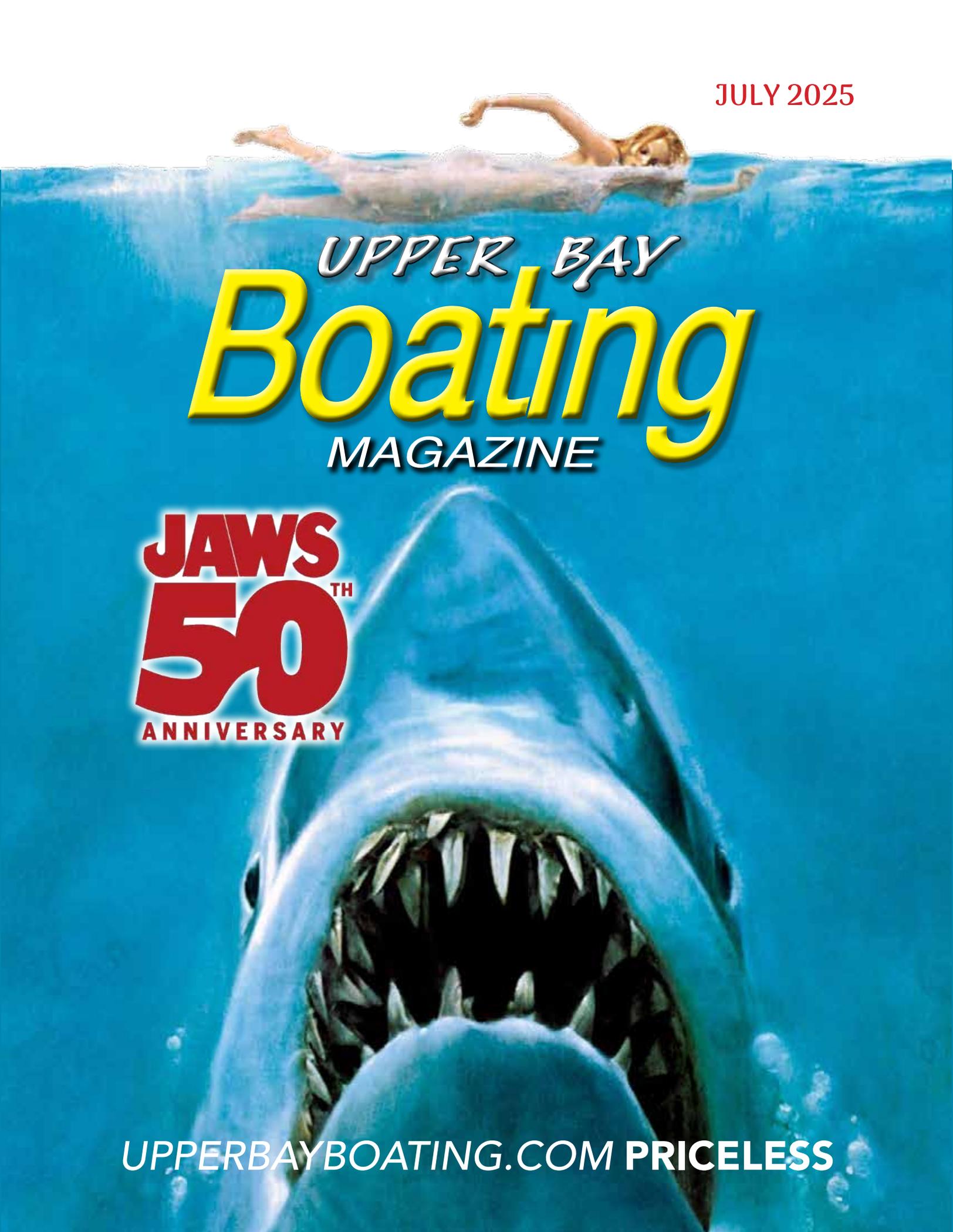


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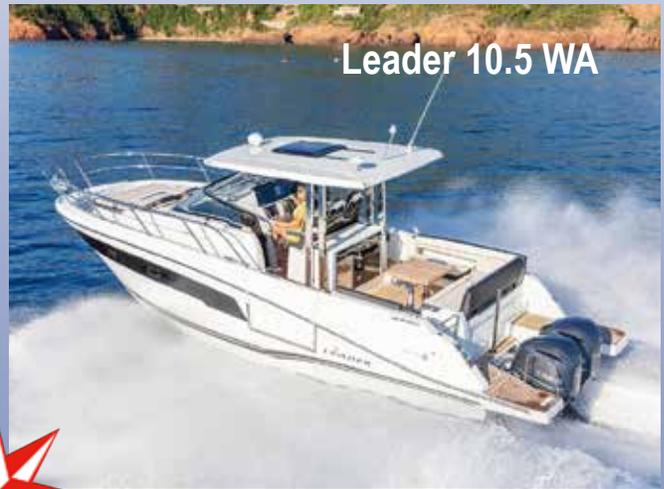
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Upper Bay Boating Magazine
2206 Turkey Point Road, Essex, Maryland 21221
410-404-3013 | www.upperbayboating.com

UPPER BAY BOATING CREW!

Publisher: Jim High

Publisher Emiritus: *Dave Bielecki*

Administration: *Kisha Soth*

Production & Graphic Design: *Carol Pappas*

Features Editor: *Wendy Gilbert*

Photography: David Sites, Thomas Bentz

Contributing Writers: Wendy Gilbert, Tim Sherman, Doug Dawson, Kimberly Ann,
Alan Keene, Mark Galasso, Montana Grant, Dale Plummer, Anne Sandbek, James Duffy

ADVERTISING OPPORTUNITIES:

Jim High 410-404-3013 TheViking38@gmail.com

Dave Bielecki 410-937-6866 DaveBielecki@aol.com

Katie Groom 410-382-4968 katiegroom@comcast.net

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Marinating with Jim High

WE'VE GOT FINS TO THE LEFT! FINS TO THE RIGHT!



The 50th anniversary of the movie JAWS is officially in sight! We are celebrating JAWS this issue knowing that it's the movie that launched a whole lot of fun for a whole lot of people. I remember when the movie came out the Summer of 1975. My parents took me to see the movie after they had already gone to see it. It is considered the very first in a long line of Summer Blockbusters! We went DOWNY OCEAN HON that August! In Ocean City, JAWS FEVER was everywhere. I remember my mommy reading the novel while we made JAWS sandcastles. The number of people getting in the ocean was down by significant amounts for a few summers afterward. It is proba-

bly the movie that sparked Jimmy Buffett's song FINS! Because of JAWS, Hundreds of thousands of Parrot Heads have followed Jimmy with the fins out!



Jimmy Buffett Fins Up in Chesapeake City in 2020

The first girl to die in JAWS, the naked girl on our front cover also had dandruff... They found her head and shoulders on the beach...



THE TALL SHIP CUAUHTÉMOC

in happier more sublime times in Baltimore with the Francis Scott Key Bridge behind her.

May they both be restored.

CEILING FANS HAVE PROPELLERS JUST LIKE BOATS

The other day I was installing a new ceiling fan Kisha had asked for. Removing the old fan was easy. Installing the new fan was also easy... until I got above the propellers. That's when it got hard... really hard... Trying to fit the remote unit, three connected household wires, adding the grounding wire, pushing all the other wires into a little upside-down tin bowl and ultimately getting the tin bowl connected to the mounting bracket. The tin bowl was just too small to fit everything. IT WAS AT



THAT MOMENT that I realized the joke was on me. This ceiling fan was obviously designed by someone who came from the boat design business! Ugh, but eventually I did win!

Kammy J & the realization: WHAT KIND OF A DOCK BAR IS THIS ANYWAY?

So, 4 or 5 years ago when the Kamster was 6, we were at a local watering hole as a family. At the designated area for kids to order a beverage, rather than a Shirley Temple, Roy Roger or Sprite, Kammy ordered a virgin strawberry daiquiri. The bartender explained they didn't have strawberry daiquiris! So, she asked for a virgin pina colada to which the bartender explained they don't sell frozen drinks! The 6-year-old next says,



"What kind of Dock Bar is this anyway?" I looked at the bartender and said, "You know she's right." So, we boated to the Dock Bar next door... (Lesson... kids sometimes choose where the boat goes!)

