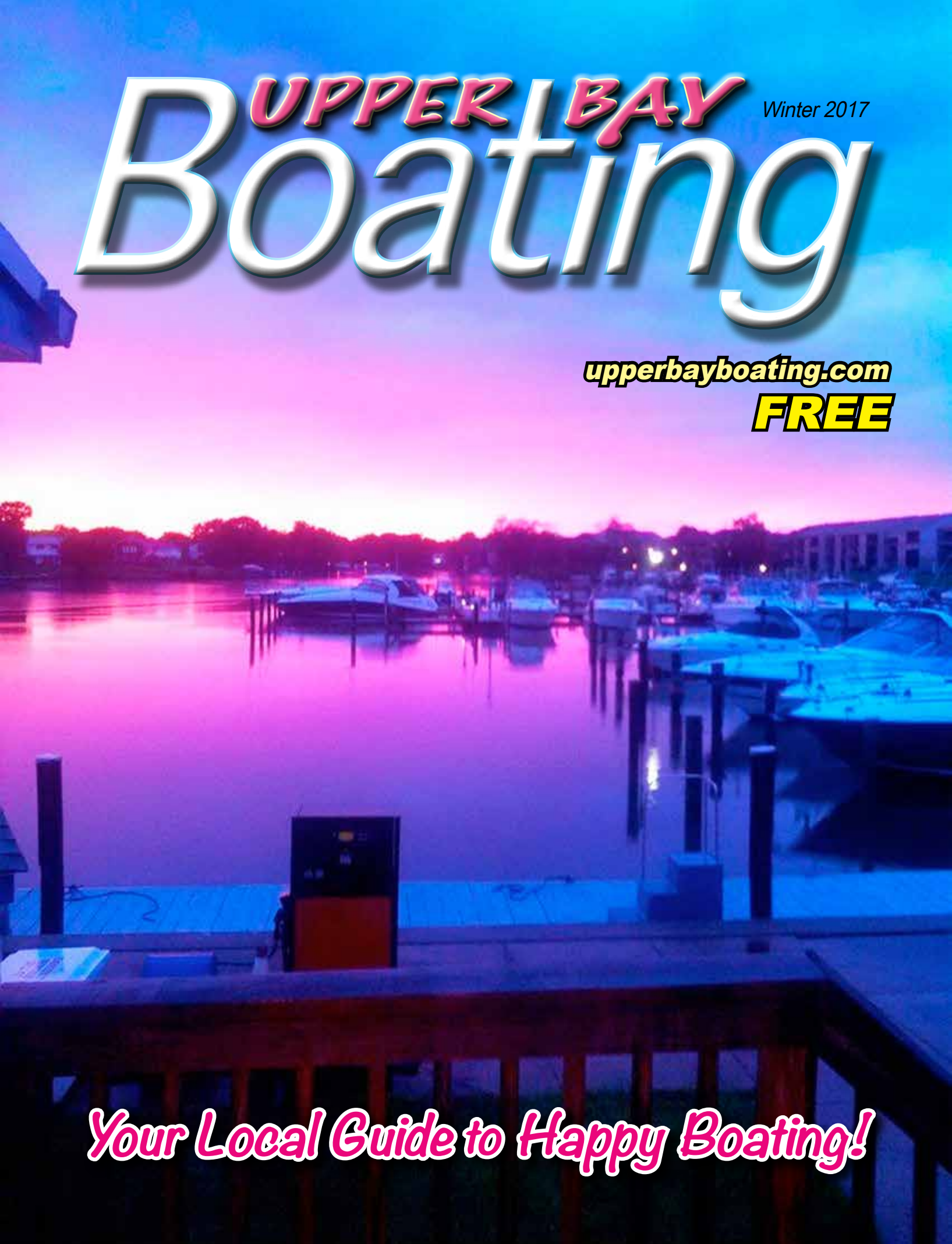




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photo by Donna Bedell

Upper Bay Boating

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Dave Bielecki, Publisher

Welcome Back Upper Bay Boaters-

It's show time again and we are ready to help you find your new boat, or help you find a new home or services for your current one. Boat shows are always the perfect place to compare models, find a good deal on a new or used boat, and just check out what's new. With the low financing rates that are still available, now is a perfect time to get back into boating. Now is the time to turn that dream into a reality.

My family moved from the desert to the beautiful shores of the Upper Bay when I was ten. When looking for something to do our first winter in Maryland, my mother suggested my dad take my brother and me to the Baltimore Boat Show, back when it was across town at the Fifth Regiment Armory. After an afternoon of climbing aboard all those boats, checking out the fishing seminars, looking at all the cool gear, and eating those wonderful "walk away sundaes" we were hooked. Many summers were spent on the water since that cold January day. Now I actually get paid to hang around the waterfront, all thanks to my family's interest in doing something together that everyone enjoyed, and some great boat salesman that said the right things, and made sure we took the plunge.

