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SPRING! 2025



Photo:By
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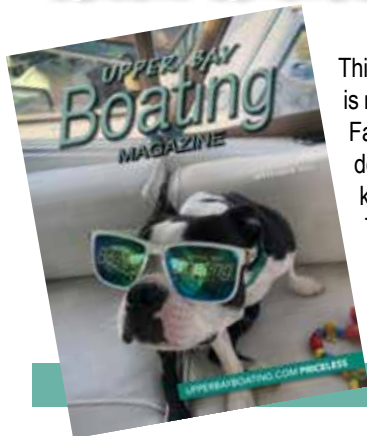
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Marinating with Jim High



This is a magazine for Go Fast Boaters! It is a magazine for slow boaters! It is not a fast magazine. It is not a slow magazine. I guess that makes it a Half Fast Magazine! So, this Spring enjoy this wonderful little magazine, slow down and go Half Fast this season! If you read my column, I know that you know how spectacular I feel about boating in our area.

This spring we will be up in Havre De Grace for a boat show at the Decoy Museum. And maybe, just maybe... Kisha and I will make it up to the Bohemia to hang out with those crazy Bohemia River Boaters. Also on the list are Delaware City, the C and D Canal, and Chesapeake City.

A PUBLISHERS NOTE from Jim High.

I was at the auction in 2013 when the Goldberg Family bought Fairwinds. I have been to numerous events and parties there, watched a castle be built, helped with Freedom Boat Club, saw the vast changes for the good. My family also WON Marina Dockage Magazine's The Marina of the Year in 2022 for our work at Baltimore Boating Center.



LIVE MUSIC YESTERYEAR & IN MY FUTURE!

I love all the live music at venues around the Chesapeake Bay. When I first started going to hear live music, the bands usually came on about 10 p.m. At least the headliner did, maybe an opening act came on at 8. As time went by, the music started earlier. 9, 8, even 7. Awesome Sunday afternoon deck parties

kick of around 6 which was perfect! The other day Kisha and I were catching a headliner at 2 p.m. on a Sunday. I realized that if this trend continues by the time I am in a nursing home, the headliner is gonna be starting at around 8 a.m. with happy hour ending at noon!



Fairwinds Marina WINS Marina of the Year 2024

Fairwinds has joined the small group of Chesapeake Bay Marinas to win the prestigious Marina Dockage Magazine's Marina of the Year Contest. On December 12th 2024 in Nashville, Tennessee at the Dock Expo the Goldberg Family accepted their award. Fairwinds Marina was bought by the Goldberg Family at auction on June 20th, 2013. At that moment began an adventure for Larry, Laurie, and daughter JoAnna Goldberg. They had a lot of work to do.

Over the last 11 years, Fairwinds has changed quite a bit. They began adding new boat lines such as Wellcraft, Glastron, Champion and Lexington Pontoon Boats. In 2013 they became the regional franchise for Freedom Boat Club and grew to 6 locations almost immediately. In 2022 and 2023 built all new piers and docks and added Lift slips. They continue to be a full service marina and also sell Yamaha and Mercury Outboards. Fairwinds on the Magathy is a bustling marina that offers non-ethanated fuel year round.

This Winter I saw something super funny down in St Pete Beach! Captain Paul Soltis and I were down for the Gasparilla Pirate Festival and on Friday Night it was 35 degrees. So at the bar we were in, all the people were wearing their winter clothes. The same winter clothes they moved to Florida for the Northeast years ago. They hadn't bought any winter clothes in over 20 years. The place looked like a 1999 Ski Lodge! Remember when we were gonna party like it was 1999?



MY YEARLY WARNING ABOUT NBH'S (NON-BOATING HUMANS)

Don't let them do it. No way and not this year. Do not let them plan your Spring, Summer and Fall Weekends. Do not let them keep you off the water. As we speak and as you read this the NBH's are planning and scheming parties and projects out in the countryside. Somewhere out in the mountains far from brackish water. Far from salt water. They do everything they can to make sure your weekends are fouled away, away from the sea! If all your family members have "Treasure the Chesapeake" plates on their cars and one family member has "Farm Plates" they are the NBH! So this year make a stand! Your soul will rest easier under the stars somewhere out on the hook!

A few tips to help save a few bucks

Make no mistake about it – folks are talking about money this season. If one more person says to me, “well, EVERYTHING is going up” as if this oversimplification is going to improve my mood, I’m going to resort to physical violence. Yes, prices are going up, but saying that everything is going up just to justify doing nothing about it is, well, giving up.

CHALLENGE ACCEPTED.



By Wendy Gilbert
Contributing Editor

Here are a few (not necessarily new) ideas for saving a few bucks this season:

FIRST Save gas and don’t drive out to Rogues Harbor in Elk Neck State Park.

The Rogues Harbor Area boat launch and soft launch will be closed April 1 until December 31, to allow for breakwater construction. According to DNR, the new breakwater will provide safer boat launching opportunities on the Elk River. The design and project timeline were developed with the protection of Maryland’s natural resources in mind, including submerged aquatic vegetation (SAVs) and spawning fish populations. The closure area includes the restroom facilities and water access near the ramps. The upper parking lot of Rogues

Harbor will remain open during the construction to allow for trail access.

Last year it was the Lighthouse Trail, what in the world will happen in 2026?

SECOND Consider the company you keep. Perhaps you might not extend quite so many invitations to your stingy free-loading friends. You know the ones who don’t chip in for gas and always “forget” to pick up the beer.

THIRD Brush up on your basics. And by this, I mean, make good friends with your favorite YouTubers. These folks have tips for everything, including a lot of tasks we pay a marina to do. Sure, you can’t do it all and yes, the marina

folks deserve some of our hard-earned money too, but why not shave a little off the top?

It’s also all in the details -- as in detailing. Same advice here. Let YouTube give you the hints, tips and Dollar Store dupes to clean up your boat. Don’t pay a marina for basic cleaning. Wipe or hose it down after every use (especially depending on water type). By May you will figure out what you feel comfortable doing and what you will want to outsource.

FOURTH Talk to your friends. No one knows the Upper Chesapeake Bay and its tributaries better than your fellow boaters.

HAVE A SAFE SEASON!

A circular graphic with a white background and a blue border. At the top is a blue anchor icon. Below it, the text "Boats Wanted" is written in a red, stylized font. In the center, a blue banner contains the text "Whistle Yacht Sales" in white. Below the banner, the text "WE BUY BOATS" is written in large, bold, white letters. Underneath that, in smaller white text, it says "Let us know what kind of boat you have" and "Send a message or call". At the bottom, the phone number "410-570-9150" is written in large white letters, and the email address "ryan@whistleys.com" is written in smaller white letters. The background of the graphic is a gradient of blue and white, suggesting water and sky.

