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The buoy marks the spot where the ship carrying Francis Scott Key, the author of "The Star-Spangled Banner", was anchored during the bombardment of Fort McHenry during the War of 1812.

(U.S. Coast Guard photo by Petty Officer 3rd Class Jasmine Mieszala)

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Marinating with Jim High



SAD DAY

What a SAD DAY! Miraculously, only six humans lost their lives from this disastrous accident. I've been over and under the Francis Scott Key bridge thousands of times and looked up and down the Patapsco River at the incoming and outgoing vessels - Fort Carroll and the Francis Scott Key Star Spangled Memorial Bouy. At 3 a.m. on March 26th, I rolled over and took a look at my phone and then Facebook. I was horrified to see the reports. I

woke my wife up, spoke to my sister, looked at the APP Marine Traffic, and watched the video many, many times.

There are certain events that we all remember and exactly where we were when learned of them! This sad event will be remembered by most of us for a very long time. Hopefully, by the time you read this, the port of Baltimore will be reopened and no more lives will have been lost. This is incredibly dangerous work!

ON THE CALENDAR

Two important dates are coming up in May. First, to all the hard boatin' mamas out there on the Upper Bay, *Happy Mother's Day!* I think about my mom every day of every week of every month and of every year. Doris High was a fighter! She fought a horrible bout of cancer for many years and finally just after Christmas of 1991 she said goodbye to this world. I was so young back then and just didn't understand! So please on this Mother's Day, show your mama something special!

And then we have *Memorial Day*, the real start of the summer weekend season! As we are out boating, BBQing, raftin' up and poker runnin' around, take a moment to reflect on why we can do the things we love. It's because our forefathers and Rosy the Riveter types gave their all and often their lives so we may be free! Admittedly, free to do some dumb stuff some days, but free!

Back in the 1940s, boys lied about their age so they could fight in the war, and if they were lucky,

come home and go to college thanks to the G.I. Bill. Today boys lie about their gender so they can take trophies (and scholarships) from girls and young ladies. HAPPY MEMORIAL DAY and I hope I didn't go out of the channel!



ELECTION YEAR

At the beginning of most big events, most people start with the best intentions! After all, what could possibly go wrong?

Considering the coming election cycle (the Maryland primary is approaching) I decided to read "Animal Farm" by George Orwell again. I also watched the 1954 animated film version and the 1999 live-action version. As our politicians run for office (from President to school board members) I can't help but remind all of us that it is an election year and politicians will make promises they (and we)

know they will not keep. Like the Orwellian animals, they will likely continue to vote for more resources for themselves and take the eggs, milk, whisky, and wheat for themselves. The government does not make anything. It only takes from those that produce and redistributes to those that do not.

ALL ANIMALS ARE CREATED EQUAL... BUT SOME ANIMALS ARE MORE EQUAL THAN OTHERS.

I had deep thoughts while I read about all the animals on the Orwellian farm where one group of pigs grabs complete control and another becomes a dictatorship while

making the opposition look like the enemy. I'm just having some very

current and very deep thoughts these days.





Hang on, help is on the way

By Wendy Gilbert
Contributing Editor

Sometimes sleep is best left for another time. Every time I wake in the wee hours, I promise myself I'll take a nap in the afternoon.

It's a lie and I know it.

About once a month, I slink out from under the covers knowing I'll be less than a hundred percent all darned day. It is an unnaturally negative way to start the day.

Last week when this happened, I quietly went downstairs in the dark. I was cranky because the sun wasn't up and there was no one to talk to. Not even mom's old, sick cat, who crossed the rainbow bridge a couple of weeks ago. He wasn't a cuddler, but he always awoke whenever the Treat Giver approached the kitchen.

I made myself a huge mug of coffee, put on the headphones, and considered the possibilities. There are so many these days. Do I watch a recording? Peruse Netflix or YouTube? Play the alphabet game on the search engine?

As an aside, the Search Engine Alphabet Game is when you go to the search box and hit random letters just to see what pops up.

My default station is Broadcast News,



which that morning was set to CNN. The headline was simply "Baltimore Bridge Collapse".

That will wake you up in the wee hours.

I decided to visit the city stations and sure enough, they had all the horrible details. Like so many others watching the video footage of the collapse, I found it surreal. Our minds snap back to the last time we were on the Francis Scott Key Bridge. Was it yesterday, last week or last month?

I've had a couple of narrow escapes, but nothing like this. My heart goes out to everyone affected by the massive accident and although it is not fashionable to say so, I pray for them.

Bridges are such an important part of our lives here. I remember driving over it shortly after getting my driver's license. Bridges like the Key Bridge, the Chesapeake City Bridge and of course the Bay Bridge were part of building up our skill levels. We collected virtual bravery bridge badges.

While I was driving down I-95 on my way home yesterday evening, it was clear enough to see what remained. The ramps and the cargo ship itself eerily standing as if sentinels awaiting rescue.

It will take time, but hang on, help is on the way.

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Not-so-fantastic plastic

By Wendy Gilbert

Glass in the galley. Do we, or don't we?

Generally, I avoid bringing glass on board the boat for obvious reasons. One bad move and you've got a shard disaster on your hands.

If ever there was a place for plastic, surely our boats are at the top of the list.

News about the dangers of plastic in our waterways is nothing new. We've all seen the pictures of straws, soda 6-pack rings, and plastic bottles harming beautiful sea creatures. We gave up plastic straws for Crush and his pals.

Then came the studies on the sheer volume of trash in the ocean, so we redoubled our recycling efforts. And then we learned how little plastic is recycled.

If that wasn't bad enough, next came the studies on forever plastics and microplastics.

Makes me glad I'm not in the elastomer business anymore! I spent years working in the lab of a medical device manufacturing

plant. We produced primarily rubber products, but the science is very similar to plastics – many of the same materials are used to make all elastomers pliable, colorful, and durable. When they get old, overused, or overheated, some of those ingredients leach out and there my friends begin the myriad of problems. A lot of plastics never fully degrade, they just get broken into smaller and smaller (hence, micro) pieces.

These reports remind me of what I used to know so well so many years ago. I wonder what I'd learn at a glass factory? Before I go down that rabbit hole, I have sought to minimize plastic packaging in my home – starting with the kitchen. It is a royal pain in the neck to repackage groceries – it is. This habit began during the Covid lockdown when I had more free time. I loved creating artistic labels and admired the state (and uniformity) of my Mason jar-lined shelves. But do you know how many Mason jars it takes to empty a single 5-lb bag of flour? Five.

Now that I know even more about the evils of plastic I wonder if it is even okay to

use a plastic funnel, a plastic lid, or even a plastic spoon. That's a lot of wondering.

In the meantime, the removal of plastic packaging brings forth massive amounts of repurposed glass jars with a myriad of lids that don't match. I've also become so obsessed that I will make grocery store decisions based on the glass vs plastic argument raging in my mind as I navigate the grocery store aisles. If the mustard comes in both a plastic container and a glass jar, the latter goes in my cart.

