

UPPER BAY *Boating* MAGAZINE

FALL 2024



Photo By
Kisha Soth

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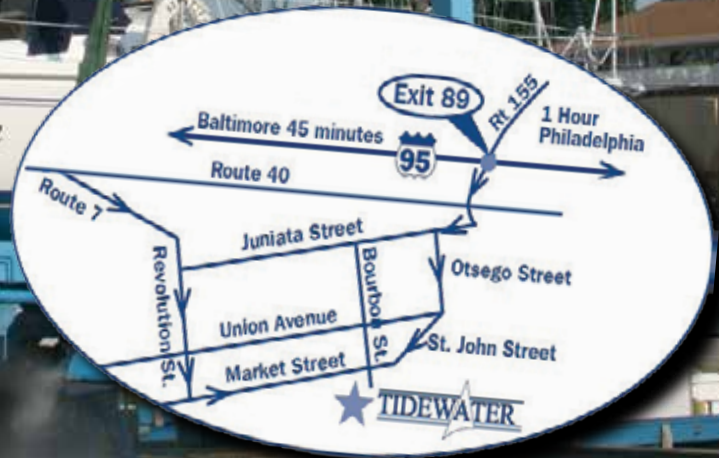
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Marinating with Jim High



Ladies, Gentlemen, Upper Bay Boaters of all ages! I hope life is good as we roll into fall boating. I love fall boating with the earlier sunsets, trees all types of colors, leaves on the creek, chill in the air, a pitcher of hot chocolate... **WWWHHHAAATTT, this is Bull@#\$\$!** I miss summertime and I hate all this Fall/winter Pumkin Spice @#@@# stuff, but Jimmy is an optimist. I still love being out on the river even if it is chilly. A chilly boat ride is still better than a good day at work! Ha, ha...operating boats is my line of work. I am going to boat as long as possible. I pull my boats just after the Middle River Lighted Boat Parade, enjoy Christmastime, and then it's off to warmer weather a little further south!



REMEMBERING PUSSERS

Where to get started with all the memories of Pussers. And not just memories of the Powerboat and Sailboat Shows but also all the times we've pulled into Ego Alley. Pussers were always special for that Saturday Night Boat Show meal. Watching the boat show disassemble with a Pain Killer in hand. Hanging out with the Riverside Marine crew as the steel drum band played. (The same song over and over again) So after this year's boat shows are over, the beautiful Pussers Restaurant on Ego Alley will be closing to make room for bigger and better. Over the years I have enjoyed quite a few Pusser Painkillers on the docks there. BTW... The Pusser mugs on the front cover are straight out of my Pusser Painkiller Mug Club from my own bar.

FENDERS Versus BUMPERS

What is the difference between fenders and bumpers? Nobody seems to use the same name ever and why? Why is a bumper a fender and a fender a bumper when they are the same exact thing! Almost. But there is a huge difference... HUGE! When a fender is on the front of your boat it is a BUMPER! When your bumper is on the side of your boat it is now a fender. Here is a definition: A boat fender is a bumper used to absorb the kinetic energy of a boat or vessel berthing against

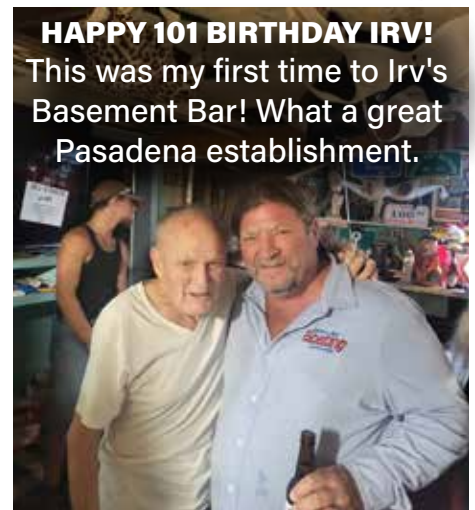
a jetty, quay wall, or other vessel. Fenders are used on all types of vessels, from cargo ships to cruise ships, ferries, and personal yachts, to prevent damage to vessels and berthing structures. Boat fenders are designed to protect boats when docking, rubbing up against the dock when tied up or with another vessel if moored together.



OF CASINOS AND GREAT GRANDPARENTS

Time is going to continue to theoretically move faster for us as we all move through time. Consider this interesting thought. We are exposed to more information for our eyes, nose, ears, and everything else each and every day than our great-grandparents experienced their whole lives. We experience more in 15 minutes than our great grandparents experienced their whole lives when we walk into a casino. The sensory information that comes to us each day or during a 15-minute casino excursion is overwhelming. With a passport we can be in Europe by the end of the day. I can be in Florida in about 2 hours. Three if I left my house right this moment. Maybe that's why the time seems to go by so fast. Our great-grandparents would be amazed!

HAPPY 101 BIRTHDAY IRV!
This was my first time to Irv's Basement Bar! What a great Pasadena establishment.





By Wendy Gilbert
Contributing Editor

ARE YOUR Spidey SENSES TINGLING? NOT AGAIN!

Spiders have made the boat their home. At first, there were just a few here and there. And now, they've tucked their creepy little egg sacks into what seems like every nook and cranny. Next thing you know the whole boat will be covered in Spidey shit and webs. As I began my research into eradication, I was cautioned time and time again to be kind to the spiders. But what about Black Widows and Brown Recluses? Surely, I don't have to give them the paper cup treatment? Besides, my husband is the kind-hearted, creature-ferrying part of this duo. I'm more of the thumping the bugs and critters off the canvas kind of girl. Nonetheless, I will consider the type of spider I

am dealing with whenever possible. Are we getting a kindly Charlotte (E.B. White) kind of arachnid? Not today. These are, I'm quite sure, are some of Aragog's many descendants. My neighbor says her O'Day is infested with the offspring of Shelob of LOTR fame. Plans are in the works to "fog" 'em. Oh no, say my arachnid-loving friends, "live and let live". Really? You are more than welcome to live with them. Come on over and I'll load you up. Keeping your boat clean and frequently used will go a long way. But it's not unusual for weeks to go by without an excursion for one reason

or another. When those times and the end of the season comes along, the next choice is to do your best to deter them. What works one season may not work another. What deters one type of spider from taking up residence may not affect others. A multi-pronged approach may be necessary. This is a great time to chat it up with folks who boat and store their boats where you do. I've got some all-natural mint-infused spider repellent in my next West Marine and/or Amazon order. Wish me luck.



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Board and Card Games For The Off-Season

By Wendy Gilbert

The off-season will soon be upon us.

LOOKING FOR A WAY TO GET YOUR FAMILY TO PUT THEIR SCREENS DOWN? Try these:

Tranquility

This cooperative card game by Lucky Duck Games challenges players to find the perfect island to call home as they sail through a night-to-day world. Players (silently) fill the “sea” with island cards. Work with other players to guide the ship before any player runs out of cards. All communication is non-verbal.

Was this game invented by Uncle Don while he was trying to take a nap?

Navigate the game with your fellow players in complete silence as you rely on intuition and teamwork to achieve victory. Each game is different and the developers promise “endless replayability” that brings friends and families together.

Oceanopoly

There's something fishy about this game! Oceanopoly is based on the beautiful, bizarre and fascinating world of the ocean. Buy your favorite sea creatures. Raise the rent by collecting Blocks of Water and trading them in for a Big Fish! Every deed is filled with fun facts about each ocean creature featured on the board. So, grab your token and advance to SPLASH! Who knows-you may be elected Top Tuna of the sea...or you may be bellyaching from too much seaweed salad. Whatever happens...it's an ocean adventure that will tickle your gills! For 2-6 players, ages 8 to adult.