Last fall, we mentioned a few local businesses were changing hands, and we recently found out about a few more. This is a good sign for the local marine industry. I believe this interest to invest in marinas, and related businesses

on the Upper Bay, bodes well for the health of your favorite pastime. If business owners are willing to spend millions of dollars to purchase these companies, it is a sure sign that you should finally invest in that new boat. Come on folks, do your part.

This issue begins our third season producing this magazine for you, we hope you like what you see. Besides the eight print editions, you can download a digital copy from our site, and keep up with us on Facebook. I am very grateful with the support I have received in making this magazine a success. Please continue to patronize the advertisers who make this FREE publication available to you.

Have a safe and happy season,

Dave



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Icy Shorelines, Icier Programming

By Wendy Gilbert *Features Editor*

Every time I see bleak mid-winter ice on my beloved Chesapeake Bay shores, I think of two things. That horrid Hallmark series “Chesapeake Shores” and frogs.

Like a lot of folks, I endure and sometimes enjoy Hallmark movies, especially at this time of year. A lot of current network television programming features unsavory elements that just turn my stomach.

At least when I am watching a Hallmark show, I can be assured that no one will be tortured, raped or beaten to a pulp with rap music blasting. There’s a lot to be said for that.

One aspect of these Christmas movies that always drives me a little crazy is the idea that getting together with family and friends is “what Christmas is all about”. No, my dear friends, that is not what Christmas is all about. Nor is it about kissing under mistletoe, finding a spouse after your first one has been dead for 3 to 5 years, dumping your bad boyfriend (often named Richard) pretty decorations or some hazy “be kind” feeling or even reconciliation with the black sheep of the family. All of these things are nice, but it’s not what Christmas is all about.

I will refer you to your spiritual leader of choice if you really need a refresher on Christ, Christianity or Christmas.

But I digress.

I missed my calling as a content editor for Hallmark, but perhaps I should revisit the idea. Normally quite the optimist, this chilly weather is bringing out the inner critic in me. I can’t be alone. Don’t you hate all that fake snow and the incredibly warped way the winter weather is depicted?

It’s cold baby – cold.

We don’t wear stilettos and short skirts while walking to the Christmas Tree farm. Ever.

Hotties teetering around in sleeveless tops and immaculate make-up during blizzards are not just unrealistic, they are stupid. Not to mention, I don’t know of any towns in this century that have a Christmas tree farm within walking distance of the coffee shop. Hallmark towns usually do.

Ah well.

Get over it.

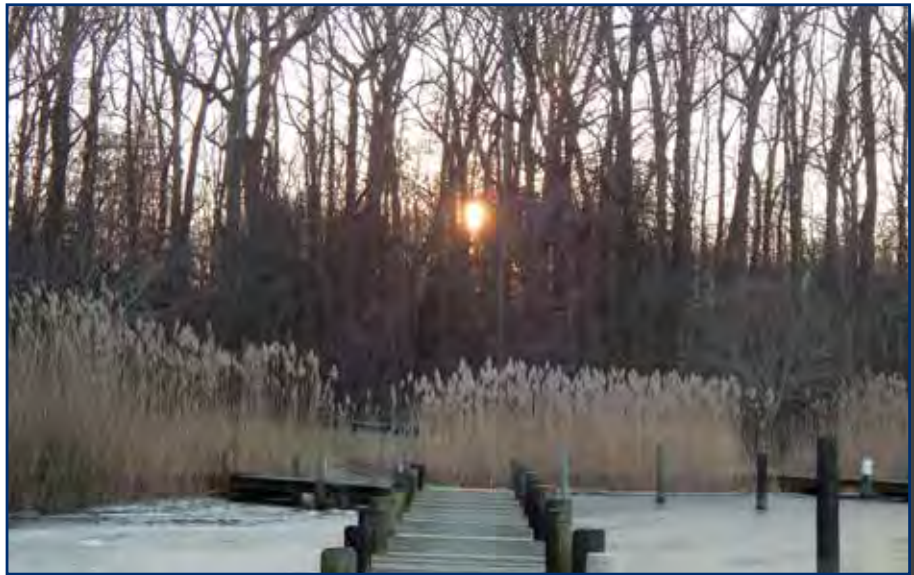
We won’t be watching the next batch of Christmas movies until October. Some of us are filling in gaps with

food-related mystery movies until “When Calls the Heart” resumes next month. While viewing these little cupcakes/cookies/tartlets, I see the occasional commercial for this summer’s return to “Chesapeake Shores” series/soap opera, supposedly filmed somewhere in the general vicinity of the Chesapeake Bay. Personally, I was delighted that Hallmark was doing this series. I don’t know about you, but I’m kind of tired of Pacific Northwest background footage and grey skies.