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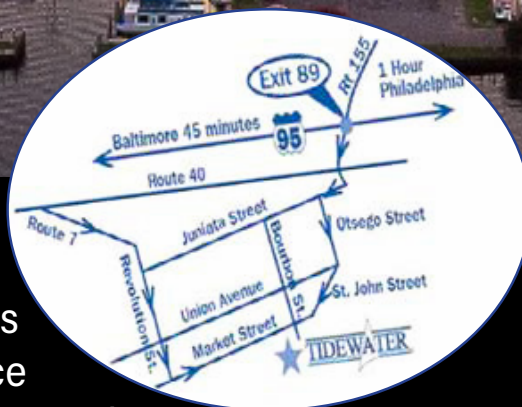
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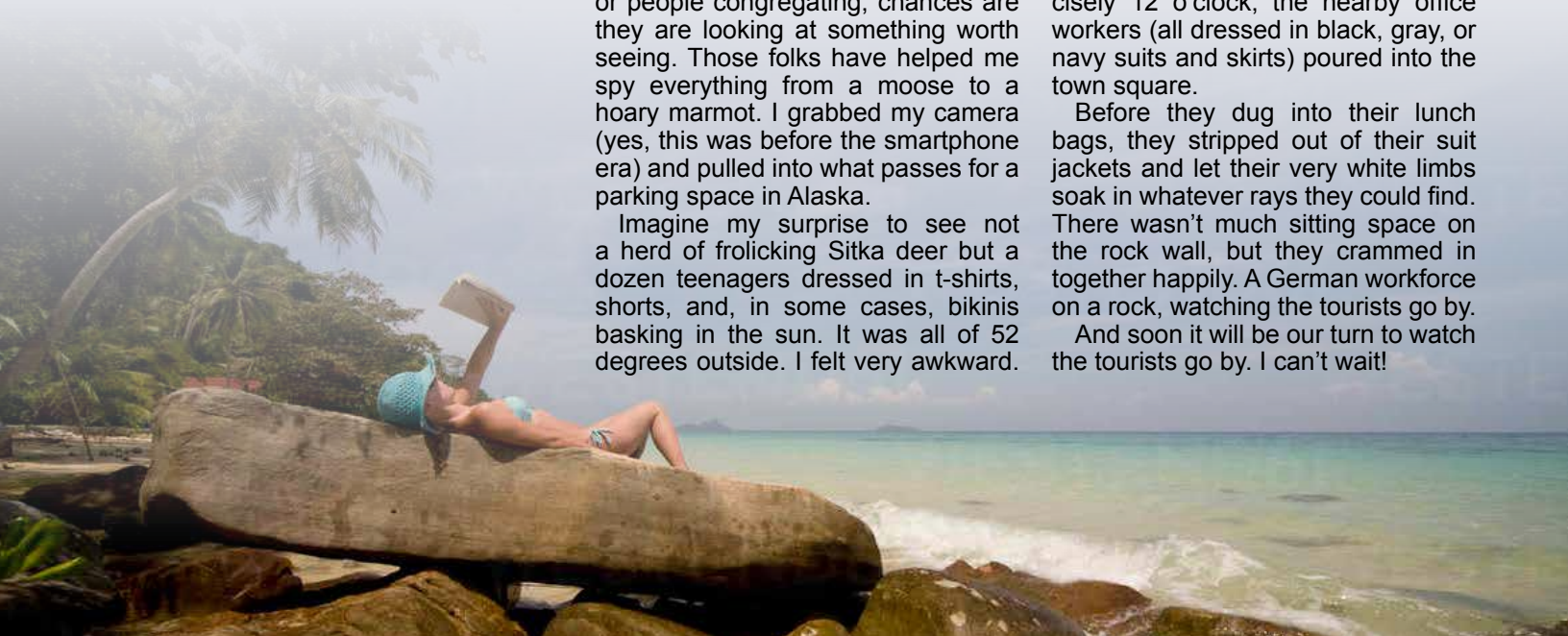
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WHEN PEOPLE ACT LIKE TURTLES

By Wendy Gilbert



I know it. You know it. However, I'm going to say it again—it's been a long, cold winter and I could not be happier right now.

I've got that "turtle on a rock" feeling. Years ago, while visiting my folks in Seward, Alaska, I was scooting around in their Honda Civic and spied something on a familiar bend on the Copper River.

Thanks to untold years' worth of sand being blown south along the river, a towering bank of gray sand now stands well over a hundred feet high.

I drove closer and closer, expecting and hoping to see some wildlife on or near the bank. I'd learned on my first visit that when you see cars or people congregating, chances are they are looking at something worth seeing. Those folks have helped me spy everything from a moose to a hoary marmot. I grabbed my camera (yes, this was before the smartphone era) and pulled into what passes for a parking space in Alaska.

Imagine my surprise to see not a herd of frolicking Sitka deer but a dozen teenagers dressed in t-shirts, shorts, and, in some cases, bikinis basking in the sun. It was all of 52 degrees outside. I felt very awkward.

I waved. They waved back. Locals were watching the tourists go by. I turned around, took a few pictures of the river like a good tourist should, and jumped back in the Civic.

It's always funny when warm-blooded creatures act like cold-blooded ones.

Perhaps we are not so different after all?

Nah, we are.

Not to give the impression that I am well-traveled (I am not), the next time I saw people acting like turtles on rocks was while on a spring trip to Germany.

Again, that 50-degree day in March popped up while we were touring cold stone churches and castles. At precisely 12 o'clock, the nearby office workers (all dressed in black, gray, or navy suits and skirts) poured into the town square.

Before they dug into their lunch bags, they stripped out of their suit jackets and let their very white limbs soak in whatever rays they could find. There wasn't much sitting space on the rock wall, but they crammed in together happily. A German workforce on a rock, watching the tourists go by.

And soon it will be our turn to watch the tourists go by. I can't wait!

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Lisa Lutz with the
Chesapeake Bay Boat Show



Matt Weimer with Clarks Landing
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WHO IS ERIK LOSTROM?

Marine and Mechanical Trades Instructor and Coordinator for Chesapeake College

By Kimberly Ann

This month I had the opportunity to speak with Erik Lostrom, Marine and Mechanical Trades Program Coordinator for Chesapeake College, about their trades program.

Erik has been around boating all his life. He grew up in New Jersey where the family business was boat building. His father was a pioneer in the fiberglass boat industry. After high school, Erik attended the Landing School in Maine, furthering his boat building abilities and learning yacht design. He has a degree in Naval Architecture, Boat Design, and Boatbuilding. He is a master builder and as a re-creator has built historic boats from scratch that have been used and sailed. He has also learned pattern making, metal working, and fabricating as these historic rebuilds need custom made hardware. You can't just head over to the marine store and pick up hardware for an 1800s style boat. Erik has also restored a Chesapeake Bay Loch canoe, originally built around 1989, for a local family that still competes in races.

Erik loves to give educational seminars to boat owners and usually hosts these seminars once a month on Saturdays during the off season. The goal of these seminars is to educate boat owners on the systems and maintenance a boat requires, the recommended maintenance schedule, and the why of the maintenance. How many times as a boater has something gone wrong, and your first reaction is-- WHY? Erik's goal is to help boaters understand their boats on a deeper level because he believes that an educated boater is a happy boater. When boaters understand what goes into the costs of maintenance and repairs, how to complete work orders, and what questions to ask the boat yard, everyone wins. The customer and the boat yard develop a partnership.

Erik told me that in his seminars he shows a slide of someone sailing into the sunset with a drink in hand. He calls this the sunset dream business. Customers want to be on the water enjoying the sunset with friends and family and the best way to achieve that is through proper care, maintenance, and repair of their vessels.

Erik went on to discuss something that is near to my heart, the lack of skilled trades people across the marine industry, as well as many other industries. This lack of skilled trades people can lead to higher costs and longer wait times for repairs and maintenance, which can "throw a wrench" into a boater's summer plans.

Erik took a position at Chesapeake College about five years ago as a part-time instructor. He initially taught two nights per week while working towards getting the program they offer today going. Last November he transitioned to a full-time position as the Marine and Mechanical Trades Instructor/Coordinator.

Chesapeake College Marine and Mechanical Trades Program

By Kimberly Ann

After talking with Erik Lostrom about his background in the marine industry, we switched our focus to the program at Chesapeake College that he is the coordinator for. This program should excite anyone associated with boating.

The program is relatively new and continuously improves and adds courses. Students in this program learn all aspects of the marine industry through classroom lectures and hands-on learning in marine labs.

Courses such as Entry Level Marine Services Technician, Introduction to Marine Engine Systems, and NMEA Basic Electrical Installation give students a solid foundation in the industry. They learn all the systems, materials, and necessary maintenance for boats, as well as skills required for repairing all aspects of the boat.

Students of the program will have the opportunity to obtain certifications through the American Boat and Yacht Council (ABYC) and the National Marine Electronics Association (NMEA), and will have the opportunity to take the Marine Electronics Installer (MEI) exam. Yamaha has partnered with the program and students can obtain certifications through level III. Interestingly both the ABYC and NMEA are local to Maryland. ABYC is based in Annapolis and NMEA is based in Severna Park.

