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May 2022

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Memories*

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# UPPER BAY Boating

May 2022

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Cover photo by Brenda Wilmoth. at the Chesapeake Bay Maritime Museum' Sea Glass Festival in Saint Michaels

## Upper Bay Boating Magazine

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Crane under construction 1962.  
Thanks Nick Hock for the History.

## C.P. Crane.1961 to 2022

### Going Going Gone!



Overhead  
Fish Eye View  
from  
Ken Cold



The Moon over  
the Powerplant  
from Erick  
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# Marinating with Jim High

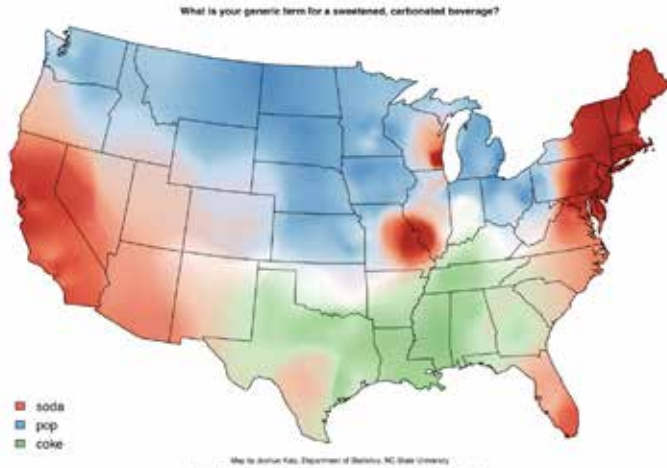
Jim High, Publisher

**Happy Mother's Day and Happy Memorial Day!** Each of these days have great meaning, please remember why we celebrate and remember both.

Welcome to the party on the Upper Chesapeake Bay! I hope your boat is in the water, polished up, fueled up and ready for the season. Pretty much all of my honey do list is done... at least the part I got done. Ha ha, there is always something else on Kisha's list. How about Mother's Day Monday for a good time to knock a few things out? I'm looking forward to lots of cruises, raft-ups, poker runs, live music everywhere, steamed crabs, dancing under the bay born stars and maybe even a bit of fishing... maybe! Even with gasoline and diesel being somewhat higher, you only get so much boat time! So go off and enjoy the long cruises sometimes and the local gatherings waterholes on other weekends. But hopefully, this is going to be a great summer away from the stresses we see every day near and far! As always... enjoy today while it is here. Tomorrow, today is just a memory. I cannot remember all the memories I've forgotten.

## Where does the Eastern Shore become the Eastern Shore?

As a teen-ager I had a friend and his family that called something POP! The Rudd family had just recently moved from Anne Arbor Michigan and I was kind of the first teenager they met+? Greg R asked me one day if I wanted to go out for a POP? I never heard of POP so I asked and he laughed... soda pop! He laughed and I laughed and I explained we called it soda. Over many years I wondered what town or zip code soda became pop, and with the internet someone studied the same thought and here is the map!



I've been wondering for quite some time where exactly does the Eastern Shore become the Eastern Shore? I've always thought of it as when I go over the Susquehanna, from Havre De Grace to Perryville. Other people think it is between the two towns of Elkton and Chesapeake City or when you cross the C and D Canal. Cecil County is considered part of Delmarva but is all of Cecil County the Eastern shore and if it isn't where does the Western Shore end? Inquiring Minds would like to know!!!

I asked Jake the Water person where the shore begins... He had the wisest answer! He explained the shore begins in your heart!

## Damn Non-Boating Humans on Friday Night

What is it with non-boating humans? So, let's say you rushed home from work, it's Friday night, the car or pick-up is loaded and you're

heading to the boat!  
Hell yes!

But that is when the non-boating humans show up and it just so happens your route home from work is the route you take to get to the boat. But on your way home there wasn't any road construction... but suddenly the non-boating humans have set up road cones, gathered flag wavers, snarled traffic and just cost you an hour! Or, you're approaching the Chesapeake City Bridge but it is closed because... drum roll please... a non-boating human parked his car at the top, got out and is threatening to jump! You were so close and now what? Hop out of the car and start yelling jump, jump, jump! Sorry folks, I'm being insensitive... Start yelling Buy a Boat, Buy A Boat, Buy A Boat!!! He heard that, hopped in his car and bought a boat the very next morning.

Its Friday night and you're approaching Bowley's Quarters but you didn't realize Bengies Drive-In has the latest greatest Marvel Avengers movie triple feature and the Non-Boating Humans have Eastern backed up 3 extra miles... DAMN! Non boating Humans at it again

## A fun lesson for Lucas...

So, Kisha, Kammy, Lucas and I are walking down to our local yacht club, to go swimming. I ask Lucas to carry the bag with the towels and he makes it, oh, 200 feet. He is miserable having to do the chore. So, I grab the bag and carry it, very happily! On the way back, I explain to Lucas that carrying the bag wasn't a chore. It was an honor. An honor to carry the bag that had his Mommy and little sisters towels in it. And the light bulb went off for Lucas! Since then, he has walked to the marina to grab my cooler of natural lights. Started my truck when it was could and grabbed my credit card for me when I left it at Lennys! Yup... That Lucas really got it



A day of Freedom Boat Clubbing with Me and JC! Out on Lake Erie.



# Burn the socks Bless the boats

By Wendy Gilbert – Contributing Editor

Two of Maryland's most time-honored traditions, the burning of the socks and the blessing of the boats happens all over the Chesapeake Bay each spring.

The concept of burning socks while drinking beer on the equinox began many years ago when Capt. Bob Turner, who managed the Annapolis Yacht Yard at the time, shed his dirty socks, dropped them in a paint-roller tray, sprinkled them liberally with lighter fluid and put a match to the mess.

It seemed like a good idea at the time, one he saluted with a beer.

By the end of winter, his socks often were ruined from all the paint, varnish and fiberglass he used when working on other people's boats. My old friend Bob Liddel said folks' socks were just old, holey and dirty. Maybe that was just his dirty little secret. In any case, once the vernal equinox had passed and the socks were burnt, Bob wouldn't don another pair until October, perhaps even November.

Like many other boaters Bob embraced the event, ceremoniously stripping off socks on the appointed day and setting them on fire. Not always literally, but certainly in spirit.

Captain Turner has a fan club and the fashionable in crowd in Annapolis must wear boat shoes sans socks once boating season starts. They must also wear khakis and oxford shirts, but that's the subject of a future story. Luckily for us living and boating well north of Annapolis, our dress code is more liberal.