THE PERFECT *SUBLIME BOATING* MOMENT FROM CAPTAIN RAY'S EPITOME OF KNOWLEDGE

So, you are sitting anchored up somewhere watching the sunset. Wife is by your side, the beer is cold, the grilled dinner perfect, the dog is content and you just had a fabulous day of boating. Not like a month ago when you were waiting on a mechanic to fix your steering, the horn was broken, the marina was out of patience, covered in

bottom paint and one zinc was the wrong size. The dog is barking and you're late for your wife's dinner gathering. So... that is when you reflect on today, think about how lucky you are, and experience... The Sublime Boating Moment... When everything is finally what you had hoped it would be!



Love at first bite **JAWS**

By Wendy Gilbert *Contributing Editor*

The very first New York Times Best Seller I ever read was Peter Benchley's *Jaws*. My first foray into adult literature as a very young teenager was a real page-turner.

Gone was my fantastical realm of Narnia and Little House stories. By the time I finished those 368 hardback pages, I was forever changed.

For many years, I absolutely craved the suspense and frankly horror of the "other" side of the library. In what seemed like no time at all *Jaws* was a movie. And a great one at that.

I'd never before been to the theatre and able to whisper to my friends, "that wasn't in the book" or "there's more to that – wait and see".

Like the journalist I was going to become, I craved being in the know and getting to the information first.

Summer blockbuster movies in the later decades of the 20th century were exciting. We recited lines from films like *Jaws*, *Caddyshack*, *Ghostbusters* and *Star Wars* at just the right moment. A couple of my favorites from *Jaws* were: "you're gonna need a bigger boat" or "I can do anything. I'm the chief of police".

In my summertime world at the

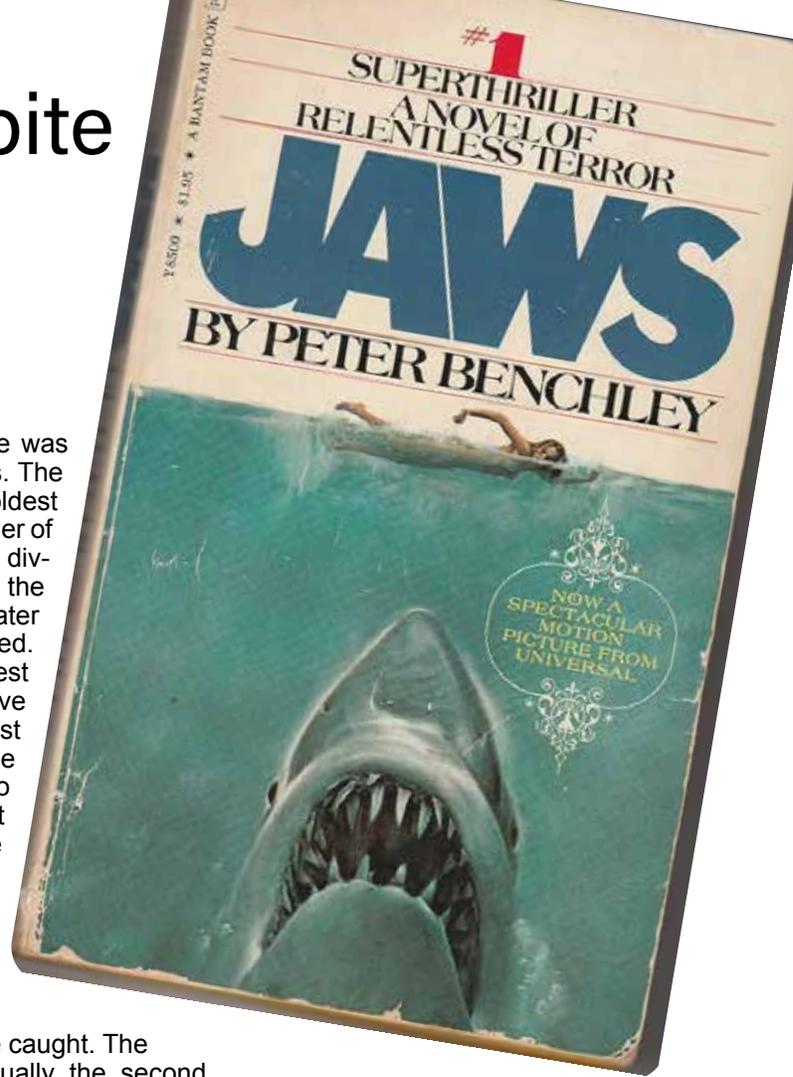
club, a favorite game was *Sharks and Minnows*. The "shark" (usually the oldest and strongest swimmer of the bunch) dove into diving well/deep end of the pool and treaded water until the game started. On the signal, the rest of us "minnows" dove in and swam as fast as we could to the other side and tried to avoid getting caught by the shark. Once caught, you became a shark and helped catch the surviving minnows on subsequent rounds. The game went on until all the minnows were caught. The last one tagged, usually the second oldest and strongest swimmer became the new shark.

During the summer of *Jaws* this game took on a whole new level.

One of the lifeguards, a beautiful woman with long blonde hair was quite often the shark. And as she waited for the minnows to line up on the opposite

deck, her brother (also a lifeguard) started the da dum, da dum...And she jerked around just like she was being eaten by a shark.

She and her brother were really good. And I'll never forget them or my first – New York Times bestseller.



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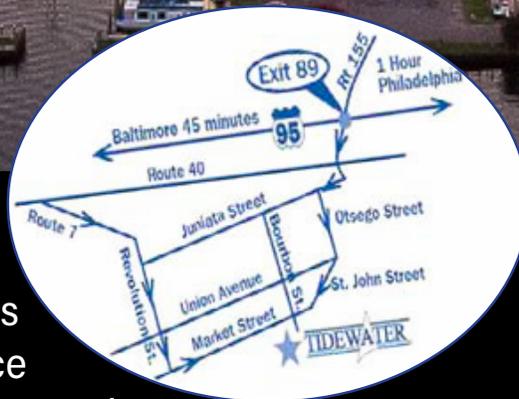
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DIY First Aid Kit

By Wendy Gilbert



A lot of boating communities are much closer to the water than the nearest West Marine or marina store. There are times when the best of planners forgets a thing or two. And the boating world is also chock-full of captains and mates who simply prefer to do it (whatever it is) themselves. I have been known to refuse to drive back to civilization on a Friday night. Alright, I refuse to drive back to town every Friday night. **But one thing we can't forget is a first aid kit.**

Here are some ideas for building a kit that is compact, waterproof, and tailored to marine emergencies like sun exposure, motion sickness, and long response times.

CONTAINER

- **Waterproof box or dry bag** (e.g., Pelican case, tackle box with gasket seal)
- Clearly labeled with **"First Aid"**
- Add a laminated contents list and expiration dates inside the lid

CORE FIRST AID SUPPLIES

Minor Wounds

- Adhesive bandages (assorted sizes)
- Sterile gauze pads & roll gauze
- Medical adhesive tape
- Antiseptic wipes or povidone-iodine swabs
- Antibiotic ointment (Neosporin or similar)
- Tweezers and small scissors
- Disposable gloves (nitrile)
- Alcohol prep pads
- Butterfly closures or Steri-Strips (for minor cuts)

SERIOUS BLEEDING / TRAUMA

- Israeli bandage or trauma dressing
- Hemostatic gauze (e.g., QuikClot)
- Elastic bandage (Ace wrap)
- Tourniquet (optional for longer or offshore trips)
- CPR mask or face shield

MARINE-SPECIFIC ADDITIONS

- **Motion sickness remedies:** Dramamine, meclizine, or

acupressure bands

- **Sunscreen & lip balm** with SPF
- **Aloe vera gel** (for sunburn)
- **Hydrocortisone cream** (for bug bites/rashes)
- **Vinegar or baking soda** (for jellyfish or stingray stings, depending on region)
- **Eye wash** or saline solution (salt spray/sand exposure)

BASIC MEDICATIONS (check for personal needs and allergies)

- Acetaminophen (Tylenol)
- Ibuprofen (Advil, Motrin)
- Diphenhydramine (Benadryl, for allergic reactions)
- Antacids (Tums, Pepto tablets)
- Anti-diarrheal (Imodium)
- Oral rehydration salts or electrolyte tablets
- Cough drops/throat lozenges
- Cold & flu tablets (if on multi-day trips)

EMERGENCY GEAR

- Emergency blanket (Mylar)
- Waterproof flashlight or headlamp
- Whistle
- Duct tape (mini roll)
- Waterproof notepad and pencil (to log injuries or symptoms)
- Basic first aid manual or

instruction card

- Copy of medical/insurance info & emergency contact list
- VHF radio or signal mirror (in case of long-range or solo boating)

OPTIONAL BUT SMART for Extended or Offshore Boating

- Prescription seasickness meds (like scopolamine patches)
- Spare prescription medications for regular users
- Epinephrine auto-injector (if any passengers have known severe allergies)
- Suture kit or wound closure strips
- Splinting material (SAM splint or padded board)
- Thermometer (digital)
- Snakebite kit (only in relevant areas)

MAINTENANCE TIPS

- **Check quarterly** for expired meds, batteries, and restock as needed
- Keep **waterproof instructions** for how to handle cuts, burns, CPR, and shock
- If applicable, include a **pet-specific kit** if boating with animals

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Sailing the Northern Chesapeake THE SENSATIONAL SASSAFRAS

The Broad Sassafras at Sunset.