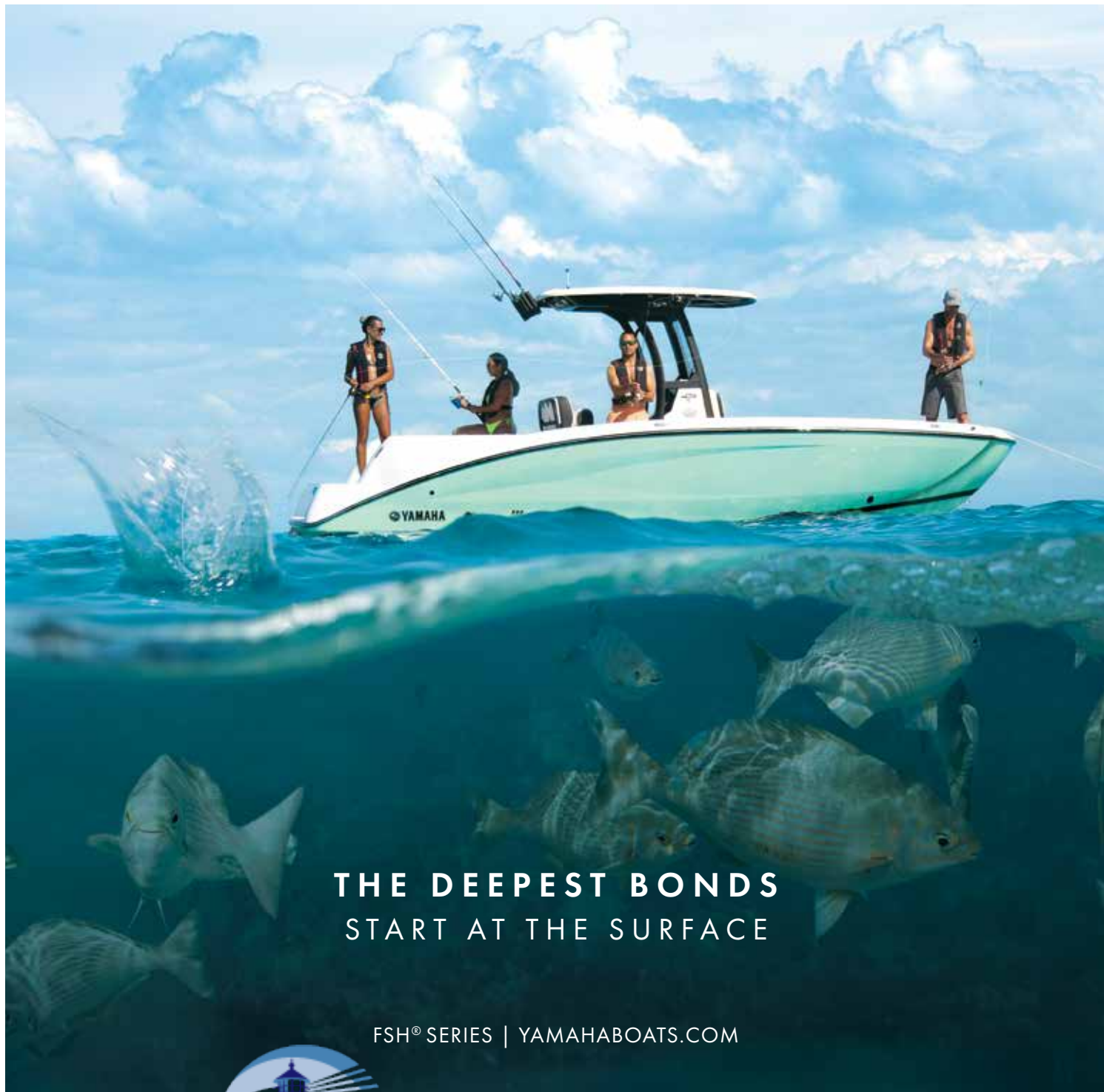
The program boasts a state-of-the-art lab setup for students. In the lab students have access to motors and test tanks, as well as tools and safety equipment/supplies.

There are opportunities to cross train during the program in areas such as metal fabricating, welding, and advanced manufacturing. A Captains Course is offered on the Cambridge Campus, and students can also obtain credentials for towing and salvage.

To facilitate increasing the number of skilled tradespeople, the program offers high school students the opportunity to participate in dual enrollment, allowing them to gain knowledge, skills, and experience in the industry while finishing high school. The program also offers internship opportunities where students can work at a boat yard obtaining a salary and/or scholarships, which helps them to keep the costs of the program down and decreases some of the financial barriers to becoming a skilled tradesperson in the marine industry.

In my opinion, our country has faced a shortage of skilled tradespeople in recent years with an aging workforce retiring and young people being steered towards attending four-year universities. I think it has become critical that we make efforts to promote and support trades programs such as Chesapeake College's Marine Technology Program. Programs like Chesapeake's produce skilled tradespeople and can aid in minimizing the number of disillusioned boaters that end up leaving boating and the economic impact that can have on the industry.

If you or your business are interested in supporting this program, reach out to Erik at elostrom@chesapeake.edu.



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THE NEED FOR ROD BUILDING AND REPAIR

It was just another day at Shore Tackle and Custom Rods in Grasonville. We were backed up as usual trying to fill custom rod orders and ease the expected backlog. It was also prime Rockfish season, so we had put repairs as a priority to get rods back in the hands of our fishermen as soon as possible. A few repairs we can do while the customer waits, like replacing rod tips and freeing locked up reel seat parts due to corrosion, but most repairs, like replacing guides and broken pieces that need a little more attention or a part we don't carry, can take a few weeks or more.

We were rolling when a young fellow walked in carrying a couple of light spinning rods. We always start at the tip and work our way down since broken tips are very common. In the case of these rods our eyes were drawn immediately down to the cork grips on the old St. Croixs. They were almost gone and the young angler looked up at us a little hopelessly and asked if there was anything we could do? "What happened?" we asked. "Well," he said, "I went off to work yesterday and I left the rods in my room tucked into the corner like usual. Apparently, when the Roomba came through to vacuum things up it got caught in one of the lines. Apparently, those Roombas are pretty tough because it pulled the rods over and dragged



them out my door. My dogs awoke to this new game of chasing my rods around the house and biting at the cork. By the time I got home from work, the Roomba had died. The dogs were wore out and asleep and my favorite rods looked like they went through a pencil sharpener".

We didn't laugh. That would have been rude. The bottom line was we fixed them for a small fee and the rights to tell others the story. And promise not to use his name in the process.

Another time one of our custom rod customers came into the shop with a broken rod that we had built. The tip was snapped off the 80-pound class rod and the solid metal butt was twisted as if the whole rod had been run over by a truck. Upon further disclosure we learned that the angler had been down the Outer Banks in their 28-ft Parker and hooked a 103-inch, 700-pound Bluefin Tuna. The beast dragged the boat and three anglers over 13 miles over 7 hours and when they finally got it into harpoon range, they stuck it and watched it make a last run for life. The only thing they missed was backing off the drag and swiveling the rod. The rod over flexed and took off the tip and tweaked the bottom. Ironically, they

got the fish into the boat by backing into a wave and washing it over the transom.

Our motto is "We fear no fish." Our rods are guaranteed. We do fear trucks and Roombas though as well as garage doors and a few other unnatural things. But we can fix almost anything.

We are constantly asked about what rods are best for someone and there is really no easy answer. For most people, the starting point is your budget and the amount you fish. Cheap factory rods can cost under a hundred bucks while custom rods start at over three hundred and can get up into a thousand or more for offshore rods. Much of the cost is in the components. If you fish a lot, get a rod made with good components. Repairs can be costly and if you fish a lot it's not worth the down time.

When I started my charter service almost thirty years ago, I bought a set of Shakespeare Ugly Sticks. They were cheap and pretty much unbreakable. They were adequate for the time. After a couple years, when the guides started falling apart, I went to a set of St. Croix Premier series rods. I could tell the difference immediately. And the fact was so could my customers. We all seemed to be better fish-