Beacon Patrol

Map the Coastline in this nautical tile placement game. Players are captains of the Coast Guard. Navigate the waters, inspect lighthouses and buoys. Work with your fellow players to cover as much territory as possible. The strategic game can be played with others or in solo contemplative play.

The game includes 2 mini expansions which adds new challenges and excitement to the coastal patrols.

Don't Rock the Boat

For the little ones.

This pirate ship-balancing game features pirate, boat and penguin toys. Kids take turns balancing the cute figures on the pirate ship ... but don't tip it over. One too many and all of them end up in the sea. For the 5-year-olds and up.

Stomp the Plank

This game offers a unique blend of brain-teasing puzzles and suspenseful action as players flip through treasure cards to try and avoid walking the plank.

The game includes a pirate ship box, 4 planks, elephant pirates, cards and tokens. The rules are simple, set up is easy.

Seas of Strife

In this trick-taking game, you want to avoid taking tricks as skillfully as you can, but playing off-suit might not keep you safe as the suit can change during the trick, possibly stinging you in the end.

Before play, all the cards are distributed evenly among the players. Once a player leads a single card for the first trick, all other players must play a card of the same suit, if possible. If a player can't play on suit, they can play a card of any color — but after they do this, all subsequent players can play a card of either matching color (or possibly a third color if they have neither of the first two).

Once all players have played to the trick, you see which color has been played most frequently in the trick. Whoever played the highest card of this color wins the trick. If two or more colors are tied, then the highest card counts as the winner.

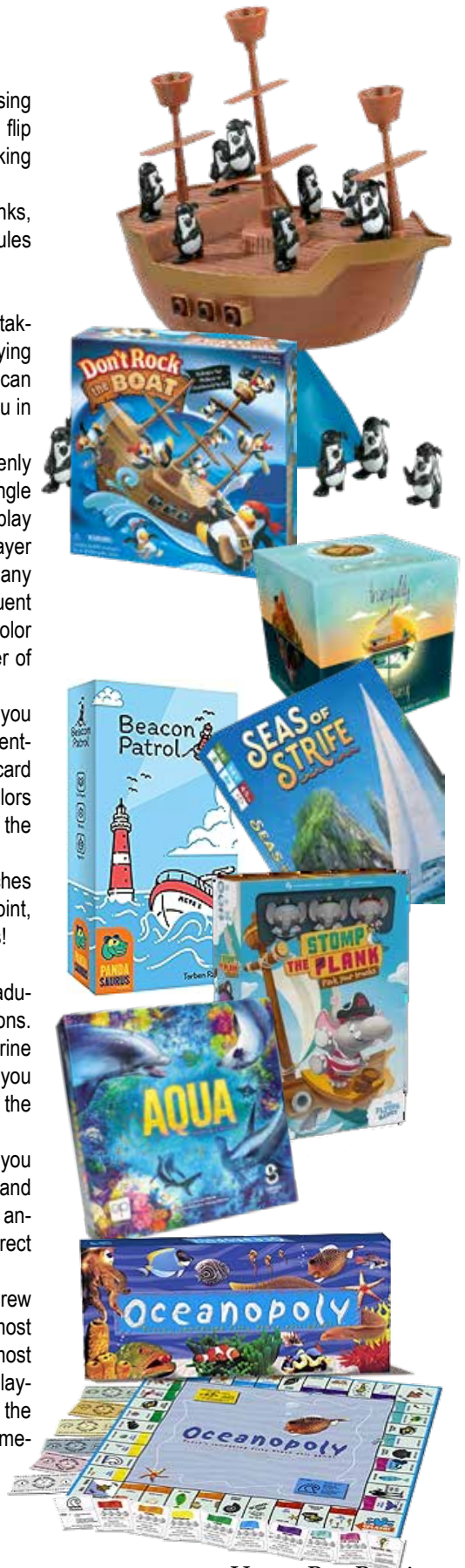
You play several rounds until someone reaches the target number of tricks taken. At that point, whoever has captured the fewest tricks wins!

AQUA

In Aqua, your starting point is a hot spot gradually surrounded by expanding coral formations. These corals serve as habitats for small marine animals. By fostering biodiverse habitats, you can create ideal conditions for attracting the largest marine animals.

Aqua plays over 17 rounds. On your turn, you must take a new coral tile from the market and add it to your reef, then you may also attract animals to your ecosystem if you create the correct patterns of coral.

At the end of the game, the player who grew the best coral formations and attracted the most large and small sea animals will score the most points and win. This beautiful game invites players to dive into the beauty and wonder of the ocean, delivering an incredible variety of game-play experiences for the whole family.





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Seasonal Boating

By Captain Mark Galasso
Tuna the Tide Charter Service
Grasonville, Maryland

I saw a funny note on the internet the other day. It was something about the ten seasons we are so fortunate to have in Maryland. I thought we only had four. Shows you what I know. I tried to find it again but to no avail. The author didn't take credit that I could find, but it went like this.

It started with winter. We all know that one. Cold and wet. Once in a while a few snowflakes, but for the most part just damp and cold. A great time to settle in by the fire and read a good book. For boaters it's usually the time we set aside to do all of our boat projects. The problem is most of our boats are winterized and you can't do any hull work because it's too cold to do Gel Coat or paint anything.

Next, we have false winter. Basically, winter but the temperatures generally are a little milder. But just when you think Spring has arrived it snows! March is one of the snowiest months of the year. Go figure. Most sane individuals don't seem to want to shovel out their boats to start working on them. And the fact is snow on Gel-coat is as slippery as an eel covered in Vaseline. I once had to jump on my boat when it was covered in snow still in the slip. I jumped from the pier being careful not to step on the icy gunnels – snow angel style. It was dicey at best.

By the time false winter is over we slip into spring. You know April Showers bring May Flowers. Yeah right. There are plenty of showers. Make sure your bilge pump is working. Even if your boat is still on the hard, a flooded bilge can be a real problem -- lots of extra weight as well as mold and mildew. I think spring is when everyone's allergies start. I'm mostly allergic to work and spring is when I do most of it.

After spring we have summer. Maryland

happens to have two summers. Like a planet that has two moons, we have two summers. The first one is when everything is growing. Flowers are blooming. Trees are shedding their pollen. Most white boats are now a mustardy shade of yellow from all the pine pollen as are cars, houses, and anything else left outside. Your grass needs to be cut every four days or you better have a leaf rake handy. Then all of a sudden, usually in mid-July, we in Maryland are blessed with HOT summer. It stops raining for the most part and when it does rain it evaporates almost before it hits the ground. For about four weeks the daytime temperatures rarely dip below 90 degrees and you can almost hear the hum of air conditioners. I thought I had tinnitus once, but it was air conditioners and mosquitos. This is when the turbo kicks in on my electric meter. The one benefit of hot summer is within a week everything dies. We now have time to water plants because our lawns are dead and don't require any more mowing. We get false thunderstorms during this season. You know the ones. We don't get a drop of rain, just thunder and lightning. They usually only happen on the weekend when most boaters are sitting in their slips wondering if it's safe to leave the dock. The temperature drops but only for a few minutes.

