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SEPTEMBER 2026



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Marinating with Captain Jim High

Dear September, Well, here we are back together again. I see you doing well and balancing Day and Night almost perfectly. The leaves on the trees are just as beautiful as they will be. I'm glad to be appreciating the awesome 70- and 80-degree, sunny days with light winds. The boating this time of year is absolutely the best of the year. I love you, September! You're the

best month of the entire year. Your first weekend in September is the unofficial end of Summer '26 called Labor Day Weekend. Watching Football basically 7 days a week, which makes Sundays great for a boat ride. My favorite day is remembering what happened on the 21st of September by Earth, Wind and Fire. The following day

at 8:04 p.m. EDT, your Autumnal Equinox occurs, and we slip into the fall. Your full moon will be coming up on September 26th, and always a nice evening for an Autumn boat ride. September, I hope you are good to us this year!

Sincerely,
Jim High
P.S. You Suck!!!



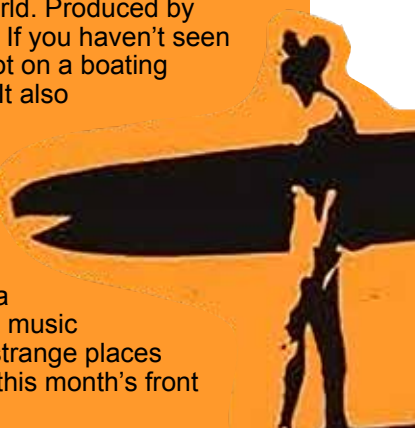
"Ooh La La!!!" "I wish that I knew what I know now. When I was younger" 1973 by Faces Ronnie Lane, Ronnie Wood and Rod Stewart... Thinking about Rod Stewart! This guy has been around; you know what I mean. So here is my advice, Ladies and Gentlemen... This September, on a cool evening with maybe a glass of wine, slow sipper, or better yet and Ice-Cold Natural Light... Put some Rod Stewart on the playlist!!! What happens next is magical! Ladies, you get to control some awesome music, and gentlemen, you can thank Rod and me later! Hehe! So, I wish that I knew what I know now. When I was younger... But since that ain't happening, how about knowing now what I am going to know when I'm much older. Kind of like a time machine of just knowledge!!!



Speculation: PIZZA JOHN'S and RIVERSIDE MARINE are celebrating their 60th birthdays and 50th birthdays this year! Pizza John's is 60, and Riverside is 50. Pizza John's in 1966, and Riverside 10 years later in 1976. John Corruzzi and the Corruzzi family have been my neighbors and friends my whole entire life. Riverside's Baumgartner family and my family go back further than I was born. Now I know Bob

and Vennie Baumgartner, who founded Riverside Marine, lived not far from Pizza John's. I also know the Riverside Family still eats at Pizza John's often. So... I am wondering if over a Pizza John's pizza they made the final decision to buy the marina that became Riverside Marine in 1976? Folk Lore or not... these two fabulous families continue to do amazing work in and around our community. To many, many more!

Speaking of 60th Anniversaries. The Endless Summer is an amazing, fun movie about surfing around the world. Produced by Bruce Brown in 1966. If you haven't seen it, take an evening (not on a boating weekend) and enjoy! It also has an amazing surf theme from the Sandals and the best LOGO ever! The movie grows every year in popularity, it has obtained a cult following, and the music and logo show up in strange places more and more! Like this month's front cover!



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By Wendy Gilbert
Contributing Editor

THE DEATH OF READING?

Not So Fast

As a new retiree, I have more time to ponder. I even use the word ponder from time to time. And phrases like “time to time”. These things make me smile, and although other folks write to amuse others, my primary goal is (and always has been) to amuse myself. My 13-year-old self informed me of this fact on the first page of her second journal. The first was lost to an industrial washing machine when she was 12, but that’s another story for another day. Thirteen-year-old Wendy wrote, “Dear Diary, I am writing this diary to keep on my shelf with my books. I intend to read it often and remember these days forever.”

Finding this particular journal in a locker in my attic this summer was a treat. I read it from cover to cover. I marveled at my teenage self, my beautiful handwriting, and my, what would now be considered, a quaint life.

I recently read an online article purporting (my word, not theirs) to have foreseen the end of reading in the modern world. What crap!

Do you, reader holding on to this paper magazine, feel like you might never do this again? As if you are a Triceratops facing down the end of the world? Like

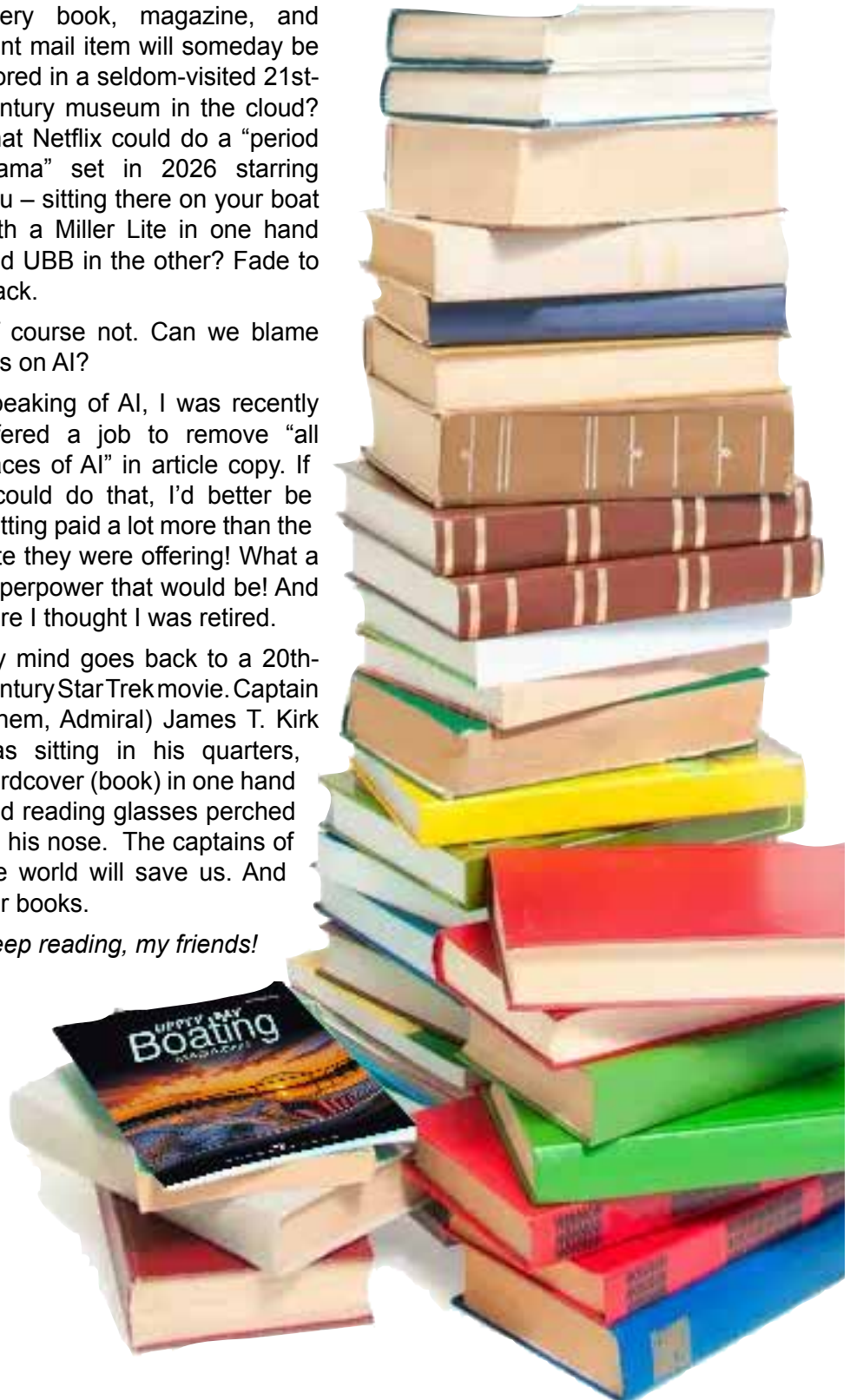
every book, magazine, and print mail item will someday be stored in a seldom-visited 21st-century museum in the cloud? That Netflix could do a “period drama” set in 2026 starring you – sitting there on your boat with a Miller Lite in one hand and UBB in the other? Fade to black.

Of course not. Can we blame this on AI?

