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photo by Thomas Bentz

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Jim High Publisher

-Marinating-with-Jim-High

LOOK OUT!

HAPPY DAYS ON THE CHESAPEAKE ARE HERE

Happy Summertime on the Upper Chesapeake Bay! Let's all knock on wood and hope for great weather, long weekends and boats that don't break. Now wouldn't that be wonderful! Please keep in mind that as non-boating humans plan events this summer off the water and up in the country you have the right to say NO! And just explain its not personal. Then invite them to one of the many wonderful boat dealers in the upper bay area who can "show them the way". Change there non-boating mentality and probably even extend their life just a bit. Find them a whole lot of new and cool friends and maybe even get them out on a dance floor or two way later then they have stayed awake in years! Think of the Bank of Bad Habits they can learn to make deposits into!

Your Next!

Over the years at the marina people have walked up to me and asked if I can launch their boat. I always tell them that they are next.

I used to have an old aunt that would say "yoooooou're next" when we all attended family weddings. She would point her finger at me and say, "yooooou're next... yooooou're next". Do you know how I got her to stop doing it? I started doing it to her at funerals! "yooooou're next... yooooou're next"... Sadly, she actually was!

SO, A ROPE WALKS INTO A BAR

After a long day on the docks, this rope walks up to the bar tender and asks for a beer! The bartender explains, "we don't serve rope here". So, the rope walks out, goes to the side door, comes back in and asks for a beer. The bartender once again explains, "we don't serve rope here"

Saddened the rope walks out, goes to the back door and tries once again to no avail. Upset and angry the rope walks out and starts throwing itself around, twisting and falling apart. Finally, the now unwound rope walks back into the bar and asks for a beer. The bar looks, looks bewildered than asks, "Hey... aren't you that rope?"

"I am a frayed knot!

THREE AND A HALF MINUTES

I have a strong belief that the Lynyrd Skynyrd "Free-bird" would have been the undisputed best Rock and Roll song ever! If they would have just stopped playing and let the song end at three and a half minutes. But they didn't.... they just kept on playing! Oh well... so instead that Stairway to Heaven" song got to win all the Memorial Weekend 500 countdowns! Fact for the day -- Robert Plant wrote Led Zeppelin's show case tune at the tender age of 22.



APPARENTLY I AM A PARROT HEAD MAKING YOUR SUMMER...

A REALLY, REALLY, REALLY LONG SUMMER!

Over the years I have seen my summers fly by. When you're always out and always having fun and love what you do for a living, the years move quickly. But not as quick as my summers do. So, over the years I have developed an idea that generally leads to a rather long summer. Here is the idea: On the first day of summer, walk into a bank with a toy gun. Hand the teller a note explaining this is not a bank robbery, this is a toy gun but please call the police immediately! Once the alarms go off lay down on the ground and put your hands behind your head and wait for the police! Yup by the time you see the judge summer should be long gone and that should have been your longest summer ever!

Jim's Red Crab Soup Recipe

1 Lb. of hand-picked crab claw meat (cannot be machine picked)

1 Lb. top or bottom roast (make sure it has the fat)

1 16-oz Jar of Ragu meat flavored spaghetti sauce

3 Lbs. of frozen mixed vegetables

Old Bay to taste!

Cube beef and place in two inches a boiling water. Boil beef for ½ hour. Add spaghetti sauce and mixed veggies.

Add two jars of water from the empty spaghetti jars. Bring to a boil and add Crab meat and Old Bay to taste. Cook until the vegetables are "tender"

Anchored Aweigh Again with my woman that I blame!



Atlantic Hurricane Names For 2022

By Wendy Gilbert / Contributing Editor

In preparation for the 2022 Atlantic hurricane season, the National Hurricane Center in Miami has released the list of names for upcoming tropical storms and hurricanes.

The hurricane center is urging residents living along the Eastern seaboard to begin preparing for the 2022 hurricane season, which runs from June 1 to Nov. 30. The areas covered include the Atlantic Ocean, Gulf of Mexico and the Caribbean Sea.

Weather analysts at Colorado State University predict the coming season will be an active one that produces 19 named storms, nine hurricanes and four major hurricanes (reaching wind speeds of 111 mph and up).

ATLANTIC STORM NAMES

- Alex
- Bonnie
- Colin
- Danielle
- Earl
- Fiona
- Gaston
- Hermine
- Ian
- Julia
- Karl
- Lisa
- MartinNicole
- Owen
- Paula
- Richard
- Shary
- Tobias
- Virginie
- Walter

Since 1953, Atlantic tropical storms were named from lists originated by the National Hurricane Center. The international committee of the World Meteorological Organization took over the duties of naming storms in 1977.

Hurricanes originally took only female names. Ahead of the 2000-01 season, however, the World Meteorological Organization decided to start using male names as well as female names for tropical cyclones developing in the southwest Indian Ocean.

Currently, the lists of hurricane names are used in rotation and recycled every six years. Mine won't come up again until 2027. There are 21 names on the Atlantic hurricane list and 24 on the Pacific hurricane list.

The only time there is a change in the list is if a storm is so deadly or costly that the future use of its name for a different storm would be insensitive.

The practice of retiring storm names was started in 1955 after major hurricanes Carol, Edna and Hazel struck the Northeastern United States.

The deadliest storm name to be retired was Hurricane Mitch, which killed more than 10,000 people in Central America in October 1998.

The costliest storm names to be retired are Katrina in August 2005 and Harvey in August 2017. Both struck the Gulf Coast, causing more than \$125 billion in damage.



The most recent hurricane names to be retired are Dorian, Laura, Eta and Iota.

According to the World Meteorological Organization's strict protocol, if a storm forms during the offseason, it will take the next name on the list based on the current calendar year.

For example, if a tropical cyclone forms on Dec. 28, it would take the name from the previous season's list of names. If a storm formed in February, it would take the first name from the upcoming season's list of names.

If there are more than 21 named tropical cyclones in the Atlantic basin in a season, or more than 24 named tropical cyclones in the eastern North Pacific basin, any additional storms will take names from

an alternate list of names approved by the WMO for each basin.

ALTERNATE NAMES FOR ATLANTIC HURRICANES

- Adria
- Braylen
- Caridad
- Deshawn
- Emery
- Foster
- Gemma
- Heath
- Isla
- Jacobus
- Kenzie
- Lucio
- Makayla
- Nolan
- Orlanda
- Pax
- Ronin
- Sophie
- Tayshaun

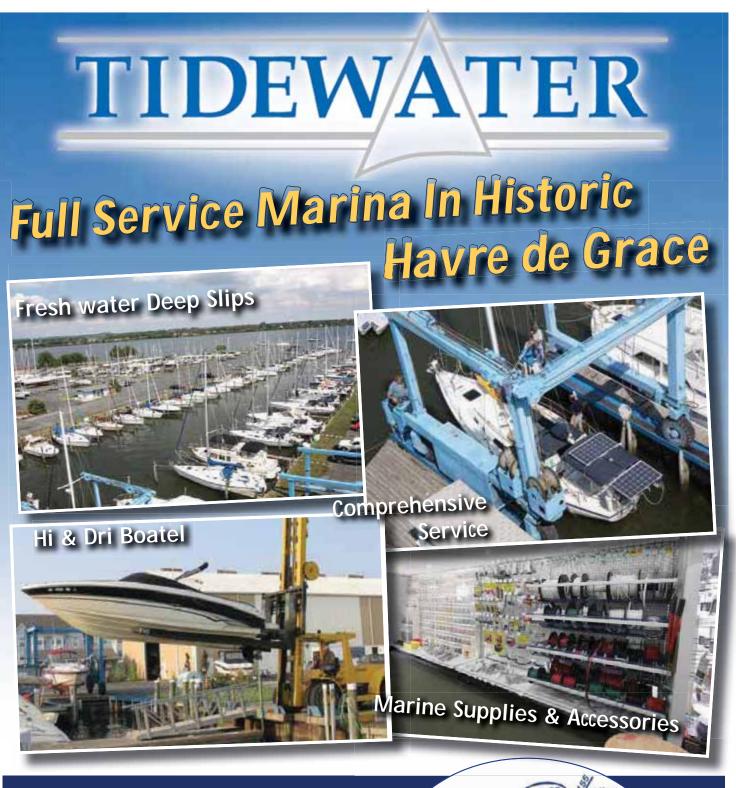


QUICK HURRICANE FACTS

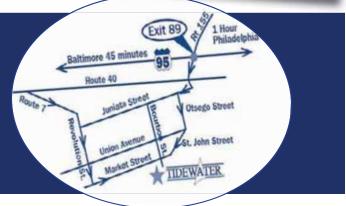
• The National Weather Service defines a hurricane as a "tropical cyclone with maximum sustained winds of 74 mph or higher."