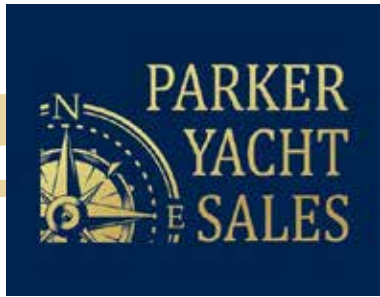
I think Autumn comes next but I can't think of anything to say about it. I think it only lasts for a day or so anyway. So, it doesn't mean all that much to the average boater unless Autumn happens on a weekend. Now if you're a boater who happens to make greeting cards for a living it might mean more.

In Maryland we happen to also be blessed

with two falls. The first one is what we affectionately call early fall. It's September. Right in the peak of hurricane season. We'll have lows at night in the 50s and a few days still in the 90s. You know what happens when you get such wild fluctuations in temperatures? Yup. Storms. By the end of early fall, many boaters just call it quits and haul out their boats. The problem is they miss MY favorite season -- ACTUAL FALL! Hey, it's the best season of the year. Boat traffic has lessened and fishing is quickly improving. Temperatures are moderating and can feel very comfortable whether your home sitting on the front porch or you're watching the sunset from your boat. Many of the migrant waterfowl are starting to arrive by the end of October and fish and crabs are starting to feed more actively as water temperatures fall. It's also the start of oyster season as the local waterman take the gloves off and start harvesting one of Maryland's most favored delicacies. Actually, by regular winter the gloves go back on since it's hard to hold a pair of iced-up hand tongs with your bare hands.

In Maryland we really are blessed to have so many seasons. As nice as it is in Florida, especially in the dead of winter, they really only have summer. And we always joked that as beautiful as it is in Maine, they only have three seasons, winter, black fly season, and summer. And summer is really just 4th of July weekend.

So don't put the boats away just yet. The best is yet to come. As temperatures moderate fall may just last a little longer and be a little nicer. I'm counting on it.



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The Ultimate Detour

By Anne Sandbek

Like coming home from the beach and having to take a detour around summer road construction, many migratory fish have to take detours on the way home too. Like the famous Alaskan Salmon, many fish species must travel upstream to lay eggs (spawn). Natural obstacles like waterfalls can hinder this trip, but more often manmade structures are to blame for the delay. There are more than seven dams currently on the Susquehanna River.

Most of these electric generation or transportation facilities were built over 100 years ago – long before the negative ecological impacts of manmade dams were known.

Even though dams like the

one we know best in Conowingo produce sustainable hydroelectricity they also produce problems like habitat fragmentation and flooding. For migrating fish species, the main concern is that dams cause massive access restrictions to spawning grounds which can drastically reduce populations over time.

Luckily engineers have found many options for getting the wannabe migratory fish to the other side. Fish ladders have many configurations and require the fish to jump over small walls set up like a ramp to make it upstream of the dam. Another option is fish lifts which act like an elevator for fish like the American Shad to travel. After their journey from the Atlantic Ocean, a lift to their spawning grounds must be a welcome sight in-

stead of a dead end.

The fish lift on the Conowingo Dam provides an opportunity that a fish ladder would not. Dam technicians can be the gatekeepers to the rest of the Susquehanna River. If you don't have a golden ticket - you're not native - it's the end of the road for you!

This year alone 18,000 pounds, which is nearly 3,000 invasive fish, were removed by hand from this water elevator. The majority of these fish were Northern Snakeheads (Chesapeake Channa), and the rest were blue and flathead catfish. Much like additional deer harvests, the invasive fish are processed and distributed to those in need by Cecil County food banks.



Photo credit: Atlantic, Wildlife

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TAILOR YOUR BOAT TRAILER

By Montana Grant



Boating season will end before you know it. That boat trailer, sitting in the yard or parking lot, will need to be used, to pull the boat out of the Bay. Most boat trailers spend their time in the hot sun and weather. Ropes, rollers, carpet, and materials receive damage from sun, heat, and rodents. If the boat trailer is ready, this is a simple task. If the trailer is not maintained, your problems are just beginning. And you thought your boat was a lot of work!

Boats need plenty of care, maintenance, and work. Something is always breaking, busted, or about to. The bills and wasted time add up quickly. One of the most ignored boat accessories is the trailer. If something moves, rolls, clips, or flexes, it needs attention. Lube, protective wax, sprays, care, and some elbow grease, are essential.

Not only must the trailer support the boat during launch and recovery, but it also needs to be road worthy and serve as a storage platform.

Water, especially salt/brackish water can quickly lead to deterioration. Rust will quickly damage metal, bearings, wiring, straps, ropes, and finishes. Without maintenance, the expensive boat trailer will fail. If your boat is on an unkempt trailer, it could be damaged as well. Hopefully, you have a good insurance plan.

NOW IS WHEN YOU MUST GROOM YOUR TRAILER. Just like a fine-dressed man, your boat trailer needs to be given some love. It's not just one thing that makes you look good. Like your wardrobe, have everything ready and clean, on your tailored boat trailer, for the next time you plan on going out.

Lights/reflectors

LEDs are a great upgrade. Inspect wiring for a clean ground and cracks in the insulation. Look at contact points. Add silicone protection to contacts.

Tires/brakes/bearings Boat and RV tires age from sitting around. Even though the tread looks fine, there will be dry rot, cracking, and degradation. Change tires every 2-3 years. Keep tires covered when not in use. Tire protection sprays help. Balancing makes for even wear and safe trailering. While you inspect the tires, look at the bearings and brakes. They at least can be re-greased. Carry a spare set/ tool kit for emergencies. Burnt bearings are common.

Frame/chains/rust Water and salt damage metal. Even aluminum will be damaged from salt water and wear. Look for broken/failed welds, finishes, and bends/damage. Remove rust before adding any finish or coating. Hardened and welded chains are best. Don't rely on a cheap, rusted, worn, underrated chain, to hang onto your boat.

Jacks Make sure that the jacks are lubed. Take the weight off the jack when not in use.

Winches/strap/cable This attachment takes on the most stress when pulling the boat

Boating is a wonderful Upper Bay Pastime. Captains enjoy boating better when they are safely and securely enjoying their boats -- not always fixing them. Proper maintenance and routine care will maximize your boating fun and use. A well-maintained trailer will help the good times, and your boat, roll. Anchors Aweigh!

from the water. Knots, kinks, cracks, and age means that they could fail and cause damage or injury. Check for gear damage, motor issues, or crank problems.

Hitch coupling A connection to the tow vehicle must be secure. Check for movement and tightness when coupled, Use a locking pin for security.

Fenders Not only will trailer fenders keep road debris from splattering onto your boat, but they also need to be secure in case you step onto them to access your boat. Check bolts, cracks, and damage.