Photo by Gail Elwell

"If you want a wonderful travelogue of both history and what the bay has to offer, the Sassafras is a great introduction."

With good weather and a long weekend—or even a week -- and you can introduce yourself to one of the great delights of the northern bay. Just south of the Elk and Bohemia rivers and the C and D Canal, the proud Sassafras River opens its broad mouth to the Bay, forming the border between Kent and Cecil counties. If you want a wonderful travelogue of both history and what the Bay has to offer, the Sassafras is a great introduction.

The mouth of the river is wide, over a mile across, and the lower river offers some of the very best sailing territory in the area. The river is reliably deep here, with depths running uniformly 12 feet or more. The large, somewhat protected open river makes for some great sailing and a wonderful place to train your family as crew. To the south, you'll find Betterton, a small town with a history extending back into the 1700s. The town reached its heyday in the Victorian era as a steamboat stop, and its small historic district is home to numerous structures from that era, as well as several restaurants. The town boasts a well-maintained 300-foot

sand beach on the river, with public showers (seasonal) and, wonder of wonders, a public dock. You'll see numerous sailing vessels and cruisers anchored just offshore. It's a wonderful visit.

But the River is just getting started.

Head east upriver, and you engage the channel, with prominent lighted markers and day markers throughout. Here, the river does a bit of a dogleg where Money and Turner creeks enter the river (If you're shallow enough, Turner creek to your starboard can provide some picturesque anchorage in protected water.) The river here is deeper in channel, with depths up to 21 feet. Now you're actually in the river proper, with wooded land on either side, numerous inlets and creeks to explore, good fishing, and a silty bottom and numerous good anchorages on both sides of the river. With agreeable winds, we were able to sail most of the river's length without resorting to the motor, and with the exception of an occasional motorboat wake, the river is peaceful, full of bird life, and beautiful.

This bucolic splendor extends some four and a half miles, at which point the river narrows a bit and you encounter the communities of Fredericktown and Georgetown, with a number of full-service marinas, slip spaces and mooring balls for rent (including transient slips), fuel docks, dockside bars and surprisingly good restaurants.

For the adventurous, you can navigate the field of mooring balls and pass through the Bascule drawbridge further upriver into even more peaceful waters. Here, the Sassafras meanders through agricultural land and bedroom communities, and the water under your keel becomes far less predictable.

In about ten miles of water, the Sassafras River provides a wonderfully varied sailing and cruising experience, and it's a great addition to your repertoire of adventures here on the northern bay.

Don and Gail Elwell

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CATCH A CAT

By Captain Mark Galasso



Maryland Watermen have always been an adaptable lot. Which is pretty ironic considering the fact that their livelihood goes back literally hundreds of years and is steeped in traditions perhaps more than any other job or career in North America. Some of the hunting and fishing techniques we use today can be traced back to the Native Americans who lived in the Chesapeake Bay watershed. Some of these traditions and techniques were taught by the Native Americans to the white settlers to help the newcomers survive the harsh climate changes the area experienced over 300 years ago.

Today, as our climate

changes, watermen as well as the people who make their homes in the Chesapeake Bay watershed are still learning how to adapt. Adaptations that used to gradually happen over generations are now happening in a matter of years. As populations of fish and shellfish adapt to the ever-evolving conditions, watermen and recreational fishermen, crabbers, clambers, and oyster harvesters try and work or enjoy favorite pastimes while not depleting target species to the point where they might not ever recover. The Maryland Department of Natural Resources has the almost impossible task of creating

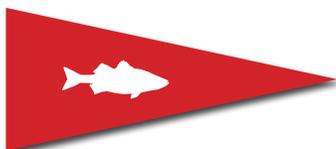
rules and regulations to balance the commercial and recreational needs of the public and to also try and preserve traditions passed on from generation to generation.

One of the key tools DNR uses is scientific testing. Some scientific data originates from our neighboring states and the federal government, particularly when it comes to migratory species like Striped Bass and Bluefish. Much of the home-grown data like that used for crabs and oysters, comes from colleges and private sources as well as DNR scientists. There has always been a little skepticism by user groups, both recreational and commercial, about the testing methods that DNR uses when creating and enforcing rules and regulations. And it is true that sometimes fisheries statistics can appear to be manipulated to show certain desired outcomes. And when scientific studies show something that doesn't fit in with a certain groups' expectations finger-pointing soon follows.

Perhaps no one example of this is more glaring than the plight of Maryland's Striped Bass population. User groups tout any statistic that fits their desires and dismiss statistics that don't support their cause while DNR has to listen to everyone and try and come up with a fair solution – in my opinion, this is an impossible task. However, there was a glimmer of hope this year. Recreational anglers as well as commercial and charter boat operators, had the opportunity to work with

Maryland DNR and help with some important studies to gauge the health of the Striped Bass population. It was eye-opening for everyone. That is fodder for another article.

Recently, I had the opportunity to visit with a group of seemingly very different people to discuss a problem everyone can agree on -- invasive species. To be more precise, the Blue Catfish. This non-native catfish was introduced into a couple of Virginia rivers back in the 1970s by the State of Virginia to create a fishery in those rivers. It was thought since they were strictly a freshwater species they couldn't migrate out of those rivers since the mouths of the James and Rappahannock are almost full sea water. Fifty years later, they can be found almost anywhere in the Chesapeake Bay where the salinity is less than 10ppt which includes all of the spawning grounds of Maryland's and Virginia's striped bass. It's no coincidence that the largest and smallest blue cats inhabit those target-rich environments, feeding on whatever they can get. It's also no coincidence that blue cats devour perhaps hundreds of thousands of pounds of blue crabs in the lower bay rivers, where most of the small, often-shedding young crabs are trying to grow and move back up the Bay. It's also no coincidence that the winter crab count in Virginia was at its lowest point in 10 years. I could go on and on.



STRIPED BASS FISHING ADVISORY

The Maryland Department of Natural Resources has launched a Striped Bass Summer Fishing Advisory Forecast system for the summer. This awareness campaign is aimed to reduce striped bass mortality during the summer fishing season.

The color-coded recommendation system will advise of fishing conditions, allowing anglers to plan their striped bass fishing trips up to seven days in advance. The department will monitor temperature forecasts and announce a general recommendation each day striped bass fishing is allowed from mid-June through Labor Day using the following advisory system with the colors red, yellow, and green.

	STRIPED BASS FISHING ADVISORY	Red days: Air temperatures are forecast at 95 degrees or higher. Anglers are encouraged not to fish for striped bass after 10 a.m. and should target other species of fish.
	STRIPED BASS FISHING ADVISORY	Yellow days: Air temperatures are forecast at 90-94 degrees. Anglers should use extreme care when fishing for striped bass; fish should be kept in the water when caught and released on these days.
	STRIPED BASS FISHING ADVISORY	Green days: Fishing conditions are normal. Proper catch-and-release practices are encouraged.

Summer striped bass fishing best practices, to reduce post-release mortality:

- Circle hooks are mandatory for anglers that are targeting striped bass with bait and for anglers that are chumming or livelining for any species in tidal waters*
- Use larger circle hooks in the 8/0-9/0 size range
- When releasing striped bass, minimize handling and get the fish in the water as fast as possible
- Have appropriate de-hooking hardware on hand
- Keeping hands wet will help fish maintain slime layer
- Keep fish in water when de-hooking

* Check regulations for exemptions.