Speaking of AI, I was recently offered a job to remove “all traces of AI” in article copy. If I could do that, I’d better be getting paid a lot more than the rate they were offering! What a superpower that would be! And here I thought I was retired.

My mind goes back to a 20th-century Star Trek movie. Captain (ahem, Admiral) James T. Kirk was sitting in his quarters, hardcover (book) in one hand and reading glasses perched on his nose. The captains of the world will save us. And our books.

Keep reading, my friends!



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IPAs for Boating on the Chesapeake Bay WHAT TO BRING ABOARD

By Wendy Gilbert

For boaters on the Chesapeake Bay, few pleasures rival dropping anchor on a quiet afternoon, feeling the sun settle over the water, and cracking open a cold IPA. The Bay has its own rhythm—salt air mixing with river breeze, crab pots bobbing near the channel markers, osprey (and turkey vultures) circling overhead—and the beer you bring aboard should fit that rhythm. Not every IPA is suited for a day on the water, but the right ones strike a balance between refreshment, flavor, and practicality. Dare I say, I'm totally onboard with IPAs? And brother, let me tell you that has not always been the truth. However, time and a proper guide to this stem of the beer branch, has proven invaluable.

What Makes an IPA "BoatReady"

Boating beer has rules, spoken and unspoken. First, cans only. Glass on a boat is a hazard, and most marinas won't allow it anyway. Second, the IPA should be bright and drinkable, not a heavy, resinous hop bomb that wilts in the heat. Citrus, tropical fruit, and crisp bitterness tend to shine on the Bay. Third, consider ABV. A 6–7% IPA is ideal—flavorful but not overwhelming during a long day of cruising, rafting up, or waiting for the tide to turn.

Finally, availability matters. When you're provisioning in Chesapeake City, North East, Havre de Grace, or Kent Island, you want beers you can reliably find at marina stores, waterfront bars, and local shops.

Local IPAs That Belong on Your Boat
The Chesapeake Bay has a quietly excellent craft beer scene, especially around the Upper Bay and Eastern Shore. These local IPAs aren't just good—they feel like part of the Bay itself.

Bayheads Brewing Co. – Rotating IPAs (Chesapeake City, MD)

Bayheads IPAs

Bayheads sits right on the C&D Canal, making it the closest brewery to many Upper Bay boaters. Their IPAs rotate frequently—sometimes hazy and tropical, sometimes piney and West Coast—but they share a common thread: they're brewed for people who spend their weekends on the water. Bayheads cans are easy to stash in a cooler, and their flavor profiles stay refreshing even in August heat.

Whether you're grabbing a fourpack before heading out of the Bohemia River or stopping by after a day on the Sassafras, Bayheads is as local as it gets.

Heavy Seas Loose Cannon IPA

Loose Cannon is arguably Maryland's most iconic IPA—and one of the most boatfriendly. Brewed in Baltimore and distributed everywhere from Havre de Grace to Kent Island, it's a dependable choice when you're provisioning quickly. The flavor is bright and balanced: citrus, floral hops, and a clean finish that doesn't weigh you down.

Loose Cannon's 12oz cans are perfect for long days aboard, and its moderate ABV keeps things social and safe. It's the IPA you'll find in coolers at raftups, fishing trips, and sunset cruises all over the Bay.

RAR Brewing – Nanticoke Nectar IPA

RAR Brewing, based on the Eastern Shore, has earned a devoted following across Maryland. Nanticoke Nectar is a hybrid IPA—juicy enough for hazy IPA fans, but with enough pine and bitterness to satisfy traditionalists. It's a great choice for warm weather, and it pairs beautifully with Bay classics like steamed shrimp or a crab pretzel at the dock.

You'll find Nanticoke Nectar in Chestertown, Rock Hall, and Kent Island shops, making it a strong option for boaters cruising the middle Bay.

NonLocal IPAs to consider

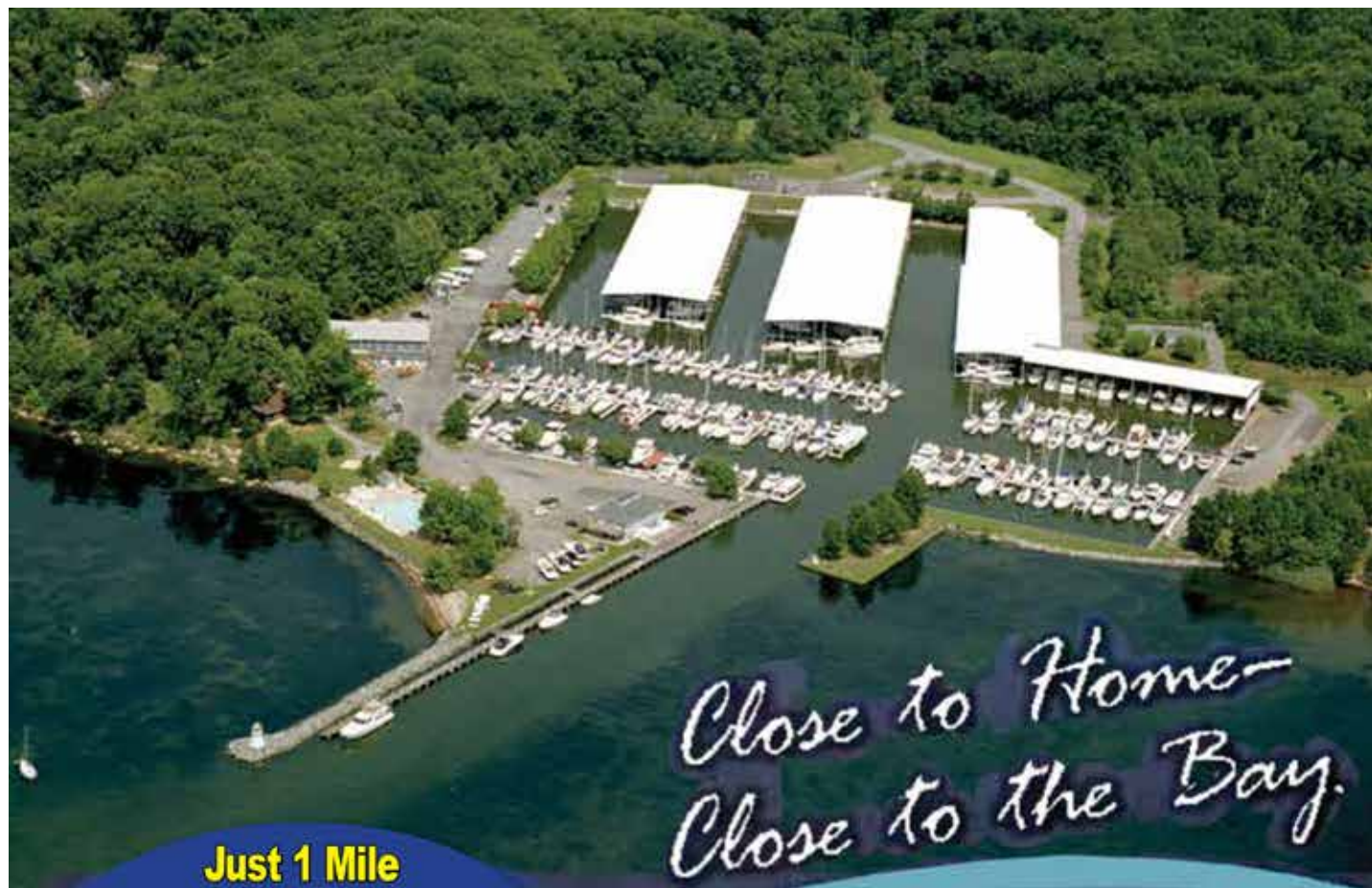
While local beers carry the spirit of the Chesapeake, a few nationally distributed IPAs have become staples aboard Bay boats.

Elysian Space Dust IPA

A citrusforward West Coast IPA with big flavor but surprising drinkability. Its wide availability makes it a goto when local options are scarce.

Goose Island IPA

Reliable, crisp, and easy to find at nearly every marina store. Not flashy—just a solid boating beer. And frankly, I like the name!



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Current Concepts for STRIPERS

By Tim Sherman

***Raise a glass and shout, "Cheers!"
Chesapeake Bay striped bass season
– part two – is here.***



After the full-month closure in August, the second part of striper season runs from September 1 through December 5. The slot of 19 to 25 inches and 1 keeper per day are the size and creel limits, respectively. There are numerous ways to target stripers: trolling, live bait, casting, jigging, etc. For as long as you have been reading my column, you know where I will be and how I will be fishing... shallow and casting.