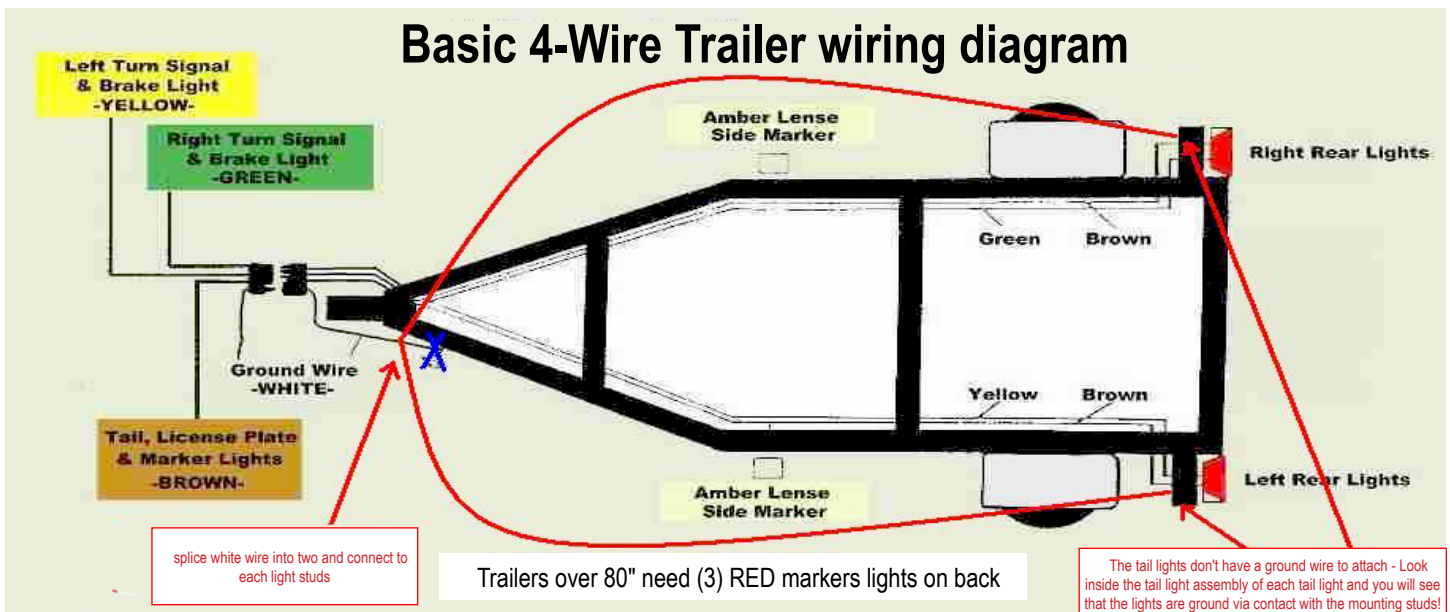
Bunks/support boards These boards are often covered in a carpet or coating. Check their anchors and if they are cracked or split. They will be supporting the boat weight and must be secure and intact.

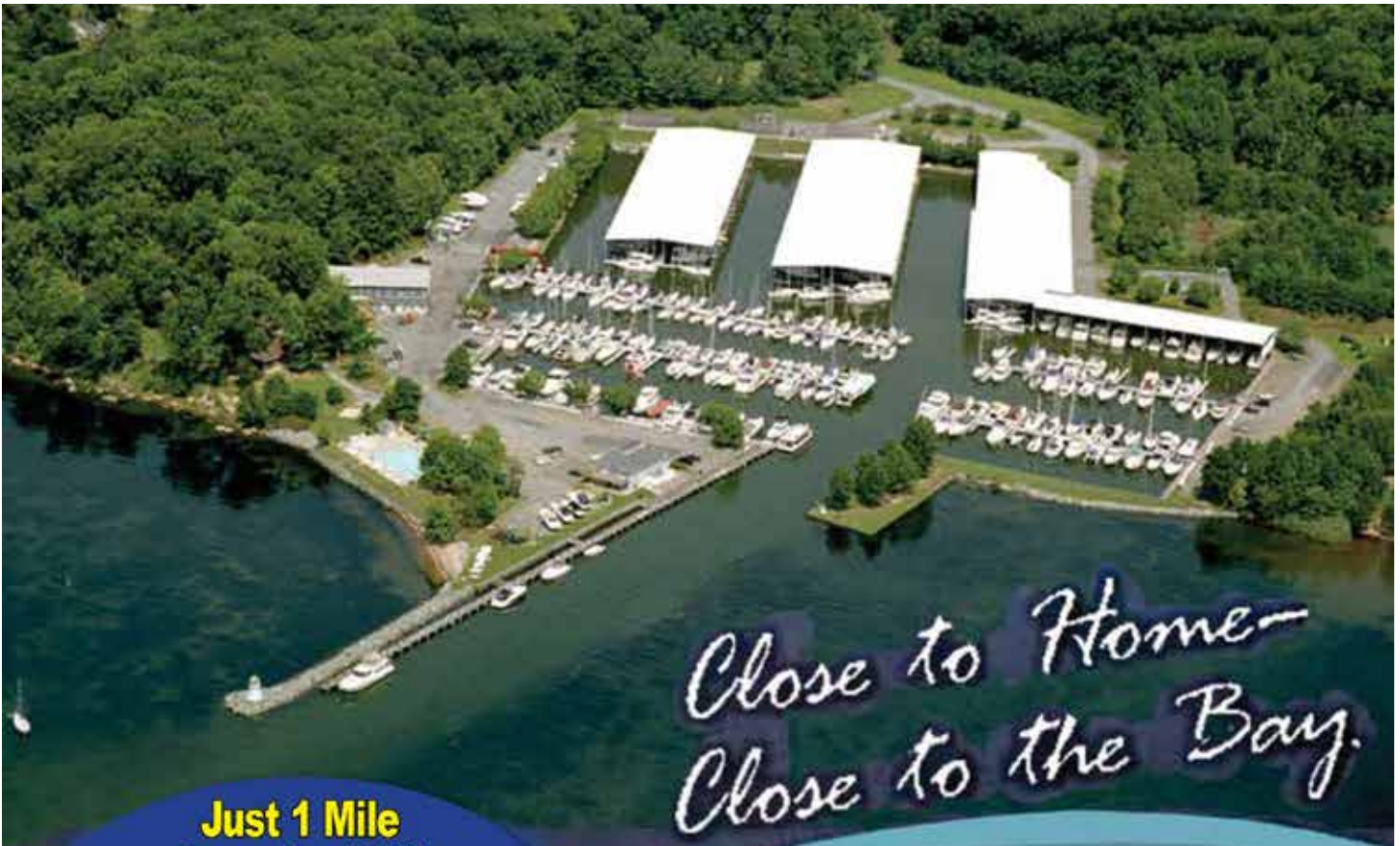
Security Consider security when towing and storage. Have a plan and use a proper locking system. Tire chains and other locking boots are useful.

Rollers/rubber If they move, they wear. The sun devastates rubber and nylon. Lube and protect these articulating features with a cover or protective Spray Ons, like Armor All.

Straps/tiedowns Dry rot, sun damage, age, rodents, and wear weakened straps. The ratchets also fail when exposed to the sun, grit, and wear. Dry completely and store properly. Don't forget to inspect where the straps attach to the trailer.

Tow vehicle connections Your tow vehicle needs to be to tow the trailer. Check your hitch, ball, wiring connection, and chain hooks.





