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Marinating with Jim High

HERE ARE SOME
SOUNDTRACK
SUGGESTIONS
FOR THIS SUMMER!

1. **Take Me To The River** - Talking Heads
2. **Sailing** - Christopher Cross
3. **It's Five O'clock Somewhere** - Alan Jackson and Jimmy Buffet
4. **Margaritaville** - Jimmy Buffet
5. **Boats** - Kenny Chesney
6. **Cake by the Ocean** - DNCE
7. **Float On** - Modest Mouse
8. **Rock the Boat** - Hues Corporation
9. **The Dock of the Bay** - Otis Redding
10. **No Shoes, No Shirts, No Problems** - Kenny Chesney
11. **Lovely Day** - Bill Withers
12. **Sunshine and Summer-time** - Faith Hill
13. **Good Vibrations** - The Beach Boys
14. **Soak Up the Sun** - Sheryl Crow
15. **Son of a Son of a Sailor** - Jimmy Buffet
16. **Cabin by the Sea** - Dirty Heads
17. **Summer Breeze** - Seals and Croft
18. **Southern Cross** - Crosby, Stills, & Nash
19. **Into the Mystic** - Van Morrison
20. **The Wreck of the Edmund Fitzgerald** - Gordon Lightfoot
21. **Yellow Submarine** - The Beatles
22. **Come Sail Away** - STYX
23. **Pontoon** - Little Big Town
24. **California Gurls** - Katy Perry
25. **The Downeaster ALEXA** - Billy Joel
26. **Bonus Track - Moon Over Marin** - Dead Kennedys

Happy Summer 2023, Happy Fourth of July, and Happy for all this warm weather. Hope all is well, the boat is in the water, the engines are ready to roll, and your weekends are smooth as the waters you're navigating. We've been out and about, and enjoyed many boat rides and lots of live music on both sides of Upper Chesapeake Bay. You see, I love Summertime and respect Summertime also. We are only afforded so many summer times. And none of us know how many we are going to get to see. Like the Trips around the SUN or the sand in an hourglass, there comes a time. Like the Pink Floyd lyrics from their song TIME...

"When you run, and you run to catch up with the Sun slowly sinking. Racing around to come up behind you again. The sun is the same in a relative way but you're older". This is why as I write my column I emphasize to



go and do the things you love and invite those family members and friends out for a few boat rides. Do what you can to enjoy life while you still can. Maybe a little melancholy... oh well!

Grandmother....

Is that you?

While on their vacation cruise around the bay,
a couple stops in Delaware City Marina.

The couple walk up into town and the husband starts to get
a little thirsty. His wife isn't but sees a Psychic sign and decides
for the first time in her life to go in.

The boating woman goes into the local psychic in hopes of contacting
her dearly departed grandmother. The psychic's eyelids begin fluttering,
her voice begins warbling, her hands float up above the table, and she
begins moaning. Eventually, a coherent voice emanates from the psychic,
saying, "Granddaughter? Are you there?"

The customer, wide-eyed and on the edge of her seat, responds, "Grand-
mother? Is that you?"

"Yes granddaughter, it's me."

"It's really, really you, grandmother?", the woman repeats.

"Yes, it's really me, granddaughter."

The woman looks puzzled, "You're sure it's you, grandmother?"

"Yes, granddaughter, I'm sure it's me."

The woman pauses a moment, "Grandmother, I have just
one question for you."

"Anything, my child."

"Grandmother, when did you learn
to speak English?"

AND NOW THE CONCLUSION OF CORNED FISH AND CABBAGE

Why do people like to eat fish that doesn't taste like fish? Why do people eat plants that are made to taste like meat? And why do we take nuts and make it taste like milk? I don't think its milk at all and you should read the ingredients. I saw an advertisement for tree milk. Tree milk, nut milk, silk milk, almond milk, pistachio milk, cashew milk.... I am going to stick with just regular plain old Milk! Call me old fashioned! Because Porpoise eat fish, do you think Porpoise taste like fish?



Over the years I have seen Jimmy Buffet a few too many times over the Summers. I think since probably the late '80s. One of the most memorable was going out to Wrigley Field with my son on a Great American Road Trip. It appears however for the first time in a whole lot of Summers, Jimmy ain't gonna make it around the towns!



A blurry-eyed 4th of July

By Wendy Gilbert / *Contribut-*

Many, many, many years ago, I was invited to go out on a 4th of July cruise with some college buddies. I was fairly new to the area and eager to make some new friends. We agreed to meet at Rogue's Harbor mid-morning and lo and behold, we all made it on time.

I wasn't the only newbie and the four of us girls stood shoulder to shoulder as our captain and first mate gave us a quick run down on how things worked, what things were called and who was the boss. We giggled about our "captain" who was a year younger than we were.

We scrambled aboard, each hauling a small gym bag with our swimsuits and towels, and of course beers. There was a LOT of beer.

Once we got our stuff stowed, it was time for another lecture and we paid about as much attention to him as we did our Western Civ professor.

"Are there any questions?"
Crickets.

It was a very hot summer day, but there was a nice breeze out on the Elk River and we headed south full of hope and high expectations.

Once we reached our destination, to this day I have no idea exactly where we were, we donned our swimsuits, gulped down another beer and jumped!

And there went my glasses.

As I am and always have been near-sighted, this wasn't horrible, but it was inconvenient. I had a spare pair in my car, but that was



back at Turkey Point and after a couple of hours of swimming and drinking, I was starting to get a headache because I couldn't see well and I was sunburned despite my SPF 50.

I asked the captain when we were heading back and he just shook his head and cracked open another Miller Lite.

Somewhat petulant, I decided I had had enough of well, everything. I spent the next few hours waiting for the party to end and somehow it just never seemed to.