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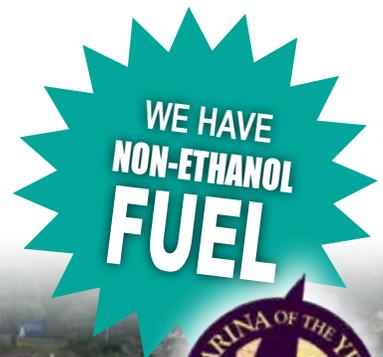


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Jen at 17!

Check out more Kid's on a Boat on [page 22](#)

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BLUE CATFISH



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There is good news on the blue cat front, however. As we all try and adapt to the availability of the traditional target species, everyone is trying to target more and more blue catfish. A group assembled recently at the Big Owls Tiki Bar in Kent Narrows. People from DNR, Baltimore Aquarium, B&S Fisheries and Congressman Andy Harris's office had the opportunity to sample Blue Catfish made into fish cakes, fish bites, and fillets prepared in Big Owl's kitchen. WOW. I was glad I skipped lunch because I couldn't stop eating.

Congressman Harris has a district that contains a large percentage of commercial watermen, and he has

been instrumental in trying to create large-scale operations to catch, process, and market this invasive species. It has been an uphill battle over the last few years due to the influence of other states that already have large commercial catfish operations. But locally here in Maryland, the support for catching blue catfish both commercially and recreationally is nearly unanimous. DNR as well as both commercial and recreational interests, are very much on board and seem to all be working together to catch more and more blue catfish.

So, how can you help? Well, I'll tell you. If you like to fish, find an area

where blue catfish are plentiful and catch 'em up. When the sea nettles are out in summer, the catfish tend to be more in fresher waters, either up the Bay or in the rivers. They are easy to catch once you find them. Most of the bigger ones tend to be in the Upper Bay or the Potomac Watershed. They are delicious and can be prepared any way you would prepare a normal mild white flaky fillet. If you aren't a fisher person but you like fish try some. Blue cat fillets are cheap and great table fare. And Guess what? They are half the price of Rockfish fillets!

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Playing on the Flats

By Anne Sandbek

With wind in my hair and excitement flowing through me, I remember rounding Carpenter's Point for the first time. There were so many boats lined up in the distance, and I was excited to join them. Then we turned right, toward the shore instead, and I was so confused why we didn't just go in a straight line. My uncle knew what he was doing because we had entered the Susquehanna Flats, which can go from 40 feet in depth to 5 feet in a matter of yards. Then you throw in the low tide, and you can sit on the bottom with your head well above the water line.

Following the channel in his Grady White, my uncle knew the bottom of the delta like the back of his hand. I soon learned that he spent a lot of time hunting at the Flats, in a bass boat that had no issues with the shallows. As we got closer, my aunt waved to their friends, and they guided the boat to its place in the lineup.

I was lucky to spend many days over the years playing on the flats with my

family. We splashed, played volleyball, ate crabs, and occasionally got tangled up in a few strands of seaweed. Little did I know then that it was supposed to be the other way around. There was supposed to be SAVs (subaquatic vegetation) everywhere!

The Flats is what we locals call the delta of the Susquehanna River. At the mouth of the river, centuries of sediment settled where more than half of the Bay's freshwater entered. Historically, this 10-plus square mile area was a thriving habitat of SAVs for many species of fish and birds. So, what happened? Why did my preteen self find it so odd to come across a single strand of seaweed in the early 2000s?

Many Boomers have a story about where they were (likely stranded) when Tropical Storm Agnes hit in 1972. The grasses of the Flats do too. The historical tropical storm caused over 50 years' worth of sediment from the Susquehanna River to be dumped in its delta in just a week. While the grasses

had already been stressed due to increased runoff, development pressure, and pollution, the mass excess of sand and silt carpeted the miles and miles of flats, smothering the native and non-native grasses alike.

A few pockets of resilient, or more likely, lucky grasses made it through. However, this was a measly few acres compared to the thousands there previously. It is thought that those fortunate patches of grasses became mini SAV nurseries. This natural process, along with significant efforts to reduce pollution, restoration plantings, and a bit of good luck, has resulted in massive improvements to the grasses over the last few decades.

Today, the perks of those pesky grasses are worth the mild annoyance. The water is clearer, cleaner, and the fishing habitat has improved. So, whether you're bowfishing or tubing, there is something for everyone, at all times of day, at the Flats!



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 Wed. 7/23 Stephen Henson 6-9pm
 Thurs. 7/24 Brody Wingate 6-9pm
 Fri. 7/25 Anthony Broccolini 6-10pm
 Sat. 7/26 Chez Lee 1-5pm / Joe & Travis 6-10pm
 Sun. 7/27 Nick Doty 12-4pm / Patrick Donovan 5-9pm
 Wed. 7/30 Jim Matteo 6-9pm
 Thurs. 7/31 Simpli Rhythmic 6-9pm



NO STRIPERS, NO PROBLEM

By Tim Sherman

On July 16, the fishery for our state fish, the striped bass, will be closed through the end of the month. The closure is set to mitigate the release mortality of stripers in the warmest of Chesapeake Bay temperatures. While we can't fish for stripers in the Chesapeake and its tributaries during this time, that doesn't mean that we have to stow our tackle for 16 days. We can target other species here in the upper bay, and if we're so inclined, we can venture to other parts of the state to target species not in abundance here.

If you have followed my column over the years, you know I have a passion for catching white perch. They travel in big schools, fight hard for their size, and taste good. What more could you want from fishing? Perch aren't hard to find. Check any hard bottom, or shell bed in your favorite river, or the bay proper. Fishing with bait gets the job done. Try worms, grass shrimp, and peeler crabs. Don't forget to drop down your favorite plastic minnow on a jig head when the bait runs out. If there are bait juices left on your cutting board, rub your plastic bait in it for scent to make it more

enticing before you cast.

I've also found a fondness for chasing blue catfish. They are the biggest evasive species threat to the Chesapeake ecosystem. They are eating machines and grow quickly ... and big. Unlike their cousin, the channel catfish, they have a white, flaky meat that is pleasing to the palate.

You will need beefed-up gear for the blue cats. Medium/heavy to heavy class rods spooled and reels spooled with 20-pound-test main line and a 30-pound-test leader are sufficient. Even this class of line will be tested if you hook up with a true-blue monster. Bait choices include cut bait, shrimp, and live bait.

The middle and lower bay offer saltier water and the opportunity to target species that don't venture to upper bay waters in big numbers. This could be especially true this year with the normal rain fall we've had. In recent years, speckled trout and redfish have made a push into this region of the bay. They are predator fish and are most often targeted in shallow water. They will readily attack paddle tail swim baits, and the topwater bite can be amazing. Try for them in

the Choptank and Honga Rivers, and the Tangier Sound.

Let's not forget about our coastal fishery. The back bays of Ocean City and the ocean itself offer plenty of good fishing. Head boat fishing is a popular way for go in Ocean City. There are numerous boats available for both back bay and ocean fishing. In the bays, you will be primarily fishing for flounder. The offshore boats will be anchoring over wrecks to target sea bass, triggerfish, and other species hanging out on the structure below.

If fishing amongst the masses isn't your deal, offshore charter boats and inshore fishing guides offer trips for your private party. Offshore charter boats head out for tuna, marlin, wahoo, and sharks. Speckled trout and redfish are no strangers to the shallow waters of Ocean City's coastal bays. There are a few light tackle guides in the area that specialize in fishing for them.

Let's not fret about the strip-er bass closure this month. There are plenty of other fish to catch here in the upper bay, and throughout the rest of Chesapeake and coastal waters.

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Captain Kooper fishing on Salt Peter Creek!



Mason Maxwell on a mission to go Fishin!

IT'S THE 10 CRAB COMMANDMENTS (MARYLAND EDITION)...

#1 When buying crabs, order mediums when you're having guests over. Order larges for you and your better half. Order jumbos when ain't nobody within 500 feet. And smalls are just rude.

#2 Every picking style is both right and wrong. Legs first? Apron first? knife? Mallet? Vinegar? Save your claws to the end? Just don't wear a bib.

#3 Once you touch a crab, IT'S YOURS. None of this weighing-each-crab-with-your-hand stuff. Like the guy who guesses your weight at a carnival, use your eyes, fatty.