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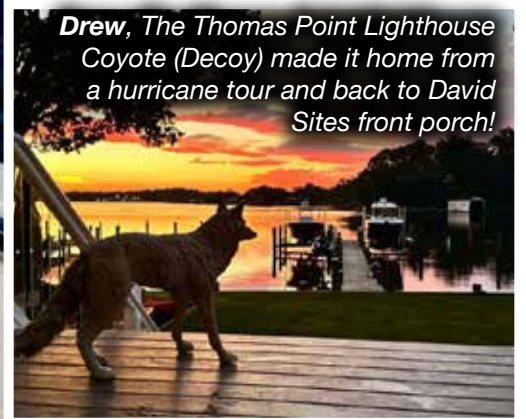
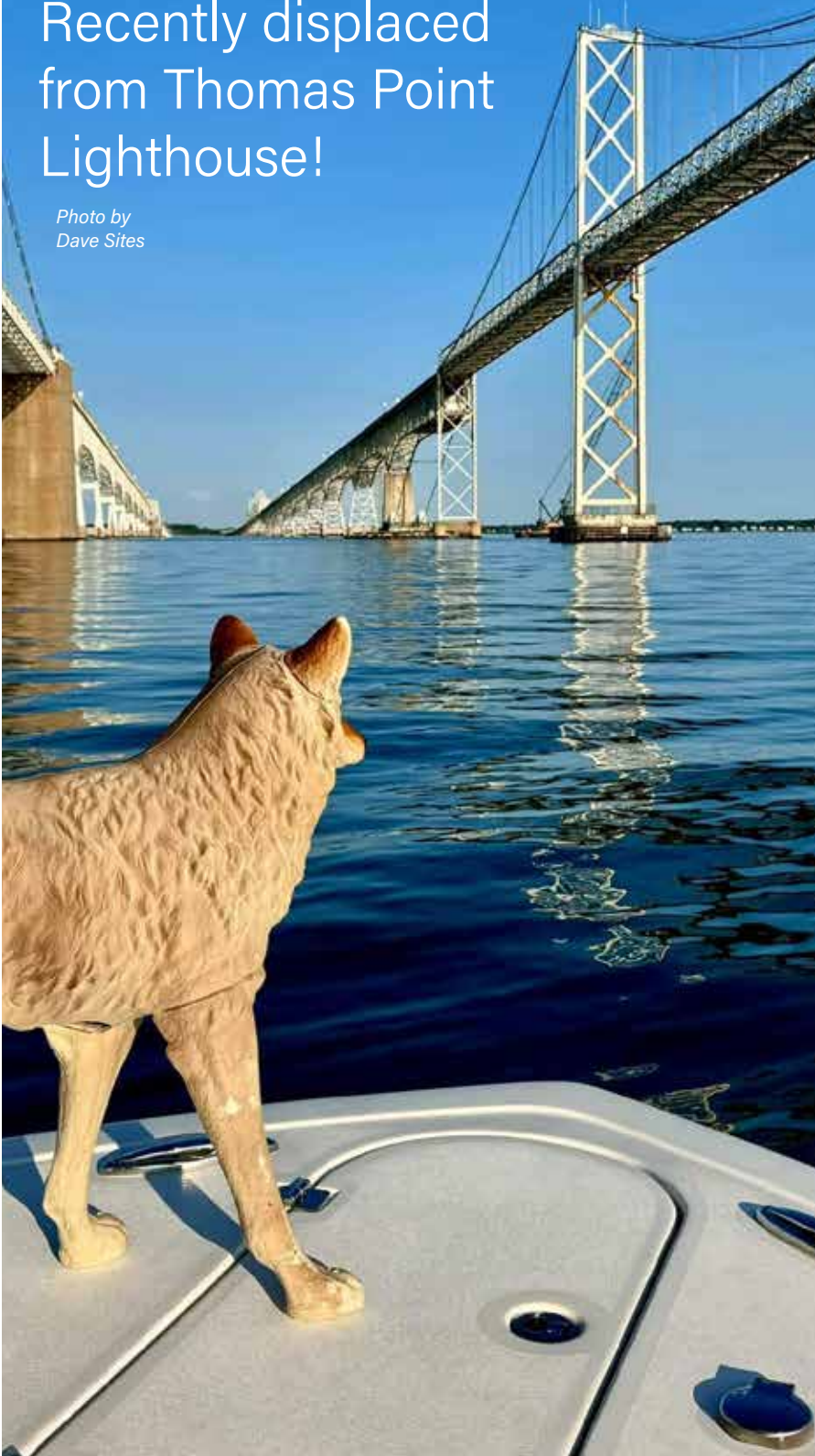
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Fall 2024

The Adventures of Drew the Coyote

Recently displaced from Thomas Point Lighthouse!

*Photo by
Dave Sites*



Drew, The Thomas Point Lighthouse Coyote (Decoy) made it home from a hurricane tour and back to David Sites front porch!

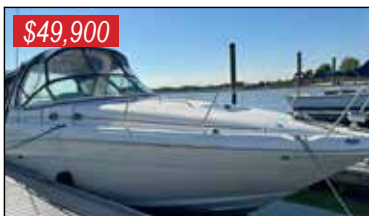
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Parting Is Such Sweet Sorrow

By L. Alan Keene



In all the years that I've been putting fingers to the keyboard (almost 20, I think), I've never had the audacity to quote Shakespeare. But there comes a time for everything and now is the time.

My writing career began back in 2005 when feeling the need to document a harrowing sail one June weekend, I wrote down my thoughts and feelings.

"That's really good, Hon! You ought to send that off to The Mariner," my first mate urged. "They print things like that."

Well, I did and they did. "Keene Observations", a bi-monthly boating column for The Mariner, was the end result. From there came "Keene on Boating" in the

Nor'Easter, with a few handfuls of freelance articles appearing in major sailing magazines thrown in for good measure.

For the past 10 years, my byline has appeared in Upper Bay Boating and it's been a fun and, occasionally, lucrative hobby. But the time has come to tie up at the dock.

To you, my loyal readers, I want to say thank you for allowing me to share my nautical musings with you. I hope that over the years I have caused you to think, question, learn, and, most of all, smile. If so, my time has been well spent. HAPPY BOATING!!!

Annapolis in NFL Sunday

As I drifted from one floating section of dock to the next several October days back, my brand new \$3,000 boat took form in hand. I became uncharacteristically introspective. While self-examination has never been one of my favorite pastimes, I usually give it the slip when it appears on the screen. Such was the case on that cloudy and damp Sunday afternoon.

"Here you are," the inner voice began, "waiting where you should go... bumping into the shoulders and arms and other more vibrant, busy parts of fellow members of your water-waiting throng... waiting in long lines just to take off your shoes and climb aboard sailboats that you couldn't afford if you were a lottery winner, all alone in government robes... and all of this while missing the NFL on CBS?"

"Why?" the voice inquired? "Why?"

The question caught me off-guard. I had attended the previous unimpressive U.S. Sailing Show, every year since I began sailing the Bay, and it was just something I did in early October—drive down to Annapolis, I wasn't sure why, really, but it was just something Chesapeake Bay sailors do.

"Do you do things just because other people do them?" the voice responded, sounding more like Mike, "Turner," my 4th grade teacher, than the voice of reason.

Of course, I don't. I snapped back. Even though I can't possibly afford these cruising sailboats, there're hundreds of vendors down here who sell sailing equipment that I need... you know... like that built-in compass box in the A. The hull in my old compass is cloudy, and besides, I've never liked the way it mounted... there in front of the hallway like it does.

I need a new sail cover, too. Boy do I! That old one has been repaired with duct tape so many times it's starting to look like...

"SHUT UP! YOUR SPOUSE HON!" said a familiar voice, interrupting my internal discourse. This time it was a REAL voice. My first mate, was standing on the stern of gorgeous 43-footer, hands on hips, waiting for me to come aboard. "HOOOOOOOO!" I roared. "Nobody home!"

Temporarily shaken from my internal stupor, I climbed down the hallway to gaze upon another pastel stunner. Maybe, as a last resort, I could afford this one.