- Hurricanes are rated according to intensity of sustained winds on the Saffir-Simpson Hurricane Wind Scale . The 1-5 scale estimates potential property damage.
- A Category 3 or higher is considered a major hurricane.
- A hurricane watch indicates the possibility that a region could experience hurricane conditions within 48 hours.

 A hurricane warning indicates that sustained winds of at least 74 mph are expected within 36 hours.



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GO DOWN IN A BLAZE OF COLOR OR KEEP IT LIGHT AND WHITE

By Wendy Gilbert / Contributing Editor

I've always had a "thing" for color. While many folks judge books by their covers, I often selected them for their colors. Selecting a paint color or colors for the boat is fraught with possibilities. First step – see what other folks are doing.

I love strolling through boat yards and marinas when I travel. It is so much fun reading transoms and admiring hulls. I love to puzzle out a cryptic name or guess the owner's occupation based on the clues in the name. By the way, there are a lot of very funny dentists out there!

It is always fun to notice a fresh color scheme or one that suits the owners well. Take Jimmy Buffet's visit to Schaefer's Canal House last summer. I wasn't there, unfortunately, but I well recall all the photos on Facebook of him and his boat. Whatever that gorgeous tropical blue-green color he uses is, it reminded me instantly of my most recent trip to Florida and having dinner at Margaritaville. I'd call that highly successful branding, wouldn't you?

Every year since about 2000, Pantone colors of the year are selected. These are some great choices for boats:

2000 - Cerulean Blue

2003 -- Aqua Sky

2016 - Serenity Blue

2020 – Classic Blue.

There was also a Sand Dollar in 2005, but let's be real, call it beige and do a hard pass.

This year's color is called Veri Peri and as you can imagine is a periwinkle blue/purple color with some appeal of course, but I doubt it will be universally embraced by the boating community.

Everyone seems to love blue. My father-in-law Bill Gilbert used to joke that, "Gilberts love every color. So long as it's blue."

He certainly would not have selected Tangerine Tango, Radiant Orchid, Tiger Lily and Chili Pepper for his SeaRay!

It all depends on the message you are trying to send. And some of us, well, don't really want to send messages at all.

In that case keep it light and white.

It's the cheapest way to go

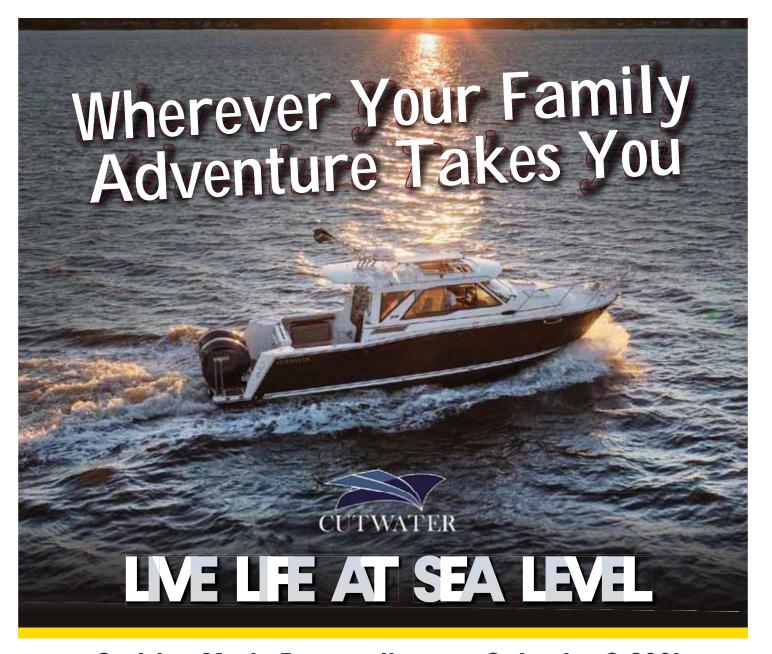
and is also very forgiving. It shows less scuffs, scars and poop and best of all – keeps us visible to other boaters on the water at any time of day.

The light color reflects the suns at time blazing hot rays too. The further south you travel, the lighter the hulls.

You won't be finding very many of those very nice looking dark blue and deep red hulls from our northern cousins in Florida.

If you are drawn to the deep and vibrant colors like burnt orange, maroon and navy blue, consider using them as accents. Create a custom boot-stripe or pinstripe and you are sure to blend the best of both worlds.

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Time to listen to your boat



By Doug Dawson

One of the most important lessons we have all learned over the last few years dealing with symptoms of illness like coughing, sneezing, wheezing, ringing in the ears, joints cracking, laryngitis, flatulence, etc, is that we need to listen to our bodies. Our bodies give us all kinds of clues that there is trouble brewing and that we need to take action now, rather than later, to avoid more serious repercussions.

It is no different with our boats that often tell us there is a problem before it gets so bad that it needs a costly and inconvenient repair. We just have to listen to what our boat is telling us. Then, nip the problem in the bud so it doesn't get any worse.

Here a few sounds you may hear on your boat. I am sure you will have lots more to add once you get started. When you do hear these sounds, investigate and correct the problem or call a technician to repair before more damage is done.

If you turn the key and hear "click, click" or "groan, groan", your battery is almost dead.

A squealing sound when you

start the motor could mean the belts are loose or slipping, while a clunking sound when you shift into forward or reverse, could mean your motor is revving too high, and you need to adjust the rpm down. The sound of grinding gears when shifting could mean the motor is revving too high

If you hear a grinding or whining noise from a stern-drive, when executing tight turns while trimming up, this could indicate a gimbal bearing or U-joint needs replacing.

When your motors are synchronized or "in sync", you hear a slow "wamp" "wamp". When they are out of sync, you hear a much faster "wamp, wamp, wamp". Adjust your throttles to keep your engines in sync. But, if you hear a change in your engine noise, that is different than your normal engine noise, it is an indication that something is wrong.

A high-pitched chirp or whine often indicates a bad bearing in alternators, pulleys and shaft-driven pumps.

The sound of the water pump not shutting off after the tap is turned off, is an indication that the tank is empty, or there is a leak in the hose, fittings or joint.

If your bilge pump keeps running longer than you think it should, check to see if there is still water coming out of the boat from the thru-hull. If not, your float switch could be stuck.

When you hear your anchor chain clanging at night, it could be an indication that either the seas are rough or the wind has changed direction.

The alarm from your CO detector is an urgent call to act. Ventilate both the boat and clear everybody aboard immediately. Then correct the cause of the alarm. A fume detector alarm is and urgent statement that you must act quickly to find and fix gas leaks after getting everyone off the boat.

If you hear the wind whistling, you may have a piece of torn canvas or a snap come loose. When canvas gets torn or becomes unsnapped, it flaps in the wind and gets louder the worse it gets. Fix it before more damage is done.

If your fridge is still warm after running for a few hours, check it out. If you can't hear a "hum" check the switch in the fridge and the breaker and the shore power and/or the battery switch. If you do hear a "hum", it probably needs service.

If you hear water flowing or falling when you lift your motor box or hatches, look for water spewing from loose hoses or a frost plug hole. Either will sink the boat, so get back to the dock and have it fixed. If you hear water running in the cabin, check all water supply hoses and drains.

When a circuit is overloaded a breaker trips. Reduce the load by switching off or pulling plugs on a few accessories.

An obnoxious buzzing sound is telling you that your canvas isn't secure and the mosquitoes are getting in. Seal up the holes.

A drip, drip, drip sound could indicate a leaky canvas top or forward deck hatch. It could also be the sound of a water leak in the cabin. So, best to investigate and fix; otherwise, it will only get worse.

A popping sound is probably your crew telling you that it is time for a glass of wine or beer as they pop the cork or cap! Time to enjoy your anchorage.

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.Boating-WithDawsons.com.