#4 With pizza, everyone gets the same number of slices. But with crabs, it's like: 3...2...1...EVERYONE EAT AS MANY CRABS AS YOU CAN AND SCREW THOSE SLOW EATERS!!

#5 You're being monitored. By everyone. Not cleaning your crab completely? You'll get called out. Not eating your claws? You won't be invited back.

#6 Don't dare ask anyone to pick a crab for you. You pick crabs for yourself. If you're a newbie, we'll teach you ONCE, so pay attention. If you pull off a meaty backfin, show it off! If you cut yourself, keep eating. No tears.

#7 If you leave the table to wash your hands, you become everyone's personal slave until you're back. Take orders, clear shells, get hair ties. Grab me another drink!

#8 Crabs are just an appetizer. Three hours of snacks before you fire up the grill. Have some corn, shrimp,

tomatoes, and Utz chips and dip in the meantime.

#9 The last man/mom standing at the table gets bragging rights. "You guys done already?" she asks. Respect.

#10 If you're invited to a crab feast, that means you're special. We don't just invite anybody over. It's love. Be sure to say, "Good crabs!" or "Really full!" or "Lots of mustard!"



TOWBOATU.S. TIPS THAT MAY JUST SAVE THE DAY

From Experienced Responders Who Have Stories to Share



"Believe it or not, vessels are not legally required to have an anchor onboard, but it just may be the most important piece of safety gear you can have. Recently, I was dispatched to assist a 42' sailboat that had lost their engine going back to their slip in a nearby marina during very high winds. They were not able to figure out how to drop their anchor without power and when I arrived 45 minutes later they had been pushed into the rocky shore by the tides and were in a very dangerous situation. If you don't have an anchor, get one and if you don't know how to release the electric or pneumatic windlass on your vessel without power, figure it out now before it becomes an issue."

- **Captain Chuck**

"The best thing you can do to help us help you, is to know your location. We want to get to you as quickly as possible, so in addition to telling us where you are on the water, give the dispatcher your coordinates or an address if you're near the shore. You can use your BoatU.S. app or smart phone GPS application like Google maps to share your location too! It will make your towing experience go more smoothly for everyone."

- **Captain Dean**



"The worst part of my job is asking nonmembers for their credit card. At the end of last summer, I towed a 30' catamaran from its home dock to a repair facility. The owner paid over \$1500 for a service that would have been free if he had just bought a TowBoatU.S. membership at the beginning of the season. My tip is to get the affordable membership NOW because you never know when you will need it!"

- **Captain Rob**

"Last year, I was sent to help a 28' power boat that had run into a buoy with eight people on board. The vessel was badly damaged but luckily nobody was hurt. I found out from the owner that he was cruising directly west into the late day sun at 20 kph with no sunglasses. He said he never saw the buoy when he crashed into it because he was blinded by the sun. My tip is always wear the appropriate safety gear and slow down when your visibility is limited."

- **Captain JW**



“My tip is to, please, check the weather before you leave the dock. It sounds like common sense, but so many of our routine tows turn into dangerous situations when a forecasted summer storm or predicted high winds catch recreational boaters unaware. If the wind is blowing and NOAA has forecast a small craft advisory, think twice about leaving the dock. Check your weather app often while you are on the water and don’t hesitate to return to the dock before the storm hits for everyone’s safety.” – **Captain Jon**



“As your dispatcher, I receive requests from boaters who are in all kinds of situations. One thing that I recommend, even before calling for help, is to securely anchor your vessel so that you can maintain control while you wait for the TowBoatUS Captain to arrive. It also lets other boaters around you know you are not under power. Anchor first, then call us for help. Even better, use the BoatU.S. app, so we can find you easier and faster!” – **Sharon**

“Earlier this year, a boater went out to visit some spots on the scenic Eastern Shore with three crew members. When their vessel lost power in an area with no cell service, they had to anchor in that remote cove and without a VHF radio on board and waited almost six hours for a random boater to go by. After I towed them safely back to their marina, the dockmaster said if he had known where they were headed to and when to expect them back, he would have known something was wrong and called the Coast Guard to look for them. Always let SOMEONE know your Float plan before you leave the dock.” – **Captain Tom**



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A father, mother and their young son went out to spend time on the beach on a hot summer's day. As soon as they reached the beach, they discovered that there was a black flag there, a sign not to enter the water. The boy really wanted to get in the water, but his mother did not agree and they stayed on the beach to rest in the sun and play in the sand.

After a few minutes, the father got bored and turned to his wife, "Keep an eye on the boy, I'm going into the water, there's no way the sea is really that dangerous."

The boy asked, "Mom, why did you let dad get in the water and not me?"

"Because you and your father are two different people; there are things he can do and you can't," answered the mother.

"Is it because dad knows how to swim really well?" asked the boy.

"Not really," answered the mother.

"Is it because dad is big and strong?"

"No."

"Then why is daddy allowed to enter the water and I'm not?" the boy complained.

"Because daddy has life insurance," his mother replied.



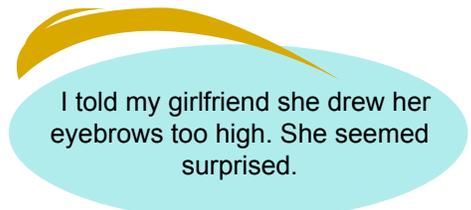
So... its Fourth of July Weekend at Tolchester. There is a gentleman in the very best slip, on brand new cabin cruiser, and he is just sitting there alone. After a while, I notice the same gentleman is all alone listening to the music, drinking a beer, and eating a crab cake sandwich at the Shanty Bar. I decided to strike up a conversation and chat a bit. I said, "Hey buddy, how ya doing? I notice you're

all alone today; why would anyone with a brand-new boat be alone at a happening place on a holiday weekend?" He explained this is the first time here without his wife because she passed away. "Oh man, sorry to hear that; didn't any friends or family want to enjoy this weekend with you?" You bet I was surprised when he responded, "Yes, but they are all at my wife's funeral!"



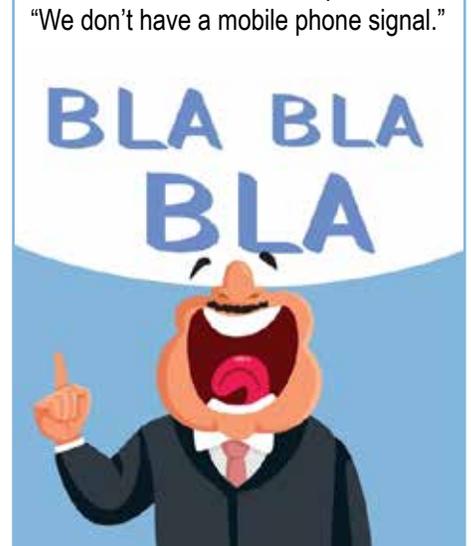
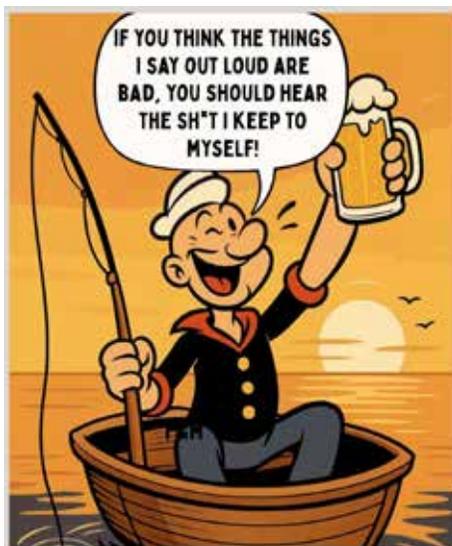
DID YOU KNOW BEYONCE KNOWLES OWNS A HOUSE ON THE UPPER BAY?

After the tornado that touched down a few weeks ago, my sister Nancy (whose in-laws own Rosedale Roofing) took a call from Beyonce, who asked them to repair the roof on her house. My sister Nancy explained they only did commercial and Industrial roofs, but if she was her, she should call all...
THE SHINGLE LADIES!



I told my girlfriend she drew her eyebrows too high. She seemed surprised.

A politician has a rally in a small town. He asks, "What can the government do for you?" A man says, "We basically have two problems, the first one is that we have no doctor in town." The politician immediately pulls out his iPhone, dials a number, and has a short conversation. He hangs up and says, "Settled, there will be a doctor here from tomorrow on! What's the second problem?" "We don't have a mobile phone signal."