I find myself studying glass jars too. Is it Bonne Maman? With the pretty checked lids? In the cart! Is the marinara in a "good" jar? Does it match what I already have? Yes? In the cart!

It's taken a while, but I'm getting much better at bringing my shopping bags to the store. But as I touch the recycled plastic bag, I begin to doubt myself. I should go back to paper? And aren't those lids lined with rubber? Or is it plastic?

I've decided that safety wins on boat. Where else am I going to put my old fantastic matchy-matchy plasticware?



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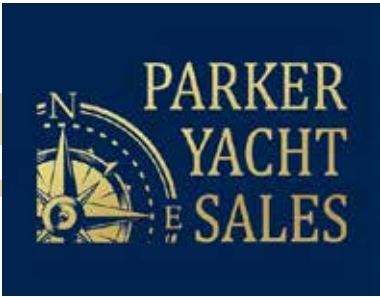
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| MEMORIAL DAY WEEKEND | SUN 6/16 Chris Sacks Trio 1-5PM |
| FRI 5/24 Crash the Limo 7-11PM | FRI 6/21 Olivia Reynolds 7-11PM |
| SAT 5/25 Sons of Pirates 1-5PM Common Man 7-11PM | SAT 6/22 Sons of Pirates 1-5PM |
| SUN 5/26 Don't Stop 1-5PM Kanye Twitty 7-11PM | The Rockets 7-11PM |
| Sat 6/1 OuttaToon 1-5PM Shake the Room 7-11PM | SUN 6/23 The National Bohemians 1-5PM |
| SUN 6/2 Bird Dog & the Road Kings 1-5PM | FRI 6/28 Thunderball 7-11PM |
| FRI 6/7 JJ Billings Band 7-11PM | SAT 6/29 Fizz 1-5PM Philly Loop 7-11PM |
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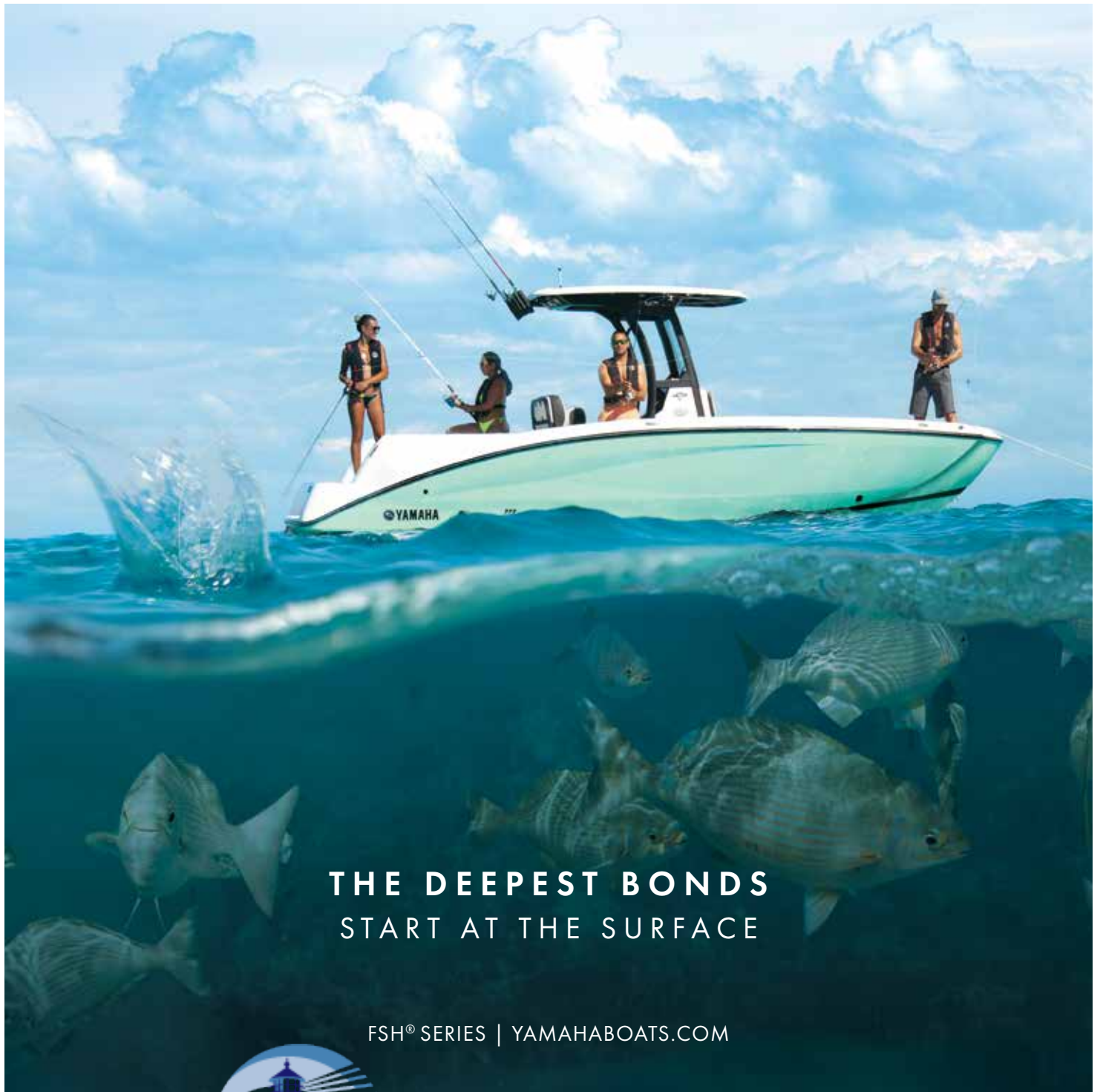
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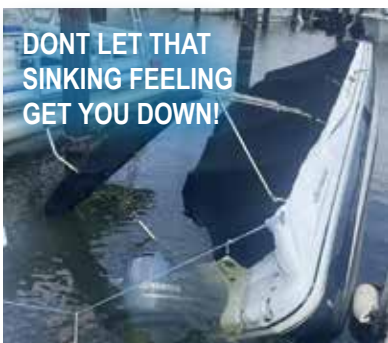
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Kimberly Ann

This month me and the usual suspects took a quick trip to Chesapeake City and Bayheads Brewing Company, and it was well worth the drive. Their new location at 401 2nd Street puts them right in the historic district and close to the waterfront.

The atmosphere was laid back for a Saturday afternoon and the crowd was chill. The music was great, not overpowering but enough I could enjoy it; and I loved the décor in the new location with the brick and beam construction. There is the ability to have 15 beers on tap at one time; however, the day we went there were a few that had been depleted by the St. Patrick's Day festivities. On this particular Saturday though the flights were in high demand and after ordering ours and finding a table we soon understood why.