At the start of the second season, water temperatures are still considered to be warm. You're likely to find temps in the mid-70s range. However, the temperature trend is cooling. Baitfish will be heading back into creeks and rivers, with stripers right on their tailfins. This is my favorite time of year to target stripers in shallow water. That being said, there is a lot of strategy to find and catch stripers in skinny water – especially in September.

I relish high water situations. For me, that two hours before to two hours after the high tide are golden. That's oxymoronic, but think about it. Water level needs to be at its highest to bring fish into shallow water. Water level aside, current is a major factor in where and how to catch stripers. However, as important as high water is when fishing shallow, current is a major influence.

In this 4-hour timeframe, I am fishing different areas depending on the direction of the current. I look for breaks in current, cover and structure that break current – both above and below the

waterline, and current-flushed/flooded shorelines. All of this is called reading the water. The direction and speed of the current are most likely different on a given tide. You may have a spot or two that is good on both tides. These are rare, and consider yourself blessed to have found them.

Here are a couple of examples of my tide/current/location concept. In the last hours of a rising tide, I fish a submerged rock pile that runs perpendicular to a rip-rap bank. The current pushes straight upriver and floods the cove. Stripers can be on either side and at the end of the rocks. On a falling tide, a distinct point blocks the outgoing current from flowing past the rock pile. Without the surge, baitfish are not washed by.

I fish a point at the mouth of the same river on either tide. Incoming current from the bay floods both sides of the point on a rising tide. The river shoreline and point are flushed by the current exiting the river on a falling tide.

Presentation of your lure is the key to getting the bites. When I work points, jetties, and long stretches of shoreline, I am pointing the boat into the current. My casts will be focused in the same direction. The lure is retrieved with the flow for a natural look. When you have an expanse of cover like my rock pile, fan casting the area makes sense. They can be anywhere and everywhere along the rocks.

Pilings can be a bit perplexing. We'll

start with dock pilings. First, you have to consider your casting skills. Are you good enough to come within inches of the dock without hooking it or anything on it? If not, respect the dock owner and move on. Ideally, a cast parallel to the dock will bring your lure past the pilings. Target the upcurrent side of the pier. From there ... again with the accuracy ... start dissecting each pole with a cast just under the deck. A striper will stage behind the uprights to block the current, also giving it an ambush point. Next, we have bridge pilings and other support structures for bridges. Most bridges that span rivers on the upper Chesapeake are low to the water and have narrow spacing between sets of pilings. This is not conducive to upriver boat positioning. In the case of the Bush and Gunpowder Rivers, the structures are concrete platforms versus traditional pilings. The best approach here is to attack the current-facing corners of a platform with your casts. The face of each platform deflects current, and there is a void on either side where stripers stage.

I have been blessed to have mentors who shared their knowledge in my formative years of fishing. They gave me a baseline to help formulate my shallow water striper concepts and strategies. High tide offers the best catching opportunities for stripers in the shallows of the upper bay. That's just a start. Current is the key to unlocking the bite.

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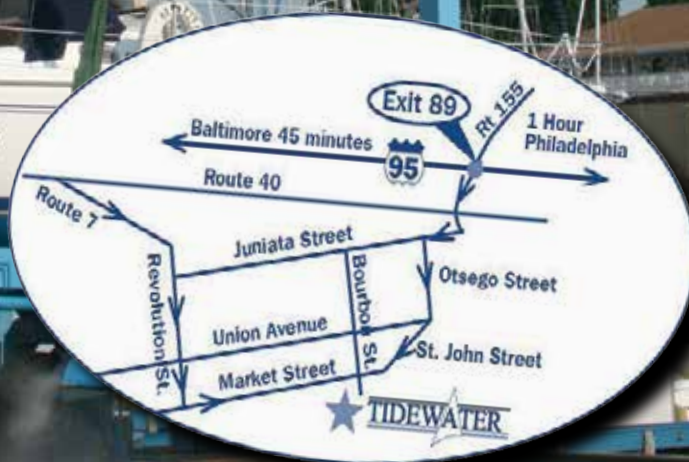
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WHEN THUNDER ROARS, GET INDOORS

Thunder is the sound that comes from storm clouds. They can happen at any time of the year. Snowstorms in Montana often have thunder roaring during a blizzard. If you hear the thunder, you are a target for lightning.

Thunderstorms are also a warning of high, gusty winds, rain, hail, and lightning. This means damaging and dangerous weather. Large hail will damage vehicles, roofs, and boats. The ice balls are dropping from the sky at high velocity. Their impacts are powerful and can also injure pets and people.

When the wind is blowing, raining, hailing, or snowing, the storm is upon you. Lightning can also come at any time. The storm may still be several miles away, but if you hear thunder, you are in range for a lightning strike. These storms can travel quickly across open waters.

During a fishing trip near the Bay Bridge, one of our buddies was holding his new Boron fishing rod.

We were jigging for stripers. The sun was out and the day was beautiful. North of us, near the Gunpowder River, we could see a storm brewing and hear thunder.

Suddenly my friend's Boron rod exploded, and the angler screamed. He had been struck by lightning. We could smell burnt hair, and black residue was visible on the metal gunwales. All of us felt electricity. No one else was hit. The streak of electricity was attract-

ed by his Boron rod, the same material that lightning rods are made from. Our only casualty was an expensive fishing rod. Surprisingly, the line and reel were unaffected by the sudden bolt of electricity.

Water is a perfect target for lightning. When a boat, antenna, mast, or tower is sticking above the water, it becomes the target where lightning may strike. Fortunately, the water itself dampens the electric strike. Only a 100-foot circle, down about 10 feet, will be affected. Rarely are fish affected. Saltwater transfers electricity better and faster than fresh water.

First aid after a lightning strike can be critical. Direct electrocution from lightning is rare, but burns, hearing loss, and shock are common. Treat for the symptoms that you see. If a passenger has no pulse, begin CPR and contact emergency aid. If the crew is wearing their PFD's, they will stay afloat if unconscious and thrown overboard.

If the boat is struck, the fiberglass or wood will be affected if the metal fittings are hit. Metal will be heated up and potentially cause a fire. Holes can be blown out in the hull. Check for any flooding. If the ballast pumps turn on, a hole is likely. Sailboats are 155% more vulnerable than power boats to lightning strikes since they are taller than most things on the open water. If the boat is damaged, stay afloat and seek help.



Have a plan to implement in case you become a lightning target. Lower masts, rods, towers or masts. Seek shelter where you are not the tallest target. Anchor and lay low.

Estimating the proximity of a potential thunderstorm can be tricky. The weather reports tend to be more accurate from where they are broadcast. Severe storms can also quickly change and evolve. The old school way to figure out the closeness of a severe storm is by counting the seconds after you see a lightning bolt. Count one thousand one, two, three, until you hear the thunder. Twenty-five seconds is 5 miles. Navigate away from the storm's path or seek shelter in a marina or nearer to the shore.

Lightning insurance is available. The most expensive damage to your boat could be the electronics. Liability coverage for human injury is always a good idea. Usually, an inspection after a lightning strike is a good idea.





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FALL FUN IS WAITING



by Captain Dale Plummer

Just because it's back to school time does not mean your boating season needs to end. Your focus can change from water sports and swimming to travel and adventure. Boating on the Bay in September offers fewer crowds, fantastic sailing winds and the ideal mix of opportunities to use your days off work to unwind on the water.

There are a couple of simple safety recommendations to incorporate into your normal routine. Days are shorter in September so remember to test your navigation lights to ensure you can get home without incident. Marinas and fuel docks have adjusted their hours as well. Be sure to top off early and often. Generally, TowBoatU.S. members who request fuel delivery relied on the accuracy of their fuel gauge and found themselves stranded on the water because all the fuel docks were closed.

We also recommend bringing extra layers to help with late afternoon temperature drops. Extra clothes also can be helpful if a crew member takes an unexpected dip in the Bay. The good thing about Fall boating vs Spring boating is fall water temperature is still moderate from the lingering effects of summer temps. A man overboard situation, although uncomfortable, doesn't have to be life threatening if you pack responsibly for unexpected emergencies.

Even though it may be chilly to swim or wake board, there is much to enjoy on the Bay in September and beyond. September crabs are fat and plentiful. Summer crowds are gone and destinations like Rock Hall, Fairlee Creek, and Hart-Miller are ready and waiting to be discovered. If you are looking for a new place to cruise, consider a fall foliage adventure. The C and D Canal, Bush River, Sassafras and so many other tributaries on the upper bay are tree-lined and offer spectacular views.