Blessings of the Fleet ceremonies have been going on for centuries depending upon where one is boating.

Gatherings city large and community small accomplish the same thing – asking (pleading?) for a safe season on the sometimes-treacherous waters that we love so much.



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## Letters to the Editor

By Wendy Gilbert *Contributing Editor*

Jim,

Just wanted to thank Kimberly Merriken for the beautifully written article she wrote on my Chip and Shuck Oyster Opener in Upper Bay Magazine. She is a real talent with a fantastic writing enthusiasm. Well Done!

*Rick Levin*

### UPDATE: FRIENDS OF THE BOHEMIA PLANS TO WIND DOWN

Dear Friends,

Friends of the Bohemia (FOB) is so grateful for the continued support of our community since our inception in 2014. Two years ago, the Board of Directors decided that a change of leadership was needed. Unfortunately, due to the pandemic and other challenges, the changes made were not sustainable and we have been largely dormant, remaining in a state of transition. The Board now finds that it needs to make difficult decisions.

Without success, we have explored various options, including possible mergers with other watershed associations.

New Board members and leadership are necessary for FOB to continue. Unless interested parties step forward by September, the Board of Directors will begin the formal legal process of corporate dissolution. As a result of this situation, FOB will not be accepting financial donations going forward, and has no events planned.

It has been a good run. As a community, we have come together to care for and love the Bohemia River.

A new chapter is necessary.

If you are passionate about our beautiful river and are interested in taking the reigns to preserve this organization, please contact us via email at [friend-softhebohemia@gmail.com](mailto:friend-softhebohemia@gmail.com).

Sincerely,

*Linda Foster*  
*President*



*Wendy Gilbert*



*Happy Birthday Susan High...*  
*Sue Haven Yacht Club Princess 1970*

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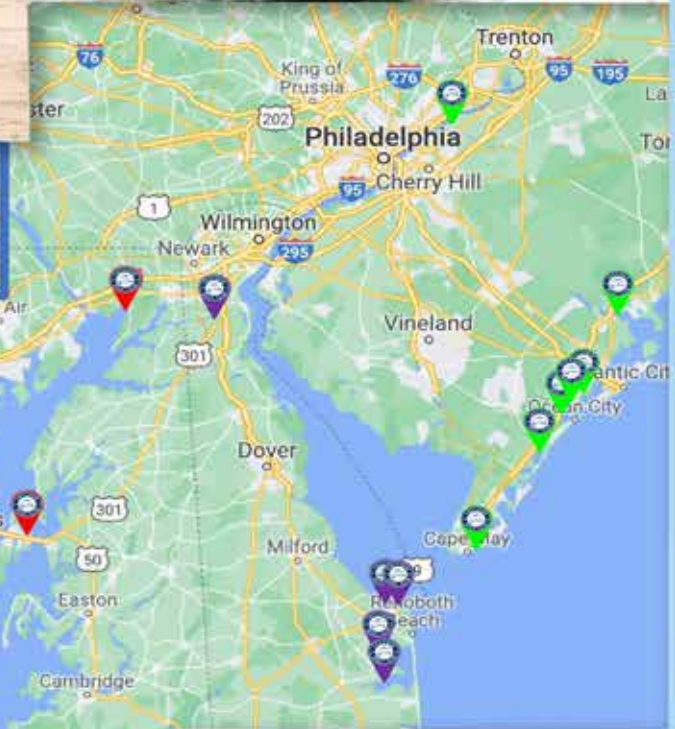
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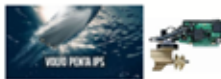
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# 8 Things Every New Daysailor Should Know

By L. Alan Keene

As a daysailor for over 40 years, I've learned a few secrets along the way that I feel a moral obligation to share. I'm referring to daysailing's dirty little secrets....the bilge water of our sport. By sharing, I hope to spare you some of the physical and emotional pain that I've suffered over the years.

OK, here we go.....daysailing's underbelly exposed, in no specific order. Feel free to take notes.

## 1. Sailing Wreaks Havoc On Your Toes

A sailboat deck is a veritable minefield of small, fixed metal objects that are there to cause you excruciating pain. You've got winches and blocks, cleats and staunches, tracks and stays that await the unsuspecting "one who had roast beef". Since trips through the minefield can't be avoided, neither can the well practiced string of obscenities that follow. Wear boat shoes if you care about your feet or the sensibilities of your crew.

## 2. Don't EVER Forget The Blue Stuff

Most smaller sailboats have a portable toilet instead of a fixed head. This device has a small holding tank that requires periodic emptying. If you've prepared the holding tank properly, by adding the recommended amount of blue liquid deodorizer, the job is unpleasant. If not, you'll sell your boat immediately after the gagging stops and buy one with a fixed head. NEVER forget the blue stuff!

## 3. Arachniphobes Don't Make Good Sailing Companions

In choosing guests for a daysail, it's important to know if they have any phobias. I'm referring specifically to an irrational fear of spiders. Since these multi-legged creatures are frequent stowaways, the sudden appearance of one isn't unusual. If the blood-curdling scream happens to occur while you're nursing a bloody toe, the situation is especially disconcerting. Leave arachniphobes on shore where they have room to run.

## 4. Backing Can Be Embarrassing

If you choose to keep your boat in a slip, you'll notice that many experienced sailors choose to back in, making it easier to board, while the less experienced tend to dock bow first. The reason is that backing can be challenging. Before attempting to go stern-

to, with your new sailing buddies watching from the dock, do your ego a favor and get some practice. While you'll be depriving your dockmates of a good laugh, you'll be earning the right to do a little snickering yourself.

## 5. Special Guests Guarantee Dead Calm

Have special guests to impress....the boss maybe, or old friends? Better make sure your fuel tank is full because you won't be doing much sailing that Saturday afternoon. In fact, if the wind has her way, you'll be doing more flailing than sailing. And don't forget, when you go up on the foredeck to lower the jib, make sure you're wearing those boat shoes. Chances are good that the boss' wife won't appreciate that well-practiced string of expletives.

## 6. Many Powerboaters Don't Like You

It's not anything you did, but how you're perceived that's the problem. As a sailor, you're seen as a snob....an elitist who likes fine wine, drives a BMW, and votes for the Liberal candidate. Fueling the resentment is the rule that gives you the right-of-way. So don't be surprised if an occasional 20 footer with twin 350s cuts off your nose. Just raise that wine glass, pinkie extended (or another digit, if you must), and toast him as you would that offending piece of deck hardware.