We started with Canal Town IPA, River Rat IPA, Phantom of the Black and CNDDOUBLE, DIPA on our flights. Delicious! After a small sample I also treated myself to a full glass of Bay Boy IPA. It would be hard to pick a favorite but if forced to I would pick Bay Boy. I liked the pine and tropical fruit flavors just a little better than Canal Town and River Rat. My trusty beer guy disagreed. He really liked the taste of River Rat. He liked the tartness of the tropical fruit flavors and is partial to hazy IPAs anyway. He also liked the CNDDOUBLE DIPA, but I did have

to explain to him how to say the name, and he liked Lucky Hop Head, which is a hopped-up red ale. The Phantom of the Black was filled with pine and citrus flavors along with toasty undertones and while delicious I would not be able to drink more than the small glass that came with the flight. It was just a little too much for me. But beer guy liked that one, as well.

Another cool thing about Bayheads is that while they do not have food on their menu you can order food from the Chesapeake Inn, a local restaurant, and they will deliver right to your table. What?! We did just that and the food was delicious. A Black and Bleu for myself and a Pub Royale for my partner paired well with our beers. Our wine girl had some sushi with her also local, from Broken Spoke, wine.

Bayheads is open Thursday through Sunday. You can find their hours on the website at www.bayheadsbrewing.com. You can follow them on Facebook at Bayheads Brewing Company to check out their events and get updates on what beers are on tap and when they are having live music, or you can also check them out on Instagram.

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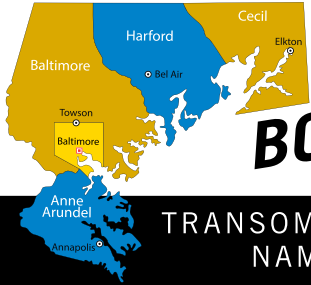
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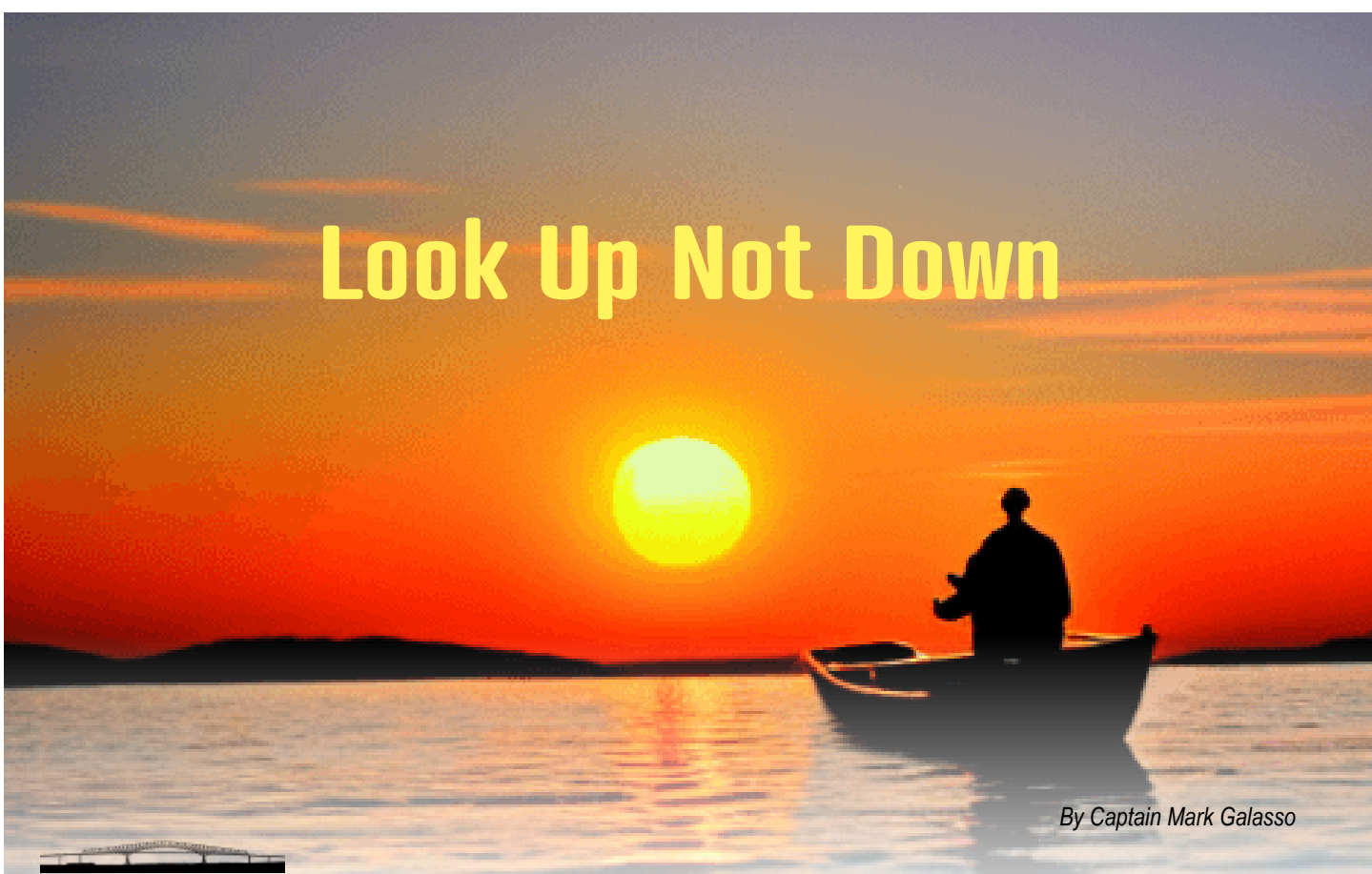


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Look Up Not Down



By Captain Mark Galasso

Did you ever notice that the evening news is ninety percent what is wrong with the world, nine percent weather and to end it on a good note a one percent item about what is good in this world. The weather reports are intermittent throughout the news so they can hold your attention to find out what is really going on outside your window. The final full weather report is at the end just before the feel-good story of the day. Well, I had a brainstorm the other evening after watching items about politics, murders and traffic.

If I want to watch the 6:30 evening national news I fix myself a cocktail and turn on the TV at 6:20. That way I get to watch the full weather report and the feel-good story and I can switch to something else before the other news brings me down. I'm going to make a New Year's resolution even though I'm writing this on April Fool's Day. I'm going to concentrate on the things that bring me up and NOT the things that bring me down!

That doesn't mean that I'm going

to avoid the news. It's important we know what's going on around us. But I'm going to concentrate on the good and not the bad. Take for instance the recent tragedy with the Key Bridge, and yes, it is a tragedy with not only local ramifications but national and international as well. But guess what. History embraces the fact that Francis Scott Key for whom the Bridge is named wrote the Star-Spangled Banner not because the British ravaged Baltimore but because the American Flag was still standing!

So how does all this affect my boating? I'll tell you. Last year was a series of ups and downs. I started my season like most boaters -- painting the bottom of my boat. I fretted about ruining a perfectly good set of jeans and my favorite tee shirt. But now I have a new set of jeans and a new favorite tee shirt, not to mention a new set of painting tools since I was too lazy to properly clean the ones I used.