By Captain Mark Galasso

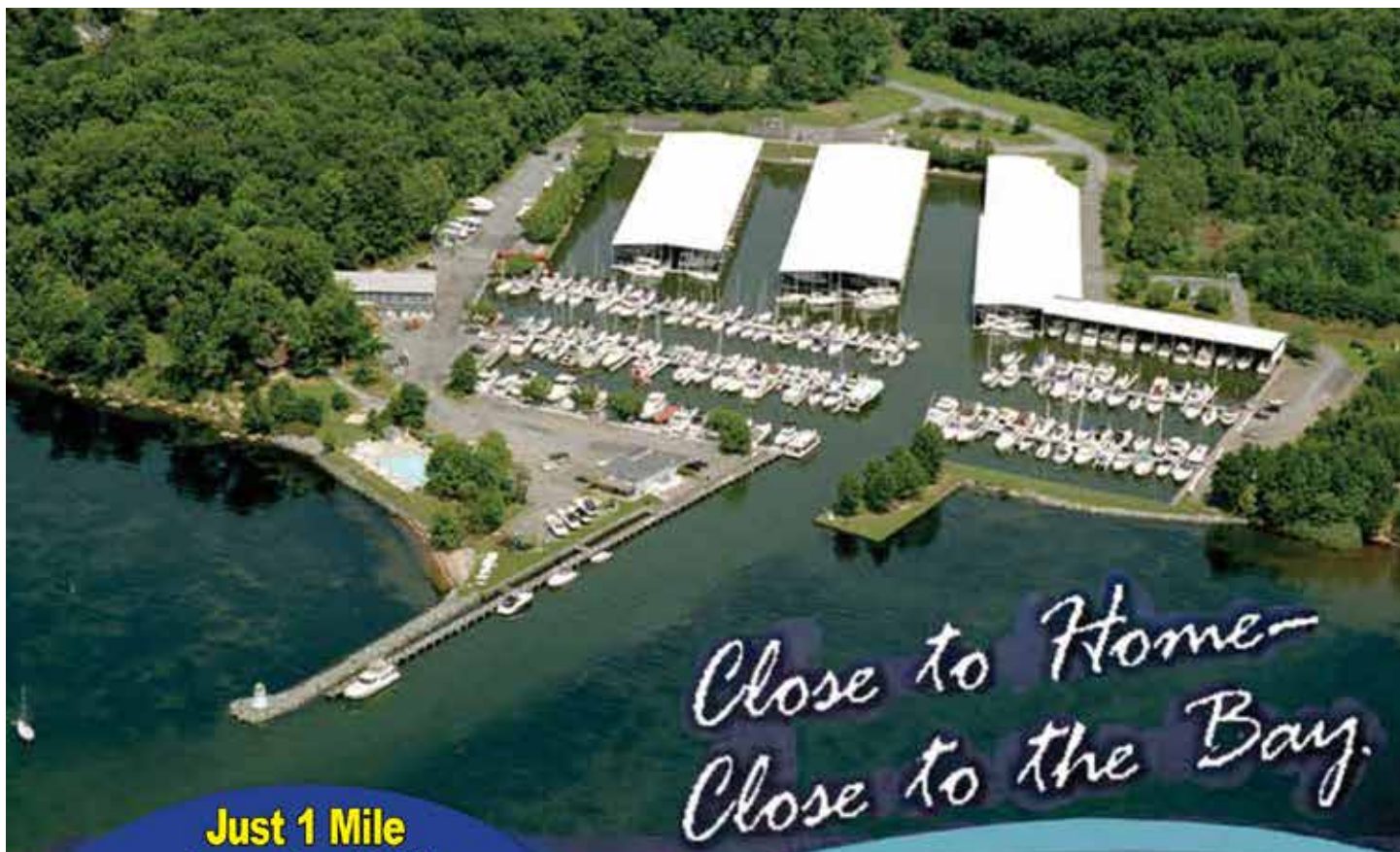
ermen since now we could feel the bites and our hookup percentage increased dramatically. Eventually I switched to the custom rods we make in our shop. These are built specifically for the type of fishing we do, vertical jigging and short casting. Though they cost more, I've had very few repair issues and our hookup ratios are even better than the Premiers. This saves me time and money every trip I take.

As fishing gets tougher, we need to change with the times and need every advantage we can get. Before you make your next rod purchase, talk to your local retailer and pick their brain. Most rod shops are run by fishermen and they can point you in the right direction.

People constantly bring us rods to fix or recondition. And the question always becomes is it worth the money? And sometimes we just don't think so. However, if the rod has sentimental value or you just love the feel of it then it IS worth the money. It's a matter of taste and preference. Sometimes it may be an old rod from your grandfather. And it's true. "They don't make them like they used to." Some of these rods get fixed only to catch one more fish before they become wall hangers in someone's Man Cave. And there is NOTHING wrong with that. In fact, I have a couple of them in my case.

Fishing season is right around the corner. Don't wait until the fish are biting to do your spring maintenance. Go through your stack of rods. Now's the time.

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Wade on in, is it clear?

By Anne Sandbek

When your college professor opens class with a story about walking into the Bay with his shoes on, you assume it was to protect his feet. Anyone who grew up here knows the bottom is either rocky or so muddy you sink! In reality, he was starting a lesson on water quality and how citizens throughout the region draw attention to the diminishing and hopefully one day, improving water quality of the Bay using the “Sneaker Index.”

The Sneaker Index is a casual way of measuring transparency, also known as turbidity. The scientific community measures this using a circle divided into four quadrants of alternating black and white tied to a string, called a Secchi disk. The disk is lowered into the water and at the moment it disappears to the naked eye, the rope is measured. Rather than this more complicated route, the Sneaker Index is simpler for comparing how cloudy the water is from year to year. Participants wade into the water and stop when they can't see their shoes anymore. This depth is recorded and compared from year to year.

Maryland Senator Bernie Fowler is famous for using the Sneaker Index to measure the water quality of Chesa-

apeake Bay. Fowler was an avid fisherman and noticed the diminishing water quality throughout his lifetime. He ran for Calvert County Commissioner in 1970 and won. He was a Maryland Senator from 1983 to 1994. During one of his terms as Senator, he started the tradition of the Wade-in in the Patuxent River in 1988 and attended them until he died at age 97. Today Wade-In events are hosted throughout the state.

Many things impact the cloudiness of the Bay's water. These include, but are certainly not limited to, soil eroding from unstable banks, nutrient run-off from agriculture, and pollutants dumped in suburban drains. Heavy rains also churn up the bottom, creating more suspended particles.

How do we improve this factor you ask? Oh, can I count the ways! You can support local oyster restoration projects (yes this includes eating them!), raise oysters on the end of your dock, dispose of oil and other chemicals at the local landfill, pick up your dog's poop, and plant trees at home. You could even attend a wade-in! The Town of Charlestown is hosting Cecil County's 16th Annual Wade-in on June 14.

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POWERTECH PROPELLERS

Oyster Plates at *Fisherman's Inn*

By Kimberly Ann

This month I had the opportunity to visit the Fisherman's Inn in Grasonville to view the largest collection of oyster plates on the East Coast. The collection belonged to Betty Schulz and is a display of not just beauty, but of strength and perseverance.

Captain Alex Thomas and wife Mae were the original owners of the Fisherman's Inn. The building was a 30-seat eatery and grocery store when Betty Schulz took it over from her parents in 1945. In 1971, the building was torn down and rebuilt, and it was about this time that Betty began collecting oyster plates.

Oyster plates date back to the Victorian Era when oysters were first declared a delicacy and a symbol of wealth. At the time ownership of oyster plates represented refinement, gracious hospitality, and were a sign of an elegantly appointed home.

Oyster plates were crafted by makers such as Haviland & Company in France, Union Porcelain Works in New York, Minton in England, and Quimper in France. The plates come in three shapes: geometric with six wells with a shallow seventh well in the center for lemons or sauces, turkey with five wells in unique positions to resemble the shape of a turkey, and kidney with five wells shaped like a kidney bean. The wells can be deep

for oysters on the half shell with ice, mid depth for oysters on the half shell without ice, and shallow for shucked oysters.