## 7. Mast Envy Is Inevitable

"His is bigger than mine". Men have been grappling with this feeling of inadequacy for centuries. But back to sailboats. Mast height is difficult to ignore, but just because yours is shorter, don't go out and buy a bigger boat. Size and enjoyment are not synonymous (still talking about boats here). Many sailors who have moved up in size miss the close connection they had with the sea. Be proud of your short mast.

## 8. You Are The Standard Bearer (the best kept secret of all)

Sailing provides many choices. There are those who choose to race for the thrill of crossing the finish line first. There are those who choose to cruise for weeks at a time, exploring new anchorages and towns along the way. Still others make their homes aboard, crossing oceans and seas in search of adventure. And then there's us, the daysailors, who sail simply to sail. To feel the heel of their boat as the sails fill. To listen to the waves as they part and then rejoin. To feel the cooling spray off the wave tops. In spite of all the aggravations, I can't think of a better way to spend a day.



"Tall ships are arriving in Baltimore" photo  
by Tom Scilipoti





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# Spring Commissioning 2022

By Captain Mark Galasso

And so it begins. Again.

After over 50 seasons of getting ready for the fishing and boating seasons I'm still a bit apprehensive each spring. You just never know what's going to pop up when you go over your boat with a fine tooth comb, especially when you haven't looked at it in over four months! You would think since it hasn't been used in all that time that it would be in the same condition as it was when you hauled her out. Ha!

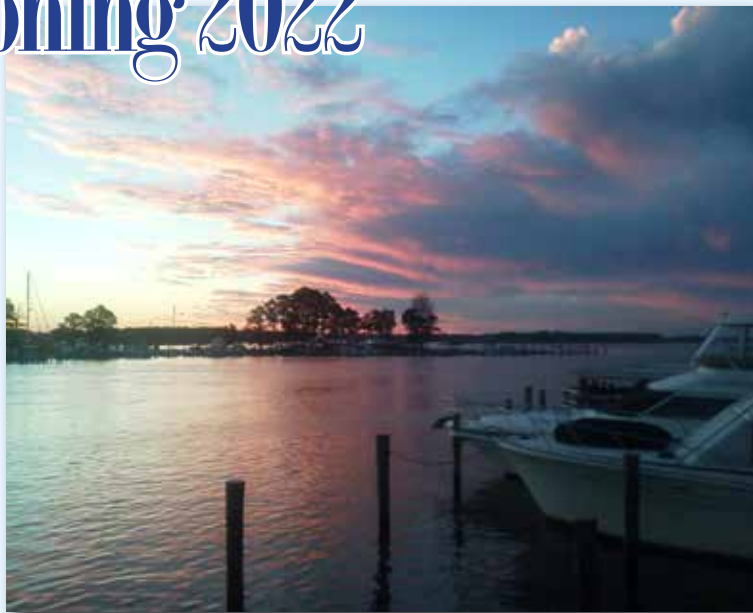
So here is what I found out this year. First of all my hull from the rub rails down is in pretty good shape. Just dirty. Much of that is from the heavy traffic from the roads that go by the marina where I pull it and block it up. I have the same problem during the season but during the season I'm constantly cleaning. My boat hasn't seen a scrub brush in four months. Basically I do a pretty thorough inspection from the rub rails down to the keel. Most everything else can be done once the boat is nestled into its slip.

The first thing I start with is the rub rail itself. I make sure no screws are bent or sticking out and everything is intact. After washing the hull I use a scrunge pad and a product called The Works which is a mild acid to clean and dissolve any rust. Whenever using an acidic cleaner make sure it doesn't stay on anything long. It will dissolve wax just like it does everything else. The hull I clean and polish. My hull is awl gripped which is a non-porous paint so it gets polished. Gel coat hulls get waxed and buffed. Either way if the hull has a lot of nicks and small scratches various abrasive cleaners can remove the scratches before the final coating. Next I redo my boot stripe. I sand it first to remove any grit or grime. Then tape it off and apply two coats of paint.

Next I work on my running gear. I remove any barnacles that we may have missed when the boat was pressure washed last fall. Then I lightly sand or use steel wool to remove any dried up algae and debris from anything metal. Shaft, struts, rudder and prop. I also replace all Zincs. My boat has two shaft zincs and one puck on the rudder. Unless they look new, they get replaced. I check the prop and cutlass bearing for any play. This year my prop had a lot of play. I learned something new. I replaced my prop last year and didn't properly seat it. Apparently when you get a new prop the procedure is to take a sanding/abrasive compound and put it in the hub and on the shaft. Spin the prop until everything fits tight. Then clean all surfaces to remove the grit. Then check the keyway and tighten everything down. There should be no play. I then spray all metal parts with Prop Coat Barnacle Barrier. Remember not to paint over the new zincs.

I then check all my through hulls and other fittings like underwater lights and strainer guards to make sure everything is tight. I also go over my transducers to make sure they are clean and free of algae and barnacles. Remember not to paint over the surfaces of your transducers. They need to be clear of paint to work properly. I can tell during the season when they get fouled by the readings I get on my screen.

Next comes the task of bottom paint. I tape off everything below



the boot strip and roll it on. I dress in my worst clothes before this operation and wear rubber gloves. My clothes get thrown out afterwards but I still have to live in my skin for a while. Generally any paint that I end up wearing stays with me for about a week. At least I don't have to worry about getting skin barnacles!

One last step before I call for a launch. I recheck all my strainers to make sure they didn't get clogged with bottom paint. I learned this lesson the hard way when one year I put a thick coat of bottom paint over my raw water strainer and sealed it tight. It only took a few minutes at cruise speed for my engine to overheat. I take an ice pick and pick every hole now. It was a lesson that could have ended with a major expense. The fact is I'm always a bit apprehensive the first week I run my boat. I watch my gauges religiously and gradually bring everything into full duty.

The old saying "An ounce of prevention ..." is never more on target than when commissioning your boat in the spring. If you're not sure how to do something help someone who does. They would love to have your help and you might learn something. After 50 years I'm still learning. Have a great season.

**Capt' Mark**

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# John Donahoo Lighthouses of Maryland

By Kimberly Merriken

Maryland is home to many lighthouses, most built by one man, John Donahoo, dating as far back as 1827.

John Donahoo lived from 1786-1858 and although little is known about his life he definitely left a legacy through his work building lighthouses. Donahoo built dozens of lighthouses in Maryland and Virginia, of which 7 are still standing.

Since we are Upper Bay Boating Magazine it is fitting we start with the lighthouse farthest north which is Concord Point Light in Havre de Grace.