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THE HISTORY OF RECREATIONAL BOATING ON THE BAY

Part 4

“THE AGE OF FIBERGLASS BEGINS”



Early attempts to make products from glass fibers occurred in the late 19th century. However, the product we know today as fiberglass was not mass-produced until 1935. Scientists from Owens-Illinois and Corning Glass collaborated to develop a method for commercially producing modern fiberglass. The newly formed Owens-Corning Company developed short, thin, flexible strands of glass, initially used to make filters and insulation materials.



Fiberglass Reinforced Plastic (FRP) is a process where fiberglass is saturated with a bonding material. The mixture is then molded and hardened into strong, lightweight components. This method was used extensively during World War II to manufacture ship and aircraft parts.



In 1947, Bill Tritt applied this process to small boat build-

ing and founded his company, Glasspar. By the 1950s, manufacturers like Winner Boats began building their own versions of fiberglass runabouts. Throughout the 1960s, wooden boat manufacturing was steadily replaced by this new technique. Fiberglass boats were less labor-intensive to build, making them affordable for many families.

Early critics speculated that “boats built of glass would be too brittle and would break apart,” while proponents boasted that fiberglass boats were “maintenance-free.” Both views proved incorrect.

A winter-stored wooden boat typically required hull painting, brightwork revarnishing, and bottom painting—tasks highly dependent on weather. A wooden boat owner was lucky to have their boat launched by Memorial Day.

Although not maintenance-free, spring readiness for fiberglass boats was greatly simplified. Preparation mainly involved cleaning, waxing, and bottom painting, allowing Bay boaters to extend their boating season by four to six weeks.

Marinas also became more efficient. Wooden hulls often needed to be suspended in travelift slings until their planks swelled enough to stop leaking. During fall haul-out, wooden boats required additional chocking as compared to fiberglass hulls.

By the early 1970s, all major boat manufacturers had fully transitioned to fiberglass construction—just in time for the next major event.

Next: “Here come the Boomers”

Wayne E Miskiewicz
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The KENTMORR

By Kimberly Ann



Located right on the water in Stevensville, The Kentmorr Beach Bar and Grill is not to be missed. The Kentmorr is located right off Route 50, just across the bridge, and has ample parking for both cars and boats.

Founded in 1954 by Bill Morris, as a small crab cake and sandwich shop for pilots that utilized the airstrip now known as the Bay Bridge Airport, Kentmorr Restaurant and Crab House was operated by Dave and Tammy Harper from 1993 until their retirement in 2020. Clark Mowrey and Ryan Gordon, friends, local chefs, and patrons of The Kentmorr jumped at the chance to continue the legacy while bringing their own unique styles to the restaurant when the opportunity presented itself.

The pair believes in locally sourcing whenever possible, as evidenced by their rotating specials, but also offers some staple favorites. The menu ranges from crabs, of course, to classics like pizza and burgers. And the bar is top-notch too. The bartenders are highly skilled at creating beach-inspired mixed drinks, and they also have a healthy menu of local craft beers on tap.

The Kentmorr offers traditional seating inside and also on the beach with beautiful waterfront views and the peaceful sounds of the waves on the shore. The beach menu boasts local seafood and the signature Kentmorr crab cakes. The food, combined with the panoramic views, makes this the perfect spot for a fun night with friends

or for a night out with that special someone. The tiki bar is well stocked and gives off just the right amount of island vibes.

The crabs come from the Carolinas and Louisiana early in the season, but once summer hits, they are straight from the Chesapeake. I highly recommend the Kentmorr tacos and the stuffed shrimp with crabmeat. Delicious! If you go during Happy Hour, be sure to try the crab cake sliders and some of the best crushes around.

So, head on over to The Kentmorr Beach Bar and Grill for some great food, great drinks, and great views, and tell them your friends at Upper Bay Boating Magazine sent you. You can find their hours on the web at thekentmorr.com or on Facebook.



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RIGHT OF WAY!

By Montana Grant



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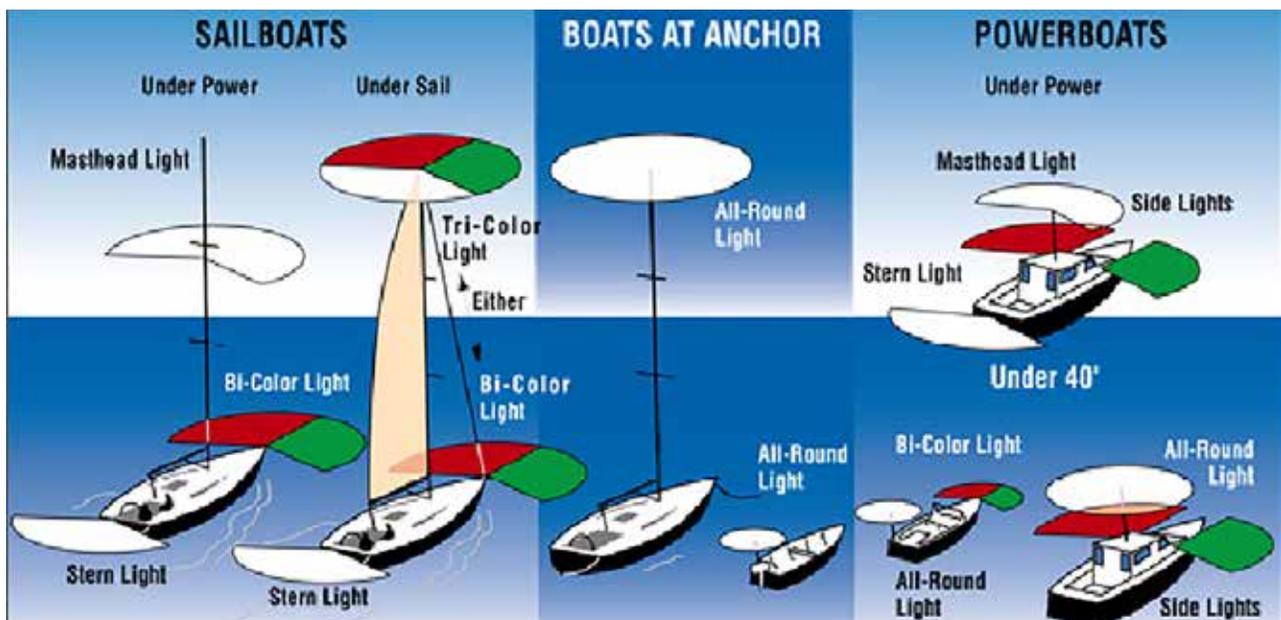
THESE INCLUDE HORNS, FLAGS, OR SCREAMS OF INTIMATE DANGER. Boat wrecks can cost lives and damage. The Chesapeake Bay is often like the Beltway at rush hour. If one helmsman makes a mistake, everyone gets impacted. Some become "Lookie Loos", others become impatient and cause more accidents.

MANY FACTORS MUST BE CONSIDERED WHEN NAVIGATING SAFELY. Speed, wind, current, structures, wind, and more dictate what you need to do. Experience is also

important. The more you practice, the better you will become. Find a mentor to help you with your boating training.

SOME BOATERS FOLLOW THEIR OWN CODES. Bigger boat wins, faster boat just get out of the way, wind powered just goes with the blow, anglers trolling are on your own. Do not be rude and unsafe. The Bay belongs to us all.

ON HIKER BIKER TRAILS, BIKERS USE A BELL TO RINGY DING AND ANNOUNCE THAT THEY ARE COMING. If you move the wrong way to avoid them, a wreck is the result. Generally, travelling follows the rules of the road. The right lane and left are the same as on a highway. No one is any more or less important.





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Kwickey Customs Boat Works

By Kimberly Ann



This month, I had the opportunity to speak with Mike Kwiatkowski of Kwickey Customs Boat Works, located at Safe Harbor Marina, 114 Carroll Island Road, in Bowley's Quarters, to discuss fiberglass repair. Mike's shop can accommodate boats up to 45-feet with access to lift services and drive-up options.

Mike opened Kwickey Customs in 2020 after learning of the need for a custom paint shop in the area. Kwickey offers expert fiberglass and gel-coat repairs. They can do custom color changes, non-skid deck coating, and barrier coating. And the shop is not just for boats but also RVs, and all things fiberglass. Having started painting cars at just 16 years old, Mike brings about 30 years of experience to the table.