The fireworks were great fun, but as I was still without my much-needed spectacles, it was more of sound event for me. Eventually, the captain and first mate disappeared below deck and the rest of us girls spread our still-wet beach towels on the deck and tried to sleep.

When the sun came up, I couldn't quite see it well enough to admire it, but one thing was certain. I was thirsty and hungry. I hadn't eaten anything since the previous morning. And Saturday's yoghurt and granola was long gone on Sunday

morning.

I padded my burnt bare feet down below and looked through every cabinet, compartment and cooler I could find in the galley. Nada. The only "food" I found was at the bar. I ate both slices of orange and all 6 of the maraschino cherries.

A couple of hours later, our little gang of very unhappy sailors arrived at what I did not know was our Sunday destination. Sure, enough a little party was going on at a sand bar somewhere on the Bohemia or was it the Sassafras? Hard to say.

Was there food? Water?

I was handed a bottle of beer and an ear of undercooked corn.

And that my dear readers is why you should ask questions when the captain says, "Any questions?"

You might want to know where you are going when you will get back, and what provisions you should bring. When everyone brings deviled eggs to the potluck, it's funny, when everyone brings beer and nothing but beer, it's a frat party.



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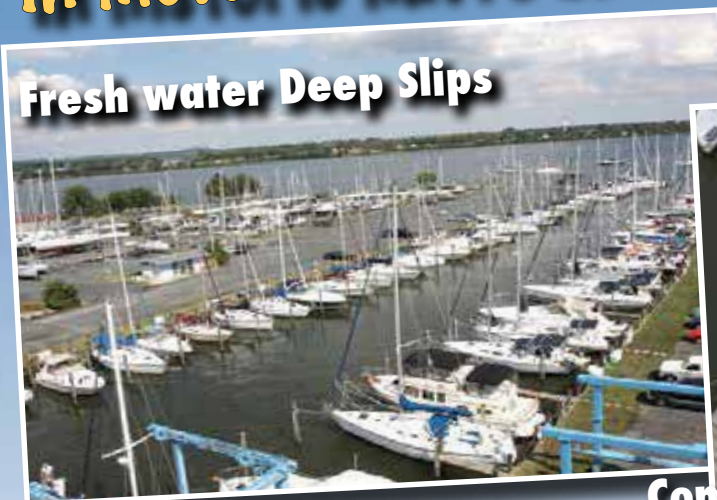
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Catching, Reflecting and Refracting Rays

By Wendy Gilbert

I'll be the first to admit that physics was never my favorite subject. I suffered through it in high school under the laughable idea that doing so might improve my understanding of it in college.

Instead, I emerged with a passing knowledge of the basics and not much more.

I know the difference between reflection and refraction and when sun protection experts start jawing on about the different types of rays, I am not completely lost. Takeaway from all that – read the fine print, but don't get lost in the wordy weeds. UVA and UVB are the most important.

PHYSICAL BARRIERS

Unlike most articles about this subject, I am a strong advocate for physical barriers first. Wear your hats, pop up the umbrellas, release the awnings, whatever you've got. Get yourself out of the direct

sun, especially midday. The adage about only mad dogs and Englishmen going out in the noon-day sun rings quite true when it comes to sun protection.

I've got a couple of little scars to remind me that skin damage just gets worse with time. And I've had it easy compared to some folks who have had their noses and ears nipped and their heads gouged. Ouch!

If you don't have a bimini top, get one. They are relatively inexpensive and easy to install. Hardtops and T-tops also offer sun protection to the captain and passengers in the cockpit. Some hardtops even have awning-like extensions that can be extended for additional coverage.

SUN-PROTECTIVE CLOTHING

One benefit of visiting relatives living in the Carolinas is clothes shopping. I love that the clothing is so much

lighter. And you can buy what I call "boat clothes" in department stores year 'round. And they don't all cost \$100 a shirt.

These items are rated based on their "ultraviolet protection factor" (UPF), indicating how much of the fabric's UV radiation is blocked. For example, a UPF 50 shirt allows only 1/50 of UVA and UVB rays to pass through. Look for UPF clothing that is breathable, moisture-wicking, and has a comfortable, loose fit to avoid feeling clammy. Flatlock stitching enhances comfort by lying flat against the skin and reducing chafing.

PHYSICAL SUNSCREENS

Physical sunscreens, with zinc oxide and/or titanium dioxide as active ingredients, act as a barrier on the skin. They are suitable for sensitive skin but may leave a whitish residue. Picture any lifeguard from an old movie and you get the picture.

CHEMICAL SUNSCREENS

Chemical sunscreens containing active ingredients like oxybenzone, avobenzone, octisalate, octocrylene, homosalate, and octinoxate, absorb the sun's rays and usually rub into the skin without leaving a visible residue. However, they may irritate the skin.

Check the ingredients in your sunscreen. You want to avoid products that contain oxybenzone and octinoxate, and look for ones that contain zinc oxide or titanium dioxide (micro, not nanoparticles), as these are less toxic to your health and the environment.

Protecting your skin from harmful UV rays is not just about immediate comfort; it's a long-term investment in your health and well-being. So, before you set sail, take the necessary steps to stay safe under the sun and enjoy your boating adventures to the fullest.

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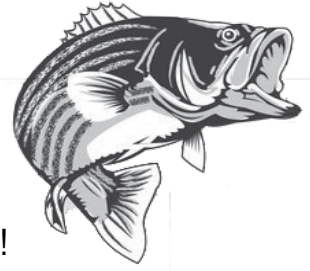


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Bigger Isn't Always Better

by L. Alan Keene



Have you ever noticed how we Americans have learned to equate size with fun? (Remember now ladies, this is a boating column!) For instance, if we enjoy sitting back and watching NFL football on our 42-inch color TV, then we assume that we'll REALLY enjoy watching it on an 80-inch. And if a small pick-up truck is fun to drive back and forth to work during the week, then an F 450 has got to be even more fun. And what about houses? It used to be that a 1,500 square foot house was the norm not so long ago, but now builders don't even bother building them that small. Everybody is convinced that bigger is better.