Concord Point is the second oldest lighthouse on the bay and was active for 148 years. The lighthouse was built using granite from nearby Port Deposit. Commissioned in 1827 the lighthouse was used to warn ships of currents and shoals where the Susquehanna meets the bay. The lighthouse was decommissioned in 1975. In 1979 the non-profit Friends of

Concord Point Lighthouse began to restore and maintain the structure and keeper house, which is located across the street. It is now a beautiful tree lined park. In 1988 the keeper house restorations began and after a study of the house's history it has been restored to its original condition. Admission to both the lighthouse and the keepers house is free but you must be 42 inches tall to climb to the top as the lighthouse has both steps and a ladder.

Moving southward down the bay we come to Fishing Battery Lighthouse. It is located on Fishing Battery Island, which is a man-made island just south of Havre de Grace, near Aberdeen Proving Grounds. It was built in 1853 and was the last lighthouse constructed by John Donahoo. The island has been sinking over the years and while it was once used a fish hatchery and a wildlife conservation it is now mostly underwater and the lighthouse has been decimated from vandalism and neglect. If you are looking for an interesting afternoon kayak/boat trip this would be a great photo opportunity.

Next down the line is Turkey Point Lighthouse. This was completed in 1833 and sits on 4 acres of land. This lighthouse sits on a 100 foot bluff overlooking the Elk River and the North East River and was used to guide ships into the C&D Canal. The fog bell station was added in 1888 and was run by a machine that had to be wound every 3 hours. In case of a mechanical failure the bell could be wrung manually. During its time there were 10 light keepers, 4 were women and 3 of them took over after their husband's passed. The last female light keeper at Turkey Point, Frances Mae Hodgins Salter, was also the last female light keeper in the United States.

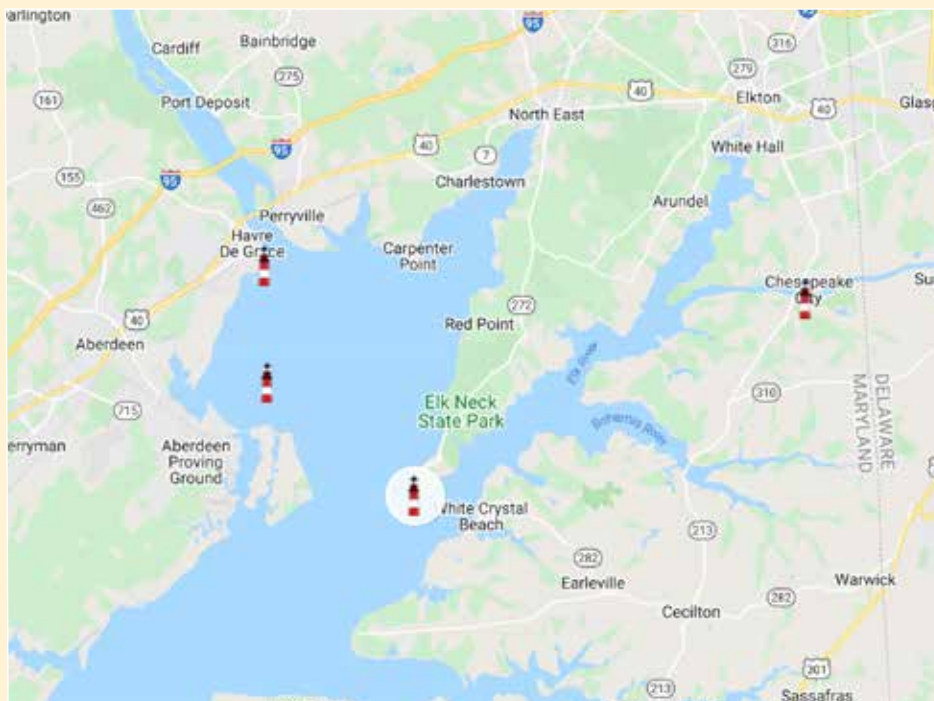
Unfortunately, after becoming automated the lighthouse was left rotting away from about 1954 to the early 1990s when the Coast Guard and the Maryland Department of Natural Resources cleared the land of its overgrowth. Then in 1995 the Turkey Point Lighthouse Society took ownership. It has been restored back to what it would have looked like in 1833 and is now maintained by TPLS,

Inc. You can tour the lighthouse May through October for no charge, although donations are always welcome. As long as you can reach the railing you are welcome to climb the renovated staircase to the lantern room. You can access the lighthouse by parking at Elk Neck State Park and walking down the dirt road to the lighthouse. The walk is a short 8/10 of a mile in and 8/10 of a mile out.

While were talking about Turkey Point let's head on over to Turkey Point Vineyard and Tasting Room for a break before heading further south down the bay to visit some more of Mr. Donahoo's lighthouses.

***Kimberly, I wanted to thank you for the beautifully written article you wrote on my Chip and Shuck Oyster Opener in Upper Bay Magazine. You are a real talent with a fantastic writing enthusiasm. I would like to hold on to your contact information for future marketing needs. Well Done!***

