd almost forgotten how great a Cuban can be!"

"And how long has it been since you've had a drop of great Irish whiskey?" asked the blonde.

Trembling, the castaway replied, "Ten years." Hearing that, the blonde reaches over to her right sleeve unzips a pocket there and removes a flask and hands it to him.

He opened the flask and took a long drink. "'Tis nectar of the gods!" stated the man. "'Tis truly fantastic!!!"

At this point the gorgeous blonde started to slowly unzip the long front of her wet suit, right down the middle. She looked at the trembling man and asked;

"And how long has it been since you played around?"

With tears in his eyes, the Irishman fell to his knees and sobbed;

"Sweet Jesus! Don't tell me that you've got golf clubs in there too!"



The best way to find out, Kitty is to get her out on the ocean. If anything is going to happen, it's going to happen out there.
-Captain Ron 1992

"Still, I search the constellations, for the tiny grains of sand, where the sand of the ocean, meets the salty piece of land."
- Jimmy Buffett

"The heart of man is very much like the sea, it has its storms, it has its tides and, in its depths, it has its pearls too"

-Vincent van Gogh

The best laid plans of extroverted introverts

By Wendy Gilbert *Contributing Editor*

Alright, I'll admit it.

All that stuff I thought about (deeply) during stay-at-home/lock-downs/quarantine didn't exactly work out as I had planned.

And I am a planner!

My aspirations for moderation, temperance and a gentle easing back to "normal" although well-intentioned, has proven to be nothing short of nonsense.

I may not have caught the last train to Clarksville or the first boat to Margaritaville, but I sure did fire up the car and motor on down to see the Carolinians.

In fact, by the time this essay sees printer's ink, I'll just be getting back from my second trip there and back.

During those long, long, long months at home, I decided I would venture forth into my world at half speed. I thought deeply about the positive aspects of being at home. It was nice not to have set an alarm, wear make-up or go to the gym. The dark circles under my eyes disappeared, my skin cleared up and well, there the good part ends. The extra Covid 19 poundage is most unwelcome. Those occasional trips to the gym did more good than I'd guessed.

My husband and I waxed on and on over our never-ending dinners at home about how much more free time we had and how much money we'd saved. At one point, we went 7 weeks straight without even ordering a take-out meal.

That's a lot of cooking my friends.



At first it was fun, I'd set a beautiful table and serve a stunning meal on "date" nights.

That didn't last long. Date nights at home, do not include servers, bus boys or kitchen help. Ah well. My introverted self has given way once more to my extroverted self. I think the world missed her. How did I forget how much I like people? Even perfect strangers. I like talking to them, shaking hands with them, even hugging them. Why do you think they are called "perfect strangers"? Ha, ha!

I'd also forgotten how much I like going places other than hardware and grocery stores. I'd underestimated the sheer haptic pleasure of touching fabric, leather and canvas. Sure, online shopping has a permanent place in our lives, but sometimes even the best return policy isn't good enough.

I've read a lot of other's peoples thoughts on this subject and one of my favorite ideas to share from all that leisure reading, is this little key to happiness from John Tesh:

Find something you really like to do (say boating, eating out, visiting destinations) and repeat.

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Protect your smartphones

By Wendy Gilbert – Contributing Editor

I've seen some remarkable photos this season taken by folks out on their boats. The cameras keep getting better and better ... and these phones are (for most of us) the most valuable pieces of portable technology we own. Not only do they make our social media posts more interesting, the actual phone technology can be a lifesaver during an emergency.

Here are a few tips for keeping your smartphone protected

Screen Protectors

The best way to safeguard your phone is to protect the display screen. Without it, most of what we love best about our phones hardly matters.

There are a variety of screen protectors on the market. Some are flexible films which offer inexpensive protection from minor damage like nicks and scratches.

The first time I tried one of these, I was savage about the lint and bubbles. The next set were far more kind to the user aka me. One quick look at the "installation" video and I was in smartphone heaven. My advice – read the reviews and maybe even take a sneak peek at a YouTube video.

The next type I tried was a tad more expensive, but I have had the same glass protector on my current phone for years. Years!

I like the anti-glare feature a lot. Especially when out boating.

Either way, you go, flexible film or thin glass, you will protect your phone's display.

Next level – cases

Other boxes, bumper cases, protective battery packs or wallet folios – pick something.

Choose whichever serves your needs best and offers the most protection against everyday spills and drops. Silicone or stylish leather cases are great for gentle use on land, but onboard opt for something a bit more rugged.

Best bet is a really good waterproof smartphone case. Even if you have the highest rated IP-phone, a waterproof case goes a long way during a short submerge event.

Bonus -- that bag of rice your first-mate insists on having onboard for emergency cell phone saves, might finally get jettisoned.

Keep it clean

One last note. Keep your phone working properly by giving it a thorough cleaning now and again.

Keep the photos coming! We love to see what you've been up to out on the Upper Chesapeake Bay!



Wendy Gilbert



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Snakehead Bash Set for August 14

by Tim Campbell

Snakehead Bash, a fitting name for a catch and kill snakehead tournament is set to take place on Saturday, August 14, 2021. The contest is open to kayakers and boaters. Kayakers will be launching at Dundee Creek Marina and fish from the hours of 6 am to 1 pm. Boaters will be launching at Flying Point Park on the Bush River and fish from 7 am to 3 pm. There will be separate weigh-ins at each location.

The entry fee is \$50 for kayakers and \$100 for boaters. All anglers must be registered by August 1, 2021. The field is limited to 50 kayaks and 50 boats, so register early. Launch order will be determined by date of registration receipt. It's easy to register. Simply mail a check made payable to M.R. Bass, P.O. Box 18002, Middle River, MD 21220 by August 1, 2021. Entries and checks may also be dropped off at Weaver's Marine, 730 Riverside Drive, Baltimore, MD 21221. Please include the boater's name, address, phone number, email address and teammate's name for the Boater Division along with a check.

There is an 80% payout to the top 10% of the field for the 5 heaviest snakeheads. If there are 50 boats entered, then the payout for first place will be \$2000! With 50 kayakers, the payout will be \$1000! There will also be optional Calcuttas for the heaviest, the longest, and the most snakeheads over 8 inches long. All snakeheads must be caught during tournament hours using hook and line only. No bow fishing allowed. The use of live bait is permitted. Kept snakeheads must be killed immediately. Any snakehead brought to the weigh-in table alive will be disqualified. Winners will be subject to a polygraph test.

The Department of Natural Resources will have one or two biologists at the weigh-ins to examine the stomach contents of every snakehead brought to the scales. The purpose of



Scott Sewell with Marshy Hope Snakehead.

the examinations is to determine what the invasive fish are eating. Some anglers are concerned that the invasive Northern snakeheads are eating native and introduced species such as largemouth bass at an alarming rate.

The reason for the tournament according to Snakehead Bash Tournament Director, Scott Sewell is to remove as many snakeheads as possible, and to educate the public on the likely threat to the normal balance of nature. Scott lives on

Middle River and

has observed fish populations declining in his creek. "Snakeheads are moving into every tidal creek in the upper bay," says Scott. "There used to be thousands of minnows in the back of Middle River feeder creeks. Nowadays I hardly see any. What happens when there are no more bluegills or perch?"

There still seem to be a lot of misconceptions regarding snakeheads, and biologists are still learning about them. But one thing is for sure. Snakeheads are an invasive species and don't belong in the Chesapeake Bay watershed. Sadly, it's too late, and having a tournament like this is about all we can do. Fortunately, despite their unappetizing name, snakeheads taste delicious. Try it; I'm sure you'll like it.

Any and all proceeds will benefit the following promoters: Middle River Bass Club, Black Waters Edge, and Maryland Waterways Foundation. These organizations use the funds to restock largemouth bass in the Upper Bay, educate the public regarding conservation and invasive species, and support volunteer work to maintain clean waterways. For more information call Scott Sewell, Tournament Director, at 443-909-9786 or email Scott at nitro1707@verizon.net. Or call or email Karen Wynn at 443-983-2945 or mdwaterways@gmail.com. Help reduce invasive species. Bash a snakehead in the Snakehead Bash

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North East Community Blessing of the Boats

Two local pastors participated in a blessing of the boats on saturday, june 26 at the town of north east pier. On and off rain showers and cloudiness kept many boats away but a handful ventured forth for a blessing and faith tokens.

The event featured prayers, scripture readings and a praise band so landlubbers could also participate. The rev. John schaeffer from st. Mary anne's episcopal church and the rev. Zach wright from bethel lutheran church conceived and



initiated this ecumenical event.

The town park provided the venue for a simultaneous chevelle car show that brought additional participants and onlookers to join in the blessing service.

Both pastors hope the boat blessing will become an annual town event, attracting more boaters and landlubbers alike.

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Ask Cap'n Drew

Dear readers, I hope that you are all enjoying your summer! Unfortunately, I have had some mechanical problems. In the very near future, I will bring my beloved vessel to my trusted marine advisory and repair team over at my local marina. Hopefully the problems aren't catastrophic (nautical definition of "catastrophic" being: "over a thousand dollars.")

My marina is a family run operation that has been around since wind was a new source of propulsion. The owner is an old salty-dog and is the abusive grandfather that I never had. His wife is a sweet lady who offers coffee whenever I come into the office as well as a shoulder on which to cry after I've been told exactly how bad my boat problems really are.

Owning a marina can't be easy. Besides being very hard work and having to deal with the public, they are expected to fix boats. Since boats really don't want to stay fixed, it is clearly an uphill battle. Marina-owners really deserve more credit than they get. They are always at the receiving end of grief when the bill comes in, they are constantly being cajoled by people trying to get their boats in the water first and they defiantly provide us service in the face of really bad sunburns. They are the chino-wearing heroes of recreational boating! I vote that August 15 should be declared "National Marina-Owner Day!" *Editor's Note: National Marina Day was June 19.*

Dear Cap'n Drew: My husband has been talking about buying an autopilot system for our boat for quite a while. I'm not so sure it's a good idea. What do you think?

Kim in Delaware

Dear Kim: I'm with you. Most people wouldn't allow their best friend to borrow their boat, yet they permit a computer with the decision-making ability of an automatic door to pilot it. If you don't enjoy being at the helm of your own boat, throw an anchor.

Dear Cap'n Drew: With the start of a new season, my husband and I were hoping that you might have any tips on how to clean a porta-potty without getting filthy. – Grossed out in Kingston, NY

Dear Grossed: Have your kids do it.

Dear Cap'n Drew: My wife and I are looking to take up a hobby together. After much debate, we have narrowed our decision to boating and camping. We've shopped for boats and campers and they appear to be in the same price range. I'm in favor of buying a boat, but my wife is leaning towards buying a camper. Can you offer us any good advice to help us make up our minds? – John in Glenmont

Dear John: As you might have guessed, I would be in favor of boating. Boating is like camping -- except everybody has teeth. There also tends to be a considerable amount of added flexibility associated with boating. Anybody who has attempted to go camping after work on a Tuesday and get back by Wednesday morning can attest to this. In addition, when you're out on your boat and become tired of your guests, you can simply bring them home. If you go camping with friends, you're stuck with them for the duration. Camping isn't all bad mind you, in fact, I used to do it quite a bit. I stopped doing it as a result of a camping excursion I took back in 1998. As it turned out, the yokel at the site next to mine sat up all night with his banjo -- strumming the tune from "Deliverance."

Dear Cap'n Drew: My husband and I recently got back from a trip to Mexico. While walking along the beach, we saw the boats with the parasail rides all over the place. I wanted desperately to take a ride, but my husband refused. In fact, he gave me such a hard time about the whole thing that I ultimately gave up the idea. Do you think he was being unreasonable? Kate in Stillwater

Dear Kate: I'm afraid that I have to agree with him. I'm a firm believer in staying on "terra firma" - the more firma, the less terra. Besides, I tend to be a little nervous doing anything along those lines in a foreign country. Most countries don't exactly have the same safety guidelines for sports of this nature as we do here. The last time I was in Cancun I actually considered parasailing until I got close and saw the line that they were using was just a bunch of old shoelaces tied together.

Dear Cap'n Drew: I was given a 1972 Grand Banks Trawler by my uncle who could no longer afford the storage. It has not been the water for over ten years and needs a considerable amount of work on the hull, cabin and engines. I plan to begin refurbishing it this winter and wanted to see if you might suggest any books that would assist me in such an endeavor. George in New Jersey

Dear George: You might want to consider the Bible. I think you're gonna need a lot of prayers to get you through this one. You also might want to use the phone book to look up a boat broker to call when you finally get disgusted and want to buy a new one.

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Cap'n Drew Brown has been boating for 25 years with his wife, Windlass, and their three children, Fender and Cleat and ThermoHygrometer. 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 check out his YouTube Channel called: Boating Explained with Cap'n Drew

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Not-So-Common Sense

by L Alan Keene

Whether at the wheel of a powerboat motoring out of Fairlee Creek or at the helm of a sailboat tacking off of Turkey Point, safe and competent boaters need a special set of skills that only experience can teach. But there's another component to safe boating that can't be learned so easily. It's called common sense and if you use it, you and your crew are in good hands. If you don't, all the sail trimming and seamanship skills in the world won't make for a safe and enjoyable ride. Here are 5 examples of poor decision making that can ruin your day, or worse.

1 Allowing ego to dictate your decision to venture out: If higher winds and seas will be extremely challenging for your boat and/or your boating skills, keep your boat in its slip or on the trailer and wait for better weather. A decision to head out under those conditions is often driven by pride and we all know where pride can lead. Use common sense and stay put.

2 Failure to insist that non-swimmers aboard wear PFDs: A boat deck is rarely a stable environment. People can, and often do, fall overboard. Safely retrieving a strong swimmer is often difficult. Saving the life of a non-swimmer is, sadly, often impossible. Allowing a non-swimmer to board your boat unprotected is putting their life at peril. Use common sense and insist that they wear a PFD. And, while you're at it, why not insist that everyone does?

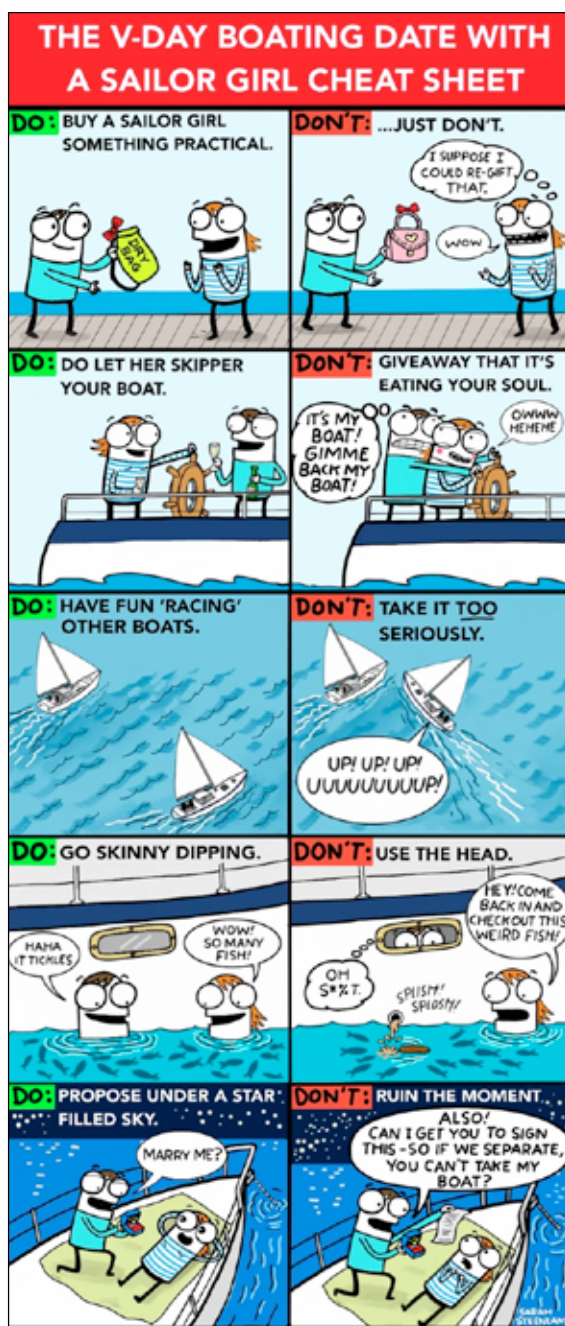
3 Spending money on the frills and not the basics: Before you purchase those new cockpit speakers


or color-coordinated cushions you've been dreaming of, spend your money on repairing or replacing that faulty depth sounder or VHF radio that only works part of the time. Those cushions won't keep you off that mud flat or call for assistance when you wind up there. Use common sense and keep your boat's vital equipment in good working order.

4 Unwillingness to give way, no matter what: We've all experienced being on a collision course with another boat and waiting for him or her to change course. It sometimes becomes a battle of wills. Before you find out whether the other boat's captain is preoccupied and doesn't see you, or simply wants to be a jerk, use common sense and veer off or tack away. There's no value in being dead right. Use common sense.


5 Beginning the party too early: Many boaters who would never get behind the wheel of their car after 5 or 6 beers, don't think twice about operating their boat in that condition. Maybe it's the vastness of the water and the scarcity of other boats that makes them feel safe but, whatever the reason, they're endangering themselves, their crew, and other boaters in the area. Why not wait until you arrive at your destination to start the party? And, while you're at it, pick a "designated Captain" to bring you and your crew safely home. It's only common sense.

As we enjoy the heart of the boating season out on the upper Bay, let's do each other a favor and make the smart choices. We owe it to everyone who loves to spend their free time out on this great body of water. Boating is a safe and enjoyable sport, but becomes less so when we make careless and impulsive decisions. Let's all work together to put the "common" back in common sense.





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Anchoring for Dummies

By Captain Mark Galasso

It was a calm Saturday morning in July. My charter was at the dock at 6 a.m. All seasoned fisherman. The baitwell pump was purring continuously keeping our 50 or so spot nice and lively as they swam in circles into the baitwells current. It took only a few minutes to get everyone onboard and gear stowed in the proper places. After a brief safety lecture we were on our way.

We didn't have to go far. For a week or so the Rockfish were being caught on a regular basis at the Love Point rock pile, the remnants of an old lighthouse that has been gone for many years. It was no great secret and I figured it was going to be crowded on a calm Saturday. I wasn't wrong. I could see boats already out there and I was barely out of Kent Narrows. And there were more heading in that direction.

After a short 15-minute ride we were there. I went around the fleet a couple of times to get oriented as to what side of the rocks had the best current and more importantly where the fish were being caught. It didn't take long. I noticed a friend of mine, another charter boat, anchored up about 30 feet from the rocks. His crew were casting small spot into about 5 feet from the rock pile. They were catching pretty good. So was the boat next to them. Problem was there wasn't any room for me. I'd go somewhere else close by and hope they would call me when they were done. At the time I didn't have an anchor windlass and didn't want to risk dropping an anchor, having it slip and end up on the rocks. Especially in front of 30 other boats.

I counted 25 boats anchored and another dozen waiting impatiently for someone to finish up and move out. It looked like a beehive. But everyone was being pretty cooperative and cordial. It was a pretty day and plenty of fish were coming over the side. I'd just have to wait my turn. It didn't take long. My cell phone rang. It wasn't my friend but the boat next to him. I headed that direction. As he pulled out, I pulled in. Some of the smaller boats didn't seem happy with our close quarters maneuvering. But no one got hurt. I swung the boat into the gentle breeze and ran up to the bow and dropped the anchor. It hung right away. I only let out about 10 feet of line. We were only in 6 feet of water. Text book. The boat swung around and I was only 20 feet from my buddy. He was still catching. After baiting everyone up and a short course in livelining we were catching as well. Life was GOOD. Like me my buddy doesn't generally use a mate so when we're catching, we are extremely busy – baiting, netting, untangling, unhooking and measuring fish. It's busy.

I looked up at one point and saw a small boat drop an anchor right in front of my buddy's boat. I didn't think much about it at the time. I figured he was watching the two of us catch fish and just wanted in on the action. Can't blame him for that. I looked again and realized he anchored on top of my buddy's anchor and pulled both anchors up to try and untangle the mess. Problem was my buddy was busy and didn't realize he was no longer anchored and the two of them were drifting into the rocks. Just as I got ready to yell, I saw his guys scramble

into action. Rods in and engine started. The poor guy in the little boat couldn't get the anchors untangled. My buddy's anchor is one of those modified Rock Hall jobs. It's basically a Danforth with a grapnel welded to it. They are made to grab any bottom the Chesapeake has to offer, mud, sand, rocks, and sunken barges. It's a beast. The bottom line was the small boat had to sacrifice his anchor. Cut it loose. And my buddy couldn't anchor again until he separated the mess, which was impossible until he got back to the dock.

So, the question always comes up when we anchor up in close proximity to one another. Which happens a lot with Chesapeake Bay fishing. What is proper anchoring etiquette? First of all, you need to know your boat and anchor's ability and handling. I always allow enough distance so I don't swing into anyone as the wind and tide changes. I try and use as little scope as possible and still hold in place. I don't allow myself to drag into another vessel if I'm anchoring up wind or up current. I now have a windlass but I always keep my motor running until I know my anchor is holding. If boats are chumming, we try not to anchor in their chum slick, that area perhaps 50 or 60 yards down current of their boat. Usually you can see their slick, a sheen on the water made by the oils of ground up baitfish. If the wind and tide are going in the same direction you can smell it as well.

When I do captain for a day groups we usually talk about anchoring. I check to make sure they have an anchor on their boat that fits their needs. And I don't mean anchoring in sand a few feet down on a calm day. I mean enough anchor, line and chain to hold you firm when the wind is blowing and you can't get the engine started as you drift sideways in 30 feet of water. That's when you really need an anchor to hold your bow into the wind.

One last piece of advice is to know where your anchoring. Sitting on the sidelines in Kent Narrows we get to see it all. People anchored in small boats in the middle of high traffic areas. I've seen a Jon boat almost pulled under water because his anchor was caught on a cable and the current was pulling him under. Smart thing he did though was have a knife handy to cut himself loose. If not for that he might have taken a long swim. Up on the Susquehanna Flats I saw two guys drop anchor in front of a tugboat pushing a gravel barge. Not sure what they were thinking but they were lucky the tug operator saw them and was able with a few choice words over the loud hailer to get them to move.

So be safe. Know your surroundings. Know your vessel and anchors capabilities. And always have a quick getaway plan in case you have to move quickly. You can't assume everyone knows what you do or what you are going to do. The moral of the story is anchor defensively! Safe boating.

Capt' Mark

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A detailed illustration of a fish, likely a striped bass, shown in profile, swimming towards the left. It has a yellowish-gold body with dark stripes.

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The C&D Canal

By Kimberly Merriken

Part 1: Delaware City, Delaware

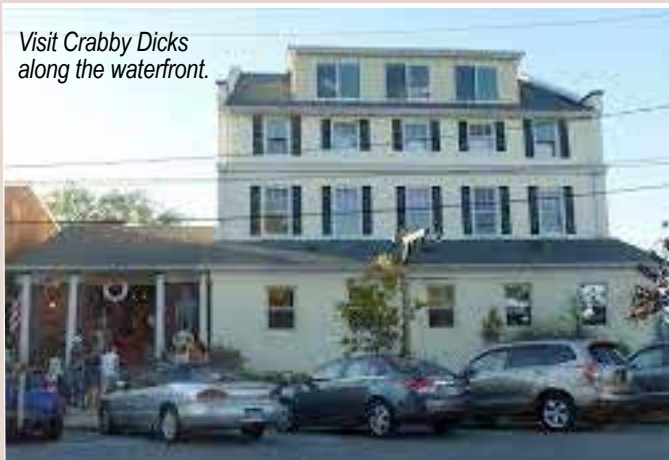
This time my series begins where the C&D ends, or maybe it's at the beginning, depending on where you are coming from. From the Baltimore area the C&D ends where it flows into the Delaware River. Not having my own boat, I can't imagine paddling my little red kayak from Perry Hall to Delaware, I decided to take a quick (treacherous) drive up I-95 to Delaware City, to do some research for my next series of articles. Next time I go, I think I will try to find a certain fun and knowledgeable captain to take me by boat. Hint! Hint!

My first stop was the Delaware City Marina, located on the original entrance C&D Canal into the Delaware River. I was able to find street parking for free for the day. Inside the marina store, I found plenty of nautical gifts, as well as boating essentials. I then took a stroll down Canal Street to Battery Park and was transported back in time. Think Gettysburg meets Annapolis on a much smaller scale. There were quaint shops, a "haunted" hotel, and a ferry that could take you to Fort Delaware.

I decided to grab a bite to eat at the Crabby Dick's located in the Delaware City Hotel. The view of the water was spectacular, and the food was "slap your mamma" good. It started off with the crab popcorn and continued through my crab topped deviled eggs and into my shrimp salad sandwich. The wait staff was very pleasant and attentive, and the prices were great. Overall, if I were a food critic Crabby Dick's would get a 5-star rating.

Next, I hopped a ferry, paid a nominal \$12 fee for my adult ticket, to Fort Delaware. Upon arrival to the fort, you exit the water ferry and hop on the tram. As our tram pulled up to the fort, we were informed we were just in time for the firing of the canon. WOW! My whole body rumbled when that thing fired. As I exited the tram, I was greeted by a woman in period clothing who explained a little of the history and some of the build-

Visit Crabby Dicks along the waterfront.



Touring down Main Street

ings on the island. And then I was off to explore. The fort never saw battle but became a Civil War prison camp instead. The staff is all dressed in period clothing from 1864 and delighted to share their knowledge of the fort with you. You can even go on a bat tour. Bring sunscreen and bug spray, a picnic lunch if you want, your camera, and plenty of water. The trails lead you all over the fort grounds and you will get to see a lot of wildlife too.

Back in Delaware City I checked out a few of the shops. The ice cream shop fare was delicious, and I was very well behaved



Tim and Beth Konkus' Delaware City Marina.

and left the homemade fudge there. But man did it look spectacular. My next stop was the general store and then the Saltbox. The Saltbox had some really cool nautical gifts, as well as jewelry and non-nautical themed items.

After my sweet tooth and my shopping fix were satisfied, I headed over to the Reedy Point Bridge. This bridge, highway DE-9, goes over the C&D Canal about a mile from the modern-day intersection of the canal and the Delaware River. And that is where I will leave you until next month ...



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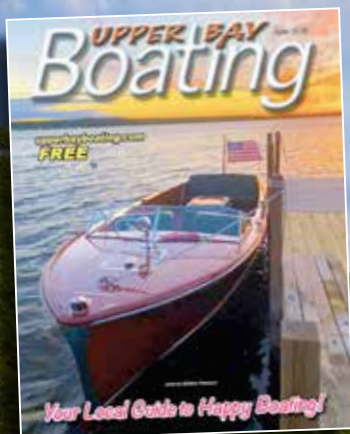



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Maryland Waterways Foundation



Watersedge *by Karen Wynn*

Watersedge is a tight knit community in Dundalk where residents take great pride in their neighborhood and beautiful shorelines. A shoreline stabilization project was undertaken by Baltimore County a few years ago to protect it from erosion and improve ecological function.

You can see anglers on the pier and community members walking along the sandy beach at any given time. While residents pick up stray trash daily, larger cleanups are needed periodically to take care of trash washing up from Bear Creek and careless people leaving bottles and other trash behind.

Maryland Waterways Foundation was honored to lend a helping hand with bags, pickers, and gloves for a cleanup to protect our waterways. Volunteers young and old(er), gathered on a Saturday morning to collectively pick up trash, keeping their community and shorelines beautiful and clean. The star of the cleanup was Brea Smith, a six-year-old volunteer who accompanied MWF President Sam Weaver, gathering loads of trash and driftwood. This young lady has learned early the value of community involvement and volunteering to protect the environment and is an example of never being too young to make a difference. Brea's father, Scott Smith is incredibly involved in the community, organizing events like this cleanup, dumpster days, car shows and the Watersedge Festival each fall.

It was great to work with a community so conscious of keeping their shorelines litter free. If your community would like help organizing a cleanup, contact mdwaterways@gmail.com.

Trash is not the only threat to our waterways; Maryland has growing numbers of invasive fish that disrupt the ecosystems of the Chesapeake Bay and its tributaries. One, the Northern Snakehead was first spotted in Crofton in 2002 and has spread throughout the Chesapeake Bay watershed rapidly. They eat native fish and often have no natural predators, allowing them to take over waterways.

MWF is working to educate and decrease the population with a Snakehead Tournament on Bush River (a highly invaded river). MWF is teaming up with M.R. Bass and Black Waters Edge to encourage anglers to fish for this damaging invasive species. Maryland DNR will be inspecting fish caught by anglers.

Boats will launch from Flying Point Park and kayaks from Dundee Creek Marina. Fishing for Snakehead is not only fun but helps management efforts and conservation. This ugly fish is also delicious to eat, many say better than rockfish.

This first annual tournament will benefit the Chesapeake Bay in many ways. Proceeds benefit restocking Bass in Middle River, cleaning up our waterways and educating the public.

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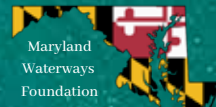
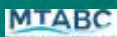
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August 2021

photo by Donna Bedell

Catch a great fishing trip

By Montana Grant

Getting the boat ready for the big catch? Here are some things to consider before you launch. No one wants to get skunked, so here are some tips that will help you fill the days limits!

The fishing trip really begins at the end of the last trip. There is nothing worse than hopping on an unorganized boat, that has not been cleaned, and is out of fuel. Coolers are bloody, filthy, and smelly. Flies and bugs abound. Tackle is tangled and trashed. Organization, and maintenance, needs to be done after the last trip, not during the next one. Don't forget to address the trailer needs as well.

Know When to Hit the Water

When fishing tidal waters, know when the tides change. Typically, when the tides change, the fish bite the best. When these tides coincide with the morning and evenings, fishing can be great. Overcast days can also be good times to fish the changing tides. This can change with the seasons. The best times to go fishing are when you can. Catching is another story.

Choose the Right Bait

Knowing what the fish are eating is important. Lures of the size of the bait need to match. Minnows, squid, worms, peelers, soft crabs, shrimp, or ... do your homework. Have the necessary gear to maintain the bait. Aerated bait wells and buckets are important. Ice chests keep everything from spoiling. Have a separate cooler for fish and bait. People drinks and snacks need to be kept clean.

Use The Right Hook

All hooks need to be sharp. Take a file or hook sharpener to tune up the points. Circle hooks tend to allow for outer mouth and lip hook ups. This prevents guy hooked fish that will die if undersized. Hooks that are too small are more easily swallowed.

Legal and Licensed

It's amazing how many anglers don't get a license. You can get one on-



line, or at tackle shops. Fishing is hard enough without having to look over your shoulder. Be honest and pay your fair share. The proceeds support the fishery that you are enjoying.

Bring a Net

Nets show confidence. Use a long-handled net with a deep basket. Learn how to use the net correctly. Nets allow for proper Catch and Release, which is especially important for slot limits. A rubberized net fabric is best for protecting the fish. Keep the net, and the fish, in the water until unhooked. Now release the fish or haul it into the boat. If you plan to keep it, use a Billie Club to kill it.

One swift smack to the head will do the trick. Fish that are flopping around in the ice chest become stressed and full of lactic acid. This will ruin the fish quality. Harpoons and gaffs can be used if you plan to keep the fish.

Do Your Homework

The Bay is a big place. Check out the fishing reports, and weather, before you head out. Fish within a reasonable distance from your pier or within a safe drive. Local tackle shops and websites are always good for current info. No matter how good the info and reports are, it can sometimes end up with, "You should have been here yesterday!"

Adapt and Adjust

If fish are breaking on the surface, fish on the surface. Keep a few rods rigged with poppers and plastic grubs/jigs, so you can quickly address the fish without having to re-rig. If trolling is a bust, look for fishing some lumps or try jigging over fish. Search for fish with electronics. Observe what other fishermen are doing. Most fishermen are friendly and will share information. If you are getting no action, mix things up.

Train Your Crew

Fishing is a learned skill. Netting, hooking, tying knots, using the boat, electronics, etc. are all learned skills. If everyone has some skills, the cooler fills faster. This is also important at the boat ramp, and on the water. Safety First!

After every outing, clean and organize the boat. That way, everything will be ready for the next outing. It's easier to tie rigs, untangle gear, and sort lures at home, than on a bouncing Bay.

There are few activities as rewarding and fun as fishing. By following my tips, Catching will also become a part of the plan. Catch a Big One!

Montana Grant

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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Bayheads Brewing Company is a Tribute to Historic Chesapeake City

By Jennifer Williams

If you've ever seen the television show "Cheers," you'll know exactly the kind of atmosphere you will discover at Bayheads Brewing Company just outside of downtown historic Chesapeake City. On a recent Sunday afternoon, a group of patrons laughed heartily in the cozy taproom as they exchanged stories about work, family, and life while sampling various brews.

Before deciding to make the leap to commercial brewing, Bayheads co-owners Charlie Copeland and Bill Dix started out as many brewery owners do, creating their own home brews. The duo trained at several breweries including Eastern Shore brewing in St. Michaels and in Colorado where they purchased the equipment for their six-barrel brew system. In March, they celebrated Bayheads' three-year anniversary.

"I love brewing beer, and I've always loved craft beer," said Copeland, who also works full time as a web developer. "I grew up here, and we didn't have a brewery, so I saw an opportunity."

The inspiration for the name Bayheads came from the fact that Chesapeake City is located along the Chesapeake & Delaware Canal, which connects the heads of both bays.

Copeland said that most of their beers, including their flagship American IPA, Canal Town, which is brewed with Centennial and Citra hops, are named based on the region. For example, Nighttime Dredger is named after Chesapeake Bay oyster pirates who illegally dredge under the cover of night and River Rat, a New England IPA brewed with cryo Citra, El



Bayheads Brewing Company, located just outside of downtown historic Chesapeake City, currently has six beers on tap for patrons to enjoy. (Courtesy of Bayheads Brewing Company)

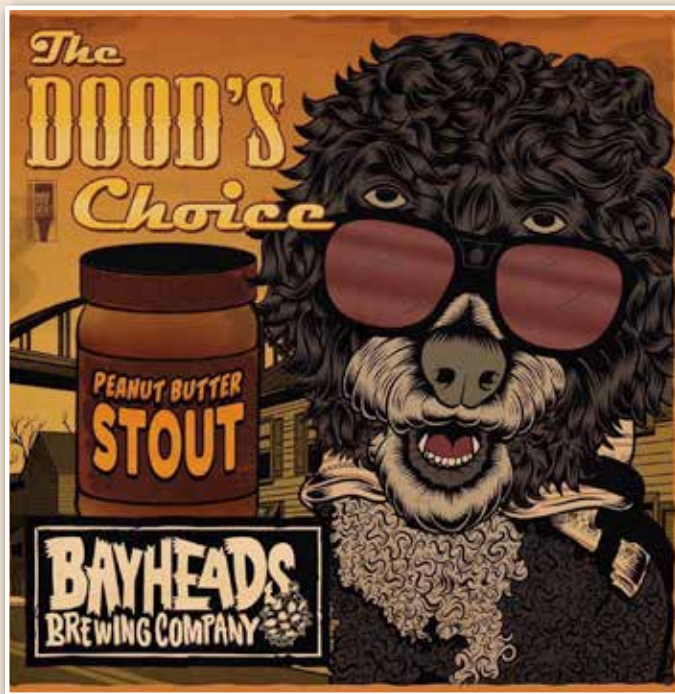
Dorado and Azacca hops, is named affectionately after all of the boating enthusiasts in the area.

"I've been a boater my whole life," said Copeland, "so you'll see the canal bridge is in a lot of our beer posters because it's a pretty historical landmark."

Bayheads plans to expand its brewing footprint with the opening of a location in downtown Chesapeake City, where they will be able to serve food as well and capitalize on the boating community. The new location will also have a liquor license, so the owners hope to incorporate variety of Maryland wines. Copeland and Dix plan to do most of the work themselves.

In the meantime, several restaurants downtown carry Bayheads' Canal Town as a regular feature on their drink menu. And at their current location, the owners typically celebrate "First Fridays" with the release a new beer and food trucks. There are currently six beers on tap, including a hard cider, and a peanut butter stout, "The Dood's Choice."

"We know we have a quality product," Copeland said. "We have local customers who are constantly coming back."



Bayheads Brewing Company recently released "The Dood's Choice" a popular peanut butter stout. (Courtesy of Bayheads Brewing Company)

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Live Aboard

by Don and Gail Elwell



Wi-Fi Follies

You know, it's amazing how rapidly things change sometimes. I'm old enough to remember when communicating from a boat—aside from semaphore—meant you had a choice of CB or Marine VHS and that was about it. No one thought of it being a problem because no one anticipated having to stay connected constantly from a vessel. Some marinas even had phone plugs on the docks for slip-holders, which always struck me as kind of excessive.

But now, communication has gone from a luxury to an absolute necessity, with many of us who live aboard literally working from aboard and needing our internet lifelines literally for sustenance and survival. As live-aboards, we get asked all the time: "what do you do about internet?" Here's a couple of answers, none of which are perfect.



Powered antennas like this Bear Extender can pull in Wi-Fi signals from miles away. . .provided they're there in the first place

The Marina:

First of all, most marinas offer free Wi-Fi to patrons and slip holders. It's a great convenience and a great selling point for slip space and services. Here's the problem: most marinas have systems that are adequate for, say, five years ago. The technology has changed rapidly, and now literally every cell phone, tablet, and laptop that walks into the marina is searching for open Wi-Fi. Particularly in holiday and weekend periods in season, the systems are often overwhelmed. Add to that the distance from marina office to slip and the signal loss therein, and you have a formula for crappy signal and dropped connections.

There are ways, of course, to ameliorate this: Household 31y-y2-atbL signal boosters—though most are 110AC—can help pull in the distant antenna of your marina office, and there are dedicated Wi-Fi booster antennas, long beloved of truckers and RV owners (like the Bear Extender, pictured), that can even pull in distant Wi-Fi signal while at anchor or underway.

The Cell System

Failing a marina connection or finding an open Wi-Fi from the water, most of us are left with the expedient of our cell phones. Increasingly, the cell phone has become the communications medium of choice while afloat. While pretty useless for contacting vessels, you don't know (that's where CB and Marine VHS comes in), they are perfect for contacting land lines and known numbers, and the proliferation of cell towers means that

pretty much everywhere near shore, barring the most remote of areas, you're pretty much assured of getting some semblance of signal.

Data, however, can be an issue. Current "unlimited" data plans tend to throttle around 35 Gigabytes to near dialup speeds, and cellular companies often limit the data, bandwidth, and use of cell phones as tethering or "hotspot" devices. Another alternative using the cell system is to purchase a dedicated hotspot for Wi-Fi, with attendant dedicated data package per month. These may be a good adjunct to burning your cell phone data, but then, there's another bill, right? Still, the combination of hotspot and cell phone can help assure that you and your laptop or tablet can stay in touch with your publisher, your office, your doctor, or with granny.

Satellite

Satellite internet has been around for years, but has, until recently been pricey and rather slow. Still, for commercial vessels and the well-heeled, it remained the gold standard, especially well offshore. New developments like the Space-X Starlink and other low Earth orbit constellation systems promise VERY high-speed connectivity at an affordable rate, but remain a few years in the future. (I keep trying to encourage Elon Musk, but he won't take my calls for some reason.)

I've left out a few systems here, of course. It is entirely possible to transmit data via Ham radio or single sideband, and there is a community of users, particularly in remote areas, that use these methods, but the transfer rates are VERY slow.

What system do we use? At the moment, the answer is: pretty much all of them. We wind up juggling our internet signal between the marina's own feed, a dedicated amplified antenna, and the cell system. It works. . .mostly. . .and for important or high bandwidth uses there's always the option of the marina clubhouse or the local library.

Dammit, Elon, pick up.



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Aids to Simplify Docking *Part II*

By Doug & Brenda Dawson

Bow Thruster

Bow thrusters are aids to docking—not a means to dock. They are intended to nudge the boat the last couple of feet to the dock, not to push it 20 or 30 feet or steer it down the fairway.

No twin engine boats require a bow thruster in my opinion; whereas, big single engine power boats like trawlers or sailboats or houseboats with a lot of windage, can be docked easier with the aid of a bow thruster.

Boaters should be able to handle anything, no matter what the drive system, under 40-ft without the assistance of a bow thruster. It is one more lever to add to the stressed brain, as you approach the dock and you don't really need it, so why complicate the docking process? In many cases, boaters have become dependant upon their bow thrusters. They use it as a third gear shift to power the boat around instead of using the



shifts. Then, they can't figure out why the poor little thing burns out.

If you are challenged and think you need a bow thruster, I highly recommend Dawson's Docking Lessons. Get the one for your drive system and you'll find that you won't need a bow thruster. You'll be able to dock fine without one—and you'll be ahead tens of thousands of dollars.

Fender Hangers

Some products are promoted as the best way to hang fenders, but the ones we've seen require two hands. On a boat you only have one hand for the task, because the other hand is holding on for safety—especially in rough water. When we tried various fender gadgets using one hand, the fender line escaped and the fender dropped. We recommend boaters learn the proper knot to tie fenders. They are better than any gadget in my opinion.

Knots

Knots are a docking aid that you and all your crew should master. You don't need to know 100's, you just need to learn six boating knots. These same knots can be used all year in your home, car, garage, workshop, recreation, everywhere.

Knots are free and last a lifetime. They don't sink, they don't break, you can't lose them and you have as many as you need at your fingertips all the time.

Dawson's Tying and Using Knots Lesson, gives you the instructions in written steps, pictures and links to



YouTube videos. The Lesson focuses on which knots to use for which jobs and why. 33 pages of valuable information with pictures and diagrams.

FLIPP Line

By far the best Docking Aid, has to be the FLIPP Line. Everybody already has one, so there is no cost. It is simple to learn, simple to use and works every time. You can use the FLIPP Line with the stay-aboard or step-off procedures. There isn't enough room in this article to explain it all, but it is covered in great detail over several pages in each of Dawson's Docking Lessons



Summary

Docking aids are just that. They are only aids to assist you in making docking easier. They don't replace docking skills.

It is most important to learn how your boat handles; so that docking isn't difficult, challenging, stressful or embarrassing.



Get the correct Docking Lesson for your boat and drive system at www.PowerBoatDocking.com. Get your docking lessons from a pro, the same as you would from a golf or tennis pro to learn golf or tennis. Getting and practicing the right instruction will give you confidence and make docking much, much easier.

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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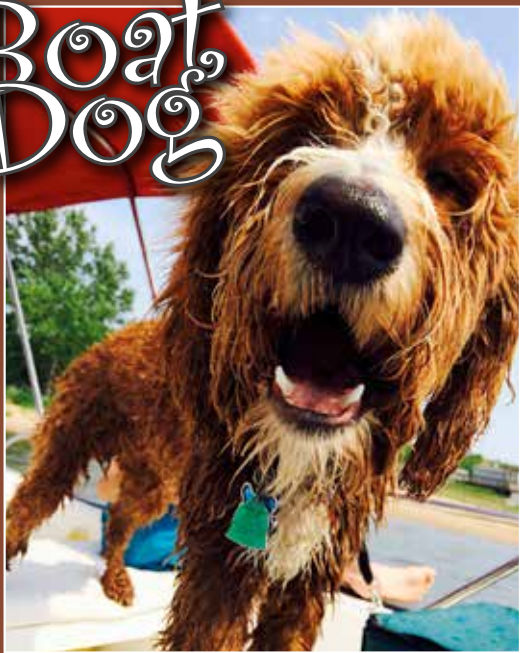
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Boat Dog



*Jake coming into the camera to say
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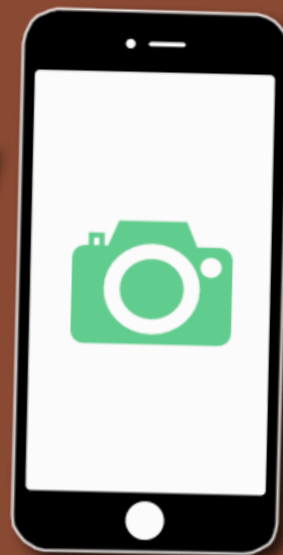
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Stay Safe Out There, Y'all!

by Captain Dale Plummer



I'm on the water towing boats all summer from the Bush River down through Deale. I can tell you boating stories that would make you laugh, cry and cringe in fear. This time of the year the boating frenzy hits an all-time high and I see more and more common-sense boating rules being ignored. Just last week, I watched a young boater tubing with friends break every rule in the book which prompted this safety reminder.

The most important thing to remember when towing anyone behind a boat, whether on skis, a wakeboard, or on a tube, is to be sure that ALL riders are wearing a life jacket that is approved for the sport. Captains also need to keep the boat and the towable a safe distance from boats, docks, channel markers, bulkheads, shorelines — and from shallow water on BOTH sides of the boat. The law says 100 feet. While ropes made for towing tubers are sometimes shorter, full-length ski rope measures 75 feet long — add another few feet to account for the tow bridle, plus the length of the tube itself, and it's best to consider 100 feet as a bare minimum safe distance. To increase the safety of your tubers, avoid towing in congested areas, busy channels and pay attention to other boats in the area. Their operators may not be watching you or paying attention to the erratic movements you're making while trying to give your tuber a thrilling ride.

Maryland law requires an adult spotter in the boat whenever you are towing. They are responsible for keeping an eye on the rider which allows you to focus on driving and to keep an eye on your speed. If you've ever experienced the exhilaration of being whipped through a tight turn at the end of a ski rope, you know that the tube is traveling faster than the boat. The key

to this is the length of the ski rope, which puts the tube through a much longer arc than the boat travels. In a full turn the tube may travel twice the distance of the boat, which means it's travelling twice as fast as well. So, while you, the Captain, may be experiencing that turn at 20 mph, your rider feels the water rushing by at 40 mph or more — making it doubly important to avoid those aforementioned solid objects.

When traveling to and from your tubing area, secure inflatables within the boat. There was a tragic death a couple of years ago where a young man drowned after the tube unexpectedly flew from the boat and knocked both him and his girlfriend from the small Carolina Skiff. With no Captain aboard, the boat circled and struck the young man. By simply tying down the tube, this tragic scenario could have been avoided.

If you break down while out having fun with your family, have the spotter reel in the rider while you take the time to securely anchor your boat. Once everyone is on board and the boat is safely anchored, hail us on VHF channel 16 or use the BoatUS Towing App to contact us and we will be right out to assist. Our goal here at TowBoatUS is, and always will be, to make sure you and your family make it safely home.

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Sam Bongiorno Tarr on her offshore powerboat Deep Impact



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