Mike, and his shop have such a good reputation in fiberglass repair that he

was once asked to repair some Christmas figurines for a company that decorates a major hotel in the D.C. area at Christmastime. He also has customers from all over the East Coast, Maine to Florida, and everywhere in between.

Mike told me that boats get damaged for a variety of reasons, but bumping into each other when rafting up and bumping into debris in the waterways from storm surges are among the most common. Sometimes during storms, boats can become untied and drift into the piers or onto the shore, causing damage, as well. And another reason is just plain old age, with the gel coating spider-webbing and cracking over time. Even with the best of care and proper waxing, boat owners should watch out for any gelcoat spider-webbing or cracks and get them repaired as quickly as possible to prevent further damage.

Kwickey also offers custom fiberglass work and recently Mike was tasked with creating a custom dash piece with housing for two 16-inch screens that would fit the original location and utilize the factory dash mounts. You can view the progress on his Facebook page: Kwickey Customs Boat Works. Mike has also repaired the nose of an airplane and is in the process of restoring a '78 Chris-Craft.

Kwickey is open Monday, Tuesday, Thursday, and Friday from 9 a.m. to 5 p.m. Wednesdays and Saturdays are by appointment, and they are closed on Sundays. Feel free to stop by during business hours to discuss all your boat repair needs. You can also contact them through WhatsApp, email at mike@kwickeycustoms.com, or by phone 410-937-2384. And when you do, be sure to tell them your friends at Upper Bay Boating Magazine sent you.



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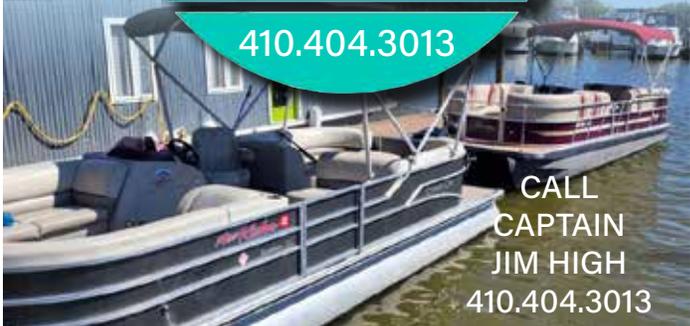
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SO, WHO HAS THE RIGHT OF WAY?

ON A RIVER/ STREAM The upstream boater must use power to navigate. The downstream boater is being driven by the current. They have the Right of Way. This means that they will be on the left side of the downstream channel. If the passage is narrow, allow the downstream boater to access the current driven rapids first. Now you can power upstream. Use an anchor to hold you in place if needed. You can also use the motor to hold the boat in place against the current.

IN THE BAY Give fellow boaters a wide berth of clearance. Consider that your wake can be a problem. Slow down if you are near other boats, especially if they are anchored. Trolling anglers have lines out their stern for at least 100 yards. Do not cross their lines or cause them to have to avoid your course. This causes lines to become tangled.

BUOYS ARE THE WATERS TRAVEL SIGNS. "Red, Right, Returning" will help you to remember to keep the red buoys on your starboard/right side when returning into a waterway. When leaving a watershed, keep the green lights on your Starboard/right side.

LIGHTS ON BOATS Red is port, green is starboard, white is the stern or mast top. Anchored boats need to display a white light on their antennae/mast.

PASSING OTHER BOATS This requires using a horn to announce your intent. There are also many other events when you need to use a horn to communicate.

NAVIGATING A LANDMASS Travel clockwise when going around an island, wreck, or structure. This may be important when trolling. Tides can also affect direction of travel.

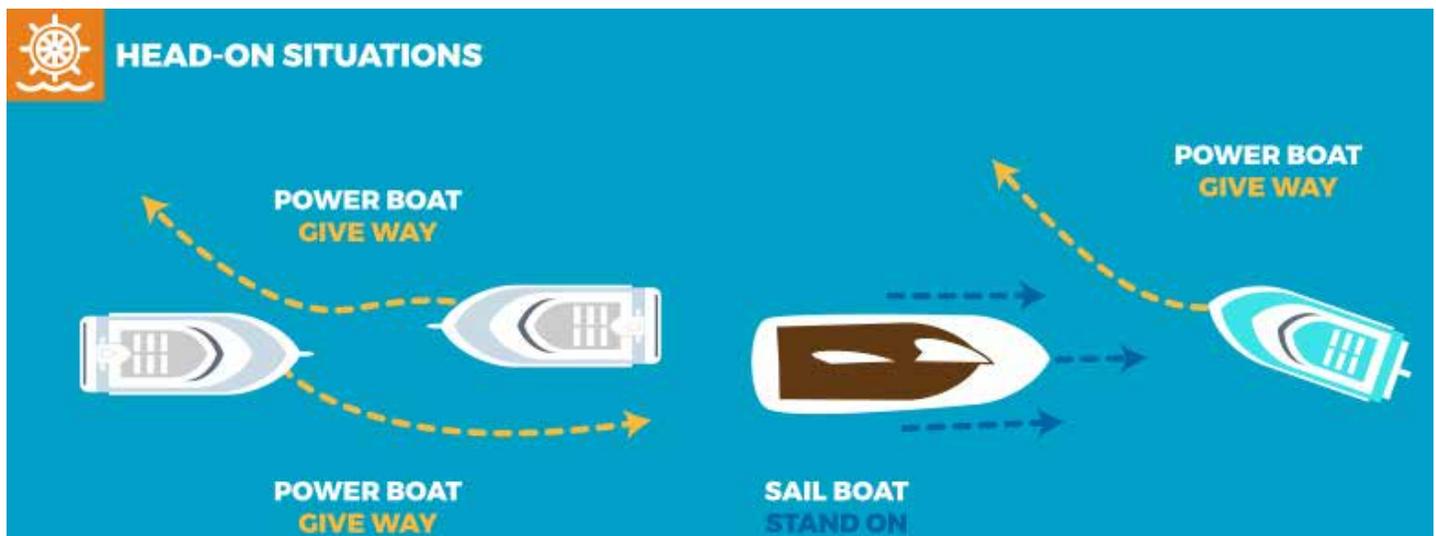
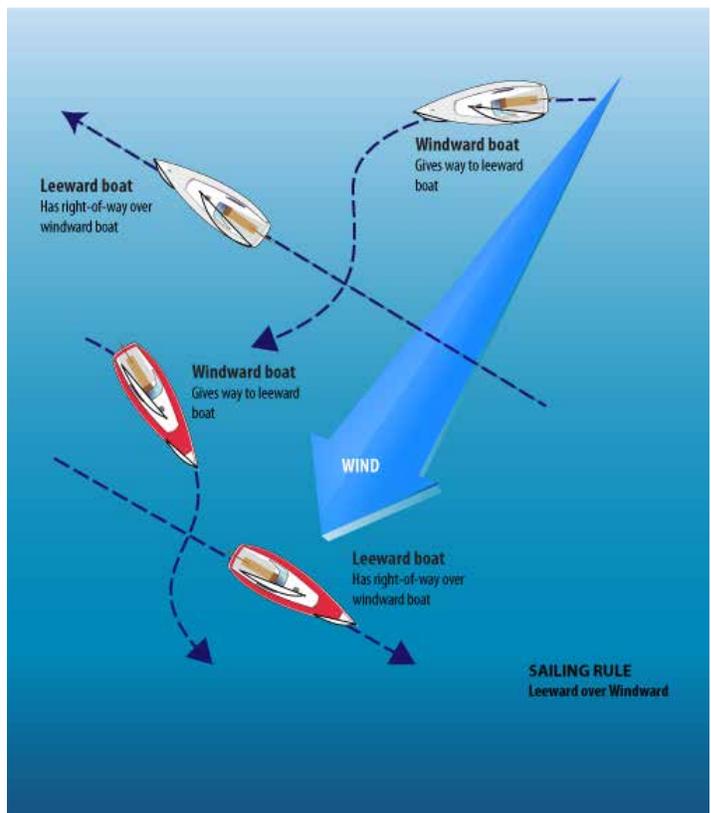
NEAR THE BOAT LAUNCH/MARINA Most mooring areas and launches have a wake and speed limit. Communicate with other boats. First come first serve is routine. Line up and wait your turn. If you have an emergency, let others know and they will be gracious.