***-Rick Levin***





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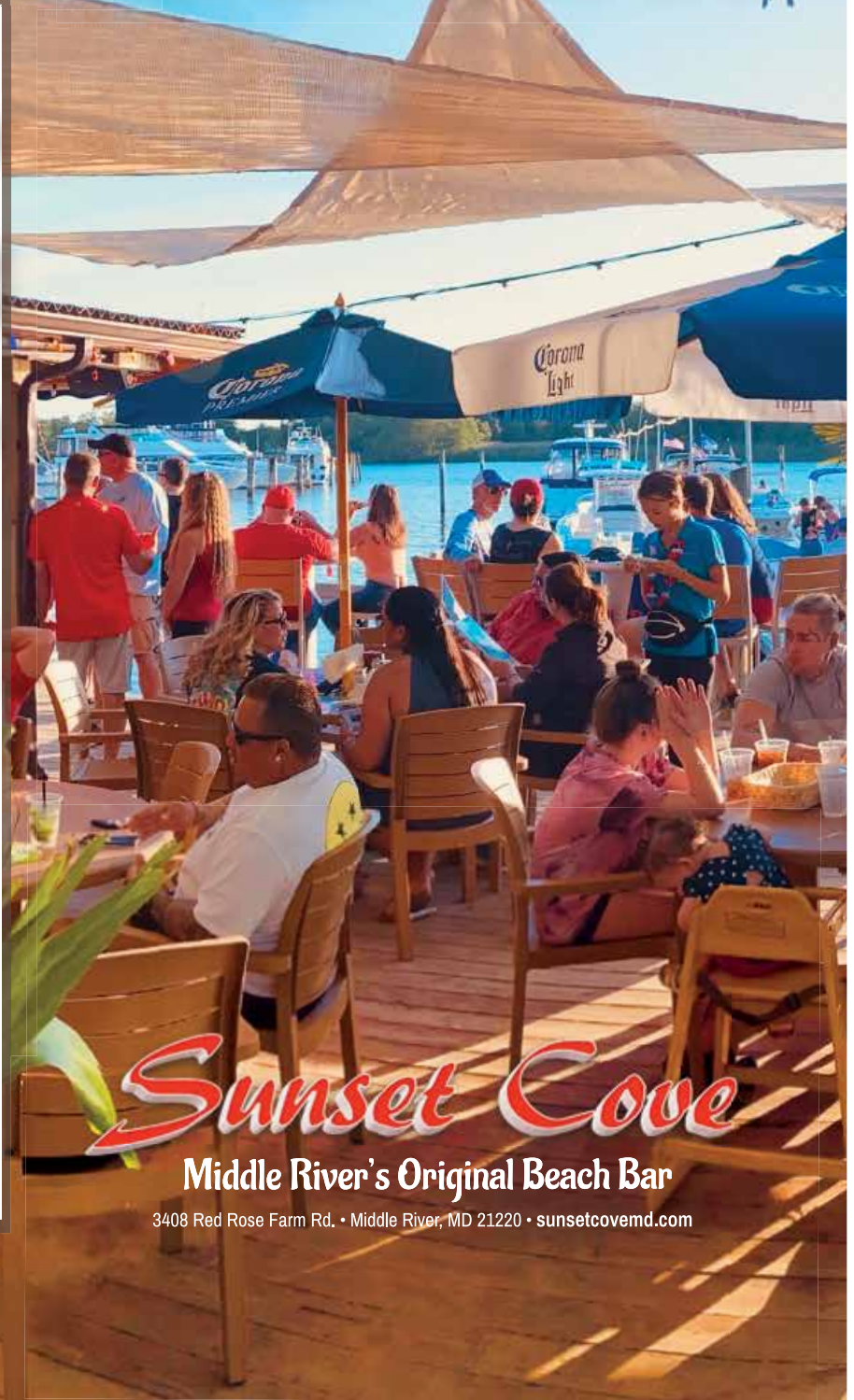


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# Growing oysters off the dock

By Montana Grant

This sure sounds like the words to a Kid Rock song but, growing your own oysters is a realistic opportunity. Growing oysters off the dock can help clean polluted waters, and create habitat for other bay critters, while restocking oyster beds. At the very least, in 3-4 years, you can enjoy eating oysters that you gardened.

Oysters are important to the water quality of the Chesapeake Bay waters. These bi-valve filter feeders help remove toxins and pollution from the water. At the end of the 1800s, 15 million oysters were harvested from the Chesapeake. Many were shipped to big cities like New York. It takes 380 billion oysters to filter the bay in one day. Each oyster will filter 50 gallons of water a day. Today, the oyster population takes an entire year to filter the bay's waters, once. Our wonderful oysters have been overharvested.

The appetite for Chesapeake oysters has not declined. Oyster farming has become a new industry to help meet the new demand for sweet and salty oysters. Tastes and quality vary with each watershed and its salinity/water quality.

For oysters to thrive, they need to be placed in an area with a salinity of at least 3 parts per thousand. This includes most of the Bay's 64,000 square miles waters. Upper river watersheds may not meet this requirement. Oysters also need to be placed where there is a constant flow of water around them.

For pier or dockside oysters, consider using floating cages. Suspend them under the dock between the posts. This will prevent them from being in the way and being damaged. Cages that bump into the piers will cause oysters to not feed and cages to be damaged. You will want the cages to stay wet even during low tides, and ice events.

For significant water quality improvement, you need dense oyster populations. There was a time when oysters could be found on almost every acre of the bay. Today, oysters are limited to protected and public reefs. The ideal density is about 1,855 oysters per square meter. That's greater than most of the bay's current reefs.

Float bags are also an oyster option. You can hang them off a



pier. Every few weeks, simply shake the bags and rinse them off. You can find these bags and floats at the Chesapeake Bay Oyster Company. [WWW.bayoyster.com/equip-go.html](http://WWW.bayoyster.com/equip-go.html).

Some oyster gardeners place empty oyster shells under live oyster floats. In this way, spats, baby oysters, can attach to the old shells and begin to grow. You can also place old shells into reefs

near your docks for future propagation. Female oysters provide 25-85 million offspring during the months without the letter R in them. Colder months, with the letter R, are best for eating oysters.

The Chesapeake Bay Foundation also offers a program where they give you what you need to grow oysters. Once the oysters are mature, you return the oysters to be re-established back into the bay. A course will teach you all you need to build cages and manage your beds. They will supply 1,000-2,000 spats to help you get started. Check out this program at [WWW.cbf.org/how-we-save-the-bay/programs-initiatives/fr...](http://WWW.cbf.org/how-we-save-the-bay/programs-initiatives/fr...)

It is also important to check with the Maryland or Virginia DNR as to other restrictions, rules, or suggestions for oyster gardening. Specific approved oyster stock is important. Some areas may not be approved for raising oysters and rules are often changing.

There are so many things that citizens of the Chesapeake area can do to help our waters. Do your homework and be your best for the Bay!

– 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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# Is it really “Doable”?



By Doug Dawson

We set out from Great Guana Cay for Green Turtle Cay one morning when we were cruising Abaco, Bahamas. This required going through the dreaded “Whale Passage” and a 5-mile stretch of open Atlantic Ocean that is traditionally rough, as the sea builds on the shallow water adjacent to the Cays.

## Rough Ride

“The Whale is doable” we heard a boater announce on the VHF in response to another boater’s inquiry. We figured it would be rough but had decided we’d be able to handle it. We did experience some extremely sharp waves from the Atlantic Ocean that were gaining a lot of energy rolling over the shallows adjacent to the passage—8 footers on the beam and stern quarter.

By the time we got through the Whale and around the corner to the protected water at Green Turtle, there was heavy rain and conditions were worsening. Our 41’ Motor Yacht was not intended for offshore cruising, was a bit top heavy and had a maximum speed of 10 knots as well as being rudder challenged. With a less experienced captain, The Whale would have won. It wouldn’t have been “doable” that morning.

As we waited it out on our mooring at Great Turtle, we became quite concerned about the earlier message on the VHF. What did “doable” really mean? What size was his boat? What type of boat was it? What was the captain’s skill level? Did he know the weather was worsening?