Off the boat we shuffled and past the great spread of empty boat shoes. As my hand hit the dock, my thoughts returned to that debate and my, thus far, meager attempt at explaining to myself why I was here and home watching the Eagles.

And cushions. I continued... those soft custom back in Tent B (or was it C)? The forest green ones will look great except, like there're needs considered... just order a custom-made set of those...

"WICH, COME ON!" the opposition barked. "You both know that you're not going to have known it since they could well sail much longer than that! No... you know... that, while the cloudiness in the cockpit of the sail cover or the distant cushions are all consistent the

Why Not Give S...

Win the 2014 boating season on the Upper Chesapeake upon... why did I consider boating your nautical horizons this year and give sailing a try. You may find that it's much more fun than you ever expected. Like most non-sailors, you probably have some misconceptions about sailboats and the people who sail them, but you'll never know that from fiction until you step aboard a boat that's powered by the wind. Here are a few of those misconceptions.

1) I can't afford it! Sailboats are too expensive.

Back before the advent of fiberglass as a boat building material, recreational sailing was a sport of the wealthy. The cost of building and maintaining a wooden sailboat was well beyond the reach of the middle class. But, while that hasn't been the case for well over half a century, the sport hasn't been able to shake its elitist image. Even today, many non-sailors, consciously or not, conjure up the image of the well-wearing, merrymaking, pipe-smoking, red-wine-drinking, white-hats-of-his-boat-decked, brass-laden mega yacht. The reality, though, is much, much different.



Chesapeake City... THE END OF THE RAINBOW

By L. Alan Keene

Every Fall and Spring Peg and I used to motor through the C&D Canal on our way to and from fall trip up from Havre de Grace was always a sad one, marking the end of another sailing season, the spring return trip was always filled with anticipation. Peg and I usually found ourselves approaching the Chesapeake City bridge about mid-morning on moving day.

One spring several years back, as that high arching semi-circle of the span came into view, with its bright morning sun reflecting off its silver surface in a reddish-yellow hue, I remember being reminded of a rainbow... a rainbow that jumped from the canal's north side over to its south. "And at the end of that sleepy little town that's transformed a gold."

Chesapeake City has had a unique history, to say the least. Its entire existence, from its founding in the 1820's to its elegance today, has been dependent upon, to put it bluntly, a large ditch that ditch in 1829 connecting the Delaware and Chesapeake Bays, the little town that started out as Bohemia Manor, would probably be no more than a corn field today.

From the mid-19th century through the first quarter of the 20th, Chesapeake City prospered, providing goods and services for weary travelers and sailors as they made their way through the canal locks that sat right outside the City's door. But by 1927 that prosperity after much dredging, had become a need for locks to raise and lower the ships. And with the locks went the travelers and the sailors. And with the town's economy. Chesapeake City entered into an extended period of hard times.

Those hard times were made even harder by the loss of the town's vertical-lift bridge that connected the town to places north. In 1942 the tanker Fritz Klusen struck the bridge, doing irreparable damage and forcing its removal. For seven years following the accident Chesapeake City residents going north and travelers heading south were dependent upon a ferry to cross the Canal. Since the town limits had spread to the north side of the Canal during economic good times, the loss of the bridge further divided north and south Chesapeake City.

Finally in 1949 a new bridge, the bridge that we see today, was completed, but the reopening was tempered by its location. While the old bridge carried Route 213 traffic through the heart of town, the new one took traffic up, over, and to the west, all but bypassing Chesapeake City. Store owners and shop keepers were dealt yet another blow.

To complicate the town's economic future even more, a widening of the Canal in 1920 caused Chesapeake City to lose 39 homes to the expansion. The future looked bleak, but the residents held on.

Gradually, as the town moved into the 60's and 70's, it began to attract pleasure boaters on their way up and down the Intercoastal Waterway. Its protected harbor and convenient location between the point for weary boaters. Restaurants and boating related industries grew to serve this affluent group, and the town of Chesapeake City was on the road to economic recovery.

In addition, the 60's and 70's brought the town national recognition, as many of its 19th century buildings were included in the National Registry of Historic Places. With the restoration of its charm that, coupled with its unique location on the banks of the busiest shipping canal in the country, made it the appealing tourist destination that it is today.

With its quaint bed & breakfasts, wonderful restaurants, abundant antique and gift shops, and its welcoming harbor, Chesapeake City has become a tranquil getaway spot for Philadelphians, Baltimoreans, and those in between. As the cost of gas keeps rising and more and more people look for places closer to home to visit, Chesapeake City's future looks brighter and brighter. This little town by the ditch has truly become that legendary "pot of gold" at the end of the rainbow.



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Fall Striper Tackle

By Tim Sherman

Here we go again! It's my favorite time of year for fishing. Can you feel it? It's the crisp morning air. Can you see it? It's the leaves turning color on the trees along my favorite shoreline. Can you smell it? It might be the pine straw on the bank. It could also be the smell of a school of shad or menhaden coming from their oily slick on the surface. That is the smell that lets me know I am in the right area.

The presence of baitfish is a key element to finding and catching stripers in fall. We need to be prepared for the catching opportunities when we find them. Current regulations for stripers require recreational and charter boat anglers in the Chesapeake and its tributaries to keep striped bass in the 18 to 24-inch slot limit. This allows us, in most cases, to use a lighter class of rods, reels, and line when targeting this class of fish.

Let's start with rods. Because we are targeting fish in the 5 to 8-pound class, we don't have to use beefy rods. Medium and medium/heavy power rods are sufficient. Those between 6 and 7 feet in length will do. Rod length should fit your comfort level. A person short in stature may not be comfortable with a longer rod, whereas a tall person may not like a 6-foot rod. In late fall when deep jigging tactics are used, a heavy power 7 to 7 1/2-foot rod is the better choice. A longer rod moves you line farther through the water column when jigging and setting

the hook. The heavy power is to accommodate the heavier jig heads and metal jigs used for the technique.

Spinning reels in the 2500 to 3000 sizes, capable of holding 100 yards of 12 to 15-pound-test line, will get the job done. Because of the slot limit, we really do not need heavy line. Monofilament or copolymer line in 12 to 14-pound test is all you need. For braided line, my personal choice is 20-pound-test. Sure, it's a little stout. Yet, with a little monofilament backing, a 150-yard spool will fill the reel. I have recently found 15-pound-test braided line that works well for me.

If you are fishing around rocks, or hard cover that will scar your line, use a fluorocarbon leader of 20-pound-test. Fluorocarbon leader is more abrasion resistant than mono and braid is the lesser pound-test lines. I will always choose a leader with braided line for a little stretch, and safety in fish handling.

Lure choices can seem endless. You can minimize your selection by keying in on bait size, water clarity, and sky conditions. For paddle tail swimbaits and soft jerkbaits, carry 3 1/2, 4 1/2, and 5-inch sizes. The same can be said for your topwater lure selection. Rattle traps in 1/4 and 1/2-ounce weights – 2 1/2 and 3-inch lengths respectively – work well. When it comes to choosing the correct size, match your lure to the size of the prev-

alent bait source on that given day. I carry jig heads in 1/4 to 1/2-ounce sizes for the soft baits. I use the 1/4-ounce for fishing shallow, and upsize as I work deeper.

I use lures in natural hues, and those with a white base and a chartreuse base. Lures in these patterns cover the spectrum for water clarity and sky conditions. I use natural patterns in clear water and high skies. White patterns do the job in slightly stained water and clear skies. I've found that it's also a great color in late fall and early winter. Chartreuse patterns are my "go to" in stained water and/or overcast skies.