We boaters, for the most part, subscribe to this same type of thinking. If a little 15-foot runabout with a 35-horse Johnson is fun to zip around in, then a 26-footer with twin 250s must be ten times the fun (at least that's what we thought before we started spending more on fuel than on food!). And if we enjoyed sailing a little lateen-rigged Sunfish when we were young, then surely a 36-foot sloop has got to be that much more exciting, right? Well, not always.

On a trip to an all-inclusive resort in Cancun many years ago, that point was never made more clear. While most of our trips over the years have been packed with a morning-to-night itinerary of things to see and do, on this trip we decided to just kick back and do nothing....just soak up the Caribbean sun.

And that's what we did....for the first couple of hours, at least.

Since we had never been to an all-inclusive resort before, we were surprised to find that the hotel made every attempt to address the recreational needs and desires of all of its guests. While that meant recreational drinking for the college-age crowd, for the older set (and the much older set) it meant everything from table tennis to beach volleyball, shuffleboard to kayaking, spa treatments to organized snorkeling off a nearby reef....with a little recreational drinking on the side, of course.

As we walked past the gorgeous pool and down onto the powdery sand beach that first afternoon, leaving the young crowd four deep at the swim-up bar, I noticed three small sailboats at the far north end of the beach. Too small and too simply rigged to be much fun, I thought. And besides, they were little catamarans. Little cat-rigged catamarans. Small sail area and flat sailing....not exactly what I love about the sport.

Finding two unoccupied chaise lounges not far from the water's edge, we took up residence and turned our wrinkled bodies over to the Sun gods. After about an hour of cooking, though, (that Caribbean sun can thaw out the chilliest of northerners) I had had enough lying around.

"I'm gonna walk down the beach and take a look at those little catamarans, Hon", I whispered to Peg, not sure if she was awake. "I'll be back in a few minutes."

As I got close, I noticed the Hobie logo imprinted near the head of the sail and the name WAVE painted on the side. Looking a little dumpy, with its large white pontoons and narrow beam (probably Hobie's instructional catamaran for beginners, I thought) I asked the "beachboy" in charge about how they sailed. I had forgotten for a moment that I was in Mexico, but his response, in broken English, quickly reminded me. While I couldn't understand what he was saying, I couldn't miss his enthusiasm. He seemed excited about the little boats. Skeptical, but bored, I convinced Peg to give up the sunbathing and to come sailing (or some semblance thereof) with me. Reluctantly, she agreed.

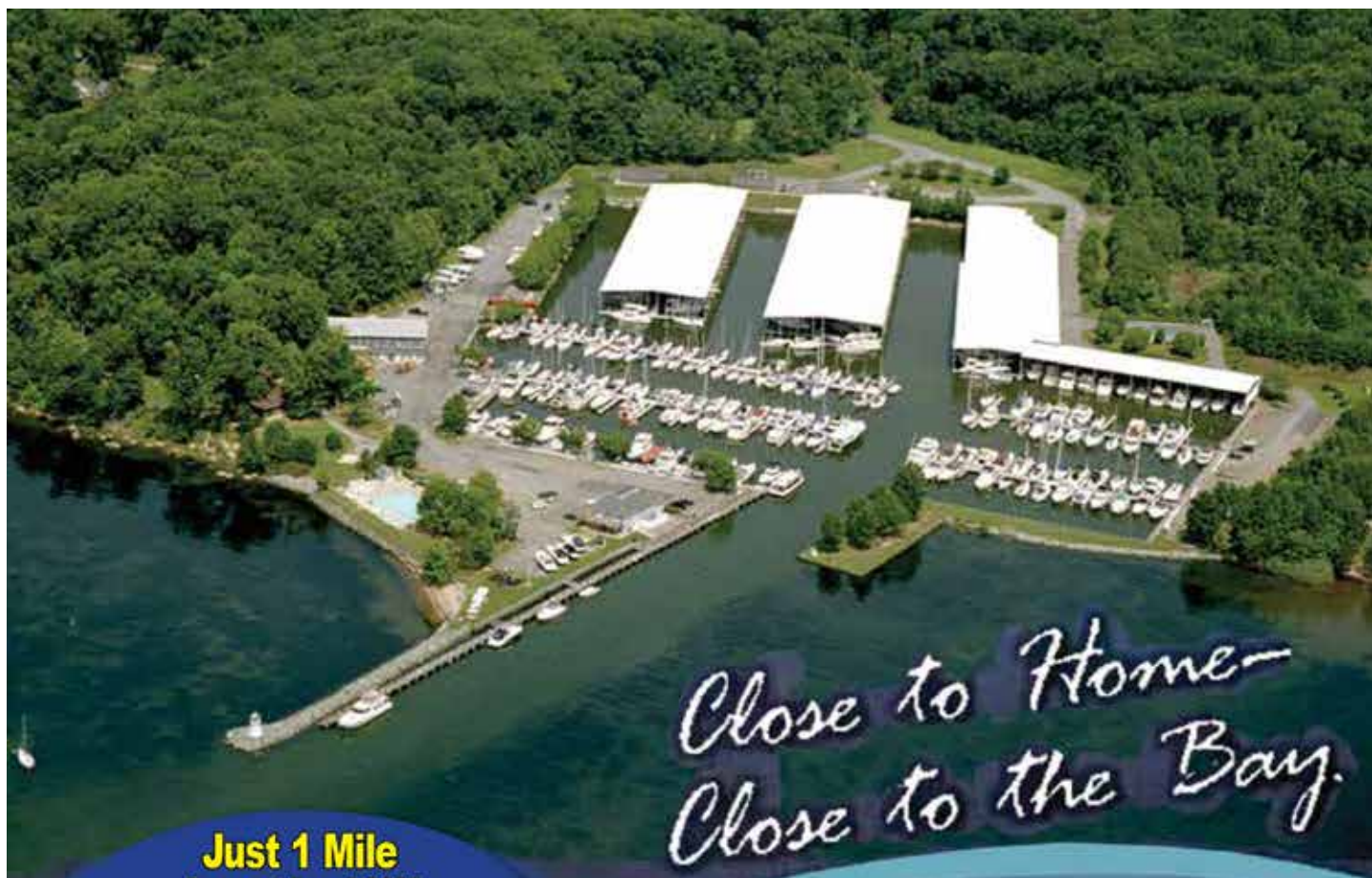
As they slid the awkward-looking little sailboat into the Bay of Mujeres, we hopped aboard the canvas cockpit and started sailing close hauled into the steady 12-knot easterly breeze. After stalling in the first couple of troughs, she suddenly took off. Within seconds we were cutting through the 2-foot chop like it didn't exist! With the wind off our port bow and my first mate of 37 years helping to ballast the windward pontoon, I began experiencing a de ja vous moment. It was the early 70's and we were