Fishing at times was a bit of a struggle last year. I decided I would stay close to home and

relearn a lot of my old spots. And yes, some days we struggled while the fleet fishing in the Inner Harbor did great. But my fuel usage was less than half what it might have been and I learned some neat new spots. Less wear and tear on the boat and less on the captain as well.

I started doing more cruises last season. Though I don't always enjoy getting a cruise call just as I'm sitting down for dinner, I do enjoy a beautiful sunset. Especially when someone is paying me to go out and see it. Plus, I got to meet a lot of really neat people last season.

The weather was sporadic last season. It seemed we had a lot of rainy weekends. That's OK. It makes for fewer people on the water competing for fish. It also makes cleaning the boat a lot easier.

I enjoy watching storms blow through the Kent Narrows. The sharp contrast in the sky and the sudden cooling on a warm summer evening is hard to beat. The changes in the weather seem to

wake things up. There seems to be an urgency for wildlife to feed or find shelter. It's all fun to observe from the Big Owls Dock Bar or my boat while it rocks gently in the slip.

On my last trip out, I overheated. I still made it back OK; it just took a little longer. So, I learned I had a high-pressure leak in an antifreeze line. Good to know before next season. I learned a few more things on that last trip. One was I like to hunt in December, not boat! Hope I can remember that this season.

As I'm getting older, I want to avoid being one of those cranky old men. You know. The ones who make you wonder why they (and you) even get up in the morning. I want to get out and do things. See the sunsets. Enjoy a beer or two with my friends. Catch a few fish. Meet new people. Watch a community rally together and rebuild not only a bridge but a community. Smile. Things will get better.

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UNPRECEDENTED MEASURES

By Captain Dale Plummer

Now that we have begun to adjust to the loss of our iconic Francis Scott Key Bridge, it's time to think about how the 2024 recreational boating season on the Patapsco River, and the upper Chesapeake, will be different than any other in the past. As authorities wrap up the investigation and continue the salvage, demolition and rebuilding, we have to be mindful of how to approach this sensitive area for the duration of these operations.

Immediately after the catastrophic collapse, the U. S. Coast Guard established a safety zone for all navigable waters within a 2000-yard radius of the Francis Scott Key Bridge intended to protect personnel, vessels, and the marine environment.

The efforts of the crew removing bridge and ship wreckage from the accident will be a fluid process that is likely to change daily, or even hourly. As it does, the Coast Guard will continue to update the safety zone. While underway consistently monitor VHF Channel 16 and use your common sense so you don't add to the chaos of the active scene.

Be aware and respectful of the operations by giving working vessels a "slow bell" and a "wide-berth". Remember that your wake, compounded by other vessels needlessly approaching the bridge area, makes it more difficult for crews to work efficiently and for authorities to keep the area safe. The Chesapeake Bay is filled with amazing



boating destinations, so please make plans to stay clear of the area, so you don't interfere with operations just to enjoy a day on the water.

These safety measures are likely to stay with us for several seasons. This is our new normal for the foreseeable future. To ensure your boating day is a pleasant one, be aware, make wise decisions and prepare for anything. As always, happy to help no matter where you boat.



OPERATIONS RESOURCES

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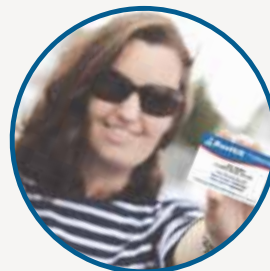
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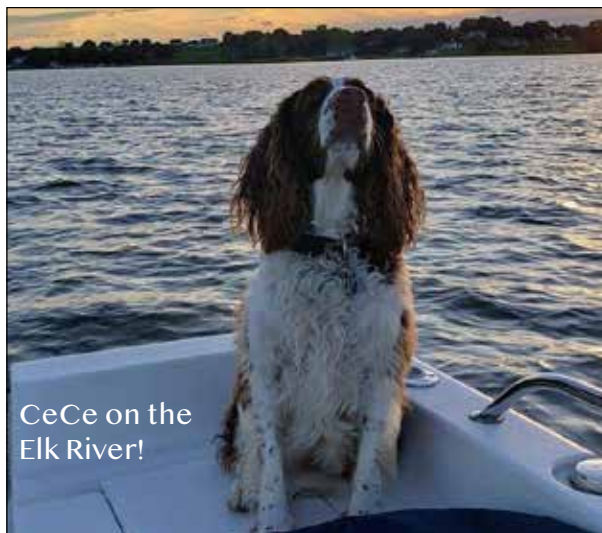
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So Long for Now

By Tim Sherman

photo by Mike Pesoli/AP

There are things in our lives we often take for granted; people, places, and things we believe will last the test of time. In the early hours of March 26, a reality for many of us came crashing down. The suspension spans of the Francis Scott Key Bridge that reached over the shipping channel of the Patapsco River were destroyed by a maritime accident.

Many of us, including me, used the bridge to commute to and/or from work. I would traverse the diversionary route to the bridge when the tunnels were backed up. The bridge was a backdrop for many of Baltimore's iconic photography over the last four-plus decades. Nautically, for me, the Key Bridge was a beacon as I traversed under it to reach fishing spots. On many summer Sundays,

my wife and daughter would watch eagerly as a cruise ship would pass under it through the channel.

Many of the spots I fish in the Dundalk and Curtis Bay areas are in sight of the bridge. Getting to the areas known secretly as The Cannons, The Half-mile Rock Pile, The Twelve Pack and the Dodge Dealer often perplexed me. The portion of the river approaching the bridge from Bear Creek often seems ocean-like. Even on calm days, it feels like navigating through mild swells versus the wakes and waves piloted throughout the rest of the river. Coming back under the bridge, I let wind, waves, and boat traffic determine the best set of pillars to pass by on my way to hot spots in Pasadena and Sparrows Point areas.

In the grand scheme of this tragedy, navigating to and from fishing spots is far less than trivial. Although, my personal connection is the reason why it is heartbreaking for me to watch footage of the accident. We offer thoughts and prayer for the lives lost and the families they have left behind. We offer the same for the crew of the cargo ship who will forever endure the anguishing memory of the accident. We offer gratitude for the Mayday call from the ship that alerted Maryland Transportation Authority Police to stop traffic before it reached the bridge. We feel for the dock workers at the Port of Baltimore and the supporting businesses that will be directly impacted economically by the temporary shutdown the accident has caused.

Within days, plans to remove the structure of the bridge were devised, and commenced quickly after equipment for the removal arrived. As we observe the bridge's removal and the debris on the banks of Sparrows Point, we will be reminded of the tragedy. It will be difficult to see this as a positive. Yes, it will be a reminder of the horrific past. Yet, it will also be a symbol of progress for the future.