These are the rod and line pairings that work well for me. With rods, you also need to consider the action. I use fast action rods and braided line with soft plastic baits. The stiffer rod and no-stretch of the braided line work together to set the hook with power. My rods for topwater and rattle trap rods are more flexible, moderate to moderate/fast action, and are matched with copolymer line. The more parabolic rod and stretch of the line serves two purposes. They help impart proper action to surface lures, and hold and press the treble or single replacement hooks for the hookset.

Fall striper fishing is here. I have my rods lined up on the front deck ready for the next cast. My rod/reel/line/lure pairings have served me well. Hopefully, these tackle tips will help you land more stripers this fall.

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This month I decided to sample some chocolate and wine from Chestertown. I do love this quaint little town. To start my Saturday fun time/me time I headed over to 207 S. Cross Street to Bespoke Chocolate.

This cute little chocolate shop opened back in 2021. They had a hugely successful first holiday season and quickly realized that this would not be a part-time project but rather a full-scale chocolatier business.

The company uses and supports fair trade cocoa farming due to the historically poor wages that farmers in developing countries in Africa and South America; along with the propensity for using slavery as another means to capitalize on the love of chocolate throughout the world.

They also pride themselves on the partnerships they have created with local businesses and organizations for special events. They partner with local vineyards from time to time and can assist you with wedding and/or corporate event needs. Just reach out to them at info@bepokechocolate.net.

Let's talk about that chocolate! You can smell it before you even open the door. But once inside your senses are on overload (in a good way). The visual appeal and the aroma of the shop let you know you are in for a treat. The pre-packaged chocolates demonstrate their attention to detail. The packaging is fresh and colorful. The selection of chocolates is enormous.

The fudge is just as fabulous. They have so many flavors and each piece is approximately 1/4 pound. I tried caramel apple pie, orange cream, dark chocolate, and sea salt caramel because, this is the best part, there is an everyday buy 2 get 1 free promotion. For special occasions, you can preorder larger quantities in 12 and 24-piece portions (3 and 6 pounds).

And for those who cannot appreciate this fine chocolate, there is a new line of gummies. They have fruit slices, gummy sharks, peach rings, and licorice.

Bespoke can even customize special packages for your events. You can find a selection of past projects on their website for inspiration and ideas. Don't live close to Chestertown? Do not fear. You can order online. Just head over to their website bepokechocolate.net/shop today. But if you do prefer to shop in person, please note they are closed on Mondays. Their full hours can be found online, as well.

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Chesapeake Pups



Mitchell is an 8yo Chesapeake Bay Retriever and our boat's namesake (Fetching Chessie) as he is a relentless fetcher of anything!



Kingston relaxing on the North East River

And new addition black lab, **Scarlet**, 10 months old, who is wet all day from swimming in the Bush River! And both are great Bay boaters!



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Bay Bridge Boat Show at Safe Harbor Narrows Point 2025

The 2025 Bay Bridge Boat Show will be held April 11-13 at Safe Harbor Narrows Point in Grasonville under a new name – The Bay Bridge Boat Show at Safe Harbor Narrows Point.

Organizers say that they are grateful for the relationship they've had with Bay Bridge Marina over the past two decades, and will be cheering them on as neighbors while they enter an exciting new phase of development at their property.

The size and location of Safe Harbor Narrows Point will allow the show to expand while improving access to on-and off-site parking.

In addition to the onsite food court, there are 10 restaurants within walking distance of the showgrounds, all connected by the Cross Island Trail, enhancing the event's reputation as a long-beloved destination for attendees' day trips and weekend getaways.

Look to book space as soon as November 15. Shiela Jones says that the show will give priority to those who exhibited in the 2024 show. "In the meantime, please do not hesitate to reach out to us with any questions or ideas about how we can make this new show great. We look forward to kicking off the 2025 boating season with you at the exciting new Bay Bridge Boat Show at Safe Harbor Narrows Point," says Jones.

Pride of Baltimore II to Host Sailabration: Sailing Traditions in Ink

A Festival Celebrating the Lives of Sailors and Art of Tattooing

What does sailing on the high seas and tattoos have in common?

Find out at the Inaugural Pride of Baltimore II hosted event Sailbrations: Sailing Traditions in Ink, a free, family event taking place on Saturday, October 26, from 11 a.m.-4 p.m. on Fells Point Broadway Pier. Learn about sailors and life at sea as the festival highlights the history and art of tattooing, presented by the Baltimore Tattoo Museum or experience "hand poke tattooing" with a live demonstration aboard the ship. Enjoy performances by the Fort McHenry Fife and Drum Corps, The Marching Elite and Ship's Company Chanteymen as they provide nautical music from the 1700s and

1800s. There will also be exhibitors, grog and "hardtack" tastings and other activities.

Pride of Baltimore II, like her predecessor, Pride of Baltimore, is a historically evocative reproduction of one of the most famous War of 1812 privateers, Chasseur. For more than four decades, these modern-day prides of Baltimore have promoted historical maritime education, fostered economic development and tourism, and represented the people of Maryland in ports throughout the world. Since her commissioning in 1988, Pride II has sailed over 275,000 nautical miles and visited more than 200 ports in 40 countries. Learn more at pride2.org.

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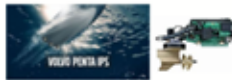
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 Tax his notes, tax his cash.
 Tax him good and let him know
 That after taxes, he has no dough.
 If he hollers, tax him more,
 Tax him until he's good and sore.
 Tax his coffin, tax his grave,
 Tax the sod in which he lays.
 Put these words upon his tomb,
 "Taxes drove me to my doom!"

And when he's gone, we won't relax,
 We'll still be after the inheritance tax.

(author unknown)

Teacher: "Kids, what does the chicken give you?"
 Student: "Meat!"
 Teacher: "Very good! Now what does the pig give you?"
 Student: "Bacon!"
 Teacher: "Great! And what does the cow give you?"
 Student: "Homework!"

THIS IS A MUST - READ JOKE

A man walks into a bar and orders a free drink. The bartender says "Sorry mate, you have to pay up. I can't just serve a free drink." The man then whispers "I have a 10-inch pianist in my pocket, and he can play a little jig for you. If I can prove that, can I get the drink then?" The bartender ponders but then agrees. The man pulls out the pianist, and he plays "The Entertainer" before hopping back in the man's pocket. Baffled, the bartender gives him the promised free drink. The man whispered "I also have

"Hello Dad"
 "Hello B.J."
 "Dad, why is my sister named Rose?"
 "Because, on your mom and I's first date I gave her roses and she has loved roses ever since!"
 "Just curious... Thanks, Dad!"



Every ten years, the monks in the monastery are allowed to break their vow of silence to speak two words. Ten years go by and it's one monk's first chance. He thinks for a second before saying, "Food bad." Ten years later, he says, "Bed hard." It's the big day, a decade later. He gives the head monk a long stare and says, "I quit." "I'm not surprised," the head monk says. "You've been complaining ever since you got here."



Dock Bar Special: All the Beer You Can Drink for \$1
 A guy is walking around a salty town when he sees a dock bar with a sign advertising "All the Beer You Can Drink for \$1!"