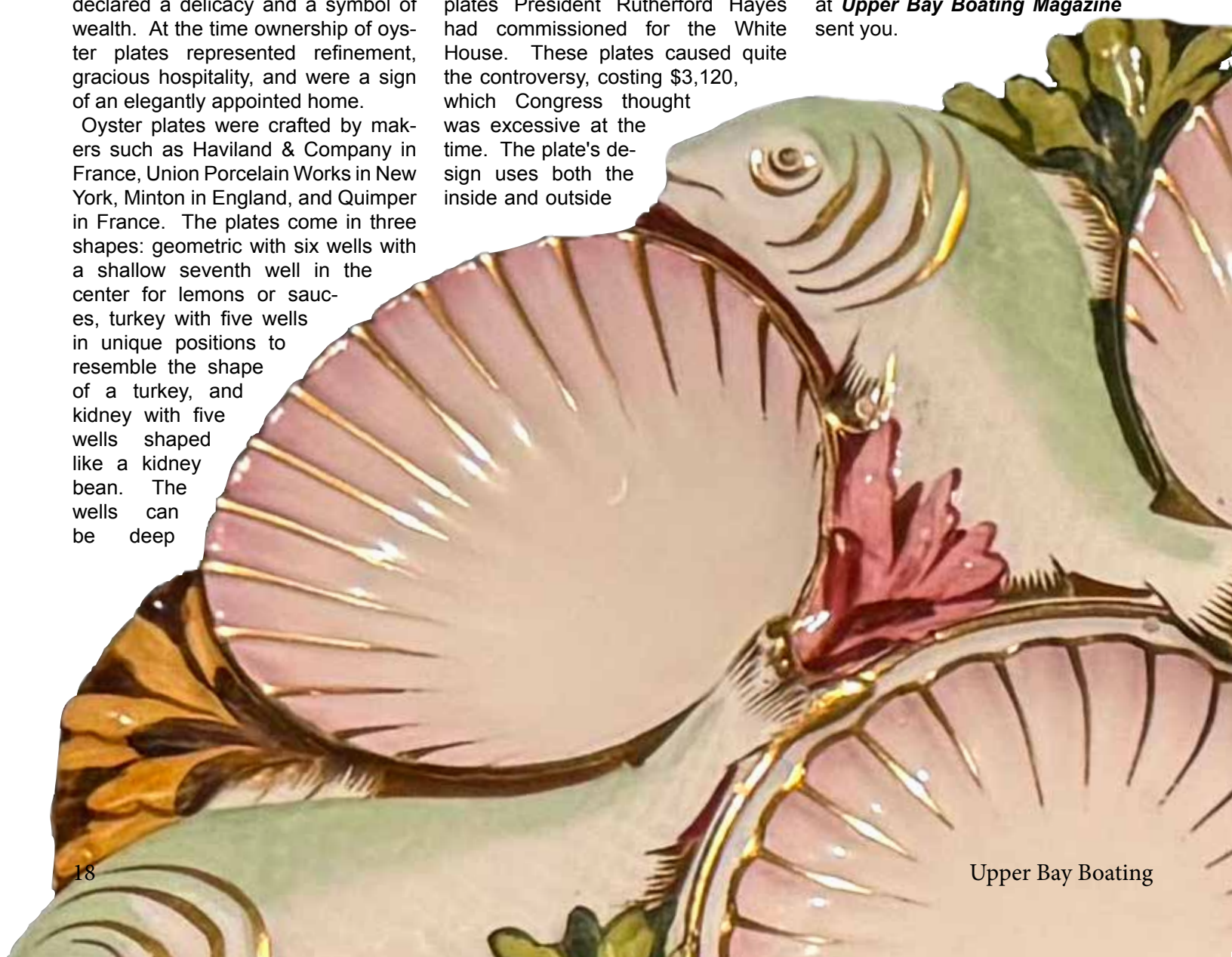
Unfortunately, tragedy struck in 1980 when the restaurant, along with Betty's collection, was destroyed by an explosion. The restaurant had more setbacks in 2002 and 2003 when the restaurant fell victim to a fire and then flooding from Hurricane Isabel. Betty was not to be deterred in her collecting of oyster plates and continued collecting and displaying them proudly at the restaurant.

On display was a plate signed by Theodore R. Davis, made by Haviland & Company, that was a replica of the plates President Rutherford Hayes had commissioned for the White House. These plates caused quite the controversy, costing \$3,120, which Congress thought was excessive at the time. The plate's design uses both the inside and outside

shell of the oysters. It was designed to resemble an oyster bed with shells, water, and seaweed. Davis patented this design in 1880 and Haviland produced these replica sets for the general public to purchase. The Presidential set has the Presidential eagle painted under the rim and does not have the patent date printed on the bottom.

As I walked around the dining area taking in the beauty of the plates on display I was mesmerized. Each plate is a unique beauty.

So, next time you are in the area stop in and check out Betty's collection of oyster plates and stay for a meal. You won't be disappointed by either. And when you go tell them your friends at ***Upper Bay Boating Magazine*** sent you.





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A peek into the Boat Bonic Dictionary

By Montana Grant

Boats have been around a long time, and many of the anatomical names reflect boating history. There are parts of a boat and terms that have survived time but need clarification. Every great boat captain can speak and understand these nautical terms.

Seasoned Sailors speak a language all their own. Landlubbers often have no clue what they are saying. Many folks that do not boat also use many of these Boat Bonic terms and phrases. Boat anatomy is easier to remember. The stern, Aft, starboard, port, keel, transom, etc. are common for all boats.

So, whether you are "even keeled," or "three sheets to the wind", here are some translations to help you navigate your waterways. Let's get the "Poopy" term clarified first!

Poop Decks These decks have nothing to do with excrement or toilets. The word is a French word, "Poupe", which refers to observing. The Poupe Deck is on the roof of the aft cabin. This back of the boat area is often where the boat was steered from. A ship or boat could also get "pooped" if it capsized in rough seas.

Pooping was done on the ships bow, or front. Flat boards with holes were fastened near the bowsprit, nose, of the ship. This area was often washed by waves. For a wipe, they used a frayed tow rope, that hung into the water.

Cockpit No this area is not near the Poop Deck. This is where the ship /boat is steered from.

Ship Shape Organized and in good order.

Lower Unit This is not related to any part of human anatomy but is the lower part of the boat's engine, where the propeller is attached.

Batten Down the Hatches Prepare for a storm or rough situation.

Keel Over Falling down or dying, capsizing.

Burgee This is not a stuffed toy but rather a small pennant displayed on a boat.

All Hands-on Deck Crew is getting ready to help, hopefully with more than just their hands.

Three Sheets to the Wind Term describes someone that has had too much Grog/Booze.

Scuttlebutt

Gossip and rumors

Let the Cat out of the Bag

Finding out the truth. The "Cat" was a Cat o nine tails" whip that was used to encourage the truth.

Dead Reckoning

Navigating based on estimating the boats speed, location, and destination. You are guessing.

A Bone in Her Teeth When a boat is moving fast, and everyone is hanging on tight.

Sea Legs Being able to walk or stand on rough seas or a new situation.

Dead in the Water Not moving. Nothing is working.

Gunwale The upper edge of a ship's rail.

Kedge A small anchor.

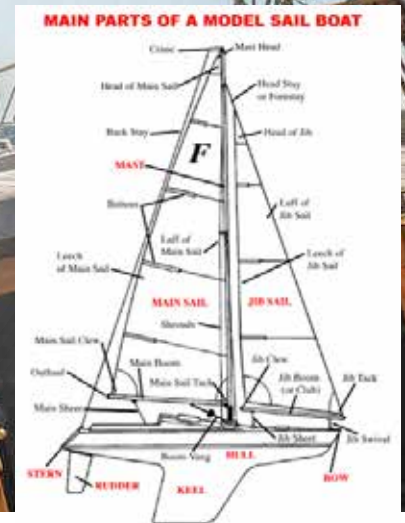
Knowing the Ropes

Learning the proper rigging knots or how things work.

Shiver me Timbers When boats were built of wooden timbers, they would vibrate or shake in rough seas.

Walk the Plank Punishment could be cruel on a ship. Crews spent years at sea. If a crime occurred, a sentence was given by the captain. If you weren't whipped, you may have had to walk a plank/diving board shoved out over the side.

The Cut of One's Jib Good Sailors could make the sails look tight and trim. This is also true of someone that is well dressed and behaved.



These nautical terms relate to everyday languages. The boating culture is well anchored in culture and how we communicate. These terms could be used by boaters of different languages or just as slang.

Set Sail! Montana Grant

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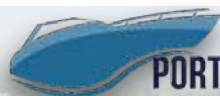
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Cruise Time

By Captain Mark Galasso

I recently got invited to do a three-day, night cruise with some family and friends out of Port Canaveral, Florida. I hesitated a little at first. I spend 150 days a year fishing and cruising on my own boat and I've been on half a dozen cruises already, though every cruise I've been on has been a great time. The more I thought about it, the more I wanted to go. It wasn't a wildly expensive trip and considering the weather we've been having, a few days in the sun might be just what the doctor ordered and besides the end of February is the slowest time of year for me. So, I pulled the trigger.