And sure, they show the same overhead view of the Inner Harbor from time to time, but those ever-present mysteriously purple mountains on the Eastern Shore bewilder me. The towering pine trees and rocky shores sicken me.

Where is the sun? Where is the muddy sand? The boats are all wrong. The fishing tackle is wrong. And why are they dressed like that?

And don’t get me started on the episode when every-



one was getting ready to eat “fresh crabs” and sat down to bowls full of Dungeness. Ack! Not a can of Old Bay in sight either.

Perhaps I am not the only one who has pointed out these egregious errors and this next season will improve. After all, it would take mere minutes of online research to figure a few things out. It’s like filming a movie in L.A. and calling it NYC.

Yes, it’s that bad.

Sunshine, rockfish, blue crabs, Old Bay, the Maryland flag on a plastic keychain, beer, chips, deck shoes, will get them started. Sticking a Maryland license plate on a car and slapping an Orioles T-shirt on an extra doesn’t cut it.

Where does the frog fit in?

The Hallmark “Chesapeake Shores” series makes me croak, hon.

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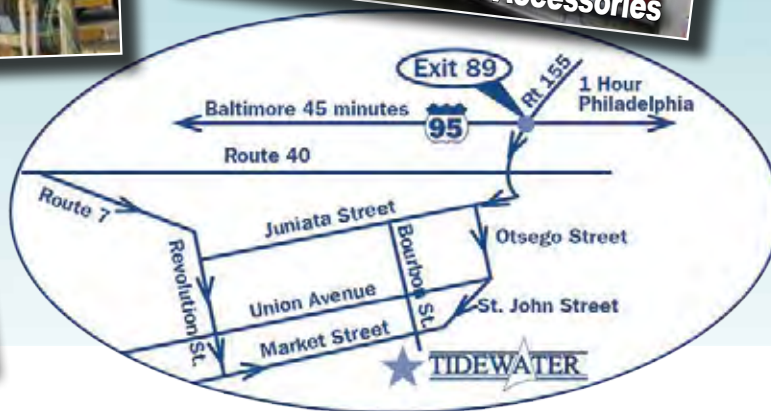
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Ringin' in the new year, deliciously

By Wendy Gilbert- Features Editor

My brother Paul was once a pretty darned impressive chef. His crab bisque, served up for years at the old Crazy Swede restaurant in Havre de Grace, was as he would say, "the bomb diggity." Patrons and family members used less colorful, but no less positive descriptions. The smooth texture, loaded with lump crab meat and spiced with just the right amount of heat was a Sunday brunch favorite.

I bought a container of Chesapeake Bay crabmeat for a recent family function, but an actual emergency coupled with time constraints, nipped that little crab slider tray idea in the bud.

A week later, Paul arrived and I was hoping to coax him into preparing the bisque. Alas, it was not to be. Apparently frugalista Wendy purchased claw meat, which would not do. In addition, for reasons unbeknownst to me, it was time for veal. Nothing wrong with veal, but now my desire for crab cakes and/or crab bisque has gone on unassuaged for a couple of weeks now.



I began to wonder how long I could keep this lovely container of pasteurized crab claw meat in the fridge. A quick visit to the Maryland Seafood website answered that question. Pretty much all winter.

Which leaves the crabmeat and my short list of 2017 resolutions.

I am painfully aware that resolutions are currently regarded as quaint, old-fashioned and unachievable. Well, in my opinion, if that's your attitude about them, then of course you will fail.

What these millennial writers are missing is the root word – resolute. If you are not resolute (perhaps committed will serve?) you will not succeed. It is my intention to do so.

As always, I intend to improve my diet. Over the years, that has led me to get my 5 a day, drink plenty

of water, go easy on the processed food and this year, to include more seafood in my weekly diet. Many of us have been led to believe that too much seafood is dangerous and while there are precautions to be taken, most of us don't include enough of this high quality, low calorie protein in our plans.

Most people in the medical community agree that eating seafood 2-3 times a week has many unique benefits. According to Maryland Seafood, the seafood that comes from the Chesapeake Bay and other Maryland waterways contains many vitamins, minerals, and nutrients that are essential for human health.