He thinks that's a great deal so he goes in, sits down, hands the bartender a dollar, and asks for a beer. "Sure, right away," says the bartender as he pulls out a shot glass and fills it up about halfway. The man is stunned. "What the hell is this?" he asks. "Yup, that's all the beer you can drink for \$1."

a magic Genie, who was the one that gave me this pianist. If I let him grant you one wish, can I get another free drink?" The bartender, already in shock over the tiny piano man in his pocket, agrees. The man pulls out a lamp, and out comes a Genie, ready to grant wishes. The bartender exclaims "I want a million bucks!" And all of a sudden, a million ducks enter the bar. "Ducks?! I didn't want ducks!" The bartender shouts. The man looks at him, dead in the eyes, and says "You think I wanted a 10-inch pianist?"





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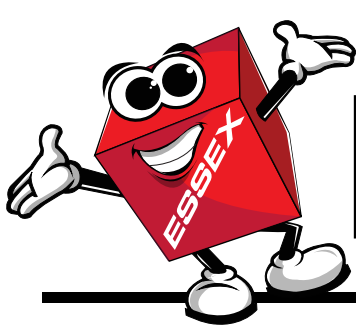
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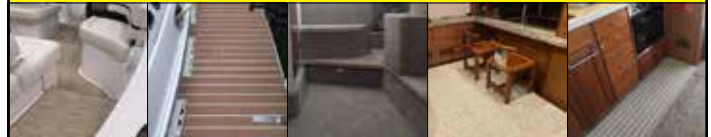
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CECIL COLLEGE

Lessons Learned: Free is Not Free

by *TowBoatU.S. Captain Dale Plummer*

With the current glut of used, abandoned, salvaged and “free” boats that litter our Bay, here’s some little-known information to help you avoid two common buying and selling pitfalls. Sad but true, here are some lessons learned.

Recently the Department of Natural Resources contacted a life-long boater who in 2004 had donated her 28’ sailboat to a non-profit group. The boat, still registered in her name, was found stripped of valuables and sunk in the Magothy River. Whoever had taken the “free” boat had never re-registered the vessel, and according to Maryland State law, the last known registered owner is responsible for salvage and disposal of the abandoned vessel. It was thousands of dollars out of pocket for this unsuspecting former owner. Avoid this headache by following the DNR notification process when selling your vessel.

If you plan to sell, donate or destroy a vessel, notify the Department of Natural Resources within fifteen days. Include date of the sale, purchaser’s name, address, and sale amount. Also be sure to inform the Licensing and Registration Service Center either in person (by appointment only), by fax, by mail or by emailing customerservice.dnr@maryland.gov. Never assume that the new owner will re-register the vessel.

At TowBoatUS, we get calls from customers that want to know the cost to tow a boat from one marina to another that is being offered to them for “free.” We always advise boaters to walk away from these too-good-to-be-true deals. There is no such thing as a “free” boat, especially one that does not run. The engine is the most important and the most valuable part of a boat.

Most marinas won’t allow a vessel to be towed into a slip for the first time. This protects the marina from being stuck with a derelict boat that can’t leave under its own power. Getting marine insurance will also be an insurmountable hurdle. And, if your dream boat project never becomes a reality, then what? Ask the guy who called our office last week for demolition services on a “Free” boat he took on four years ago.


Be patient and the right boat will become available for the right price. If you must cut corners, find one that is well-maintained but may require cosmetic repair. Contact a local broker for advice on buying or selling. Marine professionals like surveyors and mechanics can also help. And, of course, we recommend that you become a member of TowBoatUS to take care of the problems that will occur out on the water. As always, happy to help.



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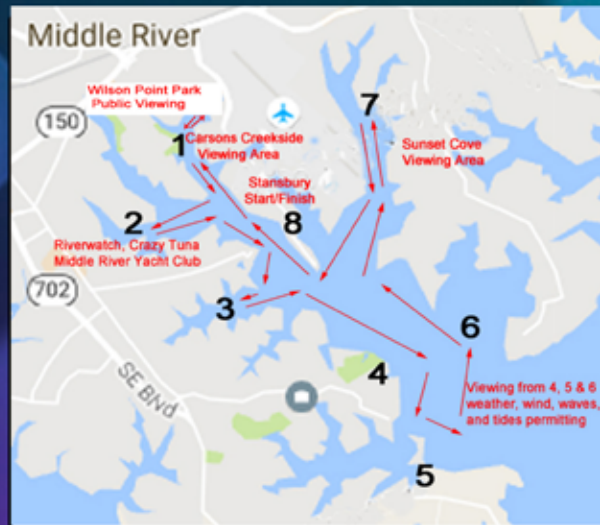
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Casa Carmen Wines

By Kimberly Ann

Completing my "me time" trip I headed over to *Casa Carmen Wines*, The Bodega, at 312 Cannon Street. They are open from Wednesday to Friday from 4-9 p.m. and Saturdays from 12-9 p.m.

Casa Carmen was founded by brothers Enrique and Felipe Pallares in 2017. Casa Carmen has grown into a family business with many members of the family filling significant roles. A little background on the brothers is the pair were polo players who have traveled the world with their sport. Casa Carmen has developed a commitment to local agriculture and sustainable farming methods. They focus on natural methods for growing and fermentation.

When you arrive at the yellow and green Bodega you can almost feel the warmth from the curb. Erika and Tyler continue that feeling once inside. The décor reflects what you would expect in a traditional bodega in Spain or South

America. You feel right at home right away.

On a nice evening, you can find seating on the front porch or out in the back "alley" area, both are equally inviting. The summer menu has offerings such as bar snacks: angry chips, ajoliva, charcuterie boards with dry-aged ham, spiced sausage, or lamp salame, as well as cheeses and premium tinned fish. There are small plates of pan con tomate, pulpo al olivio, and more. There is also gazpacho and smoked salmon salad.

The wine selection is incredible. I highly recommend getting a tasting so you can experience them all before settling on your favorite. The Viognier was crisp and light. There were hints of nectarine and melon was delicious. The Espumante was phenomenal. I love a good sparkling wine and this was top tier. The Tinto was a nice blend of Cabernet Franc, Petit Verdot, and Cabernet Sauvignon which is aged in French

oak. It was a good everyday dinner wine, in my humble opinion. There were other options such as Rose, Duende, and Verde, as well as vermouth.

Casa Carmen also offers a wine club. Everyone is welcome to join, age 21 plus of course, and there are different levels you can buy into. They offer 3 bottles, 6 bottles, and 12 bottles. Shipments are quarterly. Each package offers discounts (15-20 percent) on all Casa Carmen products. You can select which bottles you want delivered or you can let the vintner select for you. You will also receive invitations to exclusive events and access to early releases and members-only wines.

So next time you are in the area or just need a nice way to spend a Saturday afternoon head on over to Casa Carmen and let them know your friends at **Upper Bay Boating Magazine** sent you.



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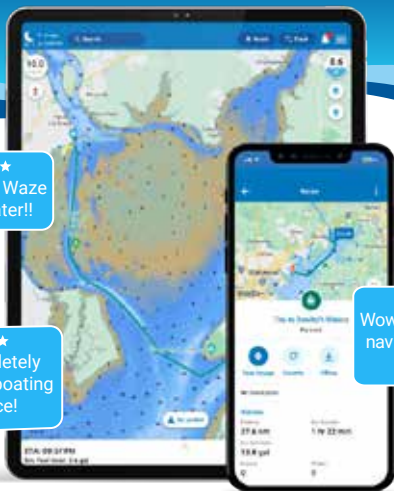
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