Come to find out the ship we chose was the Utopia of the Seas. She is the sixth ship in the Oasis class and has been in service since July of 2014. She is the second largest cruise ship in the world and sails for Royal Caribbean cruise lines. She is 1188 feet long with a 211 feet beam. The ship can accommodate 5668 guests and sails with 2290 crew members from 80 different countries. The ship weighs in at an incredible 236,473 gross tons. I think one of those tons is Daiquiri mix to supply the 13 bars on board. The ship runs on Liquefied Natural Gas so

there is no real fuel smell. There are 5 main pools and 8 hot tubs on board. One of the hot tubs sits out over the side of the ship, ten stories above the ocean waves. The 11 open and 10 pay-as-you-go dining rooms serve over 30,000 meals during a three-day cruise. And they are all good!

The ship has everything. It seemed to me that it was a floating mall/ water park/ fitness center/ food court. And everything was first rate. Service was nothing short of spectacular. It's amazing how 2290 crew members from 80 different countries can work in unison. By the end of the cruise, some of them just feel like family.

Much of the actual time at sea going between ports is done at night. In our case, we went from Port Canaveral to Nassau the first night. The second leg was spent sailing around the Northern Bahamas and the third day was at a private island called A Perfect Day at Coco Cay. Most of the major Cruise lines have their own private Islands and Royal Caribbean recently spent 250 million dollars upgrading this small coral island.

I'm thinking about expensing my trip to my accountant. I plan on doing

it under the research and development category. As fishing seasons are becoming more and more restrictive, I have been doing more and more cruises. It seems only natural that I would want to model my operation after the best out there. So, there are a few things I can use for my passengers and some comparisons to be made between Royal Caribbean and Tuna the Tide Charter Service.

First of all, our Ports of Call. They visit islands throughout the Bahamas. I also visit the Islands like Tilghman, Kent, Parson's and Poplar. Though I don't have multi-million-dollar water parks everywhere you look, I do have a roof you can jump off of. (Hopefully not into a sea nettle.) And when you get back on the boat I have a really nice dive ladder. I don't have 6 elevators and 16 stories.

Food and drink are something else to think about. Even though I don't have room for 21 restaurants, I am docked next to an exceptional restaurant /tiki Bar called the Big Owls. And if you bring your own food and drink, I have a big cooler with plenty of ice. I was once asked to do an all-expense paid cruise for a large pharmaceutical company. They stroked

me a check for three times my going rate, but I had to supply food and drinks. I spent it all on crab cakes, shrimp sandwiches and drinks. The problem I had was I got so excited I didn't watch the weather and it got so rough we couldn't stand up to eat anything. Speaking of weather, one night on the cruise we had forty knot winds quartering the ship. You couldn't feel it. On my boat we would never have left the Tiki Bar under such conditions.

One of the channels on our flat screen TV in our stateroom had a channel dedicated to the ship's track and weather outside. It was fascinating. I could see where we were, our heading and current conditions outside. At one point my wife commented that she wished the Captain would just find sun. (It was a cloudy day and she wanted sun.) But we were like that Peanuts character Pig Pen that always walked under a cloud of dust. We could see blue sky in the distance, we just never quite got there. One day I was watching that channel and it looked like we were headed back to Florida when we should have been going east. About then the Captain got on the hailer and explained

See Cruise Page 24




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Rain Date: September 28th, 12:00 PM - 4:00 PM

October 25, 2025 | 2:00 PM - 6:00 PM

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Rain: October 26th, 12:00 PM

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CRUISE TIME *From page 22*

what was happening. And apologized for the clouds. We were going to see the USS United States being towed to Mobile, Alabama to its final resting place as an artificial reef. He explained that when it was built in the early fifties, during the golden age of Ocean Liners, it was one of the fastest ships of the time. It still holds the North Atlantic time/speed crossing to this day. Back then ships were built as multi-purpose vessels in case they had to transport military personnel or armaments across the Atlantic. Funny thing is I always try and think of points of interest for my cruisers. Many a time I've changed my course so they could get pictures of tall ships, skipjacks, and lighthouses!

I could go on and on but needless to say the cruise was quite fun and informative. There was one more similarity between my Markley, Tuna the Tide and Royal Caribbean's Utopia – no one likes to clean marine toilets. There are clever signs all over the place that state that nothing goes into the head unless it is the toilet paper supplied by the boat or it came out of you! One of the signs in our stateroom head even said that you could be fined up to 200 bucks if you clog the toilet. I tried to take it but it was there to stay.

When I was doing a little research, I read an article that Sophie Trotman wrote for Women's Health Magazine. She said that one of the things that struck her was how many steps she took while on a cruise. I don't know how many I took, but I'll bet I walked a couple miles in the three days.

Whether you cruise the Bay or the Bahamas, a trip on board a boat that specializes in what you want to do is everything. That's why most of us got into boating anyway. But it's always fun to see how other people do things. Some people like it large and loud while others just want to hear the whisper of the wind and the sloshing of the waves. On a big cruise ship I think the trick is balancing the two. On mine you get one or the other! Safe boating.

Tuna the Tide Charter Service

THE HISTORY OF RECREATIONAL BOATING ON THE BAY

Part 1

“IN THE BEGINNING”

Since the beginning of time, man has always needed to be close to water. Primal instincts dictate that we need water for survival. It beckons mankind to explore. It provides us with a source of food and in the more recent history, a recreational resource. The history of Boating on the Chesapeake is the focus of this series of articles.

Prior to the 20th century, Yachting, as it was referred to, was almost the exclusive domain of the rich. During that period, the boating scene was almost completely dominated by custom-made sailing vessels. It wasn't until the late 1800s that the internal combustion engine was introduced into pleasure boats. About that time, Christopher Columbus Smith and his brother Hank began producing “standardized” runabouts. After a series of company name changes, Chris Craft became the brand name.

The turn of the century found an increased interest in recreational boating. In 1907, Ole Evinrude, developed the first functional

outboard motor. His invention enabled middle-class families to enter the boating community.

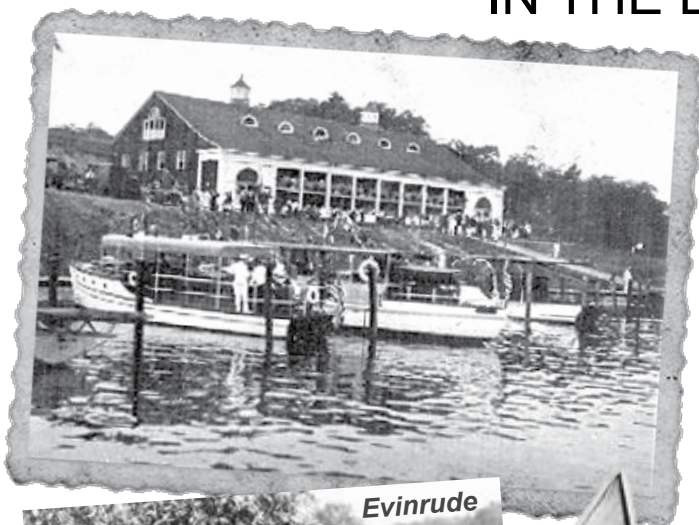
Closer to home, in 1925, Charles Owens Sr began building custom boats on Spa Creek. His three sons and daughter expanded the business and in 1936, a “production line” plant was built in Dundalk.

In the early 1900's, pleasure boat owners found that facilities to accommodate their vessels were lacking. Boat yards were few and far between. Marinas were almost nonexistent. Water-front property owners were fortunate enough to moor their boats in front of their properties.

To help fill this void, influential boat owners banded together to form Yacht Clubs. The turn of the century found the establishment of a number of these organizations. Among the notable ones were the Baltimore, Maryland, and Annapolis Yacht Clubs. Membership requirements continued to perpetuate the belief that boating was the domain of the rich.