So long for now Francis Scott Key Bridge. You leave behind memories for thousands who traveled over you and under you. Our daily lives are now altered knowing you are not there for our safe passage. We will wait anxiously through the year for your rebuilding, and for the peace it will eventually restore for motorists and mariners alike.

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‘Em are ducks, Mallard ducks

By Anne Sandbek

When my husband was 11 it was his job to de-winterize the family boat. As he was prepping the engine one day he heard a hissing noise coming from the cabin - and what do all little boys do when they hear a hissing noise? They walk towards it of course. As he opened the hatch and flicked on the light, he was welcomed by a duck hissing at him from her nest on the pile of life jackets. Thankfully, mallard ducks only sit on their nests for about 28 days, so their squatter's rights didn't last long enough to cause him any true inconvenience getting the boat ready for wakeboarding.

The clutches of 8-13 ducklings are capable of swimming the same day they are born and can fly within two months. It takes about a year for them to grow in their adult feathers. While the males are very distinct in coloring, the females can be confused with several other species. They live in and near wetlands and shallow water - everywhere here in the Upper Bay. Often seen as male and female pairs in early Spring, they later separate; females sit on the nests and males gather for molting in June.

Like other very successful and prolific species (I'm looking at you Bambi) mallards aren't very picky

when it comes to food. They enjoy everything from slugs to seeds and worms to weeds. With such a large range in diet, it's easy to see how they are successful as migratory and residential inhabitants of every continent except Antarctica.

Mallard ducks are found worldwide and are considered invasive in many countries in the southern hemisphere. Part of the invasive problem is that they are very good at hybridizing. While many species are capable of hybridizing with other species the offspring are usually infertile. The mallard is a bit more successful. To date, they have been known to hybrid-

ize with 60 other species, most of which create fertile ducklings.

Mallards weren't always residential in the mid-Atlantic area. They were hunted close to extinction in North America after colonization. Breeding efforts of farm-raised populations were released to restore the ducks in the wild, but this removed the instinct to migrate. This is why we have both residential and migratory populations of the mallard in North America. Since they are so common here remember you could end up with hissing squatters if you don't winterize your boat properly.

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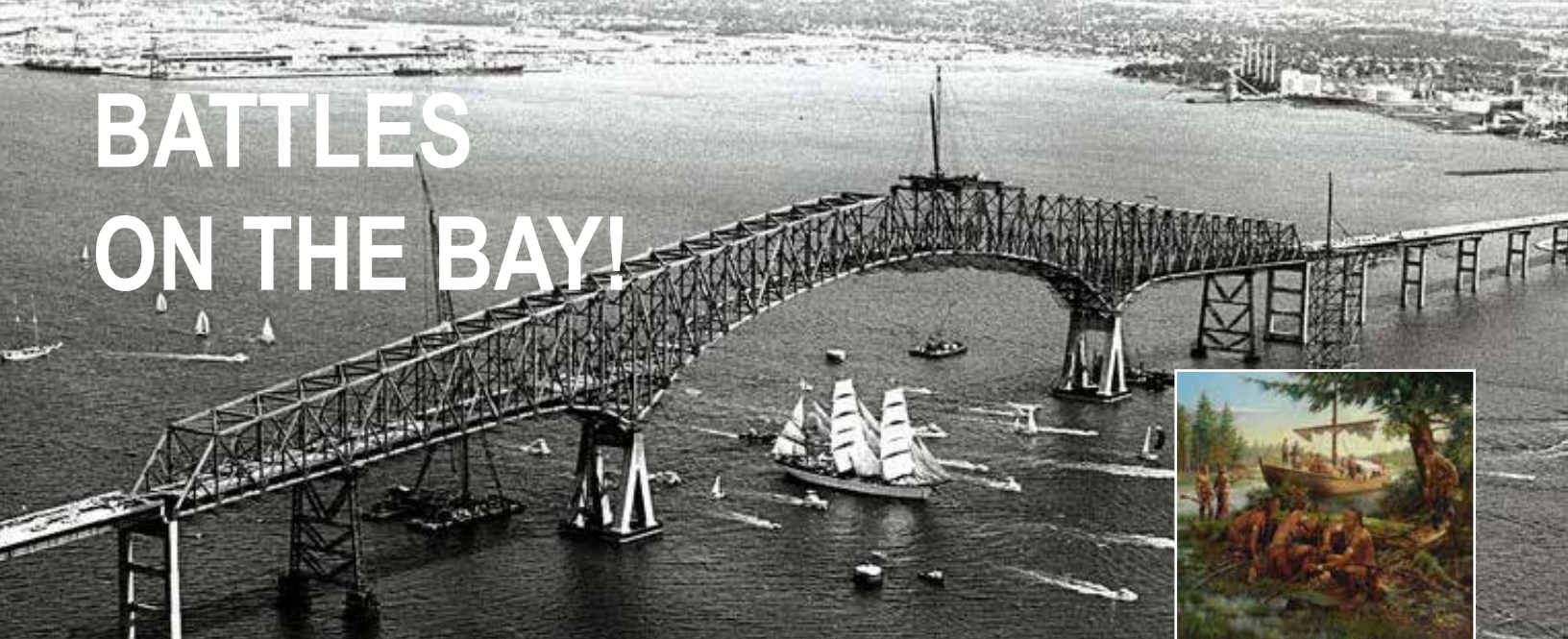
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BATTLES ON THE BAY!



The Chesapeake Bay region has been a conflict zone for thousands of years. The prime estuarine habitat made this an attractive area to hunt, fish, and forage. Many native tribes migrated to the region seasonally to reap the great bounty of the Chesapeake Bay.

The Bay is also a highway into the center of America. Primary watersheds provided access and national and state capitals made for obvious targets. The Chesapeake Bay waters were the first transportation arteries in America and still are. The Baltimore Port is the largest car delivery port in the country. Huge container, and cruise ships, still attack the Baltimore Harbor.

The Patapsco River was a central point for future Bay growth, and still is today. These rich waters led to the Patapsco River Valley which was a wonderful and bountiful place for hunters and gatherers. The Susquehannock and Piscataway tribes constantly fought over the best hunting and fishing spots.

When John Smith first visited the area in 1608, he mapped this site as a great future harbor and city. The reddish clay along the banks signified abundance of iron ore. The name of the Patapsco came from the Algonquin tribes. It translates to "Pota-psk-ut" and means rocky point, backwater or tide covered in froth." The tributaries to the Patapsco River were navigable before they were developed. Shallow bottom boats and canoes could

easily sail up the Herring Run and other small tributaries to Towson, Brooklynville, and into the heart of Maryland.

Ironically, the native tribe that the Bay is named after was wiped out by another tribe. The Chesapiocs lived near the mouth of the bay. They were a peaceful tribe of 300-400 members. Neighboring tribes were jealous of their wealth. The Indian Chief Powatan, was part of the 30-tribe member group of the Algonquin Confederacy. Algonquin priests told him of a prophecy that there would be a tribe that would destroy his confederacy and way of life. The Chesapiocs matched the description so Chief Powatan wiped them out. Somehow their name remained, and the Estuary is still called Chesapeake.