Many Fall festivals also are accessible by boat. A few ideas include: The National Hard Crab Derby, September 4-6, 2026 at Somers Cove Marina in Crisfield. The 67th Annual Skipjack Race & Festival on September 7, 2026, on Deal Island. The Annual Oysters Blues and Brews Festival at Port Covington Marina in Baltimore on October 3. The 63rd Havre de Grace Art Show, October 17-18, 2026, at Tydings Park and Concord Point Park. And, don't forget the Annapolis Fall Boat Shows that take over downtown Annapolis and Ego Alley for two weekends (October 9-18) in October.

We hope you choose to make your Fall boating safe and memorable. Remember, the TowBoatU.S. team's boating season never ends. As always, happy to help year-round!

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PHOTO: RIMPAC

United States Coast Guard:

The Mariners' Friend

By Captain Mark Galasso

I was glued to the television Friday evening watching an episode of *The Deadliest Catch*. They were predicting some wind in our area for Saturday, and I had a charter. I always find it comforting watching what the Bering Sea Crabbers go through on a daily basis compared to my occasional windy Saturday. It helps me get a good night's sleep. Just as the boats started pulling up full pots, all operations slowed down as boat Captains turned up the radios listening to a frantic Mayday from one of the other boats. It appeared the vessel in distress had lost power and was drifting in twenty-foot seas toward some remote rocky coastline. Most of the vessels were too far away to render assistance, but the Coast Guard had dispatched a helicopter from a hundred miles away and

would be there well before anyone else. To make a long story short, the crew of the helicopter rescued everyone on board in twenty-foot breakers and gale force winds.

Now I couldn't sleep. And it wasn't because of the wind predictions for the next morning. It was I couldn't stop thinking about the Coast Guard and what would make ANYONE want to fly a helicopter in Hurricane force winds to possibly jump out of it into freezing water and twenty-foot waves to help people they've never met. Kind of made me think of the role Kevin Costner played in the movie "The Guardian." So here is a little history about the oldest federal maritime group in United States history.

It all started on August 4th, 1790, when then Secretary of the Treasury Alexan-

der Hamilton got President George Washington to sign the Tariff Act. At the time, the US Treasury needed revenue to operate and pay soldiers who fought in the Revolutionary War. At the time, most of the goods coming into and out of the colonies were by water, and pirates and other privateers pretty much did what they wanted. As part of the Tariff Act, ten Cutters were commissioned and assigned to stop smuggling and collect customs. Remember this is all an East Coast issue at this point. This endeavor was called the Revenue Cutter Service (RCS). It wasn't until eight years later that the US Navy was formed. It wasn't until 1915, one hundred and twenty-five years later, that the RCS combined with the U.S. Lifesaving Service to become the U.S. Coast Guard.

As an aside, the Lifesaving Service was a large collection of small surfboats and wagons manned along the coast to save people stranded as large ships ran aground while navigating the Atlantic Coast. The history of this service and its people can be seen in various museums up and down our coastline. One of these museums is in Virginia Beach, Virginia. The Surf and Rescue Museum there is considered the oldest Coast Guard Station in existence and dates back to 1903.

In 1939, the Coast Guard absorbed the U.S. Lighthouse Service, and the function became more along the lines of law enforcement, lifesaving, and coastal Navigation. A few years later, in 1946, the Coast Guard absorbed the Bureau of Marine Inspection and Navigation,

SEE: US Coast Guard page 32

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Hiring interns is helpful to an organization or business to bring in extra support, get a different perspective on projects, build a talent pipeline and most importantly to offer experience and train the next generation. An internship can be an enjoyable and fun experience but sometimes it can open a student's eyes to something they may not want to spend their life doing and steers them in a different direction. Either way, it can be a worthwhile experience for both the intern and business.

Our interns work hard, cleaning up trash, pulling tires, logs and more from Back River, Bear Creek and the surrounding areas. They also learn about community issues and problems like the midge bug problem and work with scientists, professors and other experts to learn about the cause and the struggle to get them under control. In most cases, it is likely the first time that these students have worked with community members and more specifically with its youth. This can be a real eye opener for some interns and they often surprise themselves.



These pictures are from the July storms, leaving large debris in Back River that could cause serious damage and harm to boaters. In many cases, a boater may not see a 40-foot tree until it is too late and often, dangerous objects may be submerged, not visible at all, creating a dangerous or fatal situation. The interns went out and lassoed logs, trees, an old television, paddle boat and more from Back River. If the intern is hired without knowing how to run a boat, they are trained on how to operate a vessel safely by Sam Weaver, with over 70 years experience.

We also take our interns on fieldtrips and attend meetings with Tradepoint Atlantic, Maryland Port Authority and Department of Natural Resources to get real experience and discuss issues which affect the future of Hart Miller Island.

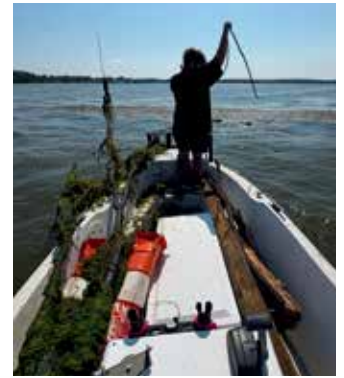


and other important local issues. Bottom line, we learn from our interns as much as they learn from these experiences.

***Recent trip to Poplar Island, an active dredge material island.*

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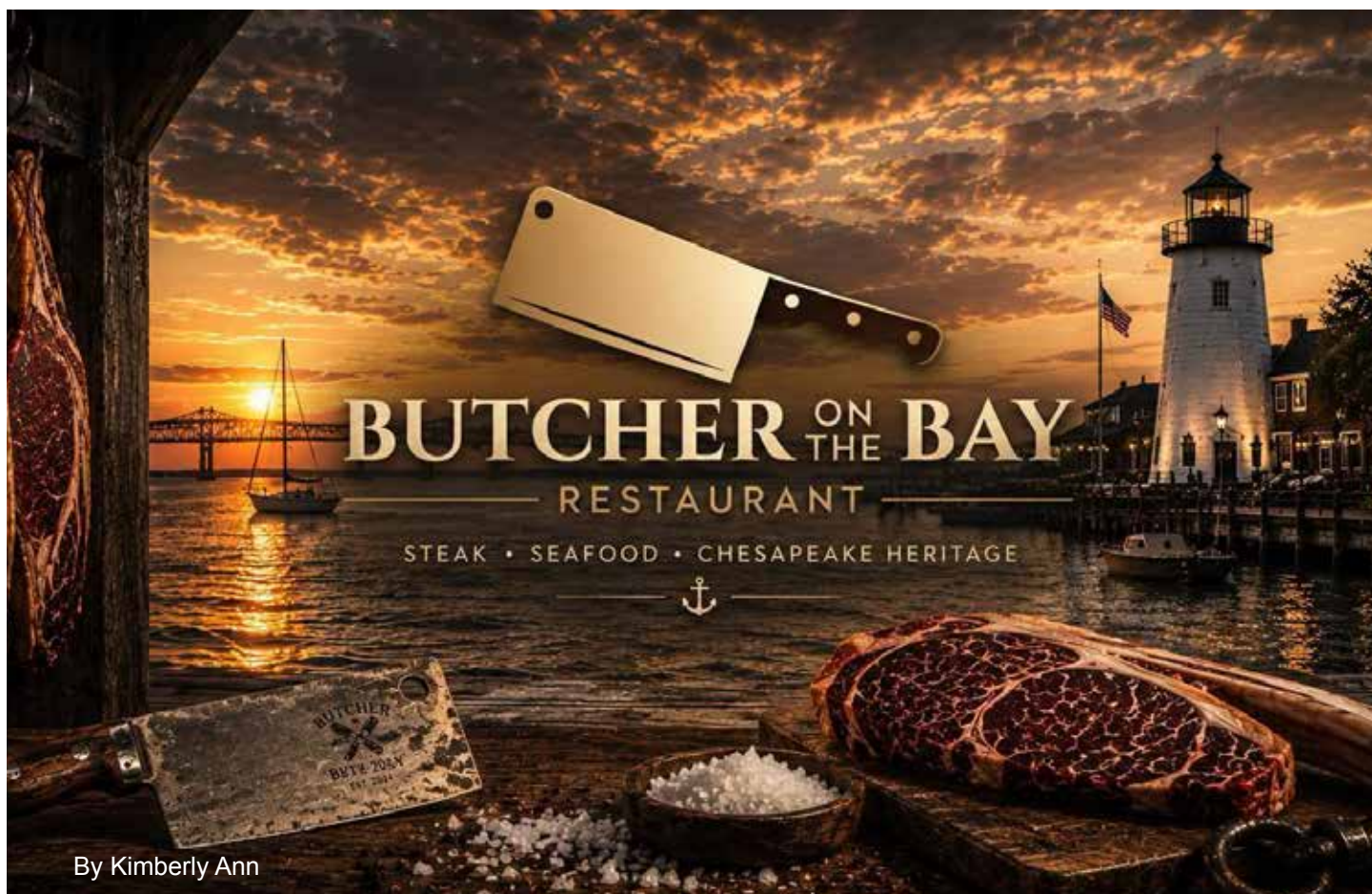
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POWERTECH PROPELLERS