Wendy Gilbert



Blue Crabs

Maryland Blue Crab meat is good for more than just its famous, delicious flavor; it has many nutritional benefits, as well. Crab meat is a good source of Vitamin B12, Phosphorus, Zinc, Copper, Calcium, Selenium, and Iron, and provides high quality protein. While it is true that a serving of blue crab meat contains almost 1/3 of the daily recommendation for dietary cholesterol, saturated fats are more responsible for raising blood cholesterol levels and blue crab meat is very low in saturated fat.

Oysters

Oysters are good for both the health of the Bay and for the health of the human body. Whether eaten cooked or raw, they are packed with Iron, Zinc, Selenium, Magnesium, Vitamin B12, Vitamin C, and protein. Oyster shells have been used in Chinese medicine to treat a variety of ailments, like hypertension and heart palpitations.

Clams

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Greater Philadelphia Boat Show March 10-12 at the Expo Center in Oaks, Pa. See
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Single on Sailboats (SOS) will have an
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SAILAPALOOZA By SOS

Prepare for the upcoming sailing season with the annual Spring Training Event sponsored by Singles On Sailboats, Inc. (SOS); (<http://www.singlesonsailboats.org/>).

This is an all-day program to be held on Saturday, March 11, 2017 at Anne Arundel Community College (AACC) in Arnold, MD. SOS has assembled an extremely knowledgeable group of experts on different aspects of sailing and boat ownership. There are sessions for sailors at every level of sailing skill. So whether you are an "old salt" or new to sailing, Spring Training is for you!

You can individually tailor your program of instruction to your own needs and interests. There are many different boat sessions including sail trim, navigation, safety, electrical systems, mobile apps, docking, boat maintenance, handling, etc. What you learn at SOS Spring Training will help make you a better sailor for spring, summer and fall.

The program is open to the public and you need not be single to attend. The cost for non-SOS members is \$75 and includes instructional materials, buffet lunch and continental breakfast. To register for SOS Spring Training go to (<http://www.singlesonsailboats.org/>) and access the website. Sign up early as class sessions fill up quickly.



ASK A MARINE TECHNICIAN

By Kevin Ladenheim
Mallard Marine Services

Tip of the Month: A Dremel with a brass wire wheel (Dremel 535) does an excellent job of cleaning corrosion from the prongs of shore power cords and inlets. But be gentle, the silver color is just plating. Make sure everything you work on is deenergized and wear eye protection!

Q. What can I do to prevent overloading my shore power cord this winter?

A. Winter can be particularly demanding on marine AC electrical systems due to the use of space heaters. For the common 30 amp, 120 volt systems on smaller boats, just two of the popular oil filled electric radiators will use most of the available capacity. I think it would be wise to not exceed around 80% of the capacity of a 30 amp main AC breaker or 24 amps, with continuous loads. A typical space heater will use about 80% of a 15 amp branch circuit, so avoid other continuous loads on the same branch circuit. Check the specifications of your space heaters for the current draw.

Any area of high resistance between your outlets and the dock pedestal will cause localized heating. For example, if a prong is making poor contact due to strain or corrosion, it is a choke point and will heat up. That small area could get very hot, dissipating hundreds of watts and a

breaker will probably not trip until there is a short circuit from melting or fire. That small heated area is just like a little space heater to the upstream breakers.

Regularly inspect as much of your AC system as you can safely access. Shore power cords and inlets must be undamaged, without any areas of heat discoloration or melting. Prongs should be free of dirt and corrosion. The boat inlet may only have heat damage where the wiring connects on the back side, inspect there if you can. Always twist after plugging in and always use all locking collars. Make sure boat movement will not strain any shore power cord connections. Damaged cords and discolored cord ends must be replaced.

Some helpful tools to see what is happening are an AC current clamp meter to get an exact current draw measurement and an infrared camera to detect areas of localized heating.

Please send questions and comments to ubbasktech@gmail.com. All emails will be answered.



Cord end on the left is heat damaged

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Windows of Opportunity

By Captain Mark Galasso
Tuna the Tide Charter Service

Over the years I've had the opportunity to work with a number of Marine Service providers as well as retailers and manufacturers. A common thread that I see in every business is seasonality. It's no great mystery that all these businesses have their busy and slow times. And what is a window of opportunity for them might not be for us, the end user. So it's all a matter of timing.

Think about a normal calendar year. In January and February the boating and fishing business grinds down to a trickle. Boats are put away and fishing season is closed for the most part. Not much going on but a few trade shows. And most of them start in mid January. In March most fisherman are getting ready for the opening of Rockfish season on the 3rd Saturday of April. Boats are coming out of storage and fisherman are going through all their tackle. Retailers are getting busy trying to anticipate what will be needed. What WILL be the hot lure or latest electronics trend. Boat yards that have spent the winter looking like a sea of white plastic wrap are now a beehive of activity.