## Misleading

We felt that other boaters could be misled and run into trouble if their boat type and size couldn’t handle the rough seas and more importantly, if the captain didn’t have the required skill level. I wouldn’t have called it “doable”. On our two-month cruise in the Bahamas, we’d seen and spoken to many boaters who weren’t expert boat handlers, who would have had a very frightening experience if they had attempted “The Whale” that morning because they thought it was “doable”.

We would suggest that, when someone reports that a particular passage is “doable”, before setting out to do it yourself on that unknown person’s recommendation, it would be safest to get on the VHF and ask a few questions:

- What type and size of boat are you in?
- What is your skill level (compared to mine)?
- What is the size and direction of the seas?

You may learn that the passage is doable for him in his boat built for offshore running and that he’s been yachting forever. By comparison, you may be top heavy in your narrow-beamed boat that was designed for calm waters with you as a novice at the wheel. That’s a whole different kettle of fish. The passage may have been “doable” for him but may definitely not be “doable” for you.

## Make your own decisions

The message here is, make your own boating decisions with knowledge. Don’t just blindly follow or you could get in serious trouble. Ask questions. Check the weather reports. Talk to the locals.

Know what your boat and crew are capable of handling and more importantly, what your skill level is. If you are nervous or hesitant about going out, then you probably shouldn’t. You should adopt the Bahamian philosophy “Sit back and wait for the weather”. Or as Brenda says, “If in doubt, don’t”. You can always enjoy a longer stay where you are and continue under safer conditions later.

It is far better that your family remembers the extra day on the beach rather than never forgets the terrifying bad weather experience.

If you want to improve your skill level, you may even want to consider some lessons on rough water handling.

## Bio

*Doug Dawson is 5th generation in the boating industry. 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 “how-to” boating books and is helping boaters around the world enjoy boating more. [www.BoatingWithDawsons.com](http://www.BoatingWithDawsons.com) .*



# Turkey Point Vineyard and Tasting Room

By Kimberly Merriken

One of my favorite research partners and I set out on an overcast and windy Sunday afternoon to North East and the Turkey Point Vineyard Tasting Room.

This is currently located at 116 S. Main Street in North East but will soon relocate to the vineyard at 2963 Turkey Point Road. And I cannot wait to go to the vineyard for my next tasting.

The conversations that day were great and the wine even better.

The vineyard has won some impressive awards, which are currently on display in the tasting room, and after tasting the wines it is no surprise. My wine tasting flight consisted of: Merlot, Elk Neck Gold, and Vidal Blanc. The Merlot was super smooth and would be great with a nice steak or even a box of chocolate. The Elk Neck Gold was similar to a Moscato but better. Yes, I said something was better than Moscato. LOL! But I think my favorite was the Vidal Blanc. It was light



and sweet just the way I like it. My research partner tried the Chardonnay, Lighthouse White, and Rose'. Her tastes are generally a little more dry and less sweet than mine. She gave the Chardonnay 5 stars. The full line of tastings is: Merlot, Cab Franc, Chardonnay, Vidal Blanc, Rose', Lighthouse White, Peachy Keen, Elk Neck Gold and some very tasty dessert wines: Sweet Vidal, Chocolate-Strawberry Merlot, Blackberry Merlot and Raspberry Merlot. I love the Raspberry Merlot. So yummy!

I learned that the farm has been in the family for five generations, although it was not always used as a vineyard. In 2007 the family started planning the vineyard, in 2008 the first 5 acres were planted consisting of merlot, cab franc, and chardonnay. Now the vineyard has three rootstocks over seven acres of land. Fun fact -- even though the vines will bear fruit the very first year it takes up to four years to get good fruit, so if you are planning to open a vineyard you have to think long-term. The first vintage produced for Turkey Point Vineyard was 2013. I also learned that vines prefer a slightly drier soil and Turkey Point is fortunate to have a sandy soil. This allows the vines not to have "wet feet" because it allows better drainage than some other soils.

The vineyard is a beautiful setting for your wedding, corporate event, or just a relaxing afternoon of wine tasting with the girls (and guys). You can contact them through their website to inquire: <http://www.turkeypointwines.com/concrete/>

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# Burgers, beer and favorite spring bass baits

by "Tacklebox" Tim Sherman

Off-the-water time this past winter gave me ample time for land fishing. That is the art of talking about fishing with my angling friends. Here's what can come from four old timers sitting at the lunch table with burgers and beer. Retired bass guide Dan Kardash, Tom Wewerka of Tom's Custom Rods, retired bass pro Randy Yarnall, and I got together on a mild winter day for lunch. Our first thought was, why are we here and not on the water fishing. Next, our thoughts were what to order from the menu. With such a bass fishing brain trust gathered, you know what the conversation was going to be all about.

Dan, Tom, and Randy had no idea that I would be bringing the notebook and pen to document the topic du jour ... favorite spring bass fishing lures. I have fished with each of these veteran fishermen, and know somewhat of their preferences. Yet, bringing it out in a four-way discussion brought a lot more light to the topic. Much of the banter was centered on the Susquehanna Flats region; fortunately, the same lures and tactics will work throughout the upper Chesapeake Bay tributaries.

During this prespawn time of year, bass can be aggressive. All three anglers fancy these lure choices to the feeding bass. They are casting lures that resemble baitfish and crawfish. Tom is a frequent visitor to Swan Creek. So much so that his friends have labeled his favorite target, "Tom's Tree." He will cast a small Bitsy Bug jig with a chunk-style trailer and work it through the sunken limbs. As he works his way to the tree, however, you can bet he is casting a black back/chartreuse square bill crankbait. It's a great lure to find bass roaming away from the wood cover.

Dan is a frequent visitor to Tom's Tree and uses the Bitsy Bug as well. Yet he fishes other shorelines in Swan Creek with the small jig in hand, too. On flatter banks, he likes the jig. Along shorelines with a quick change in depth he casts and Texas-rigged tube, unpegged to the weight.

He feels that the tube has more freedom of movement this way.

When Dan moves out onto and across to the other side of the flats, he changes his approach. He will slowly wind a chartreuse/white spinnerbait with tandem Colorado blades through the wood cover along the back channel. The same lure draws interest from bass on the rocks at the Perryville banks. When Dan slides into Furnace Bay, he casts a square bill crankbait around the gravel banks and back through the sunken wood cover. He also reminds us that it is never too early for the topwater bite. He uses the magical temperature of 52 degrees to know when it's time to break out the surface baits.