The Susquehannock were the local warrior tribe. One of their forts is just across the Conowingo Dam on the east side of the river, near Octorara Creek. Their stone fish traps are still evident along the riverbanks. They were just one of over 30 tribes that called the bay their territory. When John Smith met the Susquehannock's, in 1607, at the Smith Rapids, near modern day Port Deposit, he called them "Gyants". These tall, big, and strong warriors wore wolf and animal skin headdresses and were great archers and spearmen. Captain Smith was exploring the Bay area and trying to find the lost colonists from Roanoke. One rumor he

found said that the survivors, that carved "Croatoan" on a tree, were thought to have been living with the Chesapiocs and were killed in the massacre ordered by Chief Powatan.

Other tribes in the area were always on guard from these aggressive Indians. When the first Europeans settled on Kent Island, the Susquehannock's initially allowed trade until the settlers began moving northward. The Algonquins had been using this area for over 12,000 years. A war erupted and the Indians were repulsed by the settlement's cannons. Later, in an act of peace, the settlers gave the Susquehannock's wagonloads of clothing and blankets. Sadly, these "gifts" were infected with smallpox and decimated the Susquehannock people.

Early battles and conflicts were generally smaller since the populations of the local peoples and settlers were small. Skirmishes were more common. If people were willing to trade, the outcomes would be more friendly. Indian canoes and rafts were great ways to navigate the Bay's watershed.

During the war of 1812, the English were trying to reclaim their lost colonies. Tangier Island became their main base of operations that led to towns along the Bay being burned and looted. Harve de Grace, Perryville, and many other towns felt the wrath of the English navy. Ultimately, they burned the

White House and attempted to take Baltimore. The Fort Mchenry battle and story is what made America great.

Over the years local watermen have battled for oysters, fish, crabs, and waterfowl. Poachers have always been a concern. During prohibition, booze was the reason to battle. The waterways allowed avenues for transporting illegal alcohol around the Bay. The precious seafood resources have been overharvested and abused. Seasons are now limited, closed, shortened, and closely regulated and managed.

The Bay is also a battlefield on weekends when thousands of recreational boaters' battle for the bay. Sailboats, speed boats, fishing boats, and small crabbing boats all seek freedom on the precious Bay's waters. Everyone wants their personal space.

Today the Battle of the Bay is about commerce. The Baltimore channel is vital to America. That's why the recent Francis Scott Key bridge tragedy is so important. Blocking the channel costs around 15 million dollars a day to the Port. Fortunately, the channel is now open, and plans are in place to repair/replace the bridge which also is used to support the area.

Remember to respect the Bay. Knowing history helps us to understand and plan for the future.

Peace on the Bay is the Way!
Montana Grant

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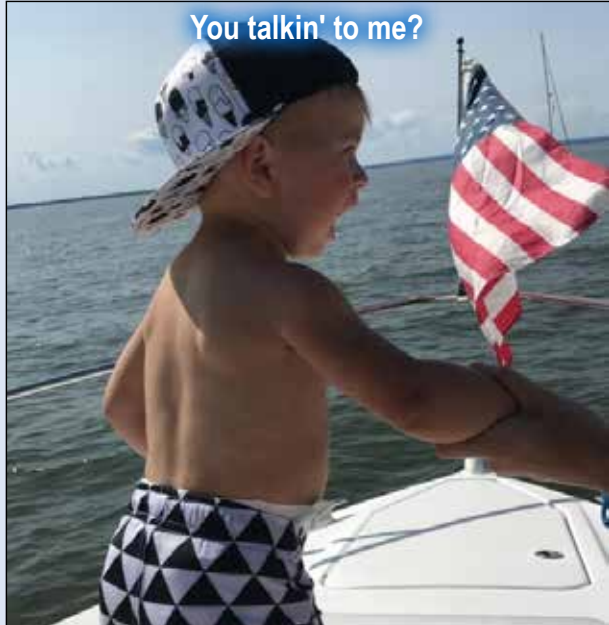
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The History of the Key Bridge

Kimberly Ann

By the 1960s the Baltimore Harbor Tunnel (895) had reached its traffic capacity and the city was looking for another way to move traffic to and from. After proposals for another tunnel were substantially higher than estimated an alternative plan for a new bridge came to fruition. It was approved by the General Assembly in 1971 and would carry traffic in two lanes each direction and would allow hazardous material trucks to cross, which were not allowed in the tunnel. The bridge would also be the last link in the Baltimore Beltway. This bridge would connect Hawkins Point in Baltimore City to Sollers Point in Baltimore County.

The bridge arched over the Patapsco River and stood 185 feet above the Ft. McHenry Channel, which is the entrance to the Baltimore Harbor. The bridge was originally referred to as the Outer Harbor Crossing but was renamed in 1976 while still under construction. Located within 100 yards of where

Francis Scott Key was held aboard an American truce ship with the British Royal Navy Fleet near Sollers Point. Key penned what would become the National Anthem while witnessing the bombing of Ft. McHenry from this location and a buoy painted in the colors of the flag marks the site.

The bridge was designed by Greiner Engineering Services, who also designed the Bay Bridge. It is a continuous truss design and was the 2nd longest continuous truss bridge in the US and 3rd longest in the world.

A continuous truss bridge extends without hinges or joints across three or more supports. Bridges built with this design use less material because the continuous truss allows live loads to be distributed across all spans compared to each segment needing to support the full weight of the load individually.

When the bridge opened on March 23, 1977, Harry R. Hughes, then Secretary of

Transportation, collected the first 75 cent toll. And while not everyone is fond of bridges, the Key Bridge offered beautiful views of the downtown skyline.

Over the years the bridge has been steadily rising in both the number of vehicles crossing and the revenue generated by these vehicles crossing. In 2019 the Key Bridge brought in approximately \$50 million in in-lane revenue, a number that had increased despite no increase in toll prices since 2014. The Key Bridge carried approximately 12 million commercial and passenger vehicles in 2023, which is approximately 32,000 vehicles per day, which must now be distributed throughout Baltimore's other major and minor roadways.

The future of the Francis Scott Key Bridge changed in an instant on March 24, 2024 and no one knows for sure what the next few years will bring; however I hope this gave you a little insight into its history.





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A GOLF CHALLENGE

The Pope met with his Cardinals to discuss a proposal from Benjamin Netanyahu, the leader of Israel. "Your Holiness", said one of his Cardinals, Mr. Netanyahu wants to challenge you to a game of golf to show the friendship and ecumenical spirit shared by the Jewish and Catholic faiths."

The Pope thought this was a good idea, but he had never held a golf club in his hand. "Don't we have a Cardinal to represent me?" he asked.

"None that plays very well," a Cardinal replied. "But," he added, "there is a man named Jack Nicklaus, an American golfer who is a devout Catholic. We can offer to make him a Cardinal, then ask him to play Mr. Netanyahu as your personal representative. In addition to showing our spirit of cooperation, we'll also win the match."