hiked out on our little 10-foot sailing dinghy in the shallow waters of Rehoboth Bay.

As the increasing whitecaps began coming aboard, we felt like kids again (and that ain't no easy trick!). After a slow tack to port (catamarans don't come through the eye of the wind willingly), we shot off again, and this time into some of the most beautiful stretches of blue-green water that the Caribbean has to offer. Before long we were several miles off shore and having the time of our lives!

Knowing that we had the boat for only 90 minutes, I began thinking up excuses to explain our planned tardiness. "I don't have a watch on", was number one....and "we got so far out that it took more time than we expected to get back" was a close second. But, being a preacher's kid, I've never been very skilled at the art of deception. So, using our best estimate of time, we returned our little Hobie Wave with two minutes to spare.

The smiles on our faces said it all! Our Cancun beachboy greeted us as we slid up on shore, and a common language simply wasn't necessary. He knew what we knew. And that knowledge provided us with priority scheduling and extended sailing times for the next 8 days. What he knew, and what we quickly relearned, was that bigger isn't always better....a lesson that we all need to relearn now and then!



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Tips For Becoming A Ramp Champ

By Montana Grant



BOAT NAVIGATION IS A LEARNED SKILL. It begins at the boat ramp, and travels onto the water. For some boat owners, the rules of Physics are just too confusing. An object in motion will stay in motion until it hits a rock, pier, another boat, or vehicle. It takes a village to train sailors to handle a boat.

If you think that you don't need help from a crew, you are wrong. Listen, learn, and stay safe. New boaters and anyone that pulls a trailer, needs to take time to practice. Don't wait until you are on the road, water, or at the boat ramp to begin learning. Reckless boaters will wreck.



BOAT RAMP TRAMPS TAKE UP TOO MUCH SPACE AND TAKE TOO LONG TO LAUNCH OR RETRIEVE THEIR BOATS. Others will only be patient for so long. It is at this point when tempers fly. When on the water, dangerous navigation can endanger your crew and others. Speed only makes problems and accidents happen faster.

BACKING UP A BOAT TRAILER TAKES PRACTICE THAT IS BEST DONE IN A PARKING LOT, AWAY FROM THE BOAT RAMP. Use a closed shopping center with several cones to mimic the backup area. Find what works best for you and repeat it when you hit the ramp. Watch some YouTube videos to help visualize what you need to do. Find a Mentor to guide and teach you. Once you feel comfortable with backing up, take your boat to the launch when it is not crowded.

WEEKENDS AND HOLIDAYS ARE THE WORST! Ramps and accesses will be crowded, and everyone wants to launch and go. Once you are ready to launch, it should not take more than 5 minutes to back

up and get the boat ready to release. The same is true when retrieving the boat. If you take more than 10 minutes to use the ramp, you are a "Ramp Tramp"!

DO YOUR BUSINESS BEFORE YOU GO TO THE RAMP.

This means potty stops, unhooking straps, loading/unloading gear, etc. Once you are backing down into the ramp, everything should be ready to go. The only thing left to do is to park the truck/trailer and get in the boat.

LAUNCH AND NAVIGATE WITH A PARTNER. Once the boat is free of the trailer, have the partner pull the boat away from the ramp, and clear the ramp area so the next guy can launch. When on the water, 4 eyes are better than 2. Teach crew members how to use the boat in case the captain goes down.

BACKING UP ON THE WATER IS ALSO A LEARNED SKILL.

Throw out some anchored floats to use as piers or marina spaces. You may need to retrieve a stuck anchor, save someone that went overboard, back up to catch a huge fish, or simply drive the boat safely. Now power up and down as you back in, back, out, and back all about. No damage will happen, and the student can learn an important skill.



COMMUNICATION IS KEY. The partner is the safety inspector. Look at the boat and see if the drain plug is in place. Look for any obstacles or things in the way. Look at the bottom of the ramp to make sure there is not a crack or damage. Use hand signals and your voice to talk with the driver. No cussing or yelling, please!

TAKE PRIDE IN YOUR SKILLS AND DEMONSTRATE THAT YOU ARE A RAMP CHAMP!

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THOMAS POINT SHOAL LIGHTHOUSE

Kimberly Merriken



Have you ever wondered what the inside of a lighthouse, especially a lighthouse in the water, looks like? How did lightkeepers live? How did they get supplies? How did they use the bathroom?