ON THE BOAT LAUNCH First come first serve but... Please be experienced at backing up your boat trailer. Once the boat is launched, make room for the next boater. When loading the boat, hook the bow attachment and move onto the parking lot before strapping the boat down securely. If you have trouble backing up, ask for help or guidance.

IF YOU ARE NOT SURE WHAT TO DO, SLOW DOWN AND ASK. HUMANS LEARN IMPORTANT LESSONS FROM MAKING MISTAKES. If this becomes confusing, it's time to take a course. You can find local boat clubs and online training from state and local agencies. They teach/train international and local navigation courses. Perform these activities with other members of your crew, for support.

You can also ask questions and predict mistakes before they happen. Stay SAFE!

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- 7/13 **July Moon** 1PM - 5PM
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Steel Soul Cowboys** 7 - 11PM
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- 7/20 **Faded Image** 1 - 5PM
- 7/25 **Chris Sacks Band** 7 - 11PM
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LOCAL WOMEN'S FISHING TEAM SUPPORTS BREAST CANCER RESEARCH



This August, the Reel Angels will once again head offshore to fish in honor of women battling breast cancer. These five dedicated women have been actively fundraising in their community to support breast cancer research and will proudly represent their hometown in the 31st annual Poor Girls Open fishing tournament. The PGO is a ladies-only, billfish-release tournament that will be held at Bahia Marina in Ocean City, Maryland, on Aug. 14-16.

The 2025 Reel Angels will be represented by Gina Maxwell, Michele Koenig, Shannon Glaser, Nicole Nida and Nicole Mills of Baltimore County.

"The sea is our therapy! Along with the adventure and excitement of traveling nearly 100 miles offshore, there is also an incredible sense of peace and calm. It's just breathtaking! While every crew dreams of catching the "big one", the true motivator is to support other women who are fighting a much bigger battle," says Gina. "Cancer affects not just the patients, but their families too."

The Reel Angels will represent the strength and honor of those who have lost their battles with cancer, as well as those still undergoing treatment. Each registered team is permitted to fish one

day of the three. The PGO continues to grow every year, with well over 100 boats participating this year. All entry fees are donated directly to the American Cancer Society. In addition, money is raised throughout the event with raffles, silent auctions, apparel sales, and other supporting events.

Spectators pack the venue at Fish Tales Bar & Grill at Bahia Marina, eagerly awaiting the return of each team and the lucky ladies who have fish "worthy" of a weigh-in at the scales. Tuna, mahi-mahi and wahoo hold their own sub-categories in the tournament. The heaviest of each species will place amongst the top 3 on the leader board. Any "billfish" caught during the tournament (white marlin, blue marlin, swordfish and sailfish) must be called in, recorded for points, and immediately released. Length and weight are not recorded in the billfish category. Instead, the number of total releases is tallied, along with a point value for each species of billfish.

The Poor Girls Open will be broadcast live. Viewers will have a front row seat at the weigh-ins and will catch many interviews with the ladies. Expect lots of heart-felt stories, tears, hugs, and laughter! Many teams also par-

ticipate in the "best-dressed" contest, which inevitably fuels the excitement during the tournament!

"Our team will be sharing highlights on social media and recognizing all of our generous sponsors," the Reel Angels shared.

The Reel Angels would like to extend their heartfelt gratitude to the generous sponsors who have made their 2025 journey possible.

Top Sponsor: The Dock Guy, Charly's Waterfront, JB's Auto Machine, Inc., Leonard Paper Company, The Manhattan Club

We will be graciously accepting donations until Aug. 12. Personal or business donations can be sent through Venmo, using the QR code below. "We are all in this together! No matter the outcome of the tournament, we have already won. Friends, fishing, fun, and fundraising to fight cancer!!! Let's GOOOOO!!!"

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Gina, Michele, Nicole M., Shannon & Nicole N.*

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Schooner Sultana

By Kimberly Ann



The 130,000 lb. schooner Sultana during her two hour move through the streets of Chestertown enroute to the launch site five blocks away. The workers aboard had to lift power and telephone lines along the route.

After our trip to Rock Hall in the last edition, I decided to spend some time looking for fun things to do in Chestertown. I stumbled upon this hidden gem and had to share it with you.

The Schooner Sultana was originally built in Boston in 1767 and measured 50 feet 6 inches from stem to stern. Sir Thomas Asquith was going to sail from Boston to the Royal Navy Shipyard in England in the hope of selling her to an Admiral. Well, once he landed at the shipyard, the Royal Navy purchased her and outfitted her to be a warship. She carried a crew of 25 and 8 half-pound swivel guns.

She returned to Boston Harbor as the smallest vessel in the fleet that was in charge of enforcing the Townsend Act, better known as the tea tax. After patrolling in Boston, the Schooner Sultana was relocated to The Chesapeake Bay, but her mission stayed

the same. She was to help control the trade routes, and her crew would board American ships to ensure that they were not illegally trading.

Today, the Schooner Sultana is a replica built in 2001 and used as a teaching vessel.

The Schooner Sultana and the Sultana Education Foundation host about 4500 students each year, providing them a hands-on experience in environmental science, history, and sailing. They offer summer camps, and there are even overnight camps for kids. Ages 9-12 can take a 3-day excursion camp, and ages 11-14 can take a 5-day excursion. They live and learn on the Sultana.

Lucky for us adults, she also has two-hour trips leaving from Chestertown Marina. Onboard, you will learn how to raise the sails, steer the vessel, and visit the crew quarters. You might

even get to fire one of the swivel guns. You can purchase tickets for \$40 for adults and \$20 for kids (5 and above).

The foundation also offers First Fridays, where you can gather at the Holt Education Center in Chestertown for music, beverages (yes, the adult variety), games for the kids, and gear. The next First Friday will be August 1, and Tucked In will be playing. They also host a Downrigging Festival from Oct. 31-Nov. 25. This festival is a gathering of Tall Ships (you can purchase tickets to sail on them), Bluegrass music (hosted in the Music Village), and family activities.

Check out the website (sultanaeducation.org/schooner-sultana/#)

for more details about sailing on the Sultana and all of their events. And be sure to let them know that your friends at **Upper Bay Boating Magazine** sent you.

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HAPPY BIRTHDAY SAM WEAVER

Many people will be very surprised to find out that Mr. Sam Weaver, II will be turning 75 on June 29th. He is not sitting around in his golden years, he is still out there, staying more active than ever, involved in many organizations and communities. While technically retired, he is also very physically involved with his Marina, Weaver's Marine Service on Back River.

Sam is the Co-Founder and President of Maryland Waterways Foundation, but he doesn't just stand around and watch others work, he is out there picking up people's trash. He can't just sit still and watch the problems that degrade the Chesapeake Bay, he is always taking action. Whether tossing the hundreds of tires dumped in Chesaco Park into dumpsters, hauling in abandoned boats or hauling trash from a clean up on Hart Miller

Island. Well, he sits down on the job when playing around on a cleanup where toilets were dumped.

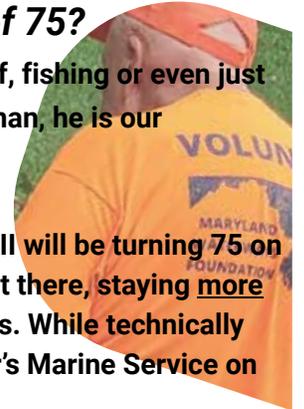
Sam works hard and also plays hard. When asked to participate in Community Trunk or Treats, he went all out, dressing up as Disney Character Goofy and setting up a Halloween display that amazes the kids. When asked to help out for in his Sussex Community for Easter, he went out and purchased a Bunny Costume and rode around on a firetruck to toss out candy and prizes.

Sam wears many hats, he has been involved with waterway cleanups for years. He has been on the board of the Marine Trades of Baltimore County for many years, is a member of the Essex-Middle River Civic Council, on the Citizen Oversight Committee for Hart Miller Island and also V.P. for the Friends of HMI. He was born and raised in Essex and is the Co-Chair for the Essex Community Development Corporation to work to bring Essex back to a place the residents can be proud to live and work. Sam is a part of many more organizations and is always there to lend a helping hand when asked or to improve the local communities.

When you see Sam, be sure to wish him a Happy Birthday!

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