Everyone agreed it was a good idea. The call was made. Of course, Nicklaus was honored and agreed to play. The day after the match, Nicklaus reported to the Vatican to inform the Pope of the result. "I have some good news and some bad news, your Holiness," said the golfer.

"Tell me the good news first, Cardinal Nicklaus," said the Pope.

"Well, your Holiness, I don't like to brag, but even though I've played some pretty terrific rounds of golf in my life, this was the best I have ever played, by far. I must have been inspired from above. My drives were long and true, my irons were accurate and purposeful, and my putting was perfect. With all due respect, my play was truly miraculous.

"There's bad news?", the Pope asked.

"Yes," Nicklaus sighed. "I lost to Rabbi Tiger Woods by seven strokes."



A store that sells new husbands has opened in Philadelphia recently. Women go there to choose a husband. Among the instructions at the entrance is a description of how the store operates: You may visit this store ONLY ONCE! There are six floors and the value of the products increases as the shopper ascends the flights. The shopper may choose any item from a particular floor or may choose to go up to the next floor, but you cannot go back down except to exit the building!

So, a woman goes to the Husband Store to find a husband.

On the first floor, the sign on the door reads:

FLOOR 1 These Men Have Jobs

She is intrigued but continues to the second floor, where the sign reads:

FLOOR 2 These Men Have Jobs and Love Kids.

'That's nice,' she thinks, 'but I want more.'

So she continues upward. The third-floor sign reads:

FLOOR 3 These men Have Jobs, Love Kids, and are Extremely Good-looking.

'Wow,' she thinks, but feels compelled to keep going.

She goes to the fourth floor and the sign reads:

FLOOR 4 These Men Have Jobs, Love Kids, are Drop-dead Good Looking, and Help with Housework. 'Oh, mercy me!' she exclaims, 'I can hardly stand it!'

Still, she goes to the fifth floor and the sign reads:

FLOOR 5 These Men Have Jobs, Love Kids, are Drop-dead Gorgeous, Help with Housework, and Have a Strong Romantic Streak. She is so tempted to stay, but she goes to the sixth floor, where the sign reads:

FLOOR 6 You are visitor 31,456,012 to this floor. There are no men on this floor. This floor exists solely as proof that women are impossible to please. Thank you for shopping at the Husband Store.

PLEASE NOTE: To avoid gender bias charges, the store's owner opened a New Wives store just across the street.

The **FIRST FLOOR** has wives who love sex.

The **SECOND FLOOR** has wives who love sex, have money and like beer

The **THIRD, FOURTH, FIFTH AND SIXTH FLOORS** have never been visited.

CALLING KISHA

Davy Jones called my wife the other day! Davy Jones is going to call many of us this summer. When Davy Jones calls it is quite possible you will not hear from anybody else for several days.

Kisha and I were out for the first time this season on our boat. Just as she is getting on the boat, Davy Jones calls! And plopp!!! There goes the phone! I hate losing my phone! Please watch out for Davy Jones, he has enough down in his locker.



**LITTLE ANGEL?
LITTLE JOHNNY'S NEW
BABY BROTHER WAS
SCREAMING UP A STORM
AND THROWING HIS BABY
FOOD EVERYWHERE.
JOHNNY ASKED HIS MOM,
WHERE DID HE COME
FROM?
HE CAME FROM HEAVEN.
JOHNNY.
I CAN SEE WHY THEY
THREW HIM OUT!**

36th Antique & Classic Boat Festival and Coastal Arts Fair

ST. MICHAELS, MD. – “It’s All About Fishing” is the theme of this year’s 36th Annual Antique & Classic Boat Festival and Coastal Arts Fair and owners of vintage sport and commercial fishing boats are lined up to display their Boston Whaler, Chris-Craft, Rybovich, Hatteras, Lyman, and Egg Harbor beauties along with deadrides and buy boats at the Chesapeake Bay Maritime Museum (CBMM).

Traditionally held on Father’s Day weekend, this three-day event to take place June 14-16 is sponsored by The Antique & Classic Boat Society (ACBS)-Chesapeake Bay Chapter. It is one of the largest classic boat shows in the Mid-Atlantic region.

More than 100 cruisers, runabouts and racers (wood as well as pre-1997 fiberglass and metal boats) will be displayed both in water and on land. Additionally, there will be a Field of Dreams for those looking to own a classic or antique boat.

Throughout the day, families can stroll the 17-acre CBMM campus to view these extraordinary boats and talk with their captains, as well as purchase unique works of maritime arts at the juried Coastal Arts Fair. In addition, there will be a nautical flea market, children’s activities, free boat rides, and a variety of boating history talks (*see sidebar for full details*).

Topics are: “Saving Classic Cruisers with Today’s Composites, including Wooden Ryboviches,” “Vintage and Effective Fishing Lures for Bayside Angling,” “Secrets to Preparing and Cooking Chesapeake Fish and Shellfish,” “Chasing Crabs & Rockfish, Tonging Oysters – The Chesapeake Motor Deadrise from 1900 to 2000,” “Hemingway to Hepburn: How America ‘Invented’ Sportfishing and Sportfishermen Boats,” “Traditional Deadrise Fishing Boats of Chesapeake Bay,” “Collecting Classic Rods & Reels, plus Fishing Accessories,” “Amazing History of Boston Whaler 1950s- 1980s,” “Early Classic Center Console Boats of the 20th Century,” “Who Built the Finest Mid-Century Sportfishing Boats?” and “Love Those Lymans – Why Fishermen Prefer Lapstrakes.”

In addition to fishing boats, owners of boats in all phases of restoration in the following classes will participate in the show: historic (up to 1918), antique (1919-1942), classic (1943-1975), late classic (1976-1997) and contemporary (any wooden boat). Early registration is encouraged as space is limited. Register online before June 1 at chesapeakebayacbs.org/participants-2/

Juried artists and craftsmen who want to reserve a 10x10 vendor space may register by June 1 at chesapeakebayacbs.org/vendors. The cost is \$100 for the three-day event. For more information, contact Debra Fass at debra.fass@gmail.com or 973-632-4527.

Businesses that wish to advertise in the program journal, distributed throughout the weekend to thousands of festival-goers, may register online at chesapeakebayacbs.org/sponsorship-advertising-order-form before May 15.

ACBS-Chesapeake Bay is one of the 57 U.S. & Canadian chapters of The Antique and Classic Boat Society, Inc. and has more than 200 members enrolled representing more than six states. **The Chesapeake Bay Chapter welcomes individuals and families who share a common interest in antique and classic boats. It hosts numerous member activities and sponsors the Antique and Classic Boat Festival in St. Michaels, Md., every June so members can meet, share experiences,**

Antique & Classic Boat Society, Inc.- Chesapeake Bay Chapter • chesapeakebayacbs.org • Facebook

The mission of the Chesapeake Bay Chapter of the ACBS is to continue the legacy of antique and classic boating through preservation, restoration and education. They do so by sharing experiences, resources, and adventures that deepen friendship and ties among boating enthusiasts of all ages.