Randy is highly proficient at all lures big and small. Yet, in spring he's all about the rattle trap. He finds, that even though it's a sinking lure, it can be used in numerous presentations. He can use with a straight retrieve – fast or slow, yoyo it off the bottom, give it a stop and go, or sweep it back to the boat. On two rods he will have a 1/4-ounce and a 1/2-ounce size tied on. On high tides he can work a 1/2-ounce trap over the grass. As the tide

drops, he will switch to the smaller bait. He also casts the 1/4-ouncer around rocky banks and laydown wood cover to entice the bite.

Randy agrees with Dan about the surface bite. He will also find subsurface action when the topwater bite dies. He will break out a soft jerkbait and twitch it around grass on high tide. Randy has seen many times that bass will still feed heavily, but are no longer willing to hit lures on the surface.

Through the stories of the great bass catches comes the "how to" and "with what" of springtime fishing. This is the kind of valuable fishing information that comes out of four old guys sitting at the lunch table with burgers and beer. And though Tom, Dan, and Randy, didn't initially know that our land fishing would turn into a fishing article, they were more that will to share their tactics in the end.

- Tim

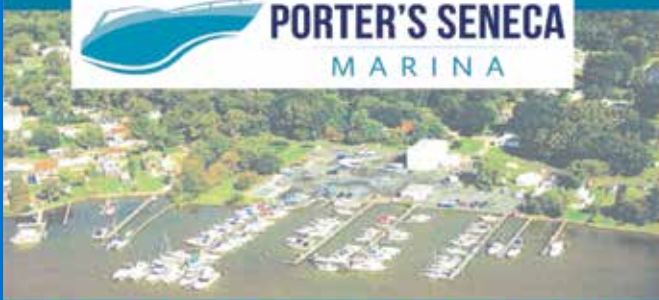




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*By TowBoatUS Captain Dale Plummer*

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Now that the engine and hull are taken care of, take stock of what's onboard. Additional weight means more drag. Clear out anything you won't need, from extra gear to old, unused lines and tools. Freshwater tanks can remain partially empty to save weight.

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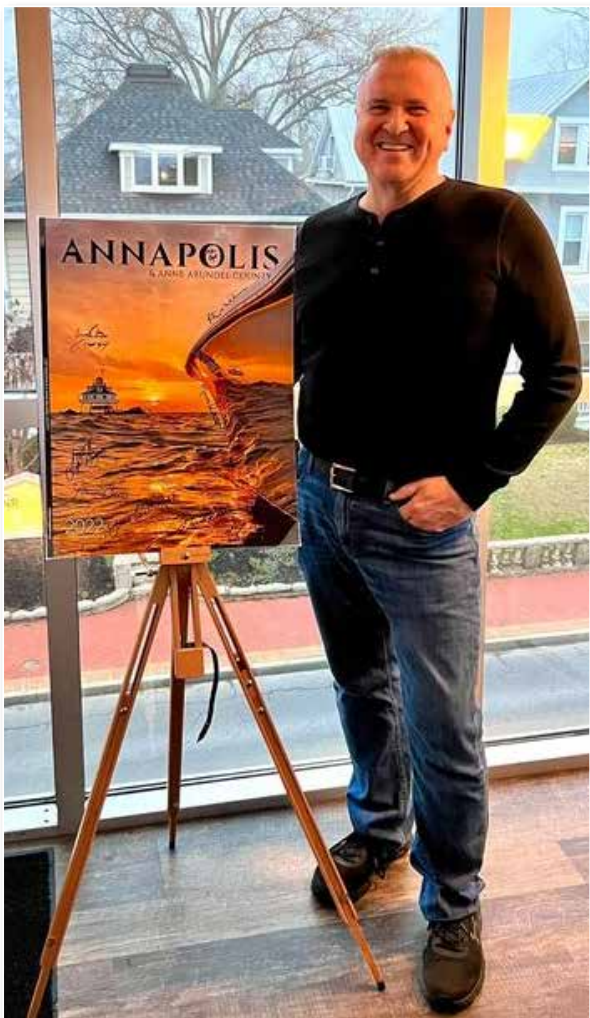
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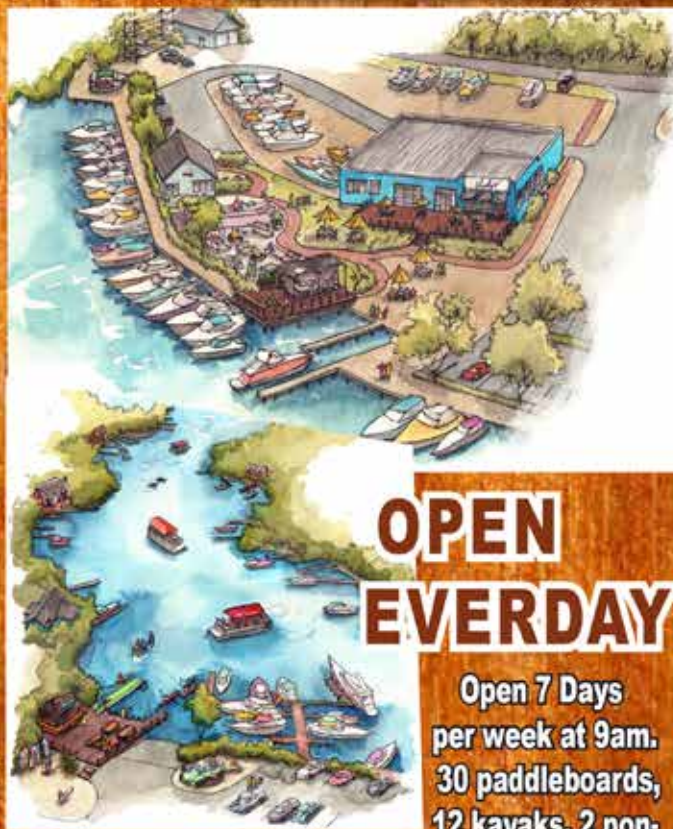
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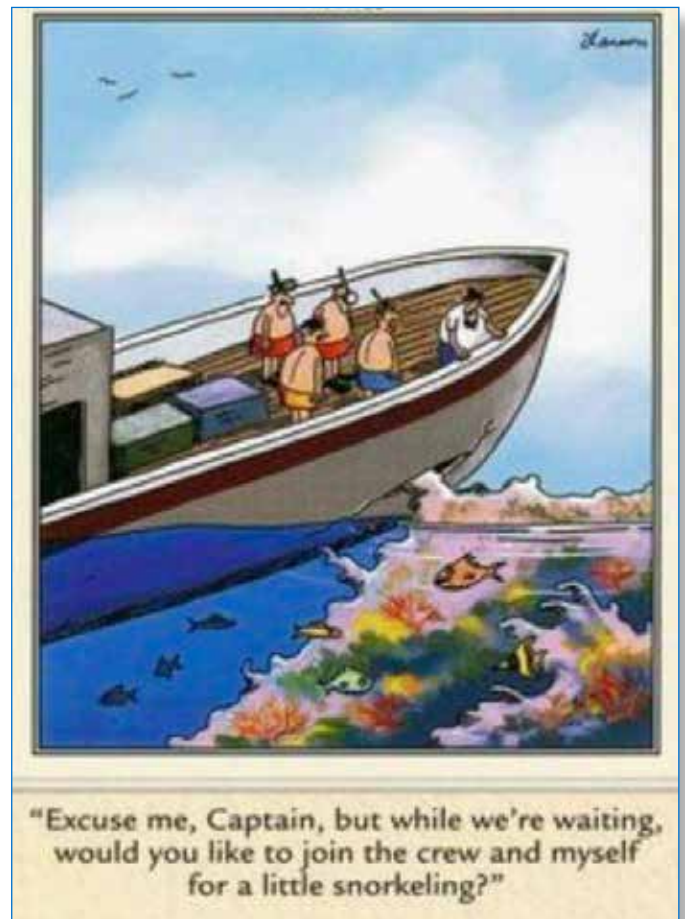