For boaters cruising the northern Chesapeake, Havre de Grace has long been a welcome port where river culture, maritime history, and Maryland flavor meet. Now there is another reason to visit. Butcher on the Bay, a Chesapeake-inspired fine-dining steakhouse, opened July 15 at 226 N. Washington Street. The restaurant was created by the family behind Geresbeck's Food Market and Butcher & Bay in Kingsville. Guided by a legacy of artisanal excellence, the new establishment delivers an elevated culinary experience rooted in precision, integrity, heritage, craftsmanship, and genuine hospitality. It is a modern bayside expression of Maryland's culinary traditions and the family's deep connection to its local roots.

For more than 50 years, the Geresbeck family has been a staple of Baltimore's food scene. Its philosophy has re-

mained refreshingly simple: "Anyone can sell groceries. We provide the best quality fresh foods for our community." That tradition expanded in 2024 with Butcher & Bay, a Kingsville butchery and seafood shop known for local Roseda Beef, 21-day-aged Certified Angus Beef, prime selections aged in-store for 35 days, and the family's scratch bakery and deli.

At Butcher on the Bay, the belief is that a perfectly prepared steak is among life's greatest pleasures, and that shared hospitality strengthens the bonds of community. Here, fire, seasoning, steel, and practiced hands transform exceptional ingredients into memorable experiences.

Chef Ricky Foxwell leads the kitchen, showcasing Monkton's Roseda Farm Beef, Linz Heritage Beef, and select Wagyu cuts. The restaurant specializes in premium, responsibly

sourced meats, including local grass-fed beef finished through a signature 35-day, in-house dry-aging process for remarkable tenderness and flavor. Fresh local seafood, pasture-raised poultry, seasonal ingredients, hand-crafted sandwiches, deli salads, and farmhouse-style scratch bakery treats join Premium butcher cuts.

The menu moves easily from steakhouse indulgence to Chesapeake adventure. Appetizers include flaming baked brie and filet baked oysters, while the raw bar offers tuna crudo, steamed littleneck clams, sushi, steamed shrimp, and other chilled favorites. Entrees range from Delmonico steak and Confit Duck Breasts to fried blue catfish, rockfish, and whole Dover sole. Chesapeake-inspired preparations of blue catfish and snakehead allow diners to taste regional waters through a refined, modern lens.

Cocktails continue the local storytelling. The Maroon Moon, Havre de Grace Revolver, and Conowingo Eagle evoke familiar landmarks and legends, making them fitting toasts after a day under sail or at the helm.

By prioritizing local partnerships while embracing modern culinary techniques, Butcher on the Bay honors tradition without becoming anchored to the past. For Chesapeake boaters, it offers something especially appealing: a destination meal grounded in Maryland character, serviced with polish, warmth, and a strong sense of place.

Whether arriving from an afternoon on the Susquehanna Flats, exploring the waterfront by dinghy, or planning an evening ashore with friends, guests will find the restaurant well suited to a cruising itinerary. Its combination of food and identity makes Havre de Grace a rewarding port of call.

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IRV'S BASEMENT BAR

Pasadena's Hidden Waterfront Treasure



By Kimberly Ann



Photo credit: Loretta Crook Hutzell

From the street, 2054 Knollview Drive in Pasadena looks like a typical waterfront home. There is no flashy entrance, corporate logo, or cocktail menu promising the latest mixology trends. But tucked inside is Club Sunset Knoll, better known to generations as Irv's Basement Bar, a wonderfully unpretentious watering hole that feels like a trip back in time.

The bar's owner, World War II veteran Irv Kock, is approaching his 103rd birthday and is believed by his patrons to be the oldest bartender in the world. Remarkably, becoming a bar owner was never part of his plan. More than 60 years ago, Irv and his brother were house hunting when they discovered the waterfront property came with an unexpected feature: a functioning basement bar with an active liquor license. The establishment reportedly holds one of Maryland's oldest continuously maintained liquor licenses. Irv purchased the home,

inherited an unusual business, and became the unlikely steward of a local institution.

Today, stepping into Irv's feels more like entering a friend's well-loved basement than visiting a commercial bar. Writing covers the walls, music plays from a jukebox, and a pool table and bar games encourage friendly competition. Behind the bar, decades' worth of quirky memorabilia competes for your attention. Look up, and the famous bra-covered ceiling completes the authentic dive bar atmosphere. Do not expect an elaborate drink list. If you ask about specialty cocktails, Irv's answer, "You are in the wrong damn bar.", is direct and perfectly captures the bar's personality. The focus here is not on elaborate garnishes or passing trends. It is on cold drinks, good conversation, and genuine human connections. Sales are CASH ONLY, adding to the sense that visitors have stepped into another

era. There is parking on the property, as well as free street parking nearby. Irv's does not operate on a conventional schedule. If Irv is home, visitors can knock on the door, and he may open the bar. That unpredictability has helped create the establishment's word-of-mouth notoriety and exclusive local appeal. This is not a place manufactured for tourists. It is a living piece of Pasadena history, Irv says he genuinely enjoys spending time with the people who visit. His philosophy for a long and active life is equally straightforward: "If you stop, you stop. Keep moving." At Irv's Basement Bar, the drinks may be simple, but the experience is anything but ordinary. It is historic, quirky, welcoming, and completely authentic, a Chesapeake area treasure that proves the best destinations are often the ones passed along by word of mouth.

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Before my friend Frank died, he asked that I store his ashes in his favorite beer mug. His last wish was to be Frank in stein.



While digging in the garden, I found a chest full of gold coins. I wanted to tell my wife about it, but then I remembered why I was digging in our garden.



Today, I asked my phone, "Siri, why am I still single?" It activated the front-facing camera.



My mom died when we couldn't remember her blood type. The last thing she said was, "Be positive." But it's hard without her.



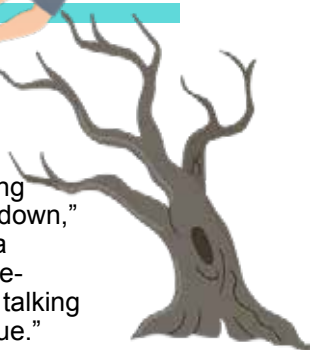
I wondered why the baseball kept getting bigger. Then it hit me.



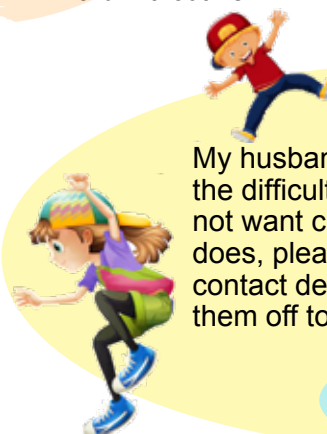
Today at the bank, an old lady asked me to help check her balance. So, I pushed her over.



A man walks into an enchanted forest and tries to cut down a talking tree. "You can't cut me down," the tree exclaims. "I'm a talking tree!" The man responds, "You may be a talking tree, but you will dialogue."



My husband and I have reached the difficult decision that we do not want children. If anybody does, please just send me your contact details, and we can drop them off tomorrow.



I childproofed my house. Somehow, they still got in!