Next: WWII and its Aftermath

Wayne E Miskiewicz - marinaadvisors@gmail.com





Upper Bay Boating Magazine

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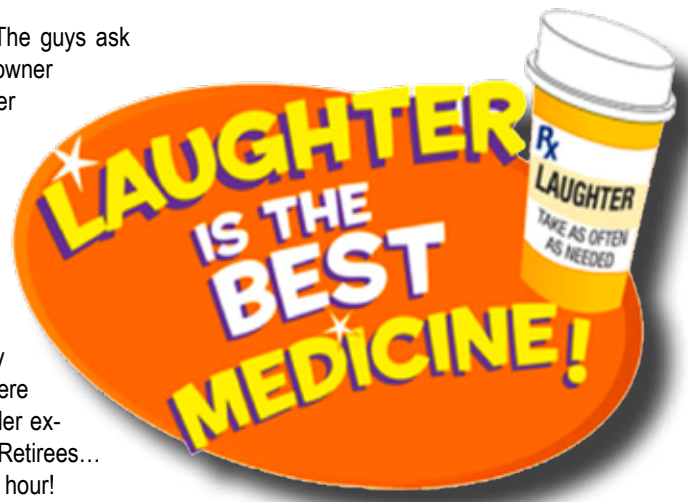
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THREE GUYS ARE WALKING down a dock-side main street when they saw a sign that stated "10¢ drinks, 10¢ wings all day every day" The guys walk in and order three Natty's and the cheerful bartender says 30¢! The guys pony up a dollar and order three shots of Jack. Again 30¢. They order chicken wings \$3.00

bucks with blue cheese! The guys ask the bartender how the owner can do this? The bartender says I am the owner and realistically I can't. But two months ago I won the Powerball Lottery, bought this place and just like to give it away!!! One of the three asked another question. "Why isn't that group down there not drinking?" The bartender explains that's my Florida Retirees... They are waiting for happy hour!



NUN YA!

It's time to redecorate the nunnery and Mother Superior is feeling overwhelmed with supervising all the various contractors. Wanting to save some money, she tasks the 2 newest novitiates with painting the cloister...

The young nuns are inexperienced painters, and they paint slowly and carefully, concerned about getting paint on their habits.

Mother Superior comes to check on them and is dismayed to find by the end of the day they've barely painted one wall.

"You'll need to paint faster ladies, we're planning to install the carpet tomorrow!", she hisses as she stomps off to oversee the new cabinets. One of the novitiates looks at the other and says, "What if we just took off our habits? Then we could paint much more quickly without sully-ing our holy garments."

The other nun agrees. They lock the door, take off their habits and undergarments and begin to paint.

The painting is indeed much faster without their restrictive clothing, and the nuns are happy to be making such good progress.

Suddenly, there is a knock at the door. Looking worriedly at each other, the nuns nervously ask, "Who is it?"

A haggard voice replies, "It's me...the blind guy." The novitiates wordlessly shrug at one another and unlock the door. After all, it is their duty to provide charity to the poor and downtrodden. The door opens and the blind man stumbles in. "Very Very Nice Ladies!!! . Where do you want the blinds?"



These are baby stingrays. They look like aliens stuck in ravioli



A BRUNETTE, REDHEAD AND BLOND

A brunette, redhead and blond went to a remote fitness spa in Chesapeake City for some dock bars, fun and relaxation.

After a stimulating healthy lunch, all three decided to visit the ladies room and found a strange-looking woman sitting at the entrance who said, "Welcome to the ladies room. Be sure to check out our newest feature: a mirror which, if you look into it and say something truthful, you will be awarded with a wish. But, be warned, for if you say something false, you will be sucked into the mirror to live in a void of nothingness for all eternity!"

The three women quickly entered and upon finding the mirror, the brunette said, "I think I'm the most beautiful of us three" and in an instant she was surrounded by a pile of money which she had wished for.

The redhead stepped up and said "I think I'm the most talented of us three" and she suddenly found the keys to a brand new Lexus in her hands which she too had wished for.

Excited over the possibility of having a wish come true, the blond looked into the mirror and said, "I think..." and was promptly sucked into the mirror.

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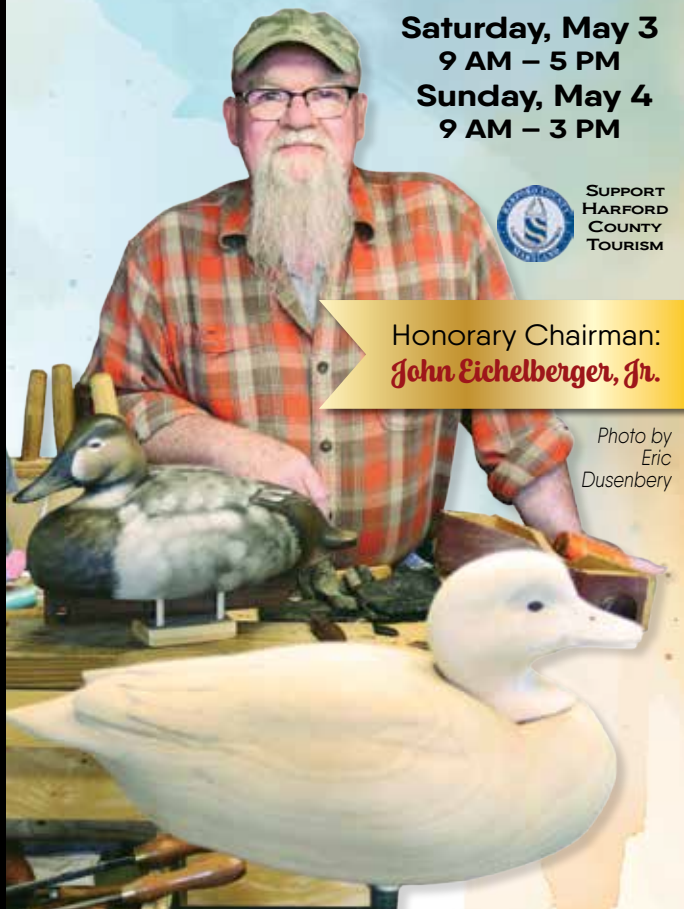
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PLANS AND SCHEMES

Photo of
Hard Yacht Cafe

By Don Elwell

Winters can be hard on the water sometimes. For those of us who live aboard, or even just spend an egregious amount of time on the water, the combination of high winds, cold temperatures, and wet weather can make for a pretty miserable time on deck. People—perhaps wisely—seek out warmer spaces in Winter weather, making the usually active and convivial docks lonely and far too quiet.

Still, the winter gives you time to think, time to plan and scheme and dream of warmer times and what you'll do. That was this last winter for us. We spent the time aboard our little shantyboat, warm and relatively comfortable, but increasingly dreaming of sailing again. And then, sitting there in the middle of winter, a used sailboat wandered past our sights and, after a lot of discussion, we decided to go for it. Something with sails for the spring, and the possibility of spending the next year exploring the Chesapeake and its nooks and crannies was appealing.

The Chesapeake is just the thing for such an exploration. Thousands of water sources feed into the Bay, from massive rivers like the Susquehanna to quiet little nooks like Warton Creek. You could spend a lifetime just gunkholing the Bay and probably still not see the whole

of it. The plentiful aquatic life means that Chesapeake watermen and tourist fishermen have an enormous variety of things to fill their nets (and hooks, and tongs).

The life around the bay is fascinating as well, from massive port cities like Baltimore to quaint waterfront towns like North East and everything in between. The wealth of seafood translates to a wealth of restaurants and cuisines, and the boating public translates to a cornucopia of dock bars, hotels, and chandleries, all catering to the marine trade.

In winter, it's quiet here, but after eleven years on the water, we know all too well that in spring the place will hum with life, and we intend to be ready for it.

So, the next few chilly weeks will be spent equipping the new boat and equipping ourselves to explore. We'll spend each windy evening pouring over maps and guides and having long conversations with our dock mates about places seen and waters that need visiting.

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Cleanup Events



March 29 With **Councilman David Marks** @ Honeygo Sq. Shopping
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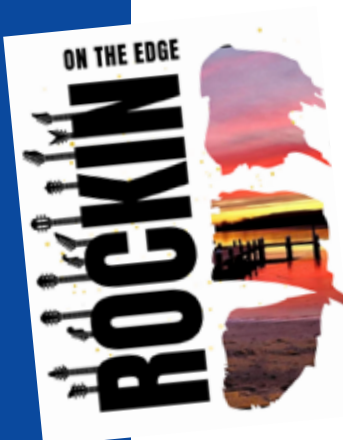
April 6 Annual Grays Road (Wise & Grays Rd) 9-12 **Key Brewing** will
return to Grays Rd for the cleanup to provide Beer for volunteers.
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April 12 Corner of Carol Island & Bowleys Quarters Roads 9 am - noon
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April 21 Join us on Easter Monday with the **Essex Development Corp.**
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High School Students Attend CAREER DISCOVERY DAY

Baltimore - Twenty-three students from Soller's Point Technical High School participated in a Career Discovery Day hosted by the Marine Trades Association of Maryland (MTAM) on January 9 during the 2025 Chesapeake Bay Boat Show at the Maryland State Fair Grounds in Timonium. These students are enrolled in the diesel, automotive, or construction program at Soller's Point and were presented with the marine trades industry as a career choice in addition to more mainstream occupations.