Well, I spent the better part of a Saturday finding out about these things thanks to the Chesapeake Chapter of the U.S. Lighthouse Society and tickets I found on thomaspoin-shoallighthouse.org.

The day started with a half-hour boat ride from the Annapolis Maritime Museum dock to the lighthouse. The weather was spectacular, and there were a lot of sailboats setting out, making the ride very enjoyable. Throughout the ride, our docents, who were very knowledgeable, offered a lot of information about what to expect on our tour. As the lighthouse came into view it was pretty incredible to see.

The lighthouse is located just north of the mouth of the South River in the Chesapeake Bay. The current screw pile design was built in 1875 and utilized a fourth order Fresnel lens. Over the years many changes would take place within the lighthouse, but the lighthouse continues to stand exactly where it was first built.

One of the biggest hazards the lighthouse has faced over the years has been ice. There is a letter dated 1877 where the lightkeeper documents the ice hit the structure so hard that it snapped a cast iron cap on the south screw pile and the shaking actually broke the lens. In order to preserve the integrity of the screw piles an icebreaker was installed in the late 1800s (90 feet north of the primary structure) and clusters of pilings of rip rap have been established to

also helped break up the flow of ice.

Once we unloaded onto the lower deck, we were able to see just how massive these screw piles are and had a clear view of the ice breaker. The hexagonal deck area where we now stood would have been used for coal storage, gear storage, and possibly livestock for the lightkeeper. Going up into the main floor of the lighthouse there was a similar hexagonal pattern to the main living quarters. The volunteers have worked tirelessly to make sure as many items as possible are true to what would have been found there in the 1800s and early 1900s. There is an original library that was used to keep the keepers entertained during down times. This box was stocked with books and about every 6 months it would be lifted onto the supply ship and a new box would be delivered.

This level consisted of a serving room, a bedroom, a kitchen, and a second bedroom with a winding staircase up to the next level. There were water barrels and spigots in the walls where rainwater was collected to be used. There were hatches for raising items up and down without having to navigate the narrow winding stairs to the second level. The deck was 360 degrees and offered spectacular views of the bay. Access to the privy was from this level and was under cover from the roof of the privy extending up to meet the next level. The privy was cantilevered over the side and offered a direct drop into the water.

Once we made our way up to the next level the views were incredible from windows located at each point. From this level, you could also climb the ladder to access the light room. We

were allowed to peek our heads up into the lightroom but were unable to enter completely because while the lighthouse is unmanned at this time it is still operational. There is a single flashing white light with a 9.8-inch lens that is solar-powered. There are red sectors from 011 degrees to 51.5 degrees and then again from 96.5 degrees to 292 degrees. The red sectors are used to make shoals and to warn of other obstructions to navigation or of nearby land.

This level was also home to the automatic bell striker that would give three blows every 30 seconds during periods of low visibility or fog. The system had a sledgehammer that struck the 1,000 lb. bell through a hole in the wall. Can you imagine trying to sleep underneath that?

Unfortunately, time was up and we had to board back onto our tour ship and head back to The Annapolis Maritime Museum. During the entire tour the captain, crew, and docents were top-notch. Watching the lighthouse fade into the distance, I felt different than I had upon arrival. I had such a newfound respect for the lighthouse and the volunteers that have preserved it over the years.

Now you are probably wondering how to get tickets to tour the lighthouse. Well, head on over to uslhs.org/about/thomas-point-shoal-lighthouse/tour-calendar and purchase your ticket before they sell out. As of this writing, there were open seats for July 8, July 29, August 5, 12, and 26th, September 2, 23, and 30, and October 7 and 14th. And don't forget to tell them you heard about the tour from your friends at Upper Bay Boating Magazine.

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BOATING AND WORKING

By Captain Mark Galasso

They say if you do what you love you'll never work a day in your life. Well, I've been blessed with a career that would make any boater happy, but it started with a lot of work and the work just keeps coming. Lucky for me the good times far outweigh the work that goes into them and I just keep going. Take the first time I got my Charter boat.

I had an anniversary coming up. Number 15 to be exact. I racked my feeble brain trying to come up with a neat anniversary present for my wife. She doesn't do jewelry or buy fancy clothes. We don't travel. She buys things as she needs them. It's tough. But she does love horses. Like I love boating. The light went on. I made up a little card and in it, I put a subscription notice to a horse breeders' magazine. I said I love you and wanted to get you a stud, (horse not human). The thought was to breed her mare and get her the perfect foal. After months of searching, she found the stallion out in California. So, I sent out a check for a grand and waited. I've told this story before so I'll summarize. Her anniversary present not only cost me the grand but I had to rebuild our barn, spend money on vet bills and deliver the foal myself. I spent two months working on the barn and another twenty-five grand on the barn and extras. WORK and money. Well at least she was happy and I got serious brownie points. Which I used up right away by buying a charter boat.

At first, I was in heaven. The boat was new and worked like a champ. It was simple and had a new Cummins diesel. Old reliable. Other than spring commissioning like bottom painting and waxing not much work. I got to fish every day and see glorious sunrises and sunsets. But as the years passed the work and expense seemed to get more intense. Like us boats age.

Some better than others. I'd say my boat aged gracefully but windows started to leak as seals aged. Blisters started to show on the hull and hard top and the old Cummins started to need more oil and other fluids. Soot on the transom started to get a little annoying and required constant cleaning. So, after fifteen years of fun, I had the boat rebuilt. And I mean completely. Not just a facelift but a major rebuild. We popped out the windows and sanded everything down to scratch. She got all new wiring, plumbing, and new electronics. A friend of mine built all new stainless rails and rocket launchers as well as rub rails. When all was said and done I spent thousands of hours and tens of thousands of dollars, but I had a boat better than new!