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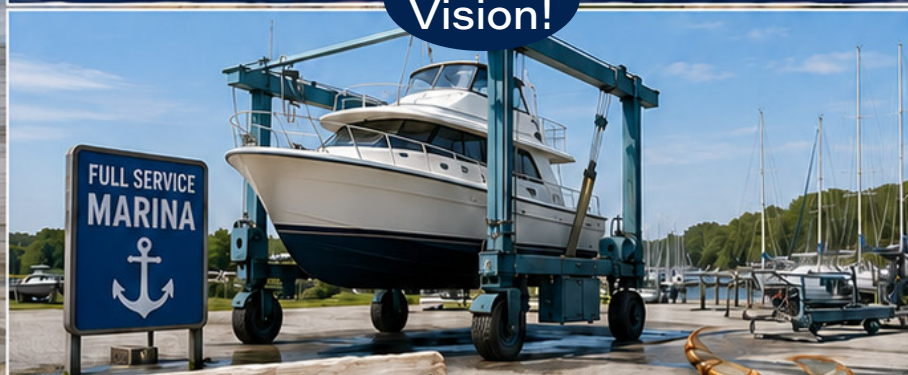


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Burgers are a perfect sandwich when afield, afloat, or outside. We all have our special takes on meaty beef burgers. Some grillers smash their meat while others mix it with spices, veggies, cheeses, or other creative ingredients. Hamburgers are rarely made with Ham. Usually, a ground chuck will do the trick. Chefs will add sausage or other pork goodies to their ground beef. An 80/20 fat to meat blend is desirable. The Ham part is when you add bacon as a topping.

When on the water, it is exciting to enjoy the harvests that you catch or forage. Fish, shellfish, or fresh eastern shore produce can enhance your Burger menus. Fresh Kaiser rolls will embrace the burgers well. A fresh bun really helps the burger be its best.

Try using fish as the primary meat. Most Bay Fish are white and flaky meat. Once the fish is filleted, and

skinned, you can prepare it in different ways. Canned salmon or tuna can also be made into Fish Burgers. Burgers made of fish may not sound as tasty, so I sometimes call my trout burgers, "Steelhead Burgers" or "Sliders". For kids I call these fish burgers "Crabby Patties", from the SpongeBob SquarePants cartoon show. These names help reluctant eaters to try a more piscatorial flavor.

I recently ran into folks from Florida. They asked me how to cook trout so that it is tasty. Since Montana is a trout capital, they figured that we knew how to prepare this salmonoid properly.

Apparently, they had caught trout in Georgia and cooked it the Florida way, with poor results. "Did you Blacken the trout?", I asked. "Of course, that is the best way to cook any fish." Maybe "Blackened" is fine for some saltwater fish but for many freshwater fish, it be-

comes just "Burnt". I explained to them that when cooking trout or other fish, less is more. Sometimes just a dash of salt/pepper and butter will do the trick. It is also important to clean, rinse, and cook the fish properly.

In Montana, and across the country, I have made fish burgers using a variety of fish. Trout, bass, walleye, crappie, and pike work well. Saltwater fish, found in the Bay also are perfect burger meat. Rockfish, Blues, hardheads, catfish, and perch will do the trick. Thicker filets make for bigger flakes of meat. Try large Blue Cats. Snakeheads may also be a good choice. Rockfish work well. My favorite fish for Burgers is white or yellow perch. In the Chesapeake Bay, these fish are common and easy to catch. You can prepare these fish quickly and cook them ashore or afloat. When I ice fish, I use the Yellow Perch for Fish Burgers, on the ice.

HERE IS MY TAKE ON BAY FISH BURGERS!

BAY FISH BURGER INGREDIENTS:

1 ½ pounds of fish filets
(I have added crab meat if available)

1 tbsp of finely diced red, green, and yellow peppers

1 large egg

Old Bay seasoning or salt and pepper

2 cups of fresh breadcrumbs or Panko

4 tbsp of olive oil.

(I enjoy a flavored Olive oil called Blood Orange. This citrusy oil enhances any fish dish.)

2 large onions thinly sliced

1 cup of mayonnaise

1 medium chipotle pepper

1 tsp of adobe sauce.

You can also mix and match your regular burger toppings. Lettuce, pickles, sliced onions, whatever taste you prefer. Slaw is also a good topping. Fresh Burger buns. Kaiser rolls are more durable and hold together well. Use the 12 pack dinner rolls for your sliders. The Hawaiian Dinner rolls work well for fish burgers. I have also used a large French bread loaf or sub rolls. English muffins also make a durable platform for Fish Burgers. The fish filets should be skinless and without bones. Minch the filets by hand. Place the minced fish into a bowl with bell peppers, egg, and spices.

Add 1 cup of breadcrumbs or Panko. Stir together and form into 4 large patties for

regular sized burgers or into 12 smaller 3-inch patties for sliders.

In a large skillet, heat the olive oil to a medium heat. Add the sliced onions and sauté until golden brown.

This takes about 20 minutes. Season to taste.

In a food processor, puree the chipotle pepper, mayo, and 1 tsp. of adobo sauce. When the onions are done, remove them and set aside. Add 2 more tbsp of olive oil to the skillet. Dredge the formed fish patties in 1 cup of the breadcrumbs/Panko. Cook over medium heat until done. This will take 3-4 minutes per side.

To serve, place a spoonful of the adobo mayo on each bun, add a fish patty, and sauteed onions. Serve at once. You could also use

any of your favorite condiments instead of making your own. Bang Bang sauce, Chick Filet sauces, Hot Honey are popular choices.

I have also kept my Fish Burgers more basic using just mayo, a cheese slice, a slice of fresh tomato or onion. Most folks prefer fresh Tartar sauce or cocktail sauce. Dress your Fish Burger the way you want and enjoy. If you enjoy a cool fresh summer Maryland tomato slice, go for it! It is funny how each time I make this recipe, it changes based on what we were catching and where we fished.

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adding Merchant vessel safety and licensing to its duties. As the Coast Guard transitioned from a revenue collection and enforcement group to a more safety, navigation, and law enforcement agency, it came under different Federal Departments. From its founding in 1790 until 1967, it was under the Department of the Treasury. From 67 to 2003 it was under the Department of Transportation. Currently, it is under the Department of Homeland Security, and in wartime it comes under the jurisdiction of the Navy and ultimately the Commander in Chief (the sitting President).

Ironically, this came into play in all the early conflicts our young nation was involved in. But perhaps the most complicated one was our own Civil War where Coast Guard (RCS) operations were split between the Union and the Confederacy.

It was a Coast Guard (RCS) Vessel that was involved in Fort Sumter, and as acting Commander in Chief, President Lincoln used Coast Guard (RCS) vessels to seize Slave ships. Most people don't know that over 500 slave ships were seized during the Civil War.

When the United States purchased Alaska from Russia in 1867, the Coast Guard (RCS) now had to patrol three coasts. The Atlantic, the Gulf of Mexico, and the Pacific. One of the first roles of the group in Alaska was to protect the environment as well as its native peoples. Whalers had decimated whale populations along the East Coast and now were finding fortunes in the Pacific, often at the expense of the natives who had formed a balance with the fragile and sometimes fickle populations of whales and other sea mammals.

Closer to home, the U.S.

Coast Guard operates numerous facilities throughout our region. Basically, USCG Sector Maryland National Capitol Region operates north of the Maryland-Virginia line, and Sector Virginia operates the lower Chesapeake Bay and Hampton Roads.

As we celebrate the 250th Anniversary of the United States, we are constantly reminded of our maritime heritage by the U.S. Coast Guard. The "American Tall Ship" is currently the Eagle and is operated by the Coast Guard. It is a 295-foot three-masted barque and is operated as a training vessel for Coast Guard recruits and officers. It has become an ambassador from the United States and travels around the world. Its home port is in New London, Connecticut. The funny thing is it wasn't built in the United States, one of the leading shipbuilding countries in the

world. It was built in Germany in 1936 and was taken by the United States as war reparations. It's all Coast Guard now however, with the tell tale white hull and red, white, and blue stripes with the Coast Guard insignia angled down the bow.

So, whenever you see the distinctive colors of a Coast Guard vessel, you can rest assured they are there to help and protect you. I know sometimes us boaters have the knee-jerk reaction that we're being boarded and it's going to be a hassle. But the fact is they are there to make sure you are safe, and your vessel is safe to operate. Give them the courtesy and respect they deserve. You never know when it might be your turn to truly need them, whether you're just putting around the Bay or fighting a major storm in the open ocean. Be safe.