The program commenced with opening remarks by Jason Baumgartner, president of the Marine Trades Association of Baltimore County, who hosted the boat show. He provided an overview of career opportunities within the marine trades and highlighted the strong work ethic prevalent within the industry.

Equipped with questions, the students toured the boat show, engaging with various MTAM partners regarding careers in the marine industry. Participating companies included Riverside Marine, Maryland Yacht Sales, MAD Soaps, Bosun's Marine, Yacht Brokers of Annapolis, Port Annapolis Marina, Proptalk magazine, DiMillo's Yacht Sales, Intrinsic Yachts and Annapolis Harbor Boatyard/Seakeeper. The day proved to be a resounding success, providing students with the opportunity to interact with the largest gathering of marine professionals in

the Baltimore region.

MTAM partners generously shared valuable insights into the day-to-day operations of the industry.

Mike Muceli, owner of Maryland Boat Sales, talked about his love of working in the boating industry. "I've always been drawn to this industry. It's tough, but no job is perfect. What makes it special is that you get to work on the water. Sure, you need to learn more, but the constant exposure to the water is really rewarding. Even if you don't have any boating experience, you can learn. You start at the bottom and work your way up - there's a lot of room for growth. Just be prepared to put in the hard work and don't jump around (from company to company)."

When asked about the qualities required to be a successful yacht broker, Matt Sansbury, the president of Yacht Brokers of Annapolis, redirected the question back to the students. He could see the "wheels turning in their heads" as they contemplated the skills necessary to sell boats. The students were enthusiastic about discussing the topic further.

Riverside Marine's Assistant Service Manager Jay Suever chatted about emerging technologies with the students. "The boating industry has made big strides in recent years. Touchscreen technology, theft deterrent systems, remote monitoring capabilities, and air conditioning control have become commonplace.

Marine technology now overlaps the very same new automotive and home building technologies."

The students were astonished by the new technology promoted by the Annapolis Harbor Boatyard/Seakeeper booth. The Seakeeper boat leveling system that eliminates most pitch and roll on powerboats was like nothing they'd ever seen before. It was a highlight of the show for some of the students.

The Career Discovery Day concluded at the MTAM exhibit, where students received promotional products, such as shirts and hats, donated by members of the association. All students were encouraged by the positive job prospects in the industry. Soller's Point students Jaden and Jonah were encouraged to recognize that the electronics and construction skills they were acquiring at Soller's Point would be valuable in the marine trades industry. Other students expressed their appreciation for the knowledge gained at the boat show and were impressed by the work ethic demonstrated by everyone they met.

Founded in 1975, the Marine Trades Association of Maryland represents an industry that generates over \$4.2 billion annually for Maryland's economy. The Association is committed to promoting recreational boating, creating a sustainable workforce for the marine trades, and preserving Maryland's waterways.

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PROGRAM HIGHLIGHTS:

- Inclusive Classes: Open to all, with age-appropriate and skill groupings to ensure each participant receives tailored instruction.
- Safety First: All campers must pass a basic swim test administered by a Red Cross certified water safety instructor.
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HDG Youth Sailing

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Springtime

Tidal Bass

By Tim Sherman



When it comes to fishing in spring, largemouth bass are number one on my have-to-catch list. Heading into April, bass will become more active. Their late winter and early spring doldrums have ended and now they turn to actively seeking a food source. For bass fishermen, this time of year is commonly known as the prespawn. Bass are strapping on the feedbag leading into their spawning phase. The prespawn is a stretch of several weeks when you can anticipate catching numbers of bass, and big ones as well.

We have a quality bass fishery on the Upper Bay. The vast area from Middle River, north to the Susquehanna and Northeast Rivers – including all the creeks and coves within – is the battlefield for bass. These tributaries have an abundance of cover that bass seek in spring.

There are lures that bass anglers rely on in spring. Although the types of baits used can be quite different in nature. Constantly changing weather patterns play a role in bass activity and can change the game plan from day to day. A few days of a warming trend call for lures that can be present-

ed quickly. Cold fronts and high-pressure systems slow bass activity, calling for slow moving lures with subdued movement.

Admittedly, I'd rather catch a fish on a straight up cast and retrieve pattern. That's a prime reason why I love spring fishing. Bass move into shallow waters, looking for feeding opportunities leading into the spawn. The species on which they feed – minnows, perch, sunfish, and blue gills -- also find comfort in warming shallow waters. It's a veritable smorgasbord that is readily available.

Flats, creeks, and coves with the year's newly emerging grass beds are great places to look for bass. The first lure I plan to cast is a lipless crankbait, commonly classified as a rattle trap. Because most are sinking models, they allow you to fish close to the bottom through most of the retrieve. I'll also be casting a square bill crankbait, which allows me to work a bit higher in the water column. A spinnerbait will be my "go to" lure if a stiff breeze puts a slight chop on the water. Bass can see the flash of the blades from farther away than just the mere colors of a crankbait.

When it comes to colors,

there

are a few that bass anglers depend on in spring. Rattle traps and crankbaits with red as their base color are king. When you add in black back/chartreuse and shad patterns, you've got the three mainstay color schemes. For spinnerbaits, a chartreuse and white skirt is a favorite. Tandem willow blades allow maximum flash on faster retrieves. The more rounded style Colorado and turtle back blades yield flash and a deeper vibration for slower presentations closer to the bottom.

You will also find bass relating to sunken wood. Tree-lined banks provide the fallen branches, limbs, and even entire trees bass call home. I will be casting square bills and spinnerbaits to the deadfalls. It is risk versus reward regarding hang ups. To detect impending snags, you need a good sense of feel while your line and lure work through the limbs.

Slow moving tides, a cold front, or a high-pressure system can put a damper on bass activity. I've been told many times that I've been the cause of a high-pressure system when one was not forecasted. I've come to depend on the wood cover in

spring

when the bite gets tough, because it provides better targets than emerging grass beds in open water areas. It is more time efficient to focus on the limbs and branches along the bank than it is to work the widespread clumps of developing vegetation

When facing tough spring conditions, I put aside the fast-moving lures and switch to less obtrusive lures and work them methodically. I'll start with finesse jig in a 1/4-ounce size. Color choices are black/blue or green pumpkin with a matching crawfish chunk trailer. I also rely on a Texas rigged Berkley Power worm in the time-honored blue fleck color. If I really have to gear down, I'll cast a 4-inch French fry style worm on a slider head rig.

Spring prespawn fishing can be the optimum time of year for catching bass. Look for those aggressive bites amongst the emerging grass beds and sunken wood. Stick with wood and slow down with small jigs and worms when tough conditions slow the catch rate. Hope to see you out there.

Local Knowledge to Keep You Boating Safely

by TowBoatU.S. Captain Dale Plummer

Every day during the boating season, we receive calls from our TowBoatU.S. members looking for local knowledge to help them navigate the unique estuary system that we call home - The Chesapeake Bay. Over time, existing navigation aids move or are broken, a new shoal appears after a winter storm, approach depths change or, if you are new to the area, you just don't know where the best anchorage is.

Before leaving the dock, ensure you have the necessary navigation and safety news for a smooth adventure. First, check out updated navigation information at navcen.uscg.gov. Click on LNM (Local Notice to Mariners) and pick district 5 from the interactive map. These listings will provide the latest news on your area waterway such as reports on channel conditions, obstructions, menaces to navigation, danger areas, new chart editions, etc.

Also, you absolutely should have a VHF radio on your boat for safety. USCG airs navigation

updates on VHF channel 22 at 8:05AM and 8:05PM EST, called Regular Marine Information Broadcasts (RMIB), which offer a full run down of the current waterway news by district.

However, when you are on the water and have doubts, please call the professionals of TowBoatU.S. for advice. Local TowBoatU.S. Captains have traversed just about every creek and river in their areas. Our jobs take us to the most interesting places, and we are happy to share our professional experiences. Local knowledge is available free to any member and is just another one of the valuable benefits of membership.

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