Boating History Talks -- June 14 & 15, 2024

The Antique and Classic Boat Festival presents:

FISHING CLASSICS

CELEBRATING VINTAGE SPORT AND COMMERCIAL FISHING BOATS

Chesapeake Bay Maritime Museum, St. Michaels, MD

FRIDAY, JUNE 14:

- 11:00 AM "Secrets to Preparing and Cooking Chesapeake Fish and Shellfish"
Special Seminar by John Whitman, Retired Chef and Restaurateur
- 12:00 Noon "Vintage and Effective Fishing Lures for Bayside Angling"
Captain John Whitman of Charter Boat Patent Pending & Lure Manufacturer
- 1:00 PM "Saving Classic Cruisers with Today's Composites, including Wooden Ryboviches"
A "How-To" Lecture by Reid Bandy, Boatbuilder and Restorer
- 2:00 PM "Love Those Lymans – Why Fishermen Prefer Lapstrakes"
Presentation by Hank Reiser, President of Marine Services, Pocahontas Marina
- 3:00 PM "Chasing Crabs & Rockfish, Tonging Oysters – The Chesapeake Motor Deadrise from 1900 to 2000"
With Pete Lesher, Chief Historian and Ambassador at Large, CBMM

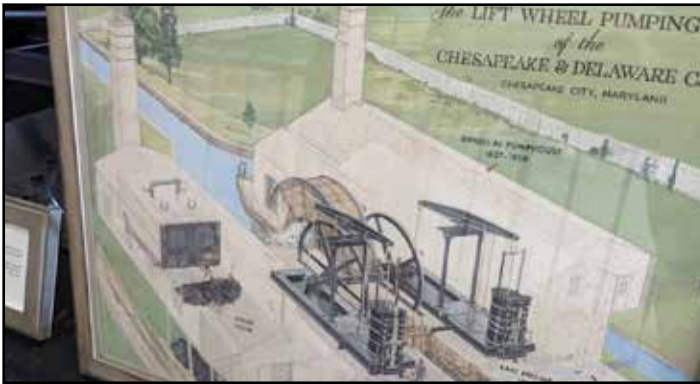
SATURDAY, JUNE 15:

- 10:00 AM "Hemingway to Hepburn: How America 'Invented' Sportfishing and Sportfishermen Boats"
With Jeff Beard, Member of the National Maritime Historical Society
- 11:00 AM "Traditional Deadrise Fishing Boats of Chesapeake Bay"
Talk by Mike Nonn, Antique & Classic Boat Society, Chesapeake Bay Chapter
- 12:00 Noon "Collecting Classic Rods & Reels, plus Fishing Accessories"
Featuring Doug Whittington, VP of ORCA (Old Reel Collectors Association)
- 1:00 PM "A Fine Pedigree: Amazing History of Boston Whaler from the 1950s to 1980s"
Special presentation by Jeff Rohlfing, Founder of Everything Boston Whaler
- 2:00 PM "Early Classic Center Console Boats of the 20th Century -- Mako, Aquasport, Boston Whaler, Crosby, SeaCraft, Bertram, Chris-Craft, Shamrock + Others" with Gary Van Tassel, Marine Engineer; and Jeff Beard, Antique & Classic Boat Soc.
- 3:00 PM "Who Built the Finest Mid-Century Sportfishing Boats? The Best Center Consoles?"
Join our Panel of special guests, including Jeff Smith, Egg Harbor; Bill McFann, Hatteras; Jeff Beard, Chris-Craft; Reid Bandy, Rybovich + other experts!

Boating History Talks are FREE to all Chesapeake Bay Maritime Museum Members, Antique Boat Festival Participants, and Visitors Who Have Paid Admission to the Museum Grounds.

C & D CANAL MUSEUM

Kimberly Ann



Need something cool to do for a few hours, with or without the kids? Head on over to the C & D Canal Museum. Until Memorial Day they are only open on weekdays but after the holiday they begin weekend hours too. The tour is self-guided and FREE.

Located at 815 Bethel Road in Chesapeake City, this museum is filled with interesting information, dioramas, and artifacts. This site is the original pump house that was used to lift water, via cypress water wheel, into the upper most waterway when the canal used the lock system.

The canal was the vision of Dutch Settler Augustine Herman who knew that the canal was needed to reduce the time spent going hundreds of miles around the coast of Delaware and Maryland and to improve the economic state in the region.

Herman envisioned this waterway back in 1550 but it would be another 100 years before it began to be a reality and another 35 years before Maryland, Pennsylvania and Delaware signed on. The original canal took 4 years and 2.5 million to complete. The dedication plaque on the exterior of the building shows the canal's opening in 1829.

The canal had a history of ships crashing into bridges above it and in 1954 Congress allowed the expansion to 450 feet wide and 35 feet deep, with work beginning in the 1960s and being completed in the 1970s.

Inside the museum there is a model of a working lock showing how the ships were lifted to meet the water level of the next area. This was done by a cypress water wheel that was powered by two steam engines. Both engines

are still on their original foundations inside conjoined buildings with the water wheel situated between them. The steam engines operated from 1837 until May 12, 1927, with only one recorded breakdown. There is also a diorama showing the horses you could rent to tow your vessel at the end of each area.

When the canal opened it had a waterline width of 66 feet, a bottom width of 36 feet and a depth of 10 feet. As ships continued to grow the canal was dredged deeper and wider. One display shows how as the canal was being dredged the material that continued to slip back into the deep cut was hand-hauled out and then dragged up and over 90-foot embankments in wooden barrels.

The canal was purchased in 1919 by the US Government and the Corps of Engineers converted

the canal to sea level and became a link to intercoastal waterways. The canal is now 35 feet deep, 450 feet wide and 14 miles long. It is also the only 19th century-built canal that remains a major shipping route.

As you wander through the museum it is easy to be transported back in time with all the historic photos and the scent of oil and fluids from the engines still permeating the air. But for a more modern feel you can also see what ships are en route to the canal, their estimated arrival time, their length, their port of origin, their destination, and the ships name.

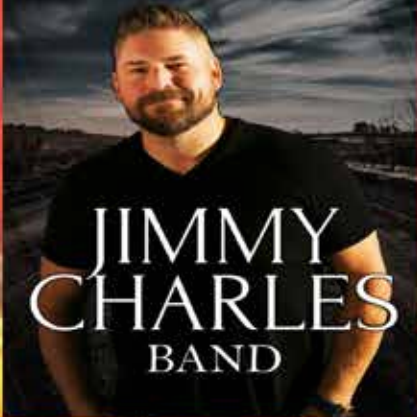
So, in my humble opinion you should take a trip to the C&D Canal Museum soon and let them know that your friends at Upper Bay Boating Magazine sent you.



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