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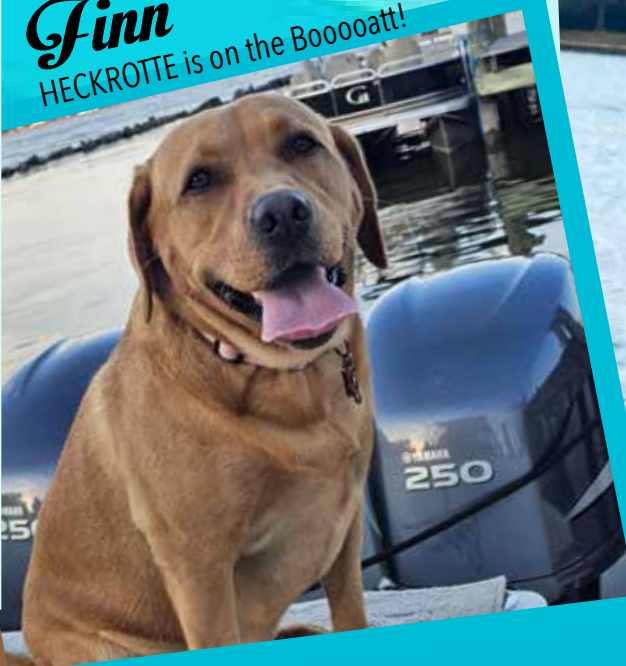
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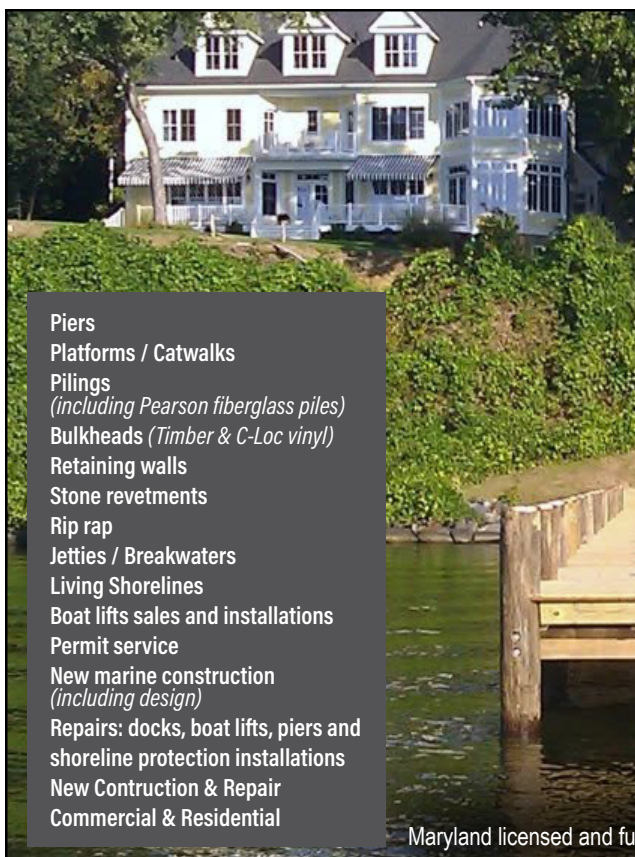
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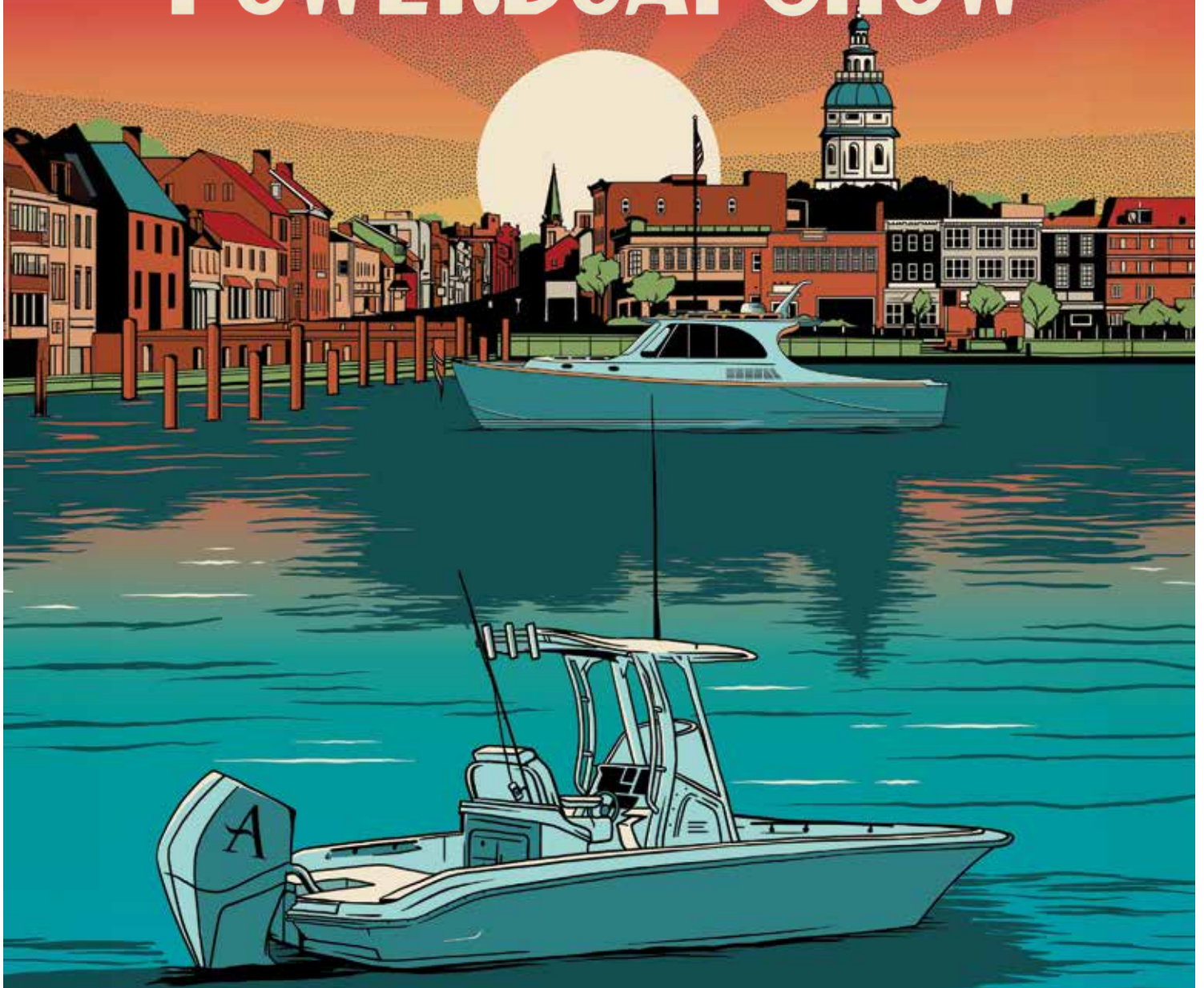
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Maryland Succotash & Blue Catfish

By Anne Gilbert



As summer comes to an end and backyard barbeques are too, why not take this chance to show off your recent catch? Pair your early morning catch with local corn in a Maryland succotash dish. Blue Catfish are highly invasive in the Bay and highly delicious. With no catch limits, you can feed the whole neighborhood! Blue Catfish prefer to conserve energy in the heat of the day like the rest of us. Fishing for them at night or at dawn is ideal since they are out to feed at that time, in the shallower, moving water. A good bet in the Upper Bay is in the mouth of the Susquehanna River with fresh cut bait. The Maryland Department of Natural Resources Fishing Report shared that the most preferred bait is

Gizzard shad, but that any cut fish will work well.

On your way home from the dock, stop at a local farm stand for fresh local corn and tomatoes to make this delicious succotash to pair with the morning's catch. If you're lucky, the local stand may have many of the other ingredients too! This recipe is from Maryland's Best, a program through Maryland's Department of Agriculture aimed to connect consumers with local farmers.

Although I must admit I think there was a missing ingredient to truly make this a Maryland dish – Old Bay! Let's be honest, though – you were going to add it anyway. Pair it with your fave rite local pint and brag about the deliciousness of the Bay's bounty!