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# Pet Portraits

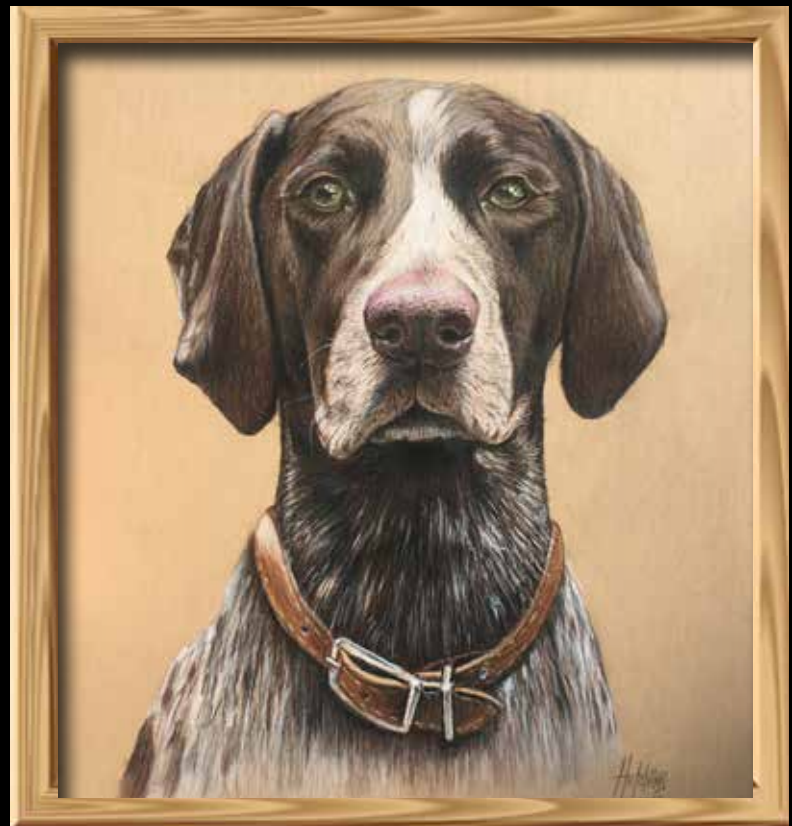
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# Boat Dog



*Skipper Carr, seen here relaxing on a Porsha after an amazing swim!*



*Pounding the Pavement with Bentley Deckelman*

## Upper Bay Boating

welcomes  
pictures of your  
boat, boat dog,  
family & friends  
having a good  
time on the bay.

Also, if you are a writer, please get  
in touch with us – you may  
become a regular columnist.

**TheViking38@gmail.com**



*Jo-Z and Isola, doing what they do  
best, guarding their boat, Play-N-Hooky*

**TIKI LEE'S DOCK BAR  
2nd ANNUAL SHOOTOUT ON THE RIVER**

**Friday, July 15th**

**Poker Run  
Air Show  
Bikini Contest  
Awards Show**



**Saturday, July 16th**

**The Shootout  
How fast can your boat go?  
3/4 mile course**

**Air Show  
Awards Ceremony  
Live Music**

**Sunday, July 17th**

**Manufacturers Day  
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boat of your dreams!**



# Maryland Waterways Foundation

## That is Not My Trash!

Just think if we all let the trash that inconsiderate people carelessly discard, blow into our waterways without picking up after them. Who wants to boat, or fish surrounded by trash, birds tangled in bags, turtles strangled by plastic? Unfortunately, there will always be careless people, but at the same time we are so grateful to have people that do care and give of themselves by volunteering for selfless reasons to protect our waterways, environment, and our world.

While the last few years have been difficult, together we are working to improve the health of the Chesapeake Bay. Volunteers at Maryland Waterways gave their time to help cleanup over 260,000 pounds of trash plus ten boats, leaking oil and other fluids, from our waterways in the Upper Bay in 2021.

Maryland Waterways Foundation is truly fortunate to know and work with so many who care and work to be a changing force. There are too many of you to name, volunteers, partners, and sponsors, but you know who you are, and we are grateful for you.

"Volunteers do not necessarily have the time; they just have the heart. – Elizabeth Andrew. We are lucky to know many people with huge hearts.

As we head into warm weather and another boating season, we ask you to consider volunteering to make a positive change. There is always a place with our organization or another that you could be of help, regardless of age, ability, or knowledge.



Our volunteers have ranged from under ten to beyond 90 years of age and we value every one for their effort and contributions. Save the dates below, follow us on social media or sign up on email to get involved and make a difference.

Contact [mdwaterways@gmail.com](mailto:mdwaterways@gmail.com) for more information about volunteering or our summer internship program.

**April 16th, Grays Road in Dundalk with Key Brewing**

**April 24th, Rocky Point, Baltimore County Sailing School**

**April 30th, Watersedge Car Show, Come see our Cleanup Trailer**

**May 7th, Watersedge Community Beach Cleanup**

**May 14th, Port Deposit with Blackwater's Edge Snakehead Bash Tour**

**May 21st, Fundraiser at Rowboat Willies**

**June 18th, Snakehead Bash Fishing Tournament at Dundee Creek**



# Photo Gallery



By J.P. Henry  
Rock Hall, Md.







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