So, for the next five years, I was riding high and enjoying my new boat. Then it was the motor. After twenty years she was getting tired and I was babying her more than I should. With the help of my friend and master diesel mechanic, we yanked out the old Cummins and did a complete rebuild. I decided to help so I could learn more about my engine and I could be more proactive if there was a problem in the future. My diesel guy should have charged me extra for my help because I'm not a mechanic. More like a klutz when it comes to things like that. In fact, the first time I unbolted a cylinder head the bolt flew across the shop and landed in another motor. But after months of grease and sweat, we got her done and back in the boat. Turned the key and she purred like a kitten.

So today I'm still riding high on having the hard work done. But every once in a while, work rears its ugly head. Like the other day. I've been having problems with my forward bilge pump. It sits under an 18 by 24-inch access hatch in the cabin. About four feet down in the deepest

part of my bilge. Also, under this hatch sits an 8d battery and an inverter/charger. So needless to say, there isn't a lot of room. I figured it was the float switch. I was right. So, I went to West Marine and got what I needed to make the repair. I basically fixed it by feel since by the time I put my body in the hatch I eclipsed any light that I might have had. Note to self. Install a light. Four hours later and a little blood and a LOT of sweat and foul language, I got her done. And it worked. I was back to being happy. So happy I decided to clean my head while I was there. I had an old bottle of toilet bowl cleaner handy. You know the one with the plastic lid that allows you to squirt up under the rim. So, I aimed and fired. Off came the lid and the bottle drained. I watched helplessly as the little red plastic lid faded in the cleaner and disappeared into the macerator pump. #%@&!!!! An hour later I was able to get out the cleaner and get a pair of needle-nosed pliers into the bowl and retrieve the lid. By now the sun was going down and I had had my fill of boating for the day. I slammed the door shut and headed for the bar. But at least I got to see a beautiful sunset. And I wasn't even on the boat!

So, as I watched the sunset across the Kent Narrows and over the Yacht Club, I had an epiphany. Something I have heard over and over again when people talk about being Charter Boat Captains. "Don't Quit Your Day Job." Now it all makes sense. You can still love boats. You can still love the water and enjoy boating. But the fact is you need to earn enough money to be able to HIRE someone to do all the work! Wish I had thought of that 27 years ago! Happy Boating.

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Boat Rentals & Clubs

by TowBoatU.S. Captain Dale Plummer

If you're interested in getting out on the water this season but still haven't purchased the perfect boat, there may be other great solutions available to you. Boat clubs and boat rental companies offer all the joys of boating with none of the hassles. Both options are great for discovering if boating is right for you and offer a wide variety of vessel types to select from which gives you a chance to use many different boats before you commit. However, there are a few major differences that you should be aware of before you make a choice.

Boat rental companies charge by the hour. Although the more affordable option, most boat rentals are limited to a specific area and only for the tenure of the contract. You will only pay for the time you actually use the boat and you won't spend a lot of money on fuel, since it's usually included in the price.

Boat club members can use different vessels each time they leave the dock as well and have access to boats nationwide at the other locations owned by the club.

Membership plans typically include a one-time subscription fee plus an added monthly fee, so it's a good idea to make sure you will be able to make the time to go boating and take full advantage of the investment before signing a contract. Keep in mind, most boat clubs do not allow members to keep boats overnight for safety reasons and, in most cases, are expected to bring the boat back with a full tank of gas.

Know what you want out of the experience before deciding which option is right for you. With either choice, you should be comfortable operating a boat and understand local boating laws. Boaters born after 1972 are required to possess a valid Maryland Safe Boater Certificate to operate a boat.

Whether you rent a vessel or join a boat club, make sure your TowBoatUS membership is up to date before leaving the dock. Since your membership covers every boat you own, borrow or charter, you can enjoy your time on the water without worrying about who to call if things go wrong. As always, happy to help.

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NOT ALL FIRE DETECTION AND SUPPRESSION SYSTEMS ARE CREATED EQUAL

Kimberly Merriken



This month I had the pleasure of speaking with Steve Ellis, Jr. of Sea-Fire Marine. Sea-Fire is a third-generation marine fire safety systems manufacturer that originated in Baltimore in 1965. It was started by Steve's great uncle, passed to his uncle and now Steve is Head of Operations.

Sea-Fire manufactures systems of fire detection and suppression designed specifically for inboard motors. They offer pre-engineered systems that are fixed installations. These protect a given volume of an enclosed space and can either discharge by automatic heat activation or by manual release. Their engineered systems protect spaces as large as 17,500 cubic feet offering protection for large pleasure craft and yachts, as well as workboats like tugs and ferries. There is a fire detection system that can be added to both systems. The way this works is there is a glass bulb inside the manifold of the system. When the temperature reaches 175 degrees the bulb will burst, and the system will be activated.

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The way they fulfill this mission is by manufacturing their products, not only, in the U.S., but in Baltimore, and also in the UK, for the European boat manufacturers. The systems are then distributed throughout the world via marine dealers, ship builders, and a large network of distributors. That non-toxic suppressant they use was developed by their own engineering personnel. The NOVEC 1230™ marine fire suppression systems have been accepted and approved worldwide for their zero-ozone

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So, show of hands, how many people are performing their annual safety inspections and maintenance on their fire detection and suppression systems? Steve really wanted me to impress upon our boating community the importance of these inspections and making sure your system is tagged properly. If you find you are in need of a system or need to upgrade the system you have you can go to the Sea-Fire website and locate a dealer near you. There are dealers up and down the East Coast including: Harris Fire in Baltimore, Fawcett Boat Supply in Annapolis, and Mid-Shore Electronics in Cambridge.

And don't forget when you go to get your new Sea-Fire fire detection and suppression system let them know you heard about them from your friends at Upper Bay Boating Magazine.



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Susquehanna Blues

By: Tim Sherman



Over the last decade, several invasive species have gained a foothold in the Chesapeake Bay ecosystem. The one believed to be doing the most damage is the blue catfish. It is both a predator and bottom-feeding eating machine that can grow to behemoth proportions. State leaders believe that blue catfish are such a problem to the bay that Governor Wes Moore has requested a Federal Fisheries Disaster Declaration for the species.

The population of blue cats in the bay is such that targeting them and removing them from the fishery is the only way to control them ... at best. Enter Captain Jeff Popp of Vista Lady Charters who has found a niche for catching them on the Susquehanna River. He targets them in great numbers from Havre de Grace north to Port Deposit.

Popp noticed an influx of blue catfish in the area after the floods of the summer of 2018. He would routinely catch them when striper fishing on the Susquehanna Flats and throughout the bay. From there, he took it upon himself to learn locations in the Susquehanna River and techniques on how to catch them. He's become an advocate for catching them and doing his part to

remove blue cats from the river. It's not just an evasive species calling; it's also a way for fishermen to have fun battling some of the largest fish the bay has to offer.

Captain Jeff has spent time graphing the river for humps, ledges, and drop-offs where the blue cats are known to hide. Modern day electronics easily show structure and fish. He has numerous spots, so if the cats aren't showing on the screen at the first stop, he'll move along and check another area. Anchoring your boat is the best tactic. Yet, the captain finds that if it's in your budget, a GPS anchoring trolling motor is the best way to go. The unit saves time and energy when moving from spot to spot.

Popp says rarely does he catch blue cats that don't touch double-digit pounds on the scale. Expecting to catch big fish, he gears up accordingly. The outfit consists of a heavy power Ugly Stick spinning rod paired with a large spinning reel spooled with a 30-pound-test braided line. He slides on a ½ or ¾-ounce egg sinker before tying on a swivel and 30-pound-test leader 18 inches in length. On the business end of the leader is an 8/0 circle hook.

The captain puts out a spread of both

live and cut bait to tempt the catfish. His live baits are black salties. Cut bait is either gizzard shad or menhaden. He prefers to set the baited rods in the boat's rod holders. Popp has even gone as far as to install a few extra rod holders on the gunwale amidship and along the bow. It's okay if an angler wants to hold a rod to feel the strike, though Captain Jeff will instruct not to set the hook. The circle hook will set itself in the corner of the big blue's mouth.

Captain Jeff has been a crusader, promoting fishing for blue catfish. He feels that many anglers label catfish, in general, as second-class species. They don't hold the "glory fish" status of stripers and largemouth bass. Contrary to popular belief, they are everything an angler wants in the fishing experience. It only takes fighting their first big, 20-pound blue cat for a fisherman to realize the challenge of the battle. The bonus to blue catfish is that they are delightful on the dinner plate. They have white, flaky meat and a flavor that rivals that of stripers and white perch. A tremendous fight, great table fare, and removing an evasive species: are three great reasons to join Captain Jeff Popp in the blue catfish battle.

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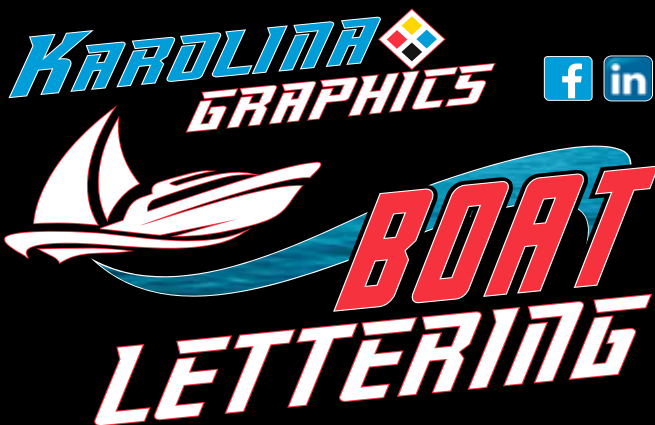
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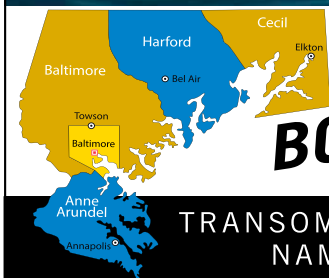


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ROCKFISH RECIPE

Rockfish, or as non-Marylanders call them - Atlantic striped bass, are a Maryland icon. It is also our state fish, no surprise there. These popular sea bass range from the Saint Lawrence River in Canada's province of Quebec to the Gulf of Mexico and Louisiana. Living in both salt and freshwater they spend most of their time in the saltier ocean and make their way to freshwater to spawn.

With various restrictions placed on Rockfish over the decades, it's never a surprise to anglers when another one comes up. Like many fisheries, overfishing has taken its toll on this beloved bass. While recent restrictions limit it to one catch a day, over a certain size. Bay limits can be particularly rigorous due to their spawning habits.

Be sure to stay up to date on current limits before setting your line this season. But, if one of these special bass does reach your hook - try serving it with a locally foraged pesto!

While folks work hard to protect the native rockfish the

following pesto recipe hinges on an over-abundant and invasive plant. The invasive garlic mustard is originally from Europe. It's not known why it was originally brought to America, but it was first recorded in 1868 in Long Island, New York. Whether it came by accident or for cooking it has since been distributed by people and animals throughout North America.

Its invasive tendency is aided by its ability to thrive in shady conditions, out-competing native forest flowers and ferns. On the bright side that means you likely have some of this delicious brassica right outside your backdoor!

Before adding this to your favorite pesto recipe be sure to double-check your plant ID. While the small white flower and scalloped edge leaves make it semi-unique, it's important to confirm a species prior to eating. The University of Maryland Extension has a great resource - <https://extension.umd.edu/resource/garlic-mustard>



By Anne Sandbek

ROCKFISH WITH GARLIC MUSTARD PESTO

INGREDIENTS

- 2 lbs. Rockfish filet (or whatever amount your catch of the day yielded!)
 - Olive Oil
 - Salt, Pepper
 - Red pepper flakes (optional)
 - 1 lemon
 - 1 cup cherry tomatoes, halved
- ### PESTO
- 2 cups foraged garlic mustard (or basil)
 - ¼ cup Walnuts (or pine-nuts)

- 2 cloves garlic
- ½ cup olive oil
- ½ cup grated parmesan cheese

INSTRUCTIONS

- Preheat the oven to 425 degrees F.
- Cover the baking sheet with foil, enough to cover the fish later. Lightly oil the baking pan then add filets. Drizzle with olive oil and add salt, pepper, and red pepper flakes, if using. Fold the remaining foil over the fish and connect the sides to prevent holes.

- Bake for 12 to 15 minutes, or until the fish is fully cooked and flakes easily with a fork.
- While the fish is cooking make the pesto.
- In a food processor, combine garlic mustard leaves, walnuts, and garlic and pulse until very finely minced.
- With the processor running, slowly pour in the olive oil and blend until smooth.
- Add the cheese and pulse to combine.
- Heat a pan over medium-high heat. Half the lemon and place flat side down

on a hot pan. Grill lemons for about two minutes until they soften and are slightly charred. Remove from the pan and set aside.

- In a small bowl, toss the halved cherry tomatoes with olive oil and salt.

- When the fish is done, transfer to a plate and squeeze a lemon over the fish then spread the garlic mustard pesto on top.

- Add tomatoes to the plate and serve immediately with the remaining lemon half.

Recipe adapted from: Baked Chilean Sea Bass from www.themediterraneandish.com and Foraged Garlic Mustard Pesto from <https://farmsteady.com/>

Women on the Water

Spotlight on **Cathy Bramble**

By Kimberly Merriken

This month our spotlight is on 0-0. Cathy is a wife (to Alan) and mom of four (2 sons and 2 stepdaughters). She is an avid amateur photographer and loves sharing pictures of the sunset over the bay and tall ships moving past Tolchester Marina. Cathy grew up in Rock Hall, just a skip away from Tolchester. She studied and became a nurse; however, when she met and married Alan their schedules were not compatible, and they decided she would leave nursing and work at the marina with Alan.

Cathy started her marina experience as she puts it, "just running the office." But as the years went by her role has evolved as

a result of both natural progression and an illness in the family. Cathy took over the day-to-day operations in 2010.

Cathy notes that while the marina has always been family-operated and family-oriented, the additions and upgrades they have made over the years have only strengthened that family-friendly atmosphere. The marina was largely a service-based marine but has become more of a destination marina in recent years. The marina boasts 260 slips (all with water and electric), a private beach, an on-site restaurant, a beach bar, and so much more. The slips are both seasonal and transient. There are newly renovated bathhouses,

laundry facilities, a fitness center, and barbecue and picnic areas. There are two dining options: The Channel Restaurant and The Shanty Bar. They host many special events including Alan's Classic Car Show and a summer concert series. The marina also provides transportation into Chestertown and Rock Hall for those who are docking at the marina.

At this moment, folks who can overnight on their boats are welcome to spend the night; however, there are no overnight facilities at the marina. Cathy states it is in the grand plan for upgrades when she wins the lottery. She told me she envisions an inn on the premises where people can

stay whether they have docked at the marina or come in from the town. She wants to build on that destination marina vision.

When I asked Cathy what she is most proud of she stated, "being able to create a destination marina for people, and families, to come and have a good time and relax." Cathy also gives kudos to her oldest son who is very involved in the marina and the renovations. And she credits her staff who share in the marina's mission with their attention to detail and family-centered values.

So next time you are in the area stop by Tolchester Marina and tell Cathy that your friends at Upper Bay Boating Magazine sent you.

Photo by Cathy Bramble



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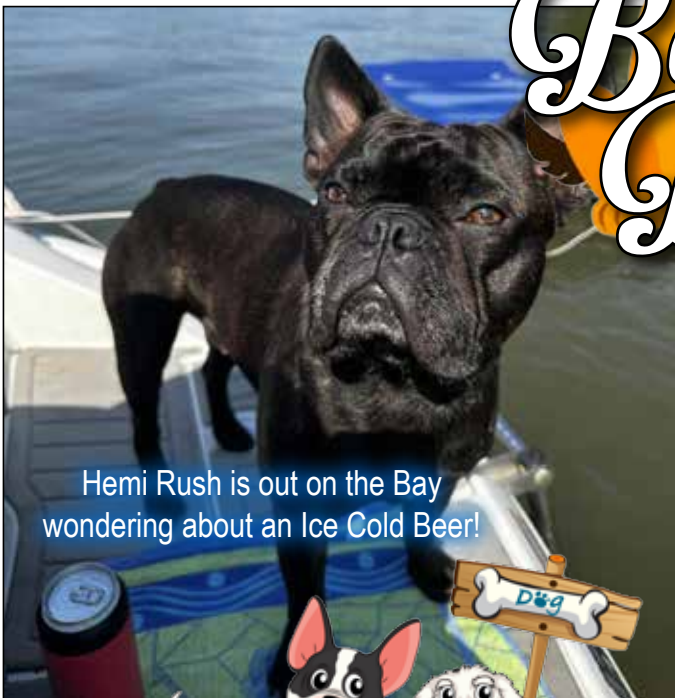
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