RECIPE

INGREDIENTS

Maryland Succotash:

- 4 ears Local Corn, kernels cut off
- 1 each Jumbo Yellow Onion, small diced
- 1 pint Lima beans, Peas or Green Beans (one-inch pieces)
- 1 pint Cherry Tomatoes, halved
- 1 tbsp Garlic, minced

- 2 tbsp Italian Parsley, minced
- 2 tsp Thyme, de-stemmed
- 3 tbsp Extra Virgin Olive Oil
- Salt & Pepper (and Old Bay) to taste
- Pan Seared Blue Catfish:
- 4 Blue catfish Filets, 6 oz
- 3 tbsp Extra Virgin Olive Oil
- Salt & Pepper (Old Bay) to taste

INSTRUCTIONS

1. Heat olive oil in a large saute pan or cast iron skillet
 2. Saute the garlic, corn, onions, beans & cherry tomatoes
 3. Once the vegetables have been slightly browned, stir in the herbs & season to taste
 4. Garnish with some sliced radish and thyme sprigs
- Pan Seared Blue Catfish
1. Heat olive oil in a cast-iron skillet & place the fish

- in the pan skin side down first
2. Season the top with salt and let the fish sear for 3-5 minutes until golden brown
 3. Flip the fish, season with salt & pepper, then finish in the oven at 350° until the internal temperature of the fish is at least 145°
 4. Serve on top of Maryland Succotash
- Recipe from *Maryland's Best*. Find more at <https://marylandsbest.maryland.gov/>

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 Tim the Piano Man 6-10pm
SUN 9/6 Heavy Soul 1-5pm
MON. 9/7 Karaoke 6-9pm
WED. 9/9 Mark Jacob 6-9pm
THURS. 9/10 Trivia 7-9pm
FRI. 9/11 Cooper Wade 6-10pm
SAT. 9/12 Wesley Spangler Duo 1-5pm
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THURS. 9/17 Trivia 7-9pm
SAT. 9/19 Ray Wroten 1-5pm
 Roy Wright 6-10pm
SUN. 9/20 Patrick Donovan 1-5pm
WED. 9/23 Anthony Broccolina 6-9pm
THURS. 9/24 Trivia 7-9pm
FRI. 9/25 My Boy Blue 7-9pm
SAT. 9/26 Ashley Marie Music 1-5pm
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SUN. 9/27 Troll Tribe 12-4pm
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Rob Brings the Party with **KANYE TWITTY AND FADED IMAGE**

By Kimberly Ann

For Rob Byer, music has always been about connection, energy, and having a good time. As the frontman and lead singer of both Faded Image and Kanye Twitty, he also plays acoustic and rhythm guitar, bringing decades of experience and an enduring love of music to every performance.

Rob's musical interest began at an early age. His parents regularly listened to 105.7 FM, known at the time for playing "the oldies." His curiosity expanded when he discovered one of his brothers' KISS albums. Intrigued by the album's imagery and music, Rob would sneak into his brothers' record collections and listen while they were away. Those early experiences introduced him to different styles of music and helped shape the diverse performer he would later become.

In 1994, Rob formed Faded Image with a group of friends. The band experienced considerable success before eventually taking what became a 10-year hiatus. During the break, friends and longtime fans repeatedly asked when the band would reunite and return to the stage.

Their encouragement made an impact.

Faded Image is now back together and performing approximately two to three times a month at venues such as The Jetty, Fager's Island, LoonAsea and Tolchester Marina. The reunion marks a new chapter for the band that once traveled to Key West twice a year for 10 years to perform at the Legendary Sloppy Joe's Bar.

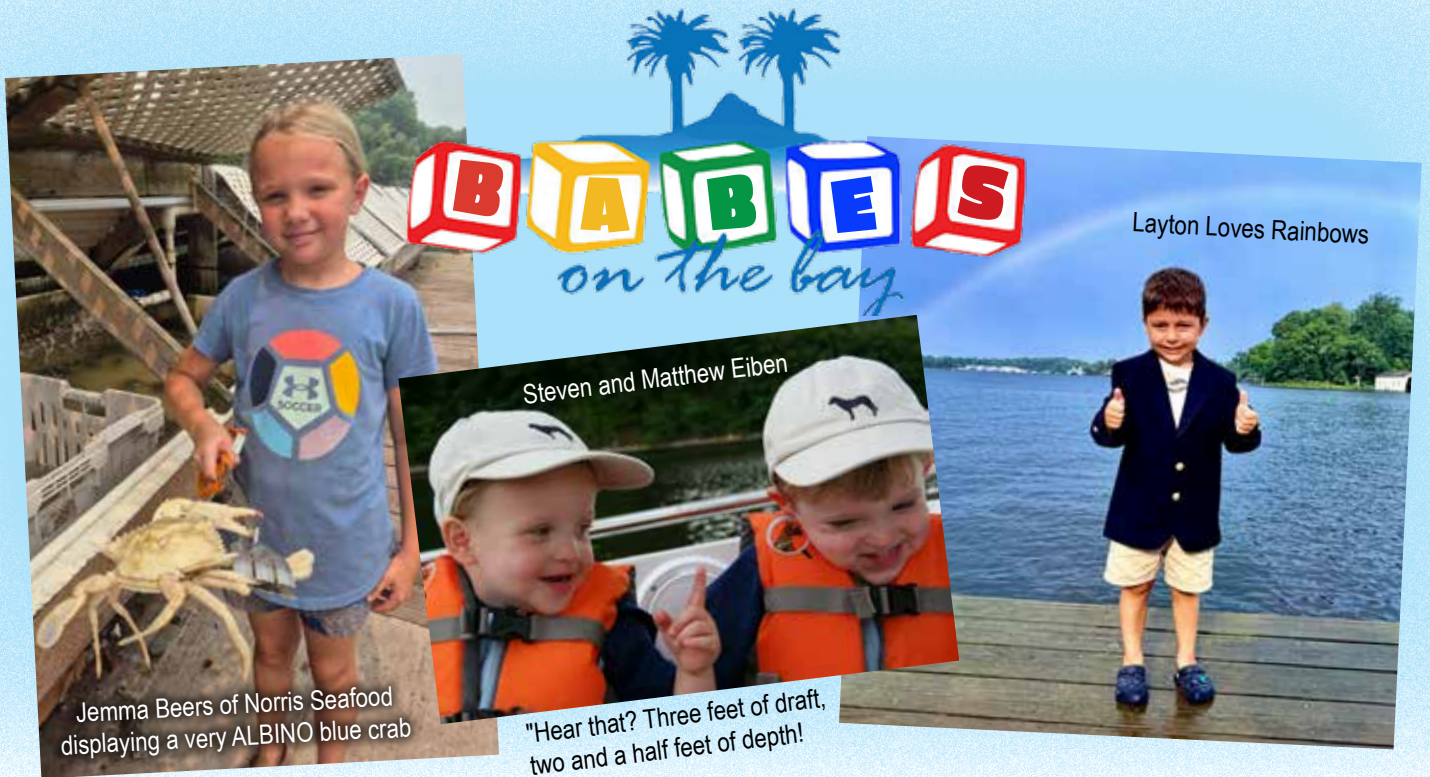
While Faded Image represents Rob's musical roots and longtime friendships, Kanye Twitty showcases his versatility and sense of humor. Being described by fans as the ultimate cover band, Kanye Twitty plays nearly everything, including hip-hop, 1990s country, the Beatles, and Britney Spears. With the exception of classical music and jazz, the band's wide-ranging set list offers something for almost everyone.

Around 2004-2005, the group performed primarily as a country band while Rob traveled back and forth to Nashville. Over time, the musicians began incorporating additional genres into their performances. Audiences responded enthusiastically to the change, encouraging the group to continue building a fun and diverse collection of songs.

The band's name also reflects Rob's appreciation for pop culture. It combines producer Kanye West and country legend Conway Twitty, creating a name that immediately communicates the group's unexpected mix of musical influences. Like Faded Image, Kanye Twitty typically performs two to three times a month.

Rob's philosophy as a performer is simple: be friendly, have fun, and bring the party wherever the band goes. His energy and genuine love of music help turn every show into a shared experience.

Looking ahead, Rob has thoughts of writing a book about the Baltimore music scene through the years. Beginning with the Ravyns and continuing through the present, the book would preserve memorable stories while changing the names to protect the "innocent". It would be a celebration of the people, places, and unforgettable moments that have shaped Baltimore music, told by someone who has spent decades helping create them. Rob Brings the Party with Kanye Twitty and Faded Image



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When the weather turns warm, Harbor Shack becomes the Grand Central Station of Rock Hall — a busy neighborhood hangout where everybody is welcome to join in the revelry. Palm trees stand in planters on the deck, and tiki umbrellas rustle above picnic tables. Colorful license plates, beer signs, and mounted sports fish hang on walls. Bartenders serve specialty cocktails inside and outdoors.

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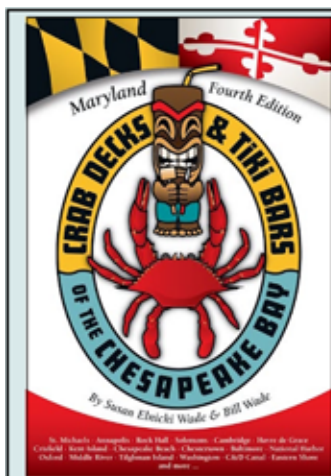
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