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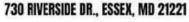






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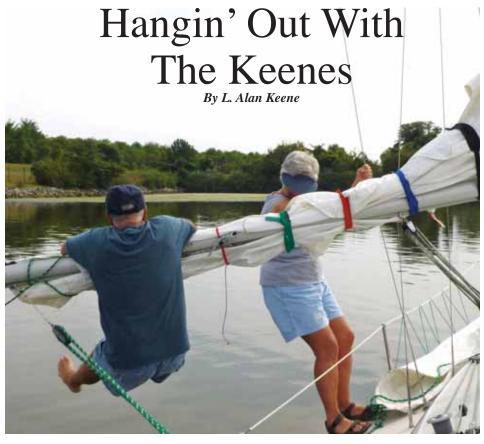
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MARITIME MEMORIES



Early in April last year, as Peg and I awaited TACKFUL's turn in the Travelift slings, her freshly painted bottom and waxed topsides affirming the importance of the occasion, I found myself in a strangely reflective mood. The water, and our mutual love and respect for it, I thought, has given Peg and me some incredible memories over the years. Memories that don't need photographs to rekindle them.

That sunny August morning on Ketchikan, Alaska's snug little harbor, with the morning mist hanging over its calm waters, is an image that's as vivid today as it was 30 years ago. As our two-person kayak knifed through the cool dark waters, suddenly to starboard appeared an Alaskan resident intent on a closer look.

I had never been within 50 yards of a seal before, not to mention 12 inches, and apparently the reverse was also true. But after the initial surprise and realization that we meant each other no harm, the three of us slipped through Ketchikan's still waters together.... glad that we had met.

Another misty summer morning, with the sun reflecting off the droplets, Peg and I set sail from Baltimore's Inner Harbor for Rock Hall. The warm 12 knot breeze was out of the south and the seas were literally like glass. As we sailed down the Patapsco and out into the Bay, our legs draped over the rail, our little 25-footer was so well balanced, and the wind and seas so accommodating, that I was able to turn the tiller loose for minutes at a time. We think of it, decades later, as the "perfect sail."

One of the most beautiful spots in the world to be afloat is among Australia's Whitsunday Islands, lying just miles off the Queensland coast. Peg and I were fortunate enough to visit Australia back in 2005 and to sail those islands on Camira, an 85-foot catamaran. For both of us, that was a very special day.

At the invitation of the Captain, I took over the helm and sailed at speeds that I could hardly imagine. At times hitting the mid-20s, I was told that she had plenty more.

While aboard Camira that day, we met a retired couple from Western Australia who were on a one year "caravan" journey around their country's perimeter. We struck up an instant friendship and that friendship continues to this day... 17 years later.

Over the years they've spent weeks with us in our Delaware home and we with them in Western Australia. It was a remarkable day out on the Coral Sea. One we'll never forget.

Another summer many years ago Peg and



I were passengers aboard a large cruise ship in the eastern Caribbean. We had been told the night before that shortly after sunrise the following morning the ship would be sailing past the island of Montserrat, just days after a major volcanic eruption had forced the evacuation of the island.

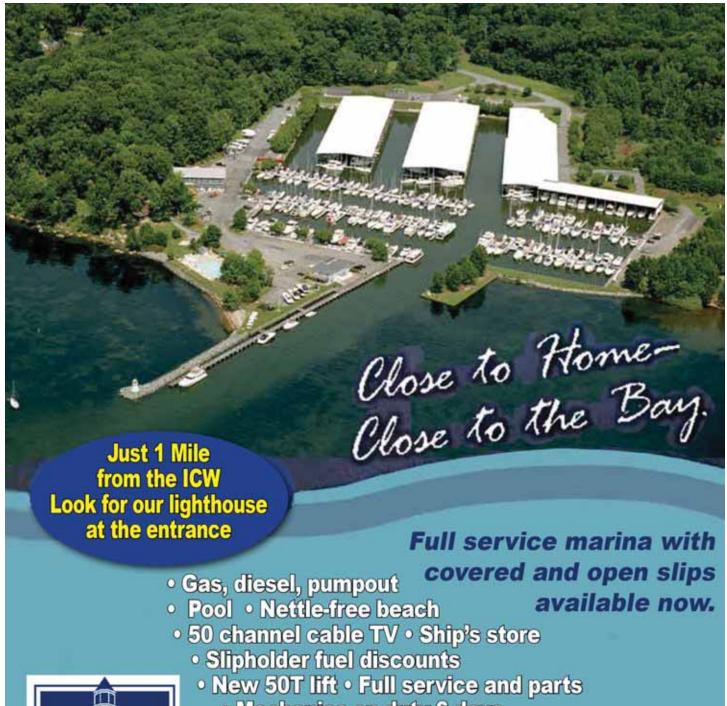
Not wanting to miss the show, we got up early on that drizzly morning and headed for the port rail. As the island came into view, we were disappointed. The cloud cover was so thick that we could barely see the outline of the island.

As we turned to go back down to our cabin, we heard a chorus of gasps from those still at the rail. The sight that we saw when we turned back that morning is one that has left an indelible imprint on both our memories. A rainbow the size of half the sky had suddenly appeared, with colors more vivid than any artist's rendition. It's perfect 180-degree arc seemed almost surreal, as we had to move our heads to take it all in. It was a rainbow to top ALL rainbows. One that could only have appeared over the open sea.

Another crystal-clear memory of the Caribbean took place on Aruba almost 15 years ago. After a less than successful day of windsurfing and a much more successful evening meal, an old high school friend and I sat down on the beach, drink in hand, and watched as the sun slowly dropped out of a cloudless sky toward the horizon.

It had been a gorgeous day and, while we waited for our wives to dress for an evening out on the town, we decided to try and catch a glimpse of the elusive "green flash". The green flash, for those not familiar, is a visual phenomenon that takes place in the tropics, just as the last tip of the sun drops below a watery horizon. It is said that, on rare occasions, at that very instant, a flash of green color appears. Those lucky enough to see it, legend goes, are blessed with good luck the remainder of their days.

Now admittedly, it could have been the power of suggestion or, even more possibly, the power of the bourbon, but as the sun dropped into the Caribbean Sea that evening, I saw it. My old friend did not. It's a memory I





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June 2022 13

THE SEASONS FINALLY HERE!

By Captain Mark Galasso

I pride myself as someone who likes to take on projects and complete them in a timely manner. And I like to think this is evident in how I take care of my fishing and boating projects. I'm organized when I put things away for the offseason and I winterize my boat so that spring commissioning is a simple painless process. Somehow I drove the train off the rails this year!

I had a short list of boat projects I wanted to get done over the winter. Projects like putting down a fresh layer of Gel Coat in the cockpit. Resetting the deck hatches. Patching a few screw holes and spider cracks in the awl grip and just general tightening up and cleaning everything. So here it is the second day of Rockfish season and my boat is ALMOST ready and my pickup is full of supplies waiting to be transported to their summer home on the boat.

We splashed the boat three days ago. The day after the gelcoat work. Two days after we tightened the prop, replaced the zincs and painted the bottom and boot stripe. Yesterday I cleaned the interior, fixed the head and made sure my radio worked. Today I'll load fishing gear, nets and hopefully all the tackle I'll need to start fishing Friday! It seems like a month's worth of work being funneled into 5 days. When I ran the boat from the sling to my slip, a mere 500 yards away I forgot to see if I even had any fuel. Another project for today I guess. Hopefully I have a full tank. I think diesel is two bucks a gallon more now than when I filled it back in December. At least I know I can listen to the radio while waiting for the tow boat if I run out of fuel.

I fixed the head in the rain the other day. It's a project that I've been putting off since last season. I finally decided to take the whole thing out and clean and reassemble it. It's not complicated, three hoses and two electric lines. The problem is the bathroom was designed for a two year old and has no room to work. The only way to get to the pump is to remove the whole toilet. I bought the O ring last season so I had to find where I put it. I learned a valuable lesson last season. ALWAYS replace the O ring when you remove the macerator pump from the back of the toilet. And seat it in Vaseline so it doesn't wiggle free from

the groove it sits in. Last year I bought five of them in case I needed one in a hurry. The last thing you want to hear when someone comes up out of the head is "Uh Captain. I think we have a problem."

Today is my shakedown cruise. I always try and allow a few days before my first charter in case anything goes wrong. I don't want to call me diesel guy and beg for service. I was having a discussion with someone at the Bay Bridge Boat Show the other day. For a boater the two most important people in your life is your cardiologist and your diesel mechanic. The person asked me if I had a major issue who would I call first? Of course the mechanic because if it's an engine problem It'll be too late for a heart doctor.

I do have a checklist of things to do on my shakedown cruise today. Obviously I have to keep a sharp eye on all my engine gauges. Oil, fuel and temperature. If the temperature goes up it's probably due to a clog somewhere in the line from the raw water strainer to the water pump. I installed a sight glass strainer with a screen a number of years ago to make checking and cleaning all that pretty easy.

I need to check all my electronics, GPS, fish finders, VHF Weather, Auto Pilot and the like. The other thing that I use a lot is my trolling valve. When I check my fluid levels I also check my throttle linkages as well as my trolling valve linkages. They do become loose over time. A simple check in the bilge and under the engine box usually reveals any problems.

Last but not least I check my bilge pumps. I have two on my boat, one fore and one aft. The aft bilge pump almost never goes off. If it does I have a real problem. If it's needed and it doesn't work I have a REAL problem. So I make sure they both work.

So now that everything is somewhat organized I can get on with my boating season. My truck is full and my office is empty. Looks like I need to fix and repaint my walls! Hopefully I'll get that project done before it's time to move everything back from the boat!

Safe boating and have a great season.

Mark
Tuna the Tide Charter Service



Looking For Pearls In Perryville



By Kimberly Merriken

Let's make our way up the bay to the Susquehanna River to the most northeastern tip of Maryland, where we will find the town now known as Perryville. Perryville became settled in 1622 in a grant from Lord Baltimore to George Talbot. The area had three names before being incorporated: Lower Ferry, Susquehanna, and finally Perryville, after Mary Perry the wife of John Bateman.

As you arrive by boat like Capt. John Smith did there are many marinas and a public park to dock up at. Once docked you can make your way to the Rodgers Tavern Museum. The tavern and the ferry were built and run by Colonel John Rodgers, founder of the American Navy. His son is Commodore John Rodgers who served with distinction during the War of 1812. Commodore Rodgers fired the first shot of the war and also played a leading

role in regaining control of Washington D.C. after the British burned the capital. It is reported that George Washington used to come and stay with Commodore John Rodgers at the Tavern. Perryville was also used as a staging area in the Revolutionary War and was a central point of the Wilmington to Baltimore rail line. When the rail line was de-

stroyed, the ferry was used by the Union Army to transport troops across the Susquehanna.

Once you finish your visit at the Rodgers Tavern Museum you can stop by the Perryville Railroad Museum. The doors to the museum opened in 1996 to honor the railmen throughout Perryville's history. They

even have a model train layout

through Perryville. The museum is open Saturday and Sunday from noon to 4 p.m.

Another great stop in

showing the tracks running

Perryville is Principio Furnace which is located at the head of the Chesapeake Bay on the Principio Creek. This was the first blast furnace in Maryland. Built in 1723 this furnace helped the growth of the iron industry and the economy during the 18th century. George Washington's father was involved with this blast furnace, as Principio also had ties to Accokeek or Potomac Ironworks which was located on Washington's father's property. Over the years several more furnaces were built and during the War of 1812 cannons and cannon balls were produced here. When iron production at this location was halted after World War I one of the furnaces was dismantled and sold but the original furnace remained, has been restored, and is now on the historic register.



Elk River Brewing Company

After my trip to Perryville, I was feeling a little thirsty. The closest brewery was Elk River Brewing Company, about 20 minutes by car. Elk River Brewing is a nano brewery located right on Main Street in Elkton. There is outside seating in the front, a spacious interior with a variety of seating arrangements, and a beer garden in the rear.

Elk River Brewing Company

Elk River Brewing Company is owned by Brad and Jessica Carrillo, a local couple who have made Cecil County their home for over 16 years. The founding brewer is Scott Bieber. They have quite a large selection of beers on tap. I went with a few that had local names like Elk River IPA, Lazy River Elkton Light, and North East River Pale Ale. My research partner went with the Susky River Stout and the Bohemia Belgian, which came home in his 128oz. growler, as it was a fan favorite. Our third researcher was a little disappointed that they were not able to serve wine on Sunday because of their liquor license but did try the Peach Beerlini, with a good review. Rachel at the bar was pleasant and attentive. The atmosphere was chill and laid back, and everyone was just hanging out having good conversations and great beer.

Check out their website for the calendar of events. Friday and Saturday nights feature live music.

Mondays are whiskey nights and there are a variety of other events held throughout the month.

If you are not able to make it to the taphouse you can find their brews at places like Mac-Gregor's Restaurant, Coakley's, Baker's



Backfin Blues Bar & Grill, House. Bayard Chesapeake Inn Restaurant, Nauti Goose, Schaefer's Canal House, North East River Yacht Club, Snatcher's Creekside. Steak & Main, Woody's Crab House, Woody's Tacos and Tequila, and Rummur (Inn at the Canal). It is also sold at some liquor stores in Harford and Cecil

counties, as well as a few locations in Kent County.

We saw people drinking out of special mugs not regular glasses or plastic cups (for outside) and inquired. There is a Mug Club Membership. When you apply you get a hand-crafted mug and a Mug Club t-shirt. You get invitations to special members only events, you earn Mug Club points, get a 20-oz. mug for all standard 16-oz. pours, \$1 off all current 20 or 10 oz. pours, 10 percent off merchandise, and a pint of the beer of the month, while supplies last, and each year on your birthday you get a growler filled with your favorite and a special birthday gift.

While enjoying our brews we met Rob Massimiano, a town commissioner and local business owner. Rob owns Tidewater Tattoo Studios which has been serving the area since 1986. Rob was awarded Elkton's Small Business Person of the Year in 2009. His studio offers a full range of tattooing styles and their artwork is amazing. Check out their website to see.

After a few brews we decided to find some food. Since it was a nice Sunday evening, we took a walk down the street to Main Street Pizza and Tacos. The stromboli was huge and the cheesesteak was delicious.

Big thanks to my research partners, Jeremy and Witt, and to Elk River Brewing Company, Rob Massimiano, and Main Street Pizza & Tacos for making this such a fun article to write. If you are in the area stop by and see them and let them know you read about them in Upper Bay Boating Magazine.

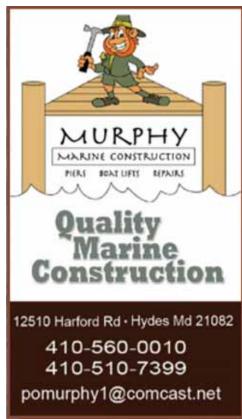
 $By\ Kimberly\ Merriken$













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June 2022

ANITA C. LEIGHT ESTUARY CENTER EVENT SCHEDULE



EVENING ON THE MARSH CANOE

Sat., July 23 4:30 – 7:00 p.m., \$15/ person

Join us for a beautiful summer evening paddle trip through the Otter Point Creek marsh and swamps.

This program is for ages 8 to adult, and registration is required.

CANOE TRIPS

Children under 13 must be with an adult. Wear shoes that can get wet. All equipment supplied.

GOOD MORNING CANOE

Sun., June 5 9 – 11:30 a.m., \$15/person Enjoy a leisurely paddle on Otter Point Creek to soak in the morning sunbeams and fresh air. This program is for ages 8 to adult, and registration is required.

CREEK EXPLORATION CANOE

Sun., June 26 8:30 – 11:00 a.m., \$15/person Glide through the channels of the marsh on a summer morning searching for wildlife as you explore. This program is for ages 8 to adult, and registration is required.

EARLY BIRD CANOE

Sun., July 10 8 – 10:30 a.m., \$15/person Start your Sunday with an early morning bird watching paddle trip on Otter Point Creek. Don't forget your binoculars! This program is for ages 8 to adult, and registration is required.

BUZZ, SQUAWK, SPLASH CANOE

Sat., July 16 8 – 10:30 a.m., \$15/person Beat the heat on an early morning paddle accompanied by the creatures trying to do the same thing--bugs and birds, fish and frogs, turtles and tadpoles! This program is for ages 8 to adult, and registration is required.

WILDFLOWER WANDERING CANOE

Sat., August 6 2 – 4:30 p.m., \$15/person Nudge around the shoreline and coves of the creek to discover the rainbow of flowers that thrive in a "wet feet" environment. This program is for ages 8 to adult, and registration is required.

WHETTING YOUR INTEREST IN WETLANDS CANOE

Sun, August 7
2 – 4:30 p.m., \$15/person
Set out on the paddle trail of Otter
Point Creek to tour our wetlands,
learn what they consist of, and
discover what makes them so
important for the Chesapeake
Bay. This program is for ages 13
to adult, under 18 w/adult, and
registration is required.

PICTURE PERFECT CANOE

Sat., August 13 8:30 – 11:00 a.m., \$15/person Paddle to discover awesome sights in the marsh to enhance your photo gallery. This program is for ages 8 to adult, and registration is required.

FULL BLOOM CANOE

Sun., August 14 9 – 11:30 a.m., \$15/person Canoe alongside the beautiful summer blooms of the Otter Point Creek marsh. This program is for ages 8 to adult, and registration is required.

BUTTERFLIES OF THE CREEK CANOE

Sat., August 20 3 – 5:30 p.m., \$15/person Join us for an afternoon paddle among the butterflies of Otter Point Creek looking for nectar from the marsh's summer wildflower blooms. This program is for ages 8 to adult, and registration is required.

KAYAK TRIPS

Children under 13 must be with an adult. Wear shoes that can get wet. All equipment supplied.

KAYAK CRUISING ON THE CREEK

Fri., June 3

10 a.m. - 12:30 p.m., \$15/person Nudge around the endless nooks and crannies of Otter Point Creek and the upper Bush River with an adult only group. Track the changes on the water through the summer season of lush growth and productivity. This program is for adults and registration is required by 6/2.

KAYAK CRUISING ON THE CREEK

Fri., June 17

10 a.m. - 12:30 p.m., \$15/person Nudge around the endless nooks and crannies of Otter Point Creek and the upper Bush River with an adult only group. Track the changes on the water through the summer season of lush growth and productivity. This program is for adults and registration is required by 6/16.

KAYAK CRUISING ON THE CREEK

Fri., July 1

10 a.m. - 12:30 p.m., \$15/person Nudge around the endless nooks and crannies of Otter Point Creek and the upper Bush River with an adult only group. Track the changes on the water through the summer season of lush growth and productivity. This program is for adults and registration is required by 6/30.

MARSH CRITTER KAYAK

Sat., July 2

1 – 3:30 p.m., \$15/person

Many types of animals call Otter Point Creek home. With animal scavenger hunts in hand, search high and low while paddling around the marsh. Do you think you can find them all? This program is for ages 8 to adult and registration is required by 7/1.

WETLAND WANDERERS KAYAK

Sat., July 9

2:30 – 5:00 p.m., \$15/person Settle into a kayak to wander the water trails of Otter Point Creek. Enjoy the warmth of the afternoon while taking in the sights and sounds of the marsh. This program is for ages 8 to adult and registration is required by 7/8.

FLOWERS OF THE MARSH KAYAK

Sat., August 27 9 – 11:30 a.m., \$15/person

August is an excellent time for wildflower peeping in the wetlands! Paddle through the channels and catch a glimpse of the beautiful blooms. This program is for ages 8 to adult and registration is required by 8/26.

ESTUARY CENTER INFORMATION

410-612-1688

or 410-879-2000 x1688.

Anita C. Leight Estuary Center,

700 Otter Point Road, Abingdon, MD 21009.

www.otterpointcreek.org

Hours of Operation: The Center is open Monday thru Friday, 8:30 a.m. – 4:30 p.m., Saturday, 10:00 a.m. - 5:00 p.m., and Sunday, 12:00 - 5:00 p.m.

Park grounds are open dawn to dusk and all trails are not handicapped or stroller accessible





1132 Pasadena Yacht Yard Rd. | Pasadena, MD |410-255-1771



June 2022

Spice Blend Wars OLD BAY VS JO









By Montana Grant

Chesapeake Bay folks thrive on our local Spice of life! Feasting on Maryland blue crabs means steaming them covered in our local spice concoctions. Using our boats to pull traps, pots, handlines, or trotlines allows Baymen to harvest our Bay's delicious bounty. Whether we gather crabs, fish, shellfish, or waterfowl, Chesapeake Bay spices are essential to add flavor to these tasty treats.

So, what came first, Old Bay or JO spice?

OLD BAY was created by a Jewish Immigrant from Germany. Gustav Brunn, a spice grinder, and salesman, moved to Baltimore in the 1930's to escape the Nazis. He quickly landed a job at McCormick Spice Co. His foreman soon discovered that Gustav was a Jew and fired him. The Jewish community came to his aid and helped him set up a spice shop along Light Street, near where fresh-caught seafood was brought to market.

He had brought several hand grinders with him and soon was selling fresh ground spices to the public. His new business was a success.

Many Baltimorean seafood lovers were requesting spices for steaming their crabs. Mr. Brunn mixed and blended 18 spices. Many of the spices were common but he also added nutmeg, bay leaves, allspice, ginger, and mustard seed to the salts, peppers, and paprika.

Now all he needed was a name. Across from his store-front was the docks for the Old Bay Steamboat Co. He would call his "utterly unkosher gentile delicacy spice", Old Bay. His product was soon available at the fish market and over the counter. Crab and seafood restaurants soon acquired his special spice blend.

Old Bay and boating are perfect partners. This delicious spice is perfect for sandwiches, salads, fish, and all nautical dishes. 50 years later, Mc-

Cormick Spice Co. bought the rights to Old Bay for 14 million dollars! Old Bay spice blends are now available internationally. Not bad for a guy that never touched or ate a steamed crab.

JO spice was born on Tangier Island. James Ozzle Strigle and his wife Dot created this blend in 1945. Though like Old Bay, this spice contains cinnamon, laurel leaves, celery salt, ginger, and larger flakes of rock salt. Their JO#2, and other custom blends, were soon preferred by many crab houses and seafood eaters in the Bay region. The larger salt flakes seemed to stick better to the crabs.

Dot and JO opened a shop in Baltimore and marketed their "quality product at a reasonable price with excellent customer service!" Some local crab and seafood restaurants wanted unique blends that also included brown sugar and other different flavors. JO passed away in 1974 but this family-owned business is now located in Ha-

lethorpe, MD., and is still a local favorite.

Most Marylanders love the salty, spicy flavors that these seafood blends offer. You will find a can of Old Bay in many Maryland kitchens and galleys. Creative boaters rim their glasses, make bloody marys, steam crabs and shrimp, spicy salads, fries, deviled eggs, onion rings, and crabcakes with everything Old Bay/ JO. There is even a beer called "Dead Rise" that is spiced with Old Bay.

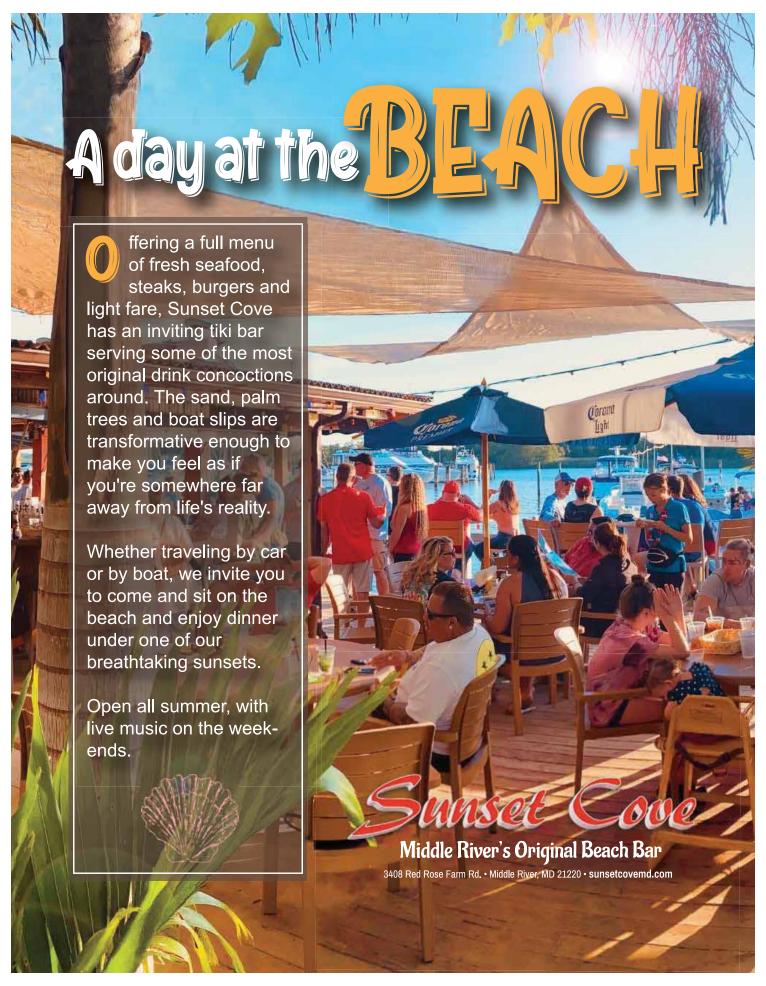
Cooking Bay seafood afloat is the best way to enjoy our bay flavors. The next time you catch crabs, fish, or seafood afloat, or on a public dock or beach. Use a portable propane turkey steamer to quickly bring the flavors and foods together. Fresh seafood is healthy and hearty. Seafood would not be the same without some Chesapeake Bay spice.

Old Bay or JO? Who cares, let's eat!



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.montanagrantfishing.com.





TALK THE TALK



By TowBoatUS Captain Dale Plummer

Reliable communication should be your priority when you are out on the Chesapeake. Although cell phones are great, you can't always depend on a good signal and your iPhone won't help when you need to warn a fast-approaching boat that they are on the wrong side of the red and about to hit a sandbar. If your boat is not equipped with a VHF radio, now is the time to get one and learn how to use it.

A Very High Frequency (VHF) marine radio is intended for short range communications, generally 5-10 miles and allows instant communication between your boat and other vessels, marinas, bridges, and the United States Coast Guard.

VHF Channel 16 is designated as the national distress, safety and calling frequency. All vessels should monitor this channel while underway. Always remember to check for channels authorized for use in your area as well as any local restrictions.

So if you're serious about marine safety but think carrying a cell phone on board is all you need, think again. Tune in to VHF radio and talk the talk. As always, happy to help!

VHF Operating Tips From BoatUS

- Never perform radio checks on 16.
- Stay calm and pretend that your grandmother is listening. Watch your language and use good manners. Kindness should extend to the VHF.
- While underway, check your mic often to be sure it's not open and causing everyone to endure the static.
- When hailing another vessel on 16 wait a full two minutes before trying to hail them again. On the third try wait 15 minutes. The idea is not to pollute the airwaves with endless unanswered calls
- When hailing a passing vessel use their location as an identifier if you don't know the vessel's name
- Once a vessel answers your hail, immediately switch to a non-emergency channel such as 9, 68, 72, or 69 to continue the conversation.
- Ships monitor channel 13 and 16. If you are disabled in a channel and see an oncoming ship, hail the vessel by color, location and direction to make them aware of your situation.

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Upper day doaring

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

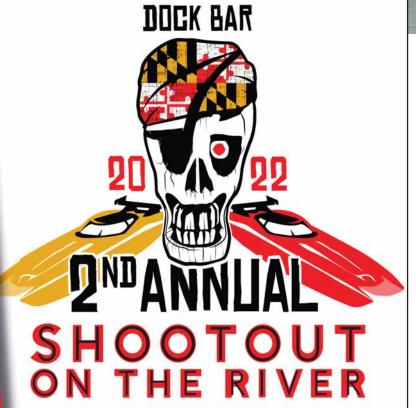
AWARDS CEREMONY

LIVE MUSIC

Sunday, July 17th MANUFACTURERS DAY

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LIKI FEE, 2



SPARROWS POINT. MD

Find a **Great Blue Heron** Near You

By Anne Sandbek

"Oh! Look a heron!"

I say to my husband as we cross the North East Creek heading down the namesake's main street. "It's just a decoration" he replies. Knowing his desire to constantly tease me, I just wait as we sit waiting for the light to turn.... "HA! See... it moved!" I responded gleefully. It was nice just to have proof he was being a true pain in butt.

While I like to think that my bird identification skills are excellent as a biology major, I know they're not great. In my defense, the Ornithology lab was at 6... in the MORNING! And although Tuesday nights were not big party nights at college (unless there was a full moon, but that's best left for a different story) this young adult was not getting out of bed for any reason before 8 a.m. Enough excuses, this "garden decoration" was lighter than I know Great Blue Herons usually are so I just said heron... so I couldn't be wrong (as women never are).

A quick Google search revealed a "white form" of the GBH -- thank you internet. It could easily have been a different type of heron... or even an egret. Out of the over 450 birds officially found in Maryland, there are at least 10 herons and egrets. If you want to throw in the Ibis' add three more.

So, do you know the difference between

the herons that fish alongside you in the upper Bay tributaries? While I won't bore you with naturalistic details of all of them, the most iconic (in my unofficial and not so humble opinion) by far is the Great Blue Heron. While Bald Eagles and Ospreys have their own special place in my Maryland born heart, they weren't around when I was young (FU DDT, again a different story). So, the GBH had a chance to claim my heart first.

These majestic birds were one of the first Bay species I learned to identify as a kid. Probably for good reason - they would be hard to miss canoeing in the Annie-boo along that same creek since they are one of the largest birds in Maryland and prefer to keep to the shallows. It's not surprising they have made the 11,000 plus miles of Bay shoreline an ideal place to thrive.

GBJ live here in the upper Bay and most of the continental United States year-round. Some migrate, like us, south to Mexico for the winter. While others head into Canada to breed in the spring. Great Blue Heron nesting colonies or heronry (think "rookery") can range from five to 500 nests and

are found near wetlands and good food sources. I'm sure you can think of a few places near your boat ramp of choice that meets that description!

While they are by no means on the endangered species list, seeing this striking bird lawn-ornament-still in the shallows or swooping down above a creek through the trees, a GBH sighting always makes my heart sing.

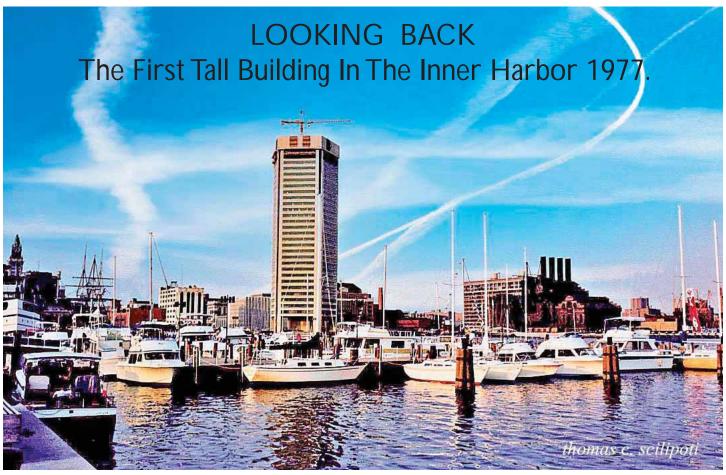
So, keep an eye on the sky... and the shore this summer for our Great Blue Heron neighbors. Whether you're slinking along the Bush River in a kayak at sunset or speeding past your uncle in his too slow party pontoon back in from the Flats, see if you can spot a heron on the shoreline biding its time fishing for an afternoon snack.

To view the official list of Maryland's birds, check out MD/DC Records Committee of the Maryland Ornithological Society's Official List of the Birds of Maryland.

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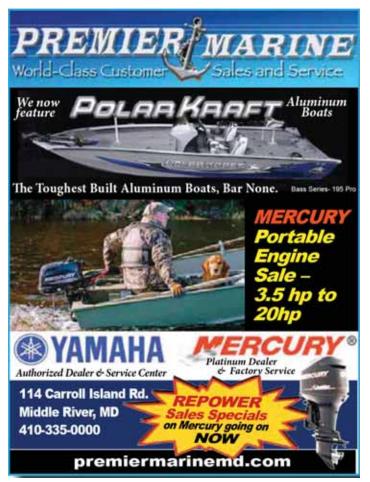


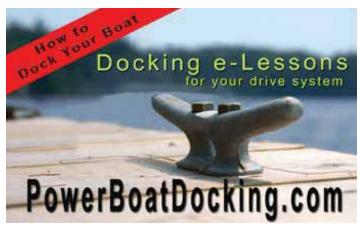
















My happy place in fishing is found in shallow waters. I've often quipped that if you see me on my boat out in 20 feet of water or deeper, come check on me. I have found methods and areas to fish in deep water, but I definitely prefer to fish in 10 feet or less. June is the perfect time for fishing shallow, especially early in the month. Water temperatures are comfortable enough to stripers, perch, bass, and I find that what they feed on to be in the skinny stuff.

I must admit, white perch are flat out fun to catch. They are not the "glamour" fish like bass and stripers; but when you find big schools, the action seems endless. If you are fishing in the marshy tributaries, look for weed lines, and fish the outer edges. You can also find perch along sandy and hard bottom shorelines. Early this month, look for them in 3 to 6 feet of water.

When I am fishing shallow, I start with a more horizontal approach with my lures and presentations. My lures of

choice are inline spinners, beetle spin-like rigs, and a small twister tail or Lit'l Fishie on a jig head. I simply cast them out and wind them back to the boat. Sometimes it is that easy; yet, you may have to find out how quick or slow they want the presentation. Other times you may have to jig the soft plastic jigs along the bottom to get the bite. This includes some small split tail plastic minnow baits. I'll cast the split tail baits on a tandem rig around sandy and hard bottom areas. The two-bait rigs seem to foul rather quickly around the vegetation.

A lot of tactics come into play for largemouth bass in the shallows. You will find them in grass beds, on sunken wood cover, and around boat docks. A lure that has become a favorite of mine is a 5-inch stick worm. I can cast it next to a grass clump, work it over sunken tree limbs, or skip it under boat docks. For the latter, I rig it wacky style. For a more amped up approach, I use a spinnerbait and or a bladed jig. I will

also have a rod reserved for a topwater lure. A small popper is my go-to surface lure, but a small walking bait will also do the trick.

Many folks don't think of the upper bay as a mecca for shallow stripers in June. If you spend enough time looking for them, you can develop patterns to catch them. The first thing I look for are shorelines with at least a 3-foot depth at low tide. These areas will have 5 to 6 feet of water on them on a good flood tide. If that bank is lined with rip rap, it's all the better. These shorelines should also have a distinct point or other structural trait. A strong tidal current along the area is a plus factor, too.

As with white perch, I use a horizontal approach in shallow water for stripers. Chief among my lure selection is a soft plastic paddle tail swimbait impaled on a ¼ ounce jig head. The swimbait should be in the 3 ½ to 4 ½-inch range. On a windy day, I may have to upsize to a 3/8-ounce jig head to

cut the wind. I am careful when choosing the jig head itself. It needs to have a stout hook, with a gap wide enough to accommodate the broadness of the lure and the mouth the striper.

I am not just a one bait wonder when it comes to shallow stripers. I have other choices when it comes to skinny water. I often cast the bladed jig – or naked chatter bait – with said paddle tail lure on it. The blade gives an added flash and vibration. I'll have a third rod with a rattle trap tied on. And last, but not least, rod number 4 will have a popping plug tied on. There is always a chance for a topwater bite when stripers are shallow.

June brings with it the start of productive fishing to end spring and start summer. I'll be working my shallow spots early this month ... my happy place. Well, truthfully, most locations on the water are a happy place when I have a fishing rod at hand.

100



Jimmy Urhin 1956 - 2022

Mondy the Sea Monster was played by longtime WBFF employee Jimmy Uhrin starting in 1974. Most recently Jimmy was well known for his guidance as he would happily manage and help drivers navigate the beltway. He was always up for a photo op! He will be missed.



Traffic Jam Jimmy on the road again with Rob Fahey



Please allow me to introduce myself!

My name is Carol Pappas, and I am the new designer/producer of the **Upper Bay Boating Magazine**. I am a graphic designer, a mom of twin girls, both of whom are ICU nurses, and a grandma to a beautiful baby boy. I am very excited to be a part of this magazine. I quickly realized that I am working with an amazing team of experts in the business!

Here's an overview of where I've been and how I ended up working for the magazine.

I began working for Chesapeake Publishing and Printing, specifically, The Avenue newspaper in 1999 as a graphic designer. I quickly rose to production manager and continued for the next ten years where we received numerous awards each year for newspaper and advertisement design. In that time, along with the design and production of the newspaper, I designed and produced the MTABC Waterfront guide for many years. My next move was the design and production of Women's Day magazine for several years, and then I settled in at the East County Times newspaper until 2019 where we won numerous design awards there as well. Continuing my love for design and advertising, I started my own small advertising business and continue to work to help local businesses in east Baltimore and surrounding counties with their advertising needs.

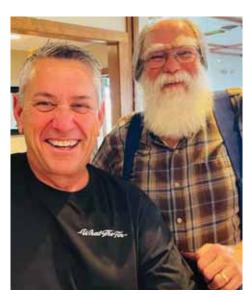
Jim High, a business affiliate and friend, offered me the position of designer and producer for the Upper Bay Boating magazine, and I jumped at the opportunity! Jim and I always had a fun work relationship. I just know anything he puts his heart into will be a success, so my story (and career in 'the business') goes on. I am blessed and honored to be a part of this amazing team. I hope you will continue to enjoy this piece of work that (we) put our hearts into.

Sincerely, Carol

Carol Pappas, UBB, CPDesign



Jimmy Uhrin played Mondy the Sea Monster starting in 1974.



Dale Amato with Traffic Jam Jimmy somewhere in Havre De Grace

BOAT NAMED AFTER LONG-TIME CAPTAIN OF ITS PREDECESSOR

Captain Eddie Somers at the helm of the M/V Tawes in 2018.





The M/V Eddie Somers 2022

The Maryland Department of Natural Resources (DNR) has christened the newest boat in its Hydrographic Operations fleet, naming it after a long-time captain of the Crisfield-Smith Island route the boat will serve. The M/V Eddie Somers was christened this week by DNR officials and its namesake at shipbuilder Blount Boats Inc. in Warren, Rhode Island.

The boat is named after former DNR Capt. Eddie Somers, who retired in 2018 after 25 years as captain of the M/V J. Millard Tawes, the boat the new vessel is replacing.

Governor Larry Hogan named Somers an Admiral of the Chesapeake upon his retirement and approved the vessel's name.

"This is a great example of our efforts to modernize the assets of the Maryland Department of Natural Resources while also honoring our department's 50-year legacy of service," said Secretary Jeannie Haddaway-Riccio. "It is also a DNR tradition to name vessels after employees with exemplary years of service, so it is very fitting that it will be named after Capt. Eddie Somers who has done so much for his community, Smith Island, and the State of Maryland."

The new vessel will sail later this year to its home port at Somers Cove Marina in Crisfield, where DNR will hold a commissioning ceremony for the M/V Somers.

The M/V Tawes will be retired from service after nearly 50 years in the DNR fleet. The retiring vessel was built for the U.S. Coast Guard in 1941, and operated as a buoy tender until the early 1970s, when it was surplused by the federal government. The department acquired it for use on the Chesapeake Bay and renamed it after the first DNR secretary and former Maryland Governor J.

Millard Tawes.

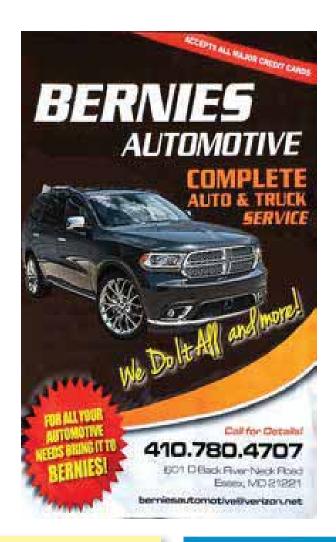
The M/V Somers measures 94 feet long, weighs 195 tons, and produces 1,500 shaft horse-power. Its hull and running gear are fortified for ice operations. The boat additionally has a 5-ton knuckle boom crane for buoy and debris removal applications.

Unlike the retrofitted Tawes, the M/V Somers was designed and purpose-built by DNR for the services it will provide. The boat will serve as the primary icebreaking asset for Crisfield Harbor and Smith Island, in addition to placing buoys and performing other functions. As was the M/V Tawes, the M/V Somers will also be a lifeline to Smith Island when the waters surrounding it freeze over, with the boat clearing a path for supply and shuttle boats. By cooperative agreement with Virginia through the U.S. Coast Guard, the M/V Somers will also provide this service to Tangier Island in Virginia when requested. During heavy ice seasons, all food, fuel, medicine, and emergency transport going to and from the islands are supplied by the vessel.

The department's Hydrographic Operations team, based on the Eastern Shore, operates four large boats that perform various duties throughout the Chesapeake Bay. The department's boats are shallow draft, meaning they can get into rivers and shallow areas of the Bay.

Hydrographic Operations' main functions are:

- Placing and maintaining more than 2,000 aids to navigation, speeds zones, hazards, and other regulatory markers in support of natural resource areas and the boating public,
- Providing charting and ice-breaking services, and
- Assisting in the removal of tons of dangerous debris and abandoned boats from public waterways.





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11th Annual BRRC Golf Tournament



to support the Back River Restoration Committee, Inc.

Friday June 24, 2022

Rocky Point Golf Course 1935 Back River Neck Road Essex MD 21221

Registration, Complimentary Driving Range & Continental Breakfast 6:45am—7:45am SHOTGUN START AT 8:00AM

Individual: \$125 • Foursome: \$500

Includes Continental Breakfast, on-course refreshments, Hot Dogs on the turn, Bull Roast Luncheon, contests and goodie bags.

Prizes awarded for: Top Team Score, Closest to the Pin and Longest Drive

Tee Box Signs and Sponsorships Available

Inquiries can be directed to Don at don@albrightsmechanical.com or (410)977-1168 or Desiree at savebackriver@outlook.com or (410)241-0259

Kindly RSVP by June 14th to reserve your space

Thank you for your support. All proceeds after expenses go directly to cleanup events and restoration projects to continue our mission to restore the health of Back River.

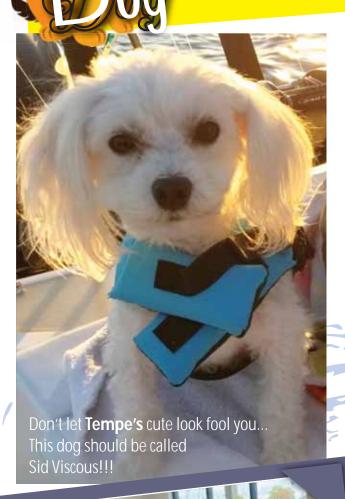


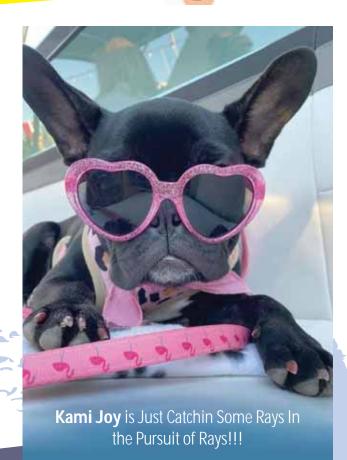
Upper Bay Boating

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





Millie is a great CEO (Chief Entertainment Officer) at the Marine Trades Association of Maryland Board Meeting.



MWF Volunteers Spend Springtime Cleaning Up

NEVER DOUBT THAT A SMALL GROUP OF THOUGHTFUL, COMMITTED CITIZENS CAN CHANGE THE WORLD; INDEED, IT'S THE ONLY THING THAT EVER HAS."

— Margaret Mead



What a busy time of year! Lots of cleanups were scheduled and Maryland Waterways Foundation volunteers worked hard. This month's report:

From our Annual Grays Road Cleanup in Dundalk, sponsored by Key Brewing to a boat ride to Hart-Miller Island, volunteers have been eagerly showing up and helping to clean up our roads, parks, waterways and even an island. Every little bit helps, and our volunteers have been making a huge difference.

On Easter Saturday, over 200 volunteers, including Baltimore County Executive Johnny Olszewski, Councilman Todd Crandell, and State's Attorney

Scott Shellenberger attacked the mile long Grays Road in Dundalk, leading to Key Brewery. In just 3 hours, volunteers filled two dumpsters, with a total weight of 6,500 pounds.

Scouts from Dundalk, Essex, Parkville and beyond gathered and worked side by side with bankers from Rosedale Federal and school bus drivers from as far as Delaware. Tires, roofing shingles, old doors and other smaller discarded trash headed for Bear Creek and eventually the Chesapeake Bay were scooped up and discarded properly. Volunteers were then treated to good food and even a few adult beverages supplied by Key Brewing while they

listened to great music by the band, "Good Noizz" after the cleanup.

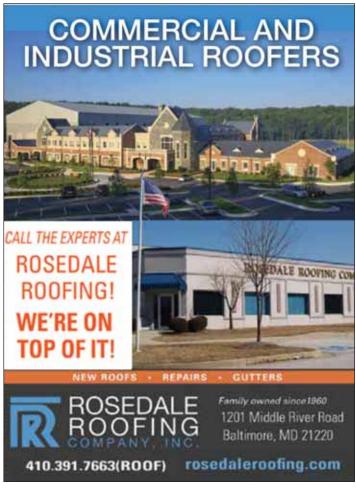
In May, some of those same scouts and other volunteers from "Friends of Hart-Miller Island", a non-profit organization, set out by boat to storm the beaches of Hart Miller Island. Many of you are familiar with HMI as you anchor out by boat in front of the wide beach area. If you wade through the water to come ashore, there are bikes to borrow and ride, trails to hike and many species of birds to see on the island after visiting the Ranger Station for a snowball and see the nature exhibits that DNR Ranger Robin Reed has set up for visitors.

There is much to do to get ready for the opening of the island and scouts and other volunteers were on hand to clear sand from the boardwalk areas, assemble picnic benches and tables, cleanup trash and debris on the beaches and clear out new campsites. Volunteers worked all day to help ready the destination spot that thousands of boaters flock to every summer.

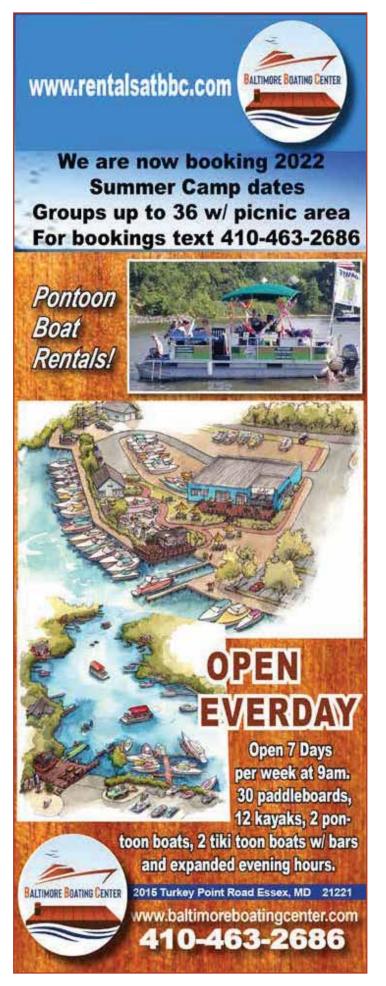
If you would like more information on volunteering with Maryland Waterways Foundation or about Friends of Hart Miller Island and upcoming activities, contact mdwaterways@gmail.com











MUSIC FESTIVAL Kelly's Dream fundraiser to be held at EYC

Kelly's Dream, a 501(c)3 non-profit foundation with the mission of raising melanoma awareness and easing the financial and emotional strain of cancer announces its inaugural music festival fundraiser, *The Kelly's Dream Music Fest*, at the Eastern Yacht Club in Essex on June 18.

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 magnificent Chesapeake Bay. Many of the Baltimore area's best musical acts will perform, including:

- Mrs. Thatcher (Rob Fahey, Dennis Schocket, Dave Woodworth, and Greg Schroeder)
- A Tribute to British Rock
- Dave DeMarco Band -Classic & Modern Rock
- Remedy The Best Rock -70s, 80s, 90s to Today's Modern Hits



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.

LEARN MORE ABOUT THE AMAZING JOURNEY OF FOUNDER

Kelly O'Donnell Ware at the website KellysDream.org.



AT THE EASTERN YACHT CLUB. HOSTED BY 98 ROCK'S KIRK MCEWEN. MUSIC, FOOD TRUCKS, VENDORS & RAFFLES.

Some of Maryland's best musicians will be on deck: Mrs. Thatcher (Rob Fahey, Dennis Schocket, Dave Woodworth,

and Greg Schroeder) - A Tribute to British Rock

Dave DeMarco Band - Classic & Modern Rock

Remedy - The Best Rock - 70s, 80s, 90s to Today's Modern Hits *Bring your chairs!*

Bring your canopies!

Bring your friends! --- All for a GREAT CAUSE!

www.kellysdream.org

EASTERN YACHT CLUB 2330 Seneca Rd. Essex, MD 21221

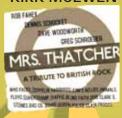
No outside alcohol | No Pets | Rain or Shine! Tickets are non-refundable SATURDAY
JUNE 18, 2022
1PM - 7PM
(Gate opens at 12)



Purchase Tickets on Eventbrite



KIRK MCEWEN







To reserve one of the limited boat slips, contact the EYC Dockmaster at bob@fawn-ind.com



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