In April and May preparation is now overlapping with use. Yards are emptying out. Fisherman as well as casual boaters and sailors are on the water every weekend. Summer is right around the corner. In water boat shows are going on.

June through September is really the summer season. Everyone is buying the everyday needs for their vessels. Fisherman are hitting the tackle stores to buy the latest lure they heard about on the internet. Fuel docks are packed every weekend. Additives and cleaning supplies are flying off the shelves. Maintenance items are in demand.

Come fall, say late October, school is back in session. The crowds have thinned out. Casual boaters are win-



terizing their vessels. Weekend warriors are still fishing, mostly on the weekends. This season varies with the weather but generally by Thanksgiving only the hardest boaters are still at it. Yards are filling up. Dry dock space is at a premium. The first frost has everyone trying to find pink antifreeze to winterize water tanks.

So let's think about. Maybe January is a great time to get organized for next season. Now is the time to go through all your gear and see what needs to be fixed or replaced. Don't wait until April 14th to get that reel repaired or broken rods repaired. I can guarantee you won't get it back by the 15th. If you had a hot lure last season now is the time to start tracking down some replacements. If you wait until the seasons opens you might just find an empty peg at your local tackle shop. Also you'll have a list of what you need when the flea markets and shows start in February.

Any boat repairs that can be done in the cold should be done now. Electrical as well as engine repairs. Don't wait until everyone else is contacting service people. Come March their schedules are going to be full. The one drawback is a lot of fiberglass repairs and gel coating need warmer temperatures. Unless your vessel is wrapped you have to wait until spring. If it is extensive now is the time to call the yard and get on the schedule for indoors or if need be wrap the boat and use heaters. The cost of wrapping a boat is worth the extra few bucks if you don't have to get on a spring commissioning list.

The bottom line is look for windows of opportunity. Don't procrastinate. You'll have a much more relaxing spring.



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Repairs Completed at Mariner Point

Harford County Parks & Recreation recently replaced the derelict statue at the entrance to Mariner Point Park. Other items needing attention were also repaired such as the docks. Last season we had a picture of the last Mariner; with a message from UBB that we hoped the county would bring back the park to its former glory. I never knew government could work so fast- Thank You!



Dave Bielecki, Author

www.restoredheartandsoul.com

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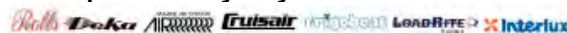
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Boating on the Upper Bay -

Unplug and Make This Your New Social Network

Sadly, the quality of life isn't measured by how many Facebook friends we have, or how well you play video games. Often I hear people my age reminiscing about how we spent so much time outside when we were kids. Hell, I could have spent hours just splashing in puddles! I sure have many fond memories of the times that my family spent boating together, and growing up hanging around boats in our waterfront community.

For 2017, let's all make that our New Year Resolution: Unplug from all the electronic gadgets, and get out on the water. You spend all week in front of your computer, so spend your time off on the boat, and away from all those daily distractions. If you have a boat, stop making excuses and get out on the water. If you don't own one already, now is a great time to begin your boating lifestyle.

Boating is good for your health, both physically and mentally. Spending active time outdoors on your boat is as good for your body as it is for your mind. Spending time together on the water is one of the best ways to connect with your loved ones. The sunshine and fresh air



are good for your mood. Best of all, there is no better way to create lasting memories than being out on the water.

Leave the electronic world at home; boating can be your new social, network. Boaters are a very friendly, being with like-minded folks whom share your love of the water should be all the "Likes" you need. Strike up a conversation with someone at your marina, club, or anchorage. It is easier to make new friends doing something that you both enjoy.



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Boat Show Returns to Philadelphia

Boaters in the Philadelphia area who want to shop at a boat show are in luck. The Greater Philadelphia Boat Show, produced by Royal Productions, is returning to the Greater Philadelphia Expo Center at Oaks, March 10 -12, 2017. The Greater Philadelphia Expo Center at Oaks is 6 miles north of the Pennsylvania Turnpike, in the Marketplace at Oaks, just off Route 422 near the King of Prussia Mall.

The boat show offers the opportunity to shop and compare 22 dealers from MD, PA, NJ and DE without the travel associated with visiting the dealers' locations. It's an excellent learning experience for those who are not already boating families, but would like to know more about boating and related activities. Special show prices from most of the dealers also make this event a good shopping opportunity for those boating enthusiasts who already own a boat and