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photo by Thomas Bentz

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-Marinating-with-Jim-High

Jim High Publisher

Are we there yet?

Why yes!!! Yes, we are!!!! Summer is only a week or two in and it is Fourth of July! KABOOM! I love watching fireworks on the water. You can see shows in North East, Havre De Grace, Rock Hall, Middle River, or any number of the thousands other

shows on the water shoot! Of from Ju you can be shoot to be shoot

the water that private players shoot! Out on the water from July First to the Fourth, you can see fireworks just

after dark come from
every direction and
every shoreline. Long
weekends folks.
Long weekends
filled with the best
views, coldest drinks
and best sunsets. And
please remember... a cup of

hot tomato soup in July warms the soul, especially if it is on the back

of your boat, in the morning, with celery, bacon, shrimp, old bay, ice cubes and Titos!



So... An older couple are doing the great loop and have stopped at many, many landings. As they were traversing the Chesapeake Bay, the husband starts to get worried about his wife's hearing. She doesn't seem to respond as she usually did. So, while in Delaware City, he decides to visit a hearing specialist who tell him how to check her hearing by asking her a question from far away and moving closer until she responds. So, while she is in the galley making dinner, from the on the dock he asks, "Honey, what's for dinner?" No response. From on the back deck, he repeats, "Honey, what's for dinner?" No response. From the stairs going into the cabin, he asks once again, "Honey, what's for dinner?" and the same!!!! Finally, from the salon he says "Honey, what's for dinner?" at which point she replies "I told you three-times -- MEATLOAF!"

Best Day of Fishing UNTIL?

So... you and a few buddies are out on the bay for a fishing trip! And it's literally your best fishing trip ever! You're catching stripers every throw! A few huge cats, a couple dozen nasty snake heads, a few great big sharks, a



few boats with all girls have passed by (use your imaginations), a dozen dolphins came up and gave you HIGH FIVES, when your one buddy says... grab me another Natural Light! "Umm... that was the last one!" NNNNNOOOOOOOO!!! And just like that come the end of the best day of fishing ever.

Morale of the story: Always bring enough supplies and always buy the big bag of ice. Life is too short to miss out on fishing.



WAY BACK WHEN IN 1975 I was 7 and it was the summertime. Two weeks before my family went to Ocean City my parents took me to see a Steven Spielberg blockbuster movie called JAWS! When we got to Ocean City, JAWS fever was all the rage. The other week I was sitting at the bar of one of my pontoon boats with a few friends and we were having a few adult-style beverages when my buddy Dave mutters the line, "Show me the way to go, I'm tired and I want to go to bed!" Just then Eddie D jumps in with "I had a little drink about an hour ago and it's gotten right to my head" I realize the tune and chime in also "So wherever I may roam, by land or sea or foam, you can always hear me singing a song... Show me the way to your home!" Before long we are banging the bar, stomping our feet and laughing at the scene from JAWS... and just then the shark attacks and the fun is over! So, the next time you're enjoying a few with some friends pull out your phone and bring up YOUTUBE... type in JAWS Show Me the Way Home. I am more than certain you will be stomping, pounding and singing a bit also! Show me the way to go home

Show me the way to go home
I'm tired and I have to go to bed
I had a little drink about an hour ago
And it's gone straight to my head
Where ever I may roam
by land or sea or foam

You can always hear me singing a song Show me the way to your home!



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TRY SOME SUMMER OF '22 OLD BAY

GOLDFISH CRACKERS

By Wendy Gilbert / Contributing Editor

I, like many of you, am a huge fan of Old Bay.
It all started decades ago with the very first crab
feast I attended at St. Mark's Church in Perryville.

I was the new girl in town and several young men were practically lining up to teach me how to properly clean and eat a Maryland Blue Crab. This then, 20-year-old quickly mastered the process over the course the summer. I fell in love, this time permanently, with Old Bay Seasoning.

How I got to be 20 years old without having ever tasted a blue crab is a bit of a mystery since I've been living in Maryland 95 percent of my lifetime, but let's blame it on some deep inland living (MoCo) and leave it at that.

When it was time for me to set up housekeeping as a permanent resident of Cecil County, a can of Old Bay was as essential as salt and pepper in my kitchen. I sprinkle it on deviled eggs, tuna salad and any number of summertime dishes and adult beverages.

When the Old Bay hot sauce came out, I had to have it. I won't say it's my all-time favorite, as I have been a Cholula fan for ages, but it works really well in Old Bay Chex Mix.

And this summer, I really want to try Old Bay seasoned Goldfish crackers! I was reading about the limited edition Old Bay Gay Pride release when lo and behold – I learned about the crackers.

According to the folks at McCormick, this Limited-Edition OLD BAY Seasoned Goldfish delight is widely available wherever Goldfish Crackers are sold.

I might never have to make Old Bay Chex Mix again!

Photo courtesy of McCormick Spice Co.



Folks, some of us are certainly crackers, but this summer we can claim to be Summer of '22 Old Bay Goldfish Crackers with some Upper Bay pride!





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WHAT TO DO ON A RAINY SUMMER DAY?

By Wendy Gilbert / Contributing Editor

One day last week, as a summer storm rolled in, I pondered the possibilities.

As the weather has been nothing short of spectacular lately, I haven't spent much time my artsy oasis. Sure, it used to be my daughter's bedroom, but for years now, her space houses my current (and Lord knows my previous) arts and craft fancies. Also, a goodly amount of time wasters including a few puzzles purchased during lockdown a couple of years ago.

I pull one out now and again just to justify its continued presence in my house.

The room is thoroughly stocked for whatever direction I might want to go. There are boxes of beads, piles of paper, skeins of yarn, yards of fabric, stamps, inks and paints of all kinds and quite out of place -- a small collection of Lego

Friends sets, but never mind about those. They are pretty though. And kind of fun to put together. And did I mention that I am thoroughly convinced that they help a very sleepy side of my brain that is not used to following directions much less assembling things?

Sometimes I refer to this assemblage as the Craft Room, The Studio, the Sewatarium or just a place to hang out when guests overpower the guest room.

What to do today though?

My gaze fell upon a thin green box of fancy Japanese watercolors that has survived a few craft and art supply purges of late. If I'm going to keep them, I may as well use them.

Why does someone with absolutely no painting or drawing skills even have watercolors you might wonder. Other than Mrs. Doud's classroom in high school and a single oil painting class in college, my training has been slender at best. So, my expectations aren't so much about the result, but the journey.

Often this leads to what is often termed a "Pinterest Fail", but undeterred I had YouTube on my side.

Expecting that the rain wouldn't last too long, I searched for the shortest instructional video I could find. This old Japanese guy had a video (with subtitles) advertising a 5-minute tutorial on how to paint a row boat. The others were at least twice as long.

Since my watercolors are also Japanese, I sensed a cosmic, artistic connection.

I was so in.

It took me at least 5 minutes to find my supplies.

The Japanese guy made it look so easy. Why was I having so much trouble drawing a simple cube?

After a few more attempts and additional erasures, I had to get new paper.



There might have been some swearing and gnashing of teeth going on. What does gnashing of teeth really mean? I get grinding, but actually gnashing? The things that keep me up at night... In the end, I put together my Lego Friends Lifeguard Rescue Center and waited for the sun. Season 3 of Lego Masters starts this week. Are you ready?

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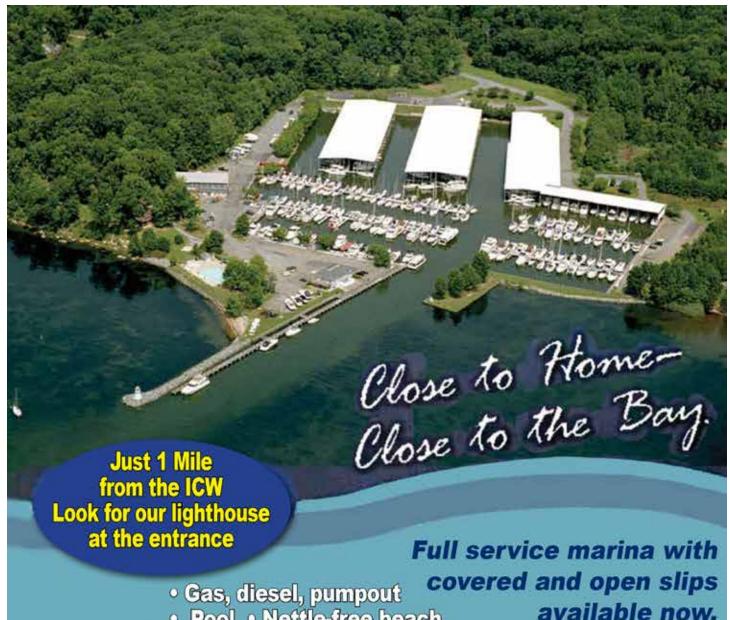
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Pay More - Save \$487.11



Quality is remembered, long after price is forgotten. I heard these words often as a child, from my dad. He told me it was better to pay more and buy a quality product because it would last longer, I would

enjoy it more and it would be cheaper in the long run.

But, today with prices going through the roof on just about everything, more and more people are shopping price alone. Take toilet paper for your boat, for example. Why would you pay \$1.50 per roll when you can buy one for 30 cents?

Well, let me tell you. A Number of years ago, I bought the marine quality toilet paper for our boat at \$1.50/roll and saved \$487.11! Dad was right! Today, marine toilet paper is from \$1.80 to \$2.00 per roll. The bill would be much higher and the savings greater.

Marine Toilets require Marine Paper

Marine toilets are designed for use on boats that pump into a holding tank. Some are manual, some electric and some are a vacuflush. In all cases, the path from the bottom of the bowl is much smaller than a house toilet and they only use approximately one pint of water to flush compared to 2-6 gallons for a toilet in your home. Some systems have a macerator on the pump.

To keep an onboard system working properly, it is recommended that you only use marine or RV toilet paper because it has no plastics, dyes or color—nothing that will interfere with the chemical in the tank, and it dissolves and breaks down so that it won't gum up your pump and valves, and clog your tank, air breather and hoses. Growing up in a marina, I knew how important it was to buy the

right products for the boat, so I bought the toilet paper that was \$1.50/roll. So, how did that save me \$487.11?

Brenda Dawson has been in the boat business since a teen when she met and later married Doug Dawson, a man who is a 5th generation expert in the boating business. **Expectations** were high that she would become an expert boater and in her own right she did. Together they share decades of hands-on experience to help you shorten your learning curve and enjoy boating more. First Mates can read about tips to shorten the learning curve in her book "First Mate 101" available at www. FirstMate101.com.

Stinky, Messy Job

Well, when I went to the marina to buy my toilet paper, the service manager told me how smart I was. One of his technicians was out back up to his elbows fixing a clogged toilet and tank that day. The owner had been using domestic toilet paper that didn't break down. It clogged the toilet, the tank, the air breather and all the hoses. That repair turned

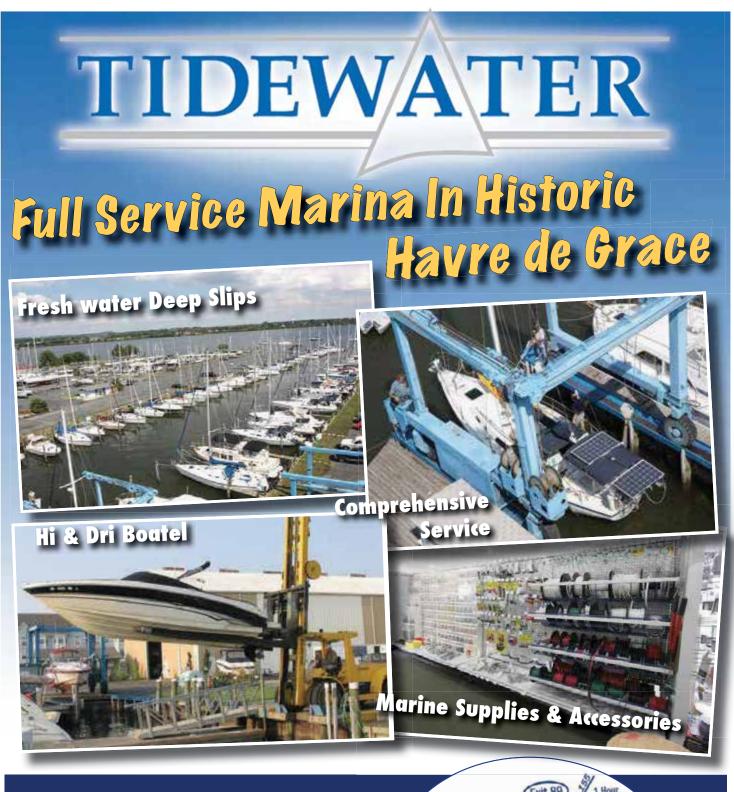
out to be a huge job and a whopping \$487.11. Since I used the marine toilet paper, I didn't have to pay a repair

bill; therefore, I saved \$487.11.

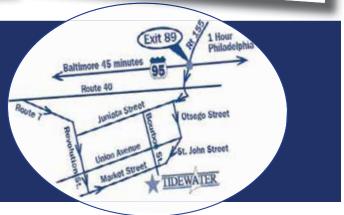
Lesson learned?

Buy Marine. It may be more expensive up front, for good reason, but just like my dad said, it will be cheaper in the long run.

Brenda Dawson



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You've heard or seen the axiom hundreds of times, I'm sure. You know how it goes ... "your worst day on the boat is better than your best day at the office" or "the worst day spent sailing is better than the best day at work". Marine stores are chock full of the little ditty, printed on coffee mugs or key chains or little wooden plaques to hang on the bulkhead. And for the most part, it's true. It's certainly more true than the golfer's version! You'll never see a boater get so mad at his outboard that he dumps it overboard or a sailor so frustrated with his tacking that he tries to break his tiller over his knee.

But, while most of the days I spend out on the water are pleasant and relaxing (and often exciting), there's one set of circumstances that makes me wish I was back in the office again (and I'm retired!).

Let me begin by pointing out that most of my boating hours are spent daysailing in the upper Bay. Daysailing, for those who are unfamiliar, is the practice of hoisting your sails and letting the wind have its way with you. With no fixed destination in mind, your whole purpose is to sit back, enjoy the breeze, and sail where it allows you to go.

A typical daysail for me and the first mate, given a steady 10 knot southwesterly breeze, might go something like this; motor on down the channel from Havre de Grace, hoist sails, and sail on down to Betterton at the mouth of the Sassafras, tack about in the Sassafras for a little while, then sail back over to the western shore, beat on down to Still Pond or maybe even Worton Creek, and then set sail for a long downwind leg on up to Turkey Point. If time allows (the wife usually has serious dinner plans, you know) we might even continue on up the Elk to the Bohemia, tack on back down to Turkey Point, and then sail over and back on up the channel to Havre de Grace, sans motor.

Did I say a typical daysail? What I meant to say was an ideal daysail. As most of you Chesapeake Bay sailors know, we don't get a lot of ideal days in the summer out there on the Bay. Those steady 10 knot breezes are hard to come by. A Saturday sail a few years back pointed out that fact in vivid detail.

After the late June rains and the forced two-week sabbatical caused by the dearth of floating debris in the upper Bay, Peg and I were experiencing what could only be described as withdrawal symptoms. We couldn't

wait to get out there and feel the spray on our faces and the wind in our hair (or shall I say, in her hair. I haven't felt the wind in my hair since I was 35).

Finally, we found a day free from debris and family obligations! A Saturday ,,, not my favorite sailing day of the week, for reasons that will become clear later, but an available day nonetheless.

The weather forecast was "ideal"! Seas 1-foot or less and a steady northwesterly breeze of 10 to 12 knots. At a little after 9 that morning, we raced down the dock to find TACKFUL champing at the bit. She seemed more anxious to get out on the water than we did!

With the bright morning sunglistening off the almost flat seas, we motored out of our marina to find the northwesterly breeze already up to predictions. Raising our sails for an all-too-rare sail down the channel, we looked like two twelve-year-olds waiting in line at the roller coaster. We were almost giggly.

FLAILING ISN'T SAILING!



By L. Alan Keene

Since most boaters don't get on the water much before noon on the weekends, our 5 1/2 knot sail down the channel and out into the Bay was great. But, as we rounded Green 3 marking the top of the Bay, that 12 knot northwesterly suddenly dropped to "light and variable" (at best) and our speed, down under 2 knots.

Being the optimist that she is, my wife tried to reassure me that within minutes the wind would be back up and we'd be sailing at hull speed. Trusting her more than I do the local weatherman, I sat back in the cockpit and tried to milk every milli-knot of speed out

of that barely noticeable puff of air.

After about an hour of bobbing (that seemed more like 5 hours), the powerboats started motoring on down the channel on their way to enjoy, what for them was, an "ideal" day on the Bay. Since we hadn't sailed much more than half a mile since rounding G-3, the wakes from all the powerboats funneling out of the channel created a 2-foot chop that started the boom swingin' and the sails flappin'. All you sailors know what that feels like. It's just plain miserable!

Now, don't get me wrong. I'm not blaming you powerboaters for my miseries. Wake was not the problem. The lack of wind was! If I was moving at 4 or 5 knots, I wouldn't even notice the chop, but I had become more like a buoy than a sailboat.

If I was cruising the bay, I'd simply drop the sails, start the motor, and head off in the direction of my next scheduled stop. But I wasn't cruising. I was daysailing! And all we daysailors want out of life is our fair share of wind! We don't want to motor around aimlessly all day. We just want to SAIL!

While I've experienced this "flailing" around on more occasions than I'd like to recall, it's never gotten to me like it did that Saturday. It was probably a combination of the 2-week layoff and the teasing northwesterly that took us on a sleigh ride down the channel. We were expecting great things of the day and it simply wasn't delivering!

As the sails flapped and the boom bounced, I thought back to some of my "best" days at work ... the day that community group named me "employee of the year ... that was a real good one! And the day I took the Governor on a tour of our rehab facility and he genuinely seemed impressed. They were two awfully good days! They were sure a heck of a lot better than this one!

Resigned to the fact that the day was a bust, I told my first mate to prepare to lower the sails. As I moved toward the mast, out of nowhere that northwesterly reappeared and the sails filled. Before we knew it, we were sailing at 6 knots with a 15-degree heel, cutting through that two-foot chop like it didn't exist!

What was it I was thinking before the wind hit, I wondered as I braced my feet against the toe rail? I couldn't remember. But whatever it was, it couldn't have been very important. At least, not important enough to keep me from enjoying this gorgeous sailing day!



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When the bite is tough, we can learn from it. Were you trying to force-feed the fish with lures and tactics that didn't produce? I've been there and done that. It's frustrating to struggle when fishing. Sometimes, maybe when you are struggling, it becomes time to fish outside your comfort zone. I've been there and done that, too. On many of those days, fishing with lures and techniques I was not comfortable with paid off. The payoff is quite often not just for that day, but can be beneficial for years to come.

days are actually great, too.

Long before I had my own boat I would fish with others. We'd chum, or troll, or cast lures in the shallows. The shallow light tackle style became my comfort zone. The topwater/rattle trap/jerkbait bite became my deal. Then came the ventures on my own boat with exploring new shallow water spots. With four rods laid on the front deck, I headed to a Sparrows Point shoreline I had trolled past while fishing with others. Obviously, those three lures were tied on. The fourth rod had a jig head a with a 4-inch paddle tail swimbait. This lure had not been something I was comfortable with.

I made several passes along that shoreline casting my Big 3 selection. Before I left, I looked

down at the fourth rod and thought to myself, "I brought it along. I might as well use it." Within a few casts on the next pass, I was getting bites: short strikes, and landing small and keeper stripers. Had I not decided to fish outside my comfort zone that day, I would have thought that this shoreline didn't hold fish. I would also not have become comfortable with using the paddle tail jig. This has been a shoreline I rely on year after year for stripers. And I am now confident in catching stripers on the jig in most shallow water situations.

So far this year I have concentrated mostly on bass fishing. The days that I had fished have really been clunkers when it comes to weather: wind from the east; fishing is least, high pressure/high northwest winds, and some days when you just say "Ughhh!" None of these days are conducive to catching bass on my power fishing, cast and retrieve style lures. Here, again, if you don't fish outside your comfort zone, you might think that the fish aren't biting. You may never know if they were there if you didn't offer them the opportunity to bite.

On an outing in May on the upper bay with my friend Sean Peddicord, we fished one of those "Ughhh!" days. It was cloudy, damp, and chilly all day when we should have been fishing in

Now I can count on one hand the number of bass I have caught on a Texas-rigged whiptail worm like the Power Worm. This type of worm isn't something I have a feel for. It became clear that this was the lure of the day after Sean landed two bass within several casts. While it's said that you can't teach and old dog a new trick, you can teach an old fisherman to slow down and catch bass on a worm.

I know how to fish a plastic worm. I have never felt the need to knuckle down and become proficient at it. Fishing along a shoreline with sunken wood and sparse grass, I got the feel for the worm coming through the cover and what the bite feels like. I soon added two bass to the total just before Sean landed the bass of the day – one over 4 pounds. Just in that one morning of fishing, I now have confidence with fishing a Texas-rigged worm. I know, too, the ideal conditions to cast it. I will not hesitate to tie it on when the bite gets tough.

These are just two instances in my decades of fishing that I have been forced to fish outside my comfort zone. Many times, I had a negative attitude when faced with it, yet embraced the lure and/or technique thereafter. Take it from me, fishing outside your comfort zone can make you a better fisherman, not just on that day, but for years to come.



July 2022



Thh! Another great evening spent with good friends and great beer.

Besides learning a lot about the Coastal Conservation Association's Maryland Chapter and what they do and learning about the work the Maryland Waterways Foundation is doing on Hart Miller Island, I got to experience the excellent brews produced on site at Key Brewing Company.

My assignment this month was easily accessible by a quick trip around the Beltway to Dundalk, landing at 2500 Grays Road, the home of Key Brewing Company. Key Brewing was co-founded by Mike McDonald in 2015. Mike brings over 28 years of brewing experience with him. He's created the ales

and lagers that come out of White Marsh Brewing Company/Red Brick Station since the 1990s.

Key Brewing offers 12 beers on tap daily. The core beers include Speed Wobbles, Dundalk Calling, Bail Money, Positive Mental Attitude, What a Long Hazy Trip, and Key Classic Lager. Seasonal rotations include libations like All Days Off, Undertow, Summa Brine, Lord Maltimore and more. On tap the night I was there were the core beers, as well as Riptide Sour, some stouts and a porter. I started off with a classic. It was delicious and light. But in the name of research, I moved on

to try Positive Mental Attitude and Speed Wobbles. All three were great and just my kind of beers. My research partner tried the Hazy IPA, some of the sour beers, and two lagers. I felt Undertow was excellent with blackberries and organic Atlantic kelp giving it the perfect balance of sweet and salty and deliciousness. Siberian Summer was a little too heavy for my liking, but the small amount I tasted was yummy and my research partner was a fan. There were hints of coffee and chocolate but also a slight caramel taste.

Key does not offer food on site but patrons are welcome to bring their own. There is plenty of outdoor and indoor seating, as well as a traditional bar area. The atmosphere is chill, and families are welcome to bring their children and/or their dogs. The taproom is dog friendly. Note that dogs need to be kept on their leash and children must stay with their parents.

Key offers packaged cans, and they will fill your growler and crowler during tap room hours.

So, grab a few friends and head on over to Key Brewing Company. You will be glad you did and don't forget to tell them your friends at Upper Bay Boating Magazine recommended them.





SEEweed?

'lcccck' I scream inside my head. Some kind of seaweed has snuck up on me and wrapped itself around my lower leg AGAIN. I'm desperately trying to play it cool since the hot 20-something with tattoos is only a few yards away at the neighboring boat. He doesn't take notice, but it's enough to keep me from spilling my beer.

Stereotypically you hear that some people are scared of the river water because they can't see the bottom, but not when you grow up a Marylander in the '90s. We had Agua on tape, Rugrats stickers on our snorkels and mud in the water. I was never a fan of snorkels. it was hard to breathe, plus you couldn't see anything in the Elk River anyway. With the exception of creeks (and the further exception of creeks not after a storm) the waterways of the upper Bay aren't exactly clear. However, I knew all kinds of critters that lived there, so when my foot touched something odd, I was fairly confident nothing was going to happen to me ... and even though I hate the feeling of unexpected seaweed. I knew it wouldn't actually pull me under!

So, with that in mind, picture this Bay girl standing on the edge of a crystal-clear spring in Florida.... I could actually SEE the bottom; I could see the grasses and I could see that it was DEEP. As a confident swimmer I knew I would have no problem swimming the length of the spring or treading water, but face down in a snorkel? No thank you.

It took me a long time to figure out why I was so uncomfortable with that spring. All I could think of was that I could actually see what was underneath me. The huge patches of sub-aquatic vegetation freaked me out. I could never bad mouth Harry Potter, but what if there were Grindylows hiding in the grasses? Yes, I know, ridiculous.

My comfort in the Bay is more about the familiarity, I know the coastline, I know the fish, I know

the depth (average 21 feet). It is my home and at home you can't see the bottom. But what if you could? What happens when Bernie Fowler's annual wade-in is irrelevant because you can see the bottom of the Bay every day? You'll never have to worry about if the water is safe enough to swim in ever again ... that's what.

Sounds dreamy right? Teaching your grandbabies to sail as the oldest one points out rockfish and schools of Bay Anchovy... now that's a dream I can get behind. What could help make this fantasy a reality... this century? Those dang-on grasses! Bladderwort, Naiad, Water Starwort and a few other could-be-alt-rock band names are the very things that, if there are enough of them, will let me see my leg as they wrap around me.

By Anne Sandbek



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Tackle

This is great light tackle fishing. Spinning gear is most versatile with reel sizes between two and three thousand matched to rods of six to seven feet. My preference for line is fifteen-to-twenty-pound braid matched to similar fluorocarbon leader joined with your favorite knot.



There are a wide variety of effective baits. Paddle tail and fluke soft plastic swimbaits matched to a quality jig head is a solid choice. Z-Man and Saltwater Assassins are my go-to baits but any quality soft plastic bait should be effective. Spoons, jerk baits, twitch baits, Dart spin plastics, topwater, and popping corks can also be effective.

Techniques

It's all about presentation! Like rockfish, trout love to chase and can be caught trolling or casting. Troll an area with a variety of baits and colors to locate fish or target specific areas casting to flats or points. Your retrieve can be steady or varied with twitches and pauses or a subtle jigging motion.

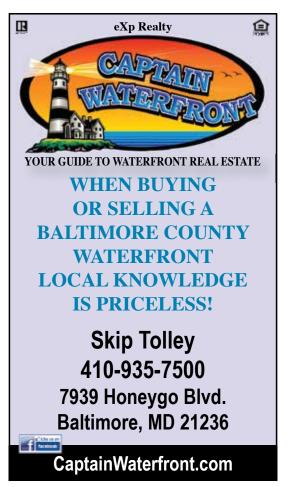
Tips

Target grass flats and sharp points in two to four feet of water. Work your baits over top and along the edges of grass. Look for clear water and moving tide away from the wind. Target drop-offs, oyster bars or other structure.

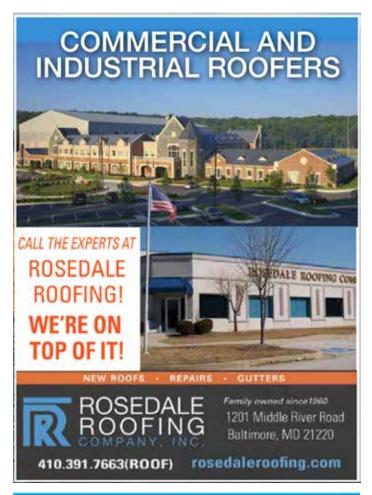
Speckled trout are great summer alternative to rockfish. Tight lines!

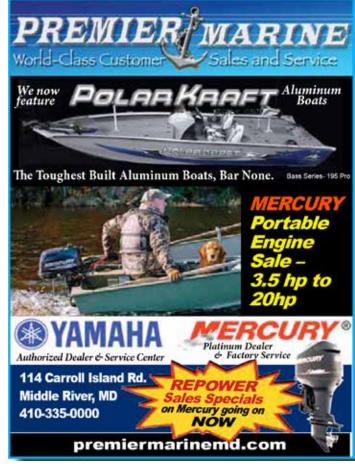
18 Upper Bay Boating

in the spring running through the summer and continuing into the fall.









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RULES OF THE ROAD

By TowBoatUS Captain Dale Plummer



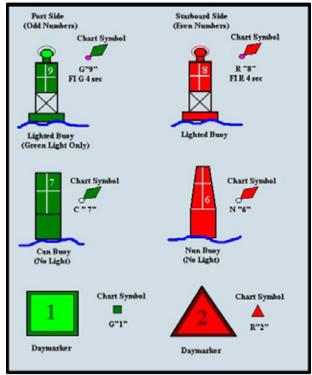
The boating season is in full swing, so I have another batch of new boating and towing stories to share. Most of them involve heinous infractions of Maryland boating laws. No matter how long you have been boating, you are not a safe boater unless you know, and are able to follow, the "rules of the road."

Just last week, I witnessed the annual battle of "who has the right of way." Neither boat operator was correct in their reactions and the typical VHF name calling resulted

Be prepared to encounter multiple right of way scenarios some of the most common ones include the following:

- In a situation with two boats coming head on, both vessels should pass each other port to port so the intentions of both captains are clear, and a collision is avoided.
- A boat under sail that is not running an engine always has the right-of-way over a powerboat.
 However, human powered vessels like kayaks and canoes have the right-of-way over any other vessel including a sailboat.
- The first job of any captain is to avoid a collision regardless of who has the right-of-way so when in doubt, just slow down and let the other pass.

In Maryland, if you were born after July 1, 1972, you are required to have completed the Maryland Boater Education Course. I highly recommend taking the state approved, free course from the BoatUS Foundation even if



you are an "Old Salt." A refresher is never a bad idea when someone's life depends on your judgment. Explore more about proper procedural standards at https://www.boatus.org/navigation-rules/ and enjoy your time boating responsibly. Also, call any one of the local TowBoatUS operators for local knowledge if you are boating in a new-to-you area. As always, happy to help.

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Commodore Dave Majerowicz and First Lady Cathy welcome you to the first annual *Galloway Yacht Club Annual Guide to the Chesapeake Bay*!

We are excited to share our history and experiences with you, and offer recommendations for making the most of our beautiful area waterways. We thank the publishers of *Upper Bay Boating* for this unique opportunity to connect with our fellow boaters.

Who is Galloway?

In 1979, boating enthusiasts and good friends Gunnar Ginters and Andy Anderson decided to form a new yacht club. Their inspiration was simple: Provide a club for the many boaters in the Middle River area who kept their boats at home or at marinas and



did not have membership at a yacht club. Bylaws were written and Galloway Yacht Club was opened for membership.

While the first meetings were held in Ginters' restaurant, membership quickly grew and they were soon able to rent and renovate an old bathhouse on the property of Galloway Creek Marina.

Unfortunately, expenses became too much for the very small club and so they experimented with a series of meeting locations from Ginters' home and front lawn to various other yacht club facilities.

Galloway finally settled at Middle River Yacht Club's clubhouse at 200 Nanticoke Road, Essex Maryland. We meet at 7:00 pm the first Thursday of every month and we welcome new members to come check out the fun!

Although Galloway Yacht Club is small—we boast 61 members strong—it stays true to the inspiration of Gunnar and Andy by putting fun, friendship and safety at the heart of all our activities.



Our Guide to the Bay

Galloway has spent decades traveling up and down the Chesapeake. Over those years we have made a lot of friends and learned a lot about who gives great service. We invite you to visit our advertisers featured in

the Annual Galloway Guide to the Bay. They are all businesses that support us and our members, and have the Galloway seal of approval. Contact them with confidence, and be sure to mention that Galloway Yacht Club sent you!









Meet the 2022 Bridge

Like any yacht club, Galloway follows the time-honored tradition of British yacht clubs whose history is based in naval traditions, and so our leadership posts use naval terminology.

You may recognize our esteemed historian's last name, and ves! She is the wife of the late Andy Anderson who co-founded the club back in 1979.

Reasons To Join Galloway

Like Gunnar and Andy, today's Galloway members



want to explore the Chesapeake Bay together. Each year we plan an exciting new float plan to visit new destinations or rekindle friendships at old ones. If you are interested in joining us in our adventures, see the last page of our guide for the 2022 float plan or visit us at gallowayyachtclub.com

Why the Long Weekends?

There are plenty of fun day trips on the Bay. But we at Galloway are all about exploring. We like to leave on Fridays and come back on Sundays, giving us a chance to really experience the location and all it has to offer. We also usually plan a weeklong journey around the bay for the 4th of July week-the **Galloway Baycation!**

We travel together to the marina and all dock in the same area. The Fleet Captain will have the weekend's activities all planned in advance. There could dinners, excursions, shopping trips, pub crawls, or even celebrations for a member's birthday or special occasion.

But where we really shine is when we cook together. From pitch in breakfasts, pot luck dinners, cook outs. crab feasts, happy hours-Galloway puts on quite a spread. If you travel with us, come prepared to eat well!

Year-Round Fun

Galloway isn't just for boating season. We have fun all vear round.

Because Galloway a member of the Yacht Clubs of Maryland, we are connected to our sister clubs and participate in their activities year round. During the winter months we attend the annual balls hosted by YCM clubs around the Bay.

As part of the Yacht Clubs of Maryland tradition, our past commodores participate in the Chesapeake

2021-2022 GYC BRIDGE

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Commodore's Club. Each year the club hosts the much anticipated Chesapeake Commodore's Club Ball, where participating clubs host themed hospitality rooms where we welcome our sister clubs. This winter gathering is a chance for all the Maryland clubs to stay connected in the off-season. Clubs go all-out to decorate their hospitality rooms, walking around them to visit friends and see everyone's creativity on display is a blast!

We also plan an annual land cruise in the early spring where we rent a

Captains this year

tour bus to visit several of our nearby club houses. Once spring rolls around, our officers attend YCM club opening days around the Bay. We use this time to reconnect, meet the new bridge officers, welcome members to the yacht club community, and remember those who have passed over the bar in the previous year. All of these activities keep yacht club members around the Chesapeake connected as a tight-knit community dedicated to preserving our waterways and making the most of living and boating in this beautiful region.

Giving Back

Like any good member of the community, Galloway gives back in many ways. Beyond supporting our fellow clubs, we also volunteer for several area improvement efforts, including the Maryland Waterways Foundation (MWF).

The Maryland Waterways Foundation is a grassroots organization with a mission to clean up the Chesapeake Bay through education, community involvement, and volunteer work.

Founded in 2019 by Sam Weaver, owner of Weaver Marine Service (see their ad in this guide) alongco-founder Karen Wynn, this nonprofit is a hands-on effort hosting fundraisers and events that get down and dirty in stream cleanups. Galloway



members support the MWF both financially and during their many waterway clean up efforts. We'd love to see vou out there with us! We all benefit from keeping our beautiful bay clean and healthy.



We need your support!

Please join us for this very rewarding experience to help our Veterans. Whether you have a big boat or a small boat, it doesn't matter. What matters is the smiles on the faces of so many who enjoy the day! We'd like 10 more

To volunteer please email your Captain name, boat name/make/model/length, yacht club affiliation, and Captain T-shirt size to jpolek55@gmail.com. Also please go to www.wwdayonthebay.org for more information. There will be a mandatory 9:00 a.m. meeting on the day of the event.

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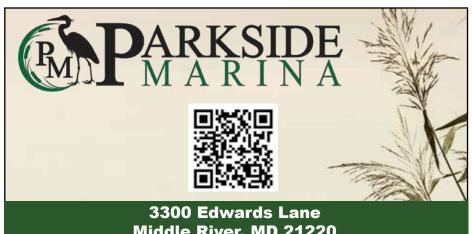
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Wounded Warriors Day on the Bay

In 2012, then-Commodore Jim Diven of North Point Yacht Club had a vision. As a veteran, he wanted to give back to those veterans and wounded warriors and their families who had given so much in service of their country. That vision became the Wounded Warriors Day on the Bay.



As he explored the possibilities of what he and North Point Yacht Club could offer, he contacted liaison officers from Fort Meade, Aberdeen Proving Ground, and Fort Belvoir for assistance in identifying those in need. Jim envisioned a stress-free day on the bay at the Club's beautiful site on Jones Creek. He considered ways to treat the veterans and their families to a cruise too. It wasn't long before he had names of several dozen wounded veterans interested in this unique event.

By 2021, Wounded Warriors Day on the Bay was host to more than 200 veterans and their families. Many of our Galloway captains participate in this event and encourage all their boating friends to do the same - the feeling you get from providing this special experience to our wounded veterans is like no other.

Under the leadership of Galloway Past Commodor and 2021 Maryland Yachtsman of the Year John Polek and Commodor Dave Majerowicz, 2022 will be bigger than ever. They hope to add 10 more captains to the fleet and serve even more families. Mark your calendars for August 20, 2022 from 10:00am to 4:00pm at the Maryland Yacht Club in Pasadena.

To sign up for this worthwhile event, visit: wwwdayonthebay.org

You won't regret it. Look for the Galloway burgees and be sure to say hello!

REMEMBERING

OUR GALLOWAY MEMBER AND PAST CCC FIRST LADY

Sheri McCamb

Galloway Yacht Club remembers our member and friend,
Sheri Lynn Williams McLamb who lost her long hard battle with breast cancer on 4/28/22.

Sheri.

We thought of you today. But that is nothing new.

We thought about you yesterday.

And days before that too.

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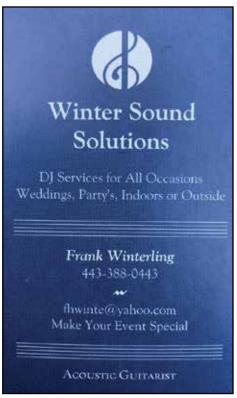
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www.castlemarina.com

■ JULY 2-5

Middle River Yacht Club

www.middleriveryachtclub.com MIDDLE RIVER, MARYLAND

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■ JULY 5-7

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knappsnarrowsmarina.com TILGHMAN, MARYLAND

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shmarinas.com/locations/ safe-harbor-oxford/ OXFORD. MARYLAND

■ JULY 9-10

Miles River Yacht Club

www.milesriveryc.org ST. MICHAELS, MARYLAND

■ JULY 15-17

Tiki Lee's Shoot Out on the River Raft Out www.tikileesdockbar.com/events/tiki-lees-dock-bar-2nd-annual-shootout-on-the-river

■ JULY 29-31

Yacht Clubs of Maryland Weekend yachtclubsofmaryland.com

North Point Marina

www.northpointmarina.net ROCK HALL, MARYLAND

AUGUST 5-7

Chesapeake Harbour Marina

trident-marine.com/marinas/ chesapeake-harbour-marina ANNAPOLIS, MARYLAND

■ AUGUST 12-14

Wagon Wheel Fairlee Creek

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AUGUST 20

Wounded Warrior Day on the Bay www.wwdayonthebay.org

Maryland Yacht Club mdyc.org

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shmarinas.com/locations/ safe-harbor-narrows-point GRASONVILLE, MD

■ SEPTEMBER 16-18

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TIPS TO AVOID DREADED SHIPWRECKS

Ships can wreck, boats can sink, gear will break, and sailors can get hurt. Operating watercraft comes with risks. Good common sense is where the captain can begin to keep everything safe and shipshape. Think first, act, don't react, anticipate problems, be a safe student of your sport. Most boat accidents happen because the boater is thoughtless and careless.

Boating mishaps are amplified when excessive booze, drugs, speed, and stupidity are also involved. Boats are expensive and no one needs to be injured or worse when afloat. Here are some common calamities that can be avoided with some common sense and attentiveness.

KNOW YOUR CRAFT

Understand how to safely navigate and operate your watercraft. Anticipate what could go wrong and how to fix or prevent issues. Doing more than you are qualified to do often ends tragically. Educate yourself and train others to be the crew. A great boating mentor is invaluable.

SPEED KILLS

Fast boats make faster mistakes. Water depths change, debris may be hard to see, waves can be misjudged, sharp turns can turn into a disaster. Speeding in no wake zones damages piers, other boats, and unsuspecting swimmers. Follow the speed limits. Going faster may not match the conditions. Just because a boat can go 60 mph doesn't mean you should. One wrong bump can injure passengers and amplifies every other mistake. Follow boating rules and regulations around bridges and channels.

LACK OF ATTENTION

The captain and helmsman need to be aware of everything around them. Look out for crab pots, sand bars, other boats, weather, other boats paths, fuel levels, maintenance issues, and so much more. Carelessness can result in injury or worse. There is no "cruise control" when on the water.

WEATHER WATCH

The fishing or crabbing is hot, everyone is swimming and having fun, and a storm is on the way. If you stay too long, the storm will make you pay. Boating is more dangerous and difficult in bad weather. Anticipate the weather and allow yourself time to get back to shore safely. You can't outrun a storm, especially when the seas get rough. Wind, rain, lightening, waterspouts, and can all wreck your day.

KNOW HOW TO TOW

You may need to tow someone or need to tow. Understand how to attach ropes and understand how to trim and throttle for a safe pull.

EVERYONE HAS A JOB

The captain needs to assign and train crewmembers. Every job can be shared and learned. If someone gets hurt or sick, someone else can finish the cruise. Take turns on each outing to train the crew.

WAKE UP

Crossing wakes can be dangerous. Hitting waves and wakes at the wrong angle, too hard, or too fast can launch or damage your craft. Passengers can be injured and thrown around. Boats can crack, swamp, and get damaged suddenly. Speeding near anchored boats, fishermen can also injure folks. While you are speeding off, others may have been swamped, fishing gear ruined or lost, and people hurt.

BOWRIDING

When a boat is moving, make sure everyone has on a life vest (Personal Flotation Device) and is seated. There are many styles that are compact and easy to wear. You can be a great swimmer until you are disabled or unconscious. Some states prohibit bow riding or hanging your legs over the gunwales when in motion. A hard wave bounce can quickly throw passengers overboard. Next,

the motor propeller begins its bloody work. Stay seated, hang on, and prevent injury.

ANCHOR SAFELY

There is a smart and safe sequence to anchoring. First respect others when getting ready to toss the anchor. Slow and stop the boat before throwing the hook. Watch fingers and toes in the anchor line. Know the current or tides and train the crew to anchor safely.

DOCK and BOAT RAMP SKILLS

Accidents can happen quickly when launching, removing mooring lines, backing up the trailer or boat. Practice these skills when boat traffic is light. Have a mentor teach and supervise your crew. This practice is critical to safety and not angering other impatient boaters. To practice backing up your boat and trailer, go to an empty parking lot and use some cones to give you a narrow launch path. This a perishable skill you need to practice. Boat smarter, safer, and as a trained crew.

By 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.montanagrantfishing.com.

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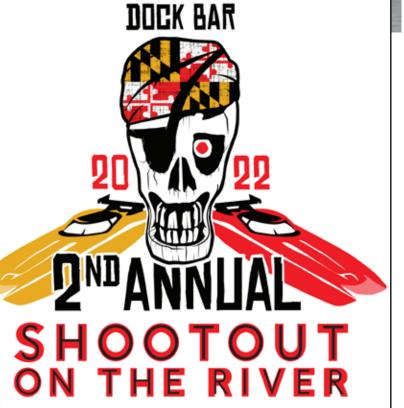
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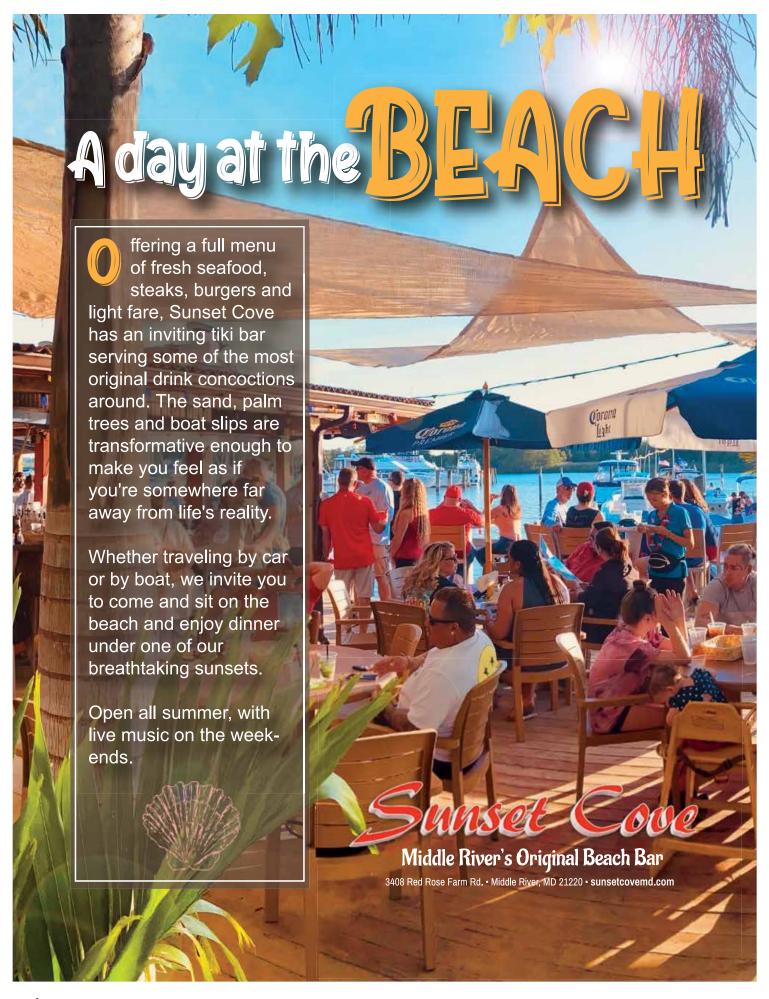
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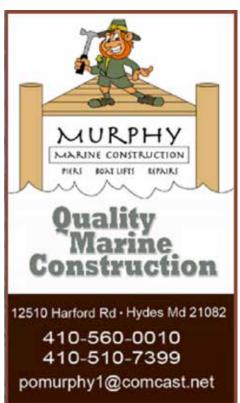


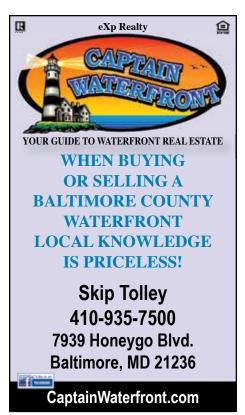
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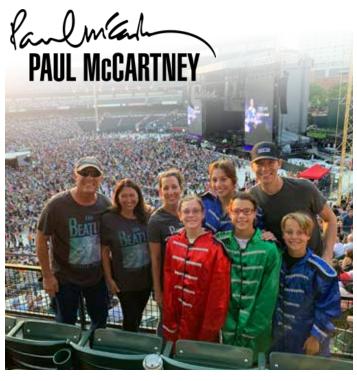








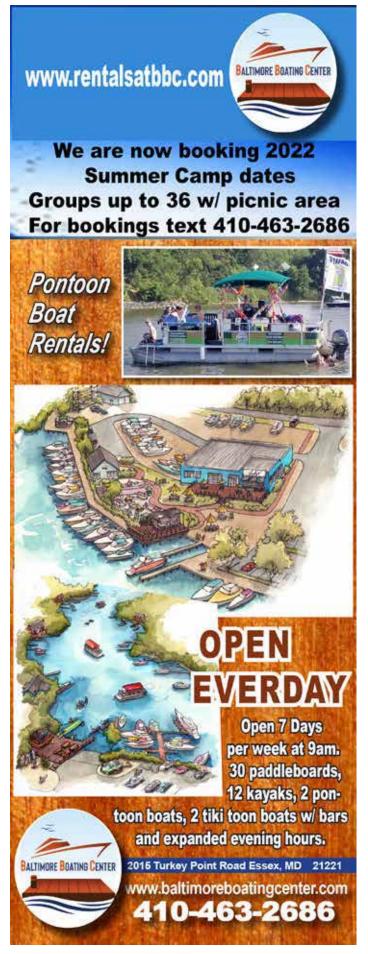
Captain Correlli and the Mears/ Correlli Crew at Sir Paul Mccartneys Concert



Pictured: Tony, Nancy, Gina, Daisy, Sunshine, Rain, River and Jamon!

Paul McCartney was no less than incredible! The best concert I have ever seen. Thank you Mickey Ayres, Jim High





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