

A large flock of seagulls is captured in various stages of flight over a body of water. The background shows a sunset or sunrise with a warm, orange glow. The water is dark with whitecaps. In the foreground, two seagulls are prominently featured, one with its wings spread wide and another slightly behind it. The overall scene is dynamic and captures a moment of natural activity.

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Spring 2022

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# UPPER BAY Boating

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## So here we are at the start of Boating Season 2022!

### Ready, set, hammer down! Here we go!

Life is short and so are the seasons. When I was a kid, summer lasted FOREVER! Every day was filled with fun and something exciting happened. I grew up like the kids in the movie "Sandlot" but with more recreational boating involved. My summers don't last forever anymore. They fly by because I have so many things to do! Almost every day is fun-filled, exciting, action packed and full of boat rides, live music, barbecues, friends, family and fun. Each and every year my choices got bigger and the options increased. I truly wish everyone could see it through the eyes of someone with so many choices of cool things to do and see. Just because it's a bad idea doesn't mean we shouldn't do it Terra H! You have a way! Don't Jeanneau!

### Funny True Story about New Teeth

So, I got some new teeth. I recently found out one of my lower front teeth was loose. I called a dental friend of mine who told me to come right in. I certainly did and 48 hours later I had six fabulous new front teeth. Now I am very, very thankful and no I don't have dental insurance. So, now whenever I look in the mirror and smile. I say to myself... that sure is a pretty nice brand new 90HP Four Stroke Outboard! Ah well, but my wife does like the 6 new teeth! Thanks Dr Steve!

### Down in Key West this past winter

While perusing the docks on Houseboat Row I came across and old lady strumming a guitar and singing and whistling a bit. I told her that she sounded wonderful and asked her what her secret to life was?

She thought it over and explained that she eats lots of eggs and bacon and smokes a pack of cigarettes every day. She drinks beer all day long -- from the time she wakes until she goes to bed. She drinks shots whenever she can, smokes marijuana daily and stumbles off Duvall Street every night. I said WOW! How old are you? She said, 30!

### TOP TEN THINGS TO DO WHEN YOUR ADULT KIDS BUY THEIR NEW BOAT (PAY BACK TIME!)

10. Leave your shoes on and jump onto the seats.
9. Jump up to the radar arch with two hands and swing around like a monkey.
8. Run towards the helm and switch on all the buttons and open all the little drawers and cabinets.
7. Hide the covers to the Fish Finder, GPS, and learn what SQUELCH is on the VHF radio.
6. Open up the cooler and fill all the beer holders with ¾ full warm sodas. Then grab a few cold beers.
5. Head into the cabin and flip all the cushions over, turn over every bed and turn on all the lights on.
4. Grab a few shots of American-made TITOS vodka, Then water the bottle down with sink water!
3. Turn on the Air Conditioner (AHHHH) and open every hatch you can find... Now exit the front hatch!
2. Hop out the front hatch with your shoes still on and undue all the front lines and all the canvas buttons .

And the number 1, Numero UNO!

1. Find the snacks and Goldfish crackers (close your eyes, think about it, yeah, that's payback)

Spring 2022



It was a great day!

### Sorry for the winter stuff, but this is basically true! FML!!!

While the creek was still frozen this past winter I asked my sister, Brenda, who lives on Frog Mortar Creek, if we could come by have a bon fire, cook some chili, drink some Natural Light and go ice skating. She said sure though she would probably prefer wine! When I got home that evening, I told Kisha of the plans. She explained that we had a birthday party Saturday night. That a young girl and a few of her girlfriends were coming over. I said Oh,who? She said Whitney! I said "Let me get this right... Whitney is coming over with a bunch of her girlfriends to drink beer, do some shots and hang out at our DIVE BAR and sing Karaoke! Kisha says, Yup! "How are they getting home?" I asked. Kisha responded "A few UBERS!" So, I cannot hang with my sister because a group of 25 to 27 year old girls are coming over to hang out with us! I am really taking a hit on this one. Always the team player I guess! Always!

### What the non-boating humans do

I'm pretty sure Charles Manson didn't own a powerboat! Never saw Adolph on a Jet Ski. Owning a boat might not bring you happiness but it sure can't hurt. Vladimir... that guy needs a yacht. Pelosi lives near the San Fran Bay area... never seen her sailing, and here she was born on the Upper Bay 10 miles from my office. You would think she would be out on the water more instead of raising our taxes! I kinda liked the Senator Joe Manchin from the great state of West Virginia and how he refused to back legislation all supported by his party. It took allot of heart and determination to do what he did. Turns out when in Washington D.C. he lives on his boat along the Potomac River! Being from West Virginia, the boat's name is appropriately "ALMOST HEAVEN!" Go Joe Go!

### Meeting Jake from Del Ma Va

At the Chesapeake Bay Boat Show I had the great opportunity to meet Jake from what he called Del Ma Va with an Eastern Shore southern twang. He and his family dropped some props off at Millers Island Prop and were given some tickets to the show. In speaking to Jake, I learned he is a waterperson and the nephew of a famous Eastern shore waterman named Juke! Jukes adventures and wisdom were well documented in other magazines and rags of the past. Juke passed al ot of the ways and wisdom off to Jake! I was busy and he was thirsty so we exchanged numbers. He didn't have email and I do know how to use it, so we agreed to talk later about life! Let the adventures of Jake the Waterperson begin!

It was a great day! With Nicole Nida, Kevin Nida, Myself, Kisha and Blake! Thank you Captain Steve Daft and the Double Down crew just off the coast of Key West.



# Counting on a pod of seals to rescue me

By Wendy Gilbert – Contributing Editor

I love a good survival story.

Not the television show. I stopped watching Survivor after a few seasons for a variety of reasons. Not the least of which was the lack of emphasis on the survival part and the over emphasis on being scantily clad and ignorantly dramatic.

Recently I saw an interview and read a couple of news articles about a man who'd fallen overboard at night into very cold water in the Santa Barbara Channel.

According to KABC news, Scott Thompson was miles away from land and faced near certain death. He was wearing only shorts and a T-shirt when he fell overboard into 52-degree waters. He tried swimming after his boat, but couldn't catch up with it.

Thompson quickly realized he was using up far too much energy swimming freestyle and flipped over on his back.

"I thought to myself, great, this is how I'm going to die," Thompson told KABC. "Today is the day I'm going to die."

He began thinking of his family and kept swimming. Then, Thompson felt a splash.

"It was a medium-sized harbor seal," Thompson said. "The seal would go underwater and he came up and nudged me. Like a dog comes up and nudges your leg."

After coming across the seal, Thompson felt determined to swim to the nearest oil platform. The platform was far away but highly visible.

Thompson swam for about five hours altogether and made it to the oil platform, freezing and exhausted.

Crews aboard the platform gave Thompson aid. The Coast Guard then transported him to a hospital, where he received treatment for hypothermia and other conditions.



When I was a good deal younger, and a competitive swimmer at Towson University, I imagined myself fully capable of swimming to safety under any circumstances. I shunned life jackets (now more correctly termed personal flotation devices and laughed at folks who donned those ugly orange vests.

When I (thank you God) became a mom, I was all about walking the walk and not just talking the talk. I insisted that everyone aboard the boat wear a PFD. My favorite captain saw that they fitted properly and were in good shape at the beginning of the season. It was just another item on our spring commissioning check list.

I was intrigued by the harbor seal that answered Thompson's prayers.

The only time I ever saw a harbor seal in the water I was in an aluminum skiff crossing Resurrection Bay in Seward, Alaska. The seal looked me right in the eye and I have been forever entranced by them. I think he approved of my float coat. Talk about a PFD. This girl was wrapped up!

Nowadays I'd not only need a float coat to survive an event like Mr. Thompson's but a whole pod of seals.

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## What's new in 2022?

By Wendy Gilbert *Contributing Editor*

For years and years, I have read columns and articles by (mostly) men who urge their fellow boaters to do various things each spring. Long lists of spring commissioning tips are popular as are “get ready for the season” pieces. I also enjoy alerts about new boating regulations and facility updates.

This time of year, also inspires writers to tap out a few “How I spent my off season” stories. These always fascinate me as I am not a snowbird and do not flock to warmer climes. Stories about the Florida Keys and tropical island catamaran cruises warm my cockles. I’m not sure I actually have cockles, but it’s a fun word to play around with.

I love all of them.

With one exception.

The ones telling us to go to the boat ramp for entertainment. We’re supposed to derive pleasure as we watch newbies struggle to launch their boats. Yes, these faux pas are amusing to the well-seasoned, but if you really think about it, it’s not funny at all.

Weren’t we all new at this at some point?

Having witnessed my fair share of boat ramp rage

at the end of a long, hot day as a storm is sweeping in, it can be quite nasty.

Which was today’s Wordle word just in case you’re curious. And now some of you know what day it was when I started this.

I’m suggesting that this wonderful boating season we are approaching be marked by more than just the ebb of Covid-19 restrictions, but kindness.

The war in Ukraine is heating up as I write this and the outpouring of love for Ukrainians is delighting my heart.

Let’s lend a hand to the newbies this year. Give them a little assistance and help instead of disdain and ridicule.

Now join hands and sing a soulful 60s folks song with feeling!



Wendy Gilbert



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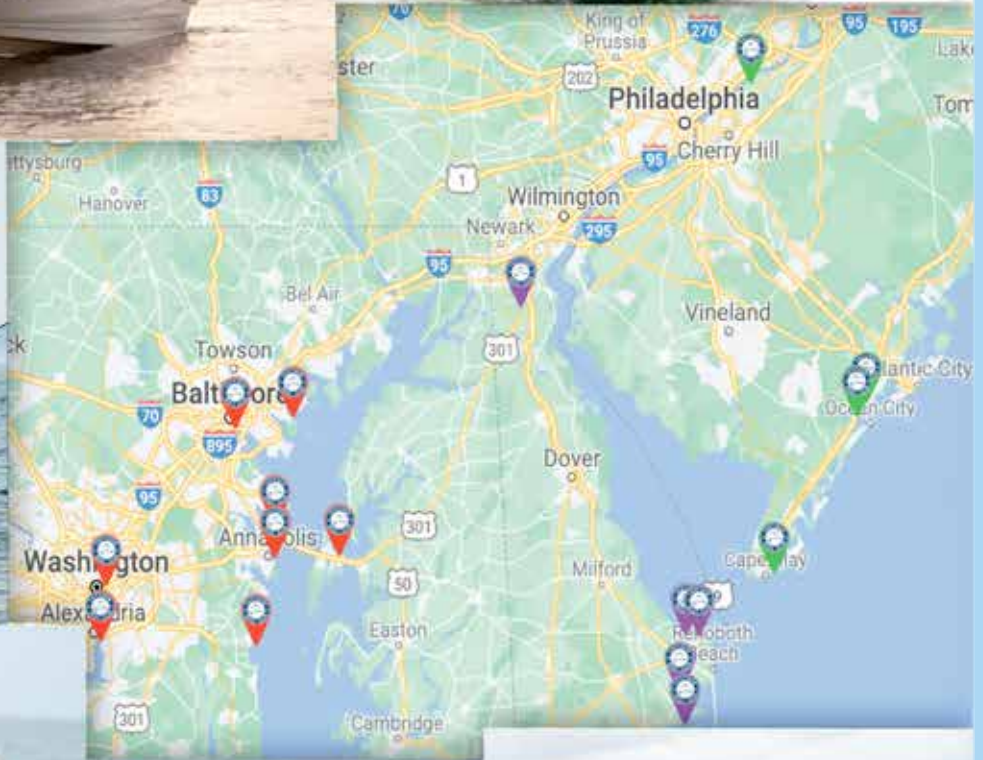
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# Not-So-Common Courtesy

By L. Alan Keene

A lot is written every Spring about boating's "rules of the road", and rightfully so. It's critical that we all know who has the right of way in crossing situations or what our responsibility is when a commercial vessel approaches. And wouldn't it be chaotic if we couldn't follow the buoy system and put our boats safely back in their slips or onto their trailers after a day out on the Bay? The laws of boating are designed to keep us safe and we owe it to ourselves and our fellow boaters to know them and follow them to the letter.

But there's more to boating than just following the laws. Boating is a sport that, when on the open sea, is a very solitary one, but the closer we get to port, the more contact we have with others. When we're out in open water, our chances of interfering with other's enjoyment of the sport are small, but it grows exponentially as we head in. It's important, then, that we be aware of how our behavior affects other boaters around us. We need to put ourselves in their place and adjust our actions accordingly. In short, we need to show some common courtesy.

For example, when no boats are in sight, you can crank the stereo up without a thought to other boaters, but crank her up in an anchorage and you'll be imposing your music on everyone. Sound travels a lot farther over water than land so it may surprise you to find out whose early bedtime you're interrupting.

And while we're on the subject of anchorages, we all know that we should move at no-wake speed around anchored boats, but if you've ever had a milk-filled bowl of Cheerios come flying off the counter as the result of a thoughtless boater, you'll understand the reason why. Your wake can cause innumerable problems, so keep it under control.

Planning on grilling up some steaks and fried potatoes on the Magma for dinner? Then try not to anchor upwind from nearby boats. They may be having wine and cheese in the cockpit, and would prefer not to have to deal with your smoke. It's only common courtesy.

And sailors.... when we're in an anchorage or back at the marina, it's our responsibility to keep our halyards from slapping. While the bang, bang, bang may be music to OUR ears, it is anything but to our nautical neighbors at three in the morning. Remember that, while they may be quiet in the evening, an increase in wind overnight can start the less-than-rhythmical serenade, so snug them down before you go to bed.

Have you ever been waiting at the fuel dock for 15 or 20 minutes while the dock is occupied by a boater who's chatting with an old friend or off to get supplies at the marina store? Don't let that be you. Move in, fill up, and move out. It's only common courtesy.

Or how about waiting your turn at the dock for 25 minutes when along comes a boater who jumps in front of you and ties up

without giving you a glance? Aren't you glad you don't keep a gun on board? When we approach the fuel dock, it's our responsibility to look around to see who's in line ahead of us. If unsure, ask. And how about that boat ramp on a Saturday morning? The lines can get pretty long and the last thing any boater should be doing is wasting time when it's his or her turn at the ramp. Make all your preparations beforehand, while you're waiting in line or before. And as soon as possible after launching, move your boat to the side to make room for the next.



And, if you're a new boater who is unsure of your backing abilities, don't go to a busy ramp on a Saturday morning! Practice at home, until you're confident. It'll save you a lot of embarrassment and save those behind you the cost of blood pressure medication.

Did you ever go down to your marina slip on a Friday to wash off your boat for the weekend and find your hose nozzle missing? And then, after 15 minutes of searching, you find it attached to another slip holder's hose? While, technically, none

of us should touch the equipment of other boaters without getting their permission, most of us don't mind someone using our hose or nozzle as long as they put it back, and in the same condition they found it.

Don't force us to lock the hose up in the dock box, too.

Return it. It's only common courtesy.

And speaking of dock boxes, anything that's not in use at the time, other than the hose, should be stowed there. Leaving buckets or deck mops or cleaning fluid cans out on the pier, in the path of other boaters, is asking for a law suit. Keep your area neat and clean, and use your finger pier for items you're using, to avoid blocking the walkway. And never, NEVER leave that hose uncoiled where someone could trip over it.

In closing, let me mention the most important nautical courtesy of all.... assisting your fellow boaters in need. If you're a sailor and you've ever run aground in the Bay (and what sailor hasn't!), and you can't break free, what a relief it is to have another boater stop by to lend a hand. Or if you're a powerboater and thought you could make it back to the slip from Baltimore or Rock Hall without fueling up (and what powerboater hasn't!), and found you were wrong, a fellow boater with an emergency gas can is like an angel from heaven. Being a courteous boater in today's frantic world is not always easy, but it is what all of us should continually strive to be. If we're as considerate of other boater's pleasure as we are of our own, then our time on the water will be a lot less stressful. This season, as we head out on the Bay, let's all work together to make common courtesy a lot more common!





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# Come On Spring!

By Captain Mark Galasso

I should have seen this coming. Last year at the Bay Bridge Boat show most of the fishing gear we sold was to open ocean sail boaters. Guys and Gals that just wanted to drag a few baits around the ocean while under sail on their way to some remote Island to drop anchor and spend a month or so snorkeling and getting a tan. How can you beat having fresh Tuna or Mahi while enjoying an ocean sunset in the middle of nowhere, trolling a small lure while under sail and sipping on some fancy vino. I didn't think much about it at the time. Chalked it up to a few people that just had to get away from this Covid pandemic and the challenges we all faced.

When I pulled up to the pump this morning to fill up my truck I had sticker shock, \$4.17 a gallon! It seems that only a few weeks ago it was \$3.17 and the radio was saying were a far way from the peak. What's a poor stink potter to do?! Especially someone like me who is on the water more often than not. I almost went to the boat to see how I could jury rig some sails for those windy days when I don't have to travel very far. A few minor changes and I think I could make it happen. The big problem there is the cost of sails has probably skyrocketed as demand has gone up. And to compound things if my motor goes up I'm not sure I can get the parts to fix it until after I retire in three or four years. On the bright side I hear that people are buying boats without motors since motors are hard to come by.

The two alternatives if you really want to fish from your boat are sailboats and rowboats. Sailboats can be a bit of a challenge. They tend to rely too much on a very unreliable factor. Wind. And rowboats tend to rely a little too much on strength and stamina, something most charter clients are trying to avoid using. Plus it's really hard to use an oar in one hand and a fishing rod in the other, something I've tried in a canoe but not in a 35 foot Chesapeake deadrise.

I remember a few years ago when fuel prices went over four bucks a gallon. We became much better at fishing close to home. In fact when we started prospecting with the cell phones the first question we always asked was not "Are you catching?" it was "How close are you?" The last thing you wanted to hear is another boat catching fish ten miles from your location. And even worse if your clients overheard about another boat catching somewhere else. A lot of guys turned OUR VHF's only to emergency channels to avoid that blabber mouth that reports the fish are only where they are and they're crushing them. The biggest problem we have though is the guy who is in constant contact with his buddy who is fishing twenty miles north or south of where you are. My general response when I hear that report is "Well, by the time we get there the tide will have changed and the bite will be turned off. And we'll have wasted the day cruising." This year I might just use the truth. "Hey if you want to pay my fuel bill no problem. Let's go." What do they say "The truth shall set you free." Not really.

One of the big problems we see in the fishing community right now is the fish distributions. It seems like most of the summer the Rockfish, our main quarry, are in the mid to upper Bay. The last few years boats have made daily runs sometimes 20 or 25 miles up the Bay to the fish. Sometimes running from Chesapeake

Beach and south all the way to Tolchester and Fairlee. This year with fuel prices to consider boats might just find slips closer to the fish and make the customers do the drive on land. We'll see.

In my case I hope to see more sunset cruises. Fact is fish don't always bite but you know what? The sun always sets. And you don't have to travel very far to see it. Same thing with sunrises, though if I have my choice I like sleeping in.

On a more serious note something we all can do is make sure our vessels are as fuel efficient as possible. If you tend to blow out a lot of smoke. Not good. Tune up those motors. Make sure they are running at peak efficiency. If you have a more modern motor, especially the outboards do a fuel curve. Figure out what speeds are the best fuel economy for your vessel. I know on my 300 Yamaha about 32mph gives me the best miles per gallon, about 3.2 miles per gallon. By contrast at 55mph I get a mere 1.75 miles per gallon. Fact is unless there is some sort of emergency I don't need to go over 32mph. I did a fuel curve on my Markley as well. The best fuel economy I get is at 2300rpm which with the Cummins 6BTA is about 16 knots.

Clean and wax your hull. Apply a good fresh coat of bottom paint if you use bottom paint. Check the hull over. Check the prop and running gear. If they aren't right it can slow you down. More importantly you have to burn more fuel to go the same distance. I find if I drop more than 20 percent in speed at the same rpm I short haul my boat and pressure wash the bottom and running gear. Barnacles suck. It saves me more than the few hundred dollars the wash costs in fuel savings. Even when fuel was less than 3 bucks a gallon!

Also plan better. If you're going somewhere you know the shortest distance is a straight line. Think I learned that in first year algebra. If you're going fishing do a little homework. Don't just plan on running all over creation and hope you find something. Between the cell phones and the internet EVERYONE can be a better fisherman. Plus you don't look like you're running a boat fast with no steering. Ok.

Spring is right around the corner. You might say gas prices just aren't an issue for you. You have a nice boat and can afford it. No matter what the price. It's still a great deal to have boating to protect your sanity in this insane world. And the fact is your right. Without boating a lot of us might be weaving baskets on the side of route 50 or someplace a lot less fun. I'll be boating no matter what fuel goes up to. And all I'm saying is I'll try and do it as smart as I can. I'm sure so will you. Hey. You know the difference between an editorial and a rant? This was a rant. Come on spring.

Capt' Mark

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# Bohemia Overlook

By Kimberly Merriken

Imagine your wedding day. Where would you like to get married? On the beach? In a barn? Outside of a stately manor house overlooking the water?

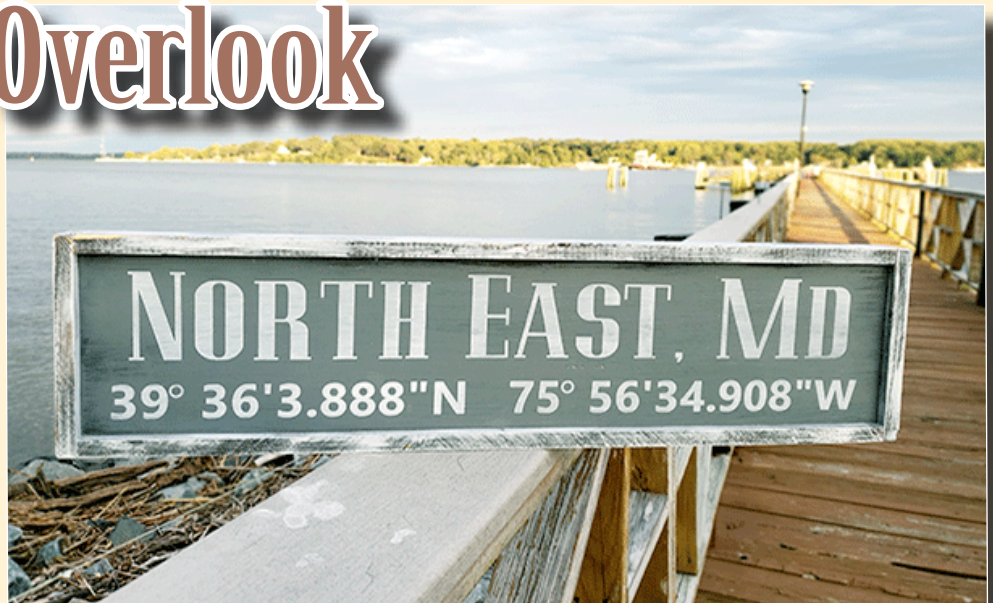
Bohemia Overlook, sitting on 160 acres along the shore of the Elk River offers all three options in one spectacular location. Create your destination wedding without the need for passports, expensive flights, and overnight accommodations. Bohemia Overlook is located one hour northeast of Baltimore and one hour southwest of Philly, making it an ideal venue for brides and grooms in Pennsylvania, Delaware, New Jersey, and, of course, Maryland.

The Barn can hold up to 110 guests and offers the most spectacular sunsets, and is available year 'round. The beach can hold up to 300 guests. The Manor allows up to 300 guests to witness you exchange your vows on top of the bluff looking out over the Elk River. The Beach and the Manor offer a tented reception area and are available April through November.

At each venue a bridal party house is available. The Beach offers a cute beach house to get ready in, the Barn offers a quaint farmhouse, and the Manor offers the grand manor house. Your party can relax and get their hair and makeup done right on site eliminating the need for touch ups upon arrival.

For the groom and groomsmen, no matter which venue you chose, you can add on the use of the Barracks giving them a unique place to suit up for the ceremony.

At each venue there is a beautiful arbor for saying your vows under and each venue offers white padded chairs for your ceremony guests.



Your barn reception will take place in a climate controlled rustic barn with all the trimmings you would expect, such as reclaimed wood tables, Edison string lighting, a beautiful crystal chandelier and built-in bar. The Beach and the Manor offer a reception tent. These tents come with the usual trimmings like tables, chairs, and bars. The tent venues offer black tie restroom trailers and all three venues come with outdoor games and a venue manager.

Not getting married but have a special business luncheon or baby shower coming up? Trying to find that perfect venue for a corporate event? Bohemia Overlook can help with that too. Most private events include a 3-hour time frame and you can even get access to your venue an hour before the event to make sure everything is set to your liking.

Ready to speak to someone at Bohemia Overlook and start planning your perfect wedding or private event today? Head over to their website: <https://bohemiaoverlook.com>. Here you can take a virtual tour, look at photo galleries of past weddings and events at each venue, and get an idea of what you want in your package. Ready to book? Call 443-877-6313 and let them know you learned about them through Upper Bay Boating Magazine.





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## THE ORIGINAL CHIP AND SHUCK OYSTER OPENER

By Kimberly Merriken

Imagine the scene. You have a great night planned. You are having friends over. You have some beers chilling, some steaks grilling, and a cooler full of fresh oysters ready to go. Face it, we live by the Chesapeake Bay and oysters are a must. But on this night, you also have a variety of knives, a thick rubber glove, a kitchen towel, and a variety of band-aids ready. By the grace of God, you make it through the party without any blood incidents but you are tired and sweaty from shucking all those oysters for you and your guests. There's got to be a better way. Right?!

Well, thanks to Rick Levin and The Original Chesapeake Chip and Shuck there is. I couldn't believe how easy this machine makes oyster shucking. I never felt like I was going to possibly lose a digit or slice my palm wide open because



the Chip and Shuck is truly EFFORTLESS shucking. If you are keeping up with my articles you will now know not only, am I a boating novice I am also an oyster shucking novice. But with this device even I can look like an expert.

I know! I know! How can this be?! Well, first you'll notice the high-quality materials and high-grade design used in this machine. The base is composite. The components are stainless steel with a rack and pinion gear drive, and a non-slip feed for very controlled safe shucking. The unit easily comes apart for thorough cleaning and is dishwasher safe.

How does it work? The lever works in two ways, first it puts a chip in the shell creating an easy entry point. Then the double pointed wedge pierces and opens the oyster easily. The shell clamp keeps your hand safely out of the way and easily powers open even the toughest shells. Because the shell is always in a horizontal position the oyster liquor, natural juices, are retained, and that keeps the oyster fresh and alive until you eat it. The process is finished with edging using the adductor knife and now your oyster is ready to enjoy.

The Original Chesapeake Chip and Shuck retails for just \$249 and can be pre-ordered on their website, [www.the-OysterOpener.com](http://www.the-OysterOpener.com). So, head on over and get your order in so you can "bring the raw bar home!"



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# Let's get tanked

By Montana Grant

## Fish Tanks

are great fun. Having an aquarium set up in your home offers therapeutic and soothing sights and sounds. The light could also serve as a nightlight. Watching the fish and aquatic critters enjoy their home is a great reward.

Kids especially enjoy fish tanks. Teaching them how to prepare the water, understand chemistry, and have the responsibility to care of their new friends are great learning moments. They also get to choose and learn about their finned friends.

In the past, aquaria were a bit smelly, noisy, challenging, and messy to set up. There are many new set ups that are way easier to work with and healthy for fish.

Try the FLUVAL "M" series of premium aquaria. These aquaria come in a variety of sizes and options. The two best options are the 9 gallon or 15-gallon sizes. This series has a great light system that is operated with a remote control that offers multicolor and intensities.

The front of the tank is curved and there are no visible framed edges. The unit is clear from all angles. The filter bags fit into the submerged foam filter that is unseen, in the rear of the tank. There is also a section dedicated for the heater and another for the submersible pump. I made a simple wooden base for mine. The back of my base is open, so I can store the power strip and air pump out of sight. I put felt on the bottom so I can slide it around when I clean it. The Fluval tank is on my kitchen counter.



You can also add an aerator bar with a separate air pump. Simply add some gravel to the bottom and place in your decorations. If you do not use real plants, add a live plant floating ball to the

tank. This live ball is attached to a string and anchor that allows it to float freely in the rear of the tank.

Make sure that your water sits a few days before adding fish and critters. Get the aquaria to a safe temperature and completely ready before adding fish.

To begin, I suggest guppies, swordtails, Zebras, Platys, or live bearers. Make sure to get a pair of each. Wait to get any snails or algae eaters until algae has begun to form. This may take a few weeks. Moon snails are big and fun to watch. One will do what you need and clean the interior glass perfectly. The algae eaters will take care of the rest.

Once your tank is running, consider adding some Blue Gouramis or Angel fish. You can also pick and choose other favorites. Goldfish are messy and require more frequent filter changes. They also stink. You may also find that wild minnows are fun to catch and enjoy.

This Fluval Flex system can be purchased at most local pet shops or bought off Amazon. You get what you pay for.

Enjoy getting Tanked!

**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](http://www.montanagrantsfishing.com).

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# All Docked Up

By Kimberly Merriken

**All Docked Up** is an incredible new app and website that was created by boaters for boaters. It came about because founder Paul Anzalone had learned over the years that boaters of all skill levels were struggling to find reputable service providers. Not all marinas offer service centers, not all boaters live in the state their boat is kept in, and so Paul was getting calls a lot asking for referrals and asking him to perform work that he does not do. Paul is professional detailer by trade. So, this vision came to him to be a one stop shop where boaters and reputable/vetted service providers could be connected. The concept is very similar to other platforms created for homeowners to locate reputable contractors in their area.

## How do I get started?

Simply go to [alldockedup.com](http://alldockedup.com) or download the app to your phone. Then you will be asked to create a free profile. The profile type will be "boater" and you will start by entering the information requested. The more information you provide in your profile the better your experience will be, having all your boat details, including hull identification and motor VIN, will allow service providers to deliver a more accurate response in less time.

As a service provider you will also create a profile selecting all the services you provide. You will be asked to submit documentation to support your business, this will include things like your insurance certificate, reviews of your business, and information for a background check. This allows your business to be certified and allows the app to provide boaters with the highest quality service providers in their area.

When a boater has a need for service, they can enter a request online. They select the type of service they need. Providers of all types are on the app. There are canvas shops, mechanics, fiberglass shops, detailers, diving services and so many more. The boater will enter some

background information on the issue/service they are looking for and because they have already created a detailed profile their request is sent with this information to all service providers that offer the needed service. The service providers will be notified there has been a lead generated in their field. The service provider can log in, review the request, and boat details, and if they are able to provide the service, they can accept the lead. They also have the option to not accept the lead if they feel they cannot provide the service requested. This saves everyone involved time.

**All Docked Up** has an executive team of 7 in-house employees, as well as subcontractors. Paul Anzalone, the founder, has been a recreational boater for 22 years and in the service industry as a detailer for 15 years. President and partner, Jeff Hauber, is a low voltage specialist by trade and avid boater, as well.

Although the company was founded in 2019, it took about 16 months to launch the product.

The All Docked Up booth at the Annapolis Boat Show had an incredible response from boaters and service providers alike. The feedback was very positive, because, again, this app can satisfy all your service and educational needs in one stop.

Speaking of educational needs there is a great podcast on the website, as well. The podcast features Pauly and Captain Buzz. Pauly is none other than Paolo and Captain Buzz, Vice President of Consumer Affairs, is a seasoned boater with more than 15 years of experience and is also a Coast Guard Captain. How cool is that? The podcasts are recorded every Thursday night at 7 p.m. There are four each month and over 52 a year. You can even send in an email with a topic request.

So, don't delay -- head on over to [alldockedup.com](http://alldockedup.com) and get that profile started.







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## Upper Bay Marine Service announces the purchase of Collie's Marine & RV Supply

Joe Calafiore has retired after 16 years of ownership and turned over the reins to Damon Bergbauer.

Damon grew up in his family's marina business and has owned Upper Bay Marine Service for the last 10 years. Upper Bay Marine Service is a full service boat repair firm for all your boat mechanical needs.

Upper Bay Marine & RV Supplies stocks boat and rv parts and accessories and is a distributor for numerous marine suppliers, including CMI – Custom Marine Inc headers, Stainless Marine- performance exhaust systems, SBT Short Block Technology – complete Jet Ski needs and Pasco Batteries – Made in the USA marine and rv batteries.

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# New U.S. Coast Guard Fire Extinguisher Regulation Effective April 20

## 12-year expiration for disposables and different carriage requirements for older, newer model year vessels

A rite of passage for every boater is the annual spring commissioning. Newly added to the boat owners' to-do list this spring will be to check all disposable (non-rechargeable) fire extinguisher dates of manufacture, as well as the label for their U.S. Coast Guard classification.

That's because a new U.S. Coast Guard regulation beginning April 20 for disposable fire extinguishers mandates a 12-year expiration date from the date of manufacture. Boaters can find the manufacture date stamped into the bottom of the bottle or near the UL label. This may be two or four digits — if it is two, as in 08, that means 2008. Additionally, while the new regulation does not change the type (U.S. Coast Guard-rated) or quantity or requirement for USCG approved fire extinguishers aboard, it does specify the minimum Underwriter Laboratory (UL) classification of extinguishers to be carried aboard certain vessels — depending on the boat's model year.

This is the result of phasing out older “B-I” and “B-II” labels for newer “5-B” “10-B” and “20-B” extinguisher classifications. The number in this new rating refers to the size in square feet of the potential fire the device is suitable to extinguish and not the exact weight of the dry chemical inside the bottle.

Vessels on the water today that are less than 26 feet and model year 2017 or older may continue to carry older, dated or undated “B-I” or “B-II” disposable extinguishers. However, when they are no longer serviceable or have reached 12 years of age since manufacture, they must be replaced with newer class “5-B” or greater extinguishers. Boats less than 26 feet and 2018 model year or newer must carry unexpired “5-B” “10-B” or “20-B” fire extinguishers. Having older “B-I” and “B-II” types do not meet the new carriage requirements.

Many retailers today offer “10-B” class fire extinguishers, which may be a good choice as they exceed U.S. Coast Guard minimum carriage requirements for boats under 26 feet, while at the same time giving boaters more extinguishing coverage. For boats 26 feet or greater, however, having one “10-B” aboard does not equal two 5-Bs. Only a “20-B” classification meets the requirement to carry two “5-B” extinguishers. For a look at how many and what type of fire extinguishers are needed aboard all recreational boats up to 65 feet, go to [BoatUS.org/Fire-Extinguishers](http://BoatUS.org/Fire-Extinguishers).

BoatUS strongly recommends going beyond the regulation's minimum requirements. The results from a foundation-sponsored boat burn showed that one extinguisher may give very little time to make an emergency call or potentially prepare to abandon your vessel.

BoatUS also notes that most U.S. Coast Guard disposables on the market today carry at least a dual B:C rating, able to douse both liquids and electrical fires, and some boat owners wisely prefer triple rated A:B:C extinguishers, adding a third protection for combustible fires.

To be serviceable, a portable extinguisher must have a pressure gauge indicating an operable range, lock pin firmly installed, clean discharge nozzle, and no significant corrosion or damage. Some more recently manufactured portable fire extinguishers aboard boats today may carry both old and new labeling, for example, having simultaneous “B-I” and “5-B” classifications.

There are no changes to rechargeable or fixed-mount (i.e., engine room) extinguisher regulations. They continue to require regular maintenance and servicing, typically done annually by a technician.

“This new U.S. Coast Guard expiration date regulation aligns with the 12-years recommended by the National Fire Protection Association,” said BoatUS Foundation Assistant Director of Boating Safety Ted Sensenbrenner. “We expect that the U.S. Coast Guard Auxiliary and United States Power Squadrons vessel safety check program will soon include this new regulation as part of their free, no-penalty vessel exams. Because this change affects a critical piece of safety equipment aboard your boat, we also expect the U.S. Coast Guard will initially focus on education. You may want to start checking extinguishers now while your boat may be ashore this winter.”

Sensenbrenner adds, “Also take a look now to ensure your fire extinguishers are readily accessible. You can buy only the bracket if you don't have one and mount your extinguishers where they need to be — at points of egress, at the helm, and near the engine and fuel supply. Burying them in the bottom of a compartment ensures they will be hard to reach when you need them the most. Familiarizing yourself with the PASS method (Point, Aim, Squeeze, and Sweep) will prepare you for fighting a small fire aboard.”

For more information on the new requirement, as well as frequently asked questions and an infographic, go to [www.uscgboating.org](http://www.uscgboating.org).







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- Trophy Case, where hunters can upload harvest photos and share through Facebook, Twitter or by email
- Maryland fish and shellfish identifier
- Tide time tables and state fish record information
- Hunting, fishing and boating regulation guides
- Breaking DNR news and alerts

The app requires data access for some features.



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# Back to the Creeks

I started fishing years ago on my brother's boat. We'd drift through Dundee and Saltpeter Creeks casting lures that would catch the variety of fish that inhabited the waters. Largemouth bass, white perch, and yellow perch would readily strike inline spinners and small rattle traps. I, then, began wading these same waters with friends, and learned about other productive lures. These years built the foundation of my knowledge of fishing the upper bay tidal backwaters.

There is no better time of year to fish the tidal marshes than in spring. This also includes the creeks and coves in the tidal rivers. Having learned the basics years ago, and building on them, some of the same lures and tactics work in Galloway and Frog Mortar Creeks in Middle River and Bear Creek in the Patapsco. Although, it is rare to catch a bass in Bear Creek. I've seen the typical catches of perch on inline spinners and bass on spinnerbaits and rattle traps. However, it is not uncommon to reverse the lures to the fish caught on them. Bass will readily attack inline spinners, and I've even caught overachieving perch traps, spinnerbaits, and even poppers meant for bass.

The first part of catching fish is finding them. Start by remembering that shallow water is the first for warm in spring. Next, fish relate to both manmade and natural cover. Rip rap banks, bulkheads, and grass clumps hold fish. Reeded shorelines with sand or mud flats will also hold fish when there is ample warming sunlight. On typical spring days, perch and bass are active. Throw in a cold front and the bite becomes slow.

As much as bass and perch are seeking comfort in warming waters near cover, so, too, are the baitfish that they feed on. This is why lures that mimic baitfish are good choices in spring. While there are plenty of lures that fit the bill here, it doesn't mean you have to carry an entire tackle shop of baits to the water. Let's start with bass.

Spinnerbaits are an excellent choice. Use models is

1/4 and 3/8-ounce sizes. A tandem Colorado blade model worked slowly along rip rap and bulkheads is a good technique. Covering clumped grass flats with a Colorado/willow blade combination is also a good start. As far as colors go, chartreuse/white is the standard. You can't go wrong with skirts that mimic perch, sunfish, and blue gills. While you may target them with lighter gear, these are baitfish species for bass.

A lipless crankbait, or rattle trap as they are commonly called, can also be worked in the same areas as a spinnerbait. The 1/4 and 1/2-ounce models are best in natural colors. However, traps with red as the main color on them sometimes work best. When working shorelines with hard cover, a shallow diving crankbait is the ticket. Make sure you bump the lure into rocks, stumps, and laydowns. It is risk versus reward with the snag factor, yet bumping the cover with a brief pause in the retrieve works best. As for colors ... choose natural patterns in clear water and chartreuse patterns in dingy water.

With white perch and yellow perch, both are coming out of their spawning rituals and are looking to feed. Most anything that has the profile, flash, or vibration of a minnow-like baitfish is attractive to perch. My main lures from way back are inline spinners and 2 1/2-inch Crème Lit'l Fishies. Mepps and Rooster tail spinners in 1/8 to 1/4-ounce sizes are two good brands to have on hand. Small swimbaits and twister tail grubs in sizes up to 3 inches also draw strikes from whites and yellows. Because you are targeting them in shallow water, an 1/8-ounce jig head is the right size for the soft plastic lures. If it is breezy, you may need to upsize to a 1/4-ounce.

I am heading to the backwaters of the upper bay this spring. If you ever wanted to have fun catching multiple species, this is the place and time of year to do so. I'm ready. How about you?

- Tim



by "Tacklebox" Tim Sherman



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# Choosing the Right Boat for You

by Captain Dale Plummer

Over the past couple of years many have taken up boating or returned to the hobby they once enjoyed, and boat sales are booming. If you are in the market for your first, or tenth, boat what type of watercraft is right for you?

First consider the size of your budget and what type of on-the-water-activity you enjoy. There are over one hundred boat manufacturers in the US and the models vary widely from sailboats to ski boats, from inflatables to cabin cruisers, from sports fishing boats to pontoons, and so many more. The choices and decisions can be overwhelming. Factors to be weighed include how many people you will usually have onboard and their age ranges, whether you want to trailer the vessel and the type of activities you will want to do.

It's also important to be honest about your level

of boating experience. If this is your first boat start modestly. Learn from the smaller boat and then upsize if you choose. Consider your physical limitations. What will it take to raise the anchor, safely maneuver stairs, ladders, small spaces, etc.? You should also assess your mechanical abilities. Larger boats equal larger repair bills so any work you can do on the vessel helps save you money.

Of course, with any adventurous activity safety should be your number one concern. A towing membership with TowBoatUS is essential for boaters to deal with any emergency that may happen while you are enjoying the beautiful Chesapeake. Call for membership details and visit [boat.us](http://boat.us) for more information about preparing for boat ownership. Whether it's your first boat or not, as always, happy to help.

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# Boat Dog



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# Live Aboard

by Don and Gail Elwell



## Winter into Spring. . . At last.

I'll be honest, these last two winters as a live-aboard have been, well, difficult. Winters are always somewhat of a challenge: Going anywhere can be a problem, and the weather isn't conducive to the usual sitting out on the docks and watching the world go by. These last two winters, though, have been a challenge. First of all, there was the virus. Usually in winter we can count on going out to our favorite pub to have a libation or a meal, do a bit of conversation and people watching, and then stagger home to the marina. It was almost a weekly ritual in the dark months. These last two years, though.

The virus closed most of the public spaces, places we took for granted, places we went to meet neighbors, to get a bit of exercise, to just get the hell off the boat for a bit. Those places.

Then there was politics. Places we loved before, places we always considered a home away from home, were suddenly hostile territory. We felt unwelcome. We felt unable to speak, to share, to even be there for fear of conflict, and who goes to a neighborhood dive looking for conflict?

I think these last winters for most of us—regardless of our stripes—were a rather lonely and isolating time.

But this year, for all the international turmoil, feels different somehow. This year, the trees are budding out

early. Our usual hikes through Marshy Point are already quietly met with the murmuring of frog song, the weather is warming fast ( a little TOO fast, but that's another issue ) and friends and fellow live-aboards are already talking BBQ, talking game night, talking road trips.

This year feels different.

We live for that first couple of days of spring, when we can sit in the cockpit, or up on the hard beneath what has been dubbed the "drinking trees", with a glass of decent wine, watching the birds come and go and feeling the warm sun on our faces. It's coming, and I've already made my reservation.

There 'salways so much to do in spring, boat travel notwithstanding. Tarps come off and maintenance you've been putting off suddenly wanders to the front of the cue. The boat can finally get a good airing, paintwork gets done, and the cat discovers the dock again.

And we discover one another again as well. Our dock is a particularly convivial one, with live-aboards and boaters all of which have become good friends. Only now, we will begin to see each other on a daily basis, rather than just noting someone in a coat going by. Now there will be music and movies and games and . . .well. . .alcohol, and the warmth of community and friends as close as family.

Now there will be spring.  
And we can't wait.



*The Drinking Trees Await*

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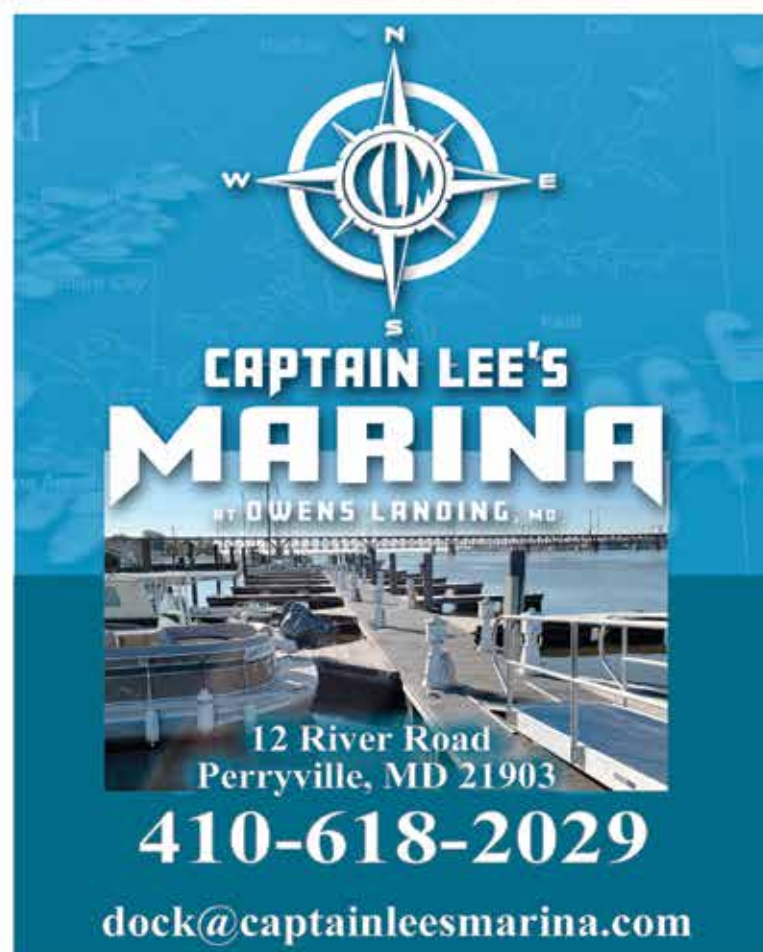

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### Local Bands

**Mrs. Thatcher, the Dave DeMarco Band, and Remedy to Perform**

Kelly's Dream, a 501(c)3 non-profit foundation with the local mission of raising melanoma awareness and easing the financial and emotional strain of cancer, is announces its inaugural music festival fundraiser, The Kelly's Dream Music Fest, at the Eastern Yacht Club, 2330 Seneca Road, Essex on June 18, 1 to 7 p.m.

The annual event will help raise financial aid for cancer patients and their families while also promoting sun safety heading into the summer season. 98 Rock's Kirk McEwen will be the special guest host and the event will feature food trucks, vendors, and raffles, all overlooking the Chesapeake Bay.

## Music fest set for June 18

**Supporting Cancer Patients Since 2009  
Join us for our first annual  
Music Fest at Eastern Yacht Club on  
Saturday, June 18th.**

### Music:

Mrs. Thatcher - A Tribute to British Rock  
Dave DeMarco Band - Classic & Modern Rock  
Remedy - The Best Rock - 70s, 80s, 90s to Today's  
Modern Hits

For more information about the event, visit KellysDream.org. Tickets can be purchased for \$25 via Eventbrite.

### About Kelly's Dream:

Kelly's Dream is a 501(c)3 non-profit foundation that focuses on easing the financial and emotional strain of cancer, raising melanoma awareness, and spreading the gift of hope. It has been helping Marylanders since 2009. You can learn more about the amazing journey of our founder Kelly O'Donnell Ware at our website KellysDream.org.

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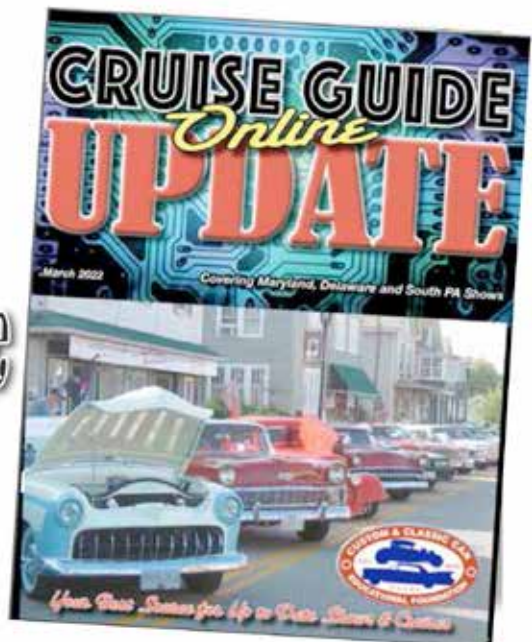
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# Photo Gallery



Photo by Thomas Scilopoti



Reelin Moore enjoying a little boat ride around the Chesapeake Bay Boat Show.



Betterton Beach 1965



Little shout out to Carolina Boating Center!  
Thanks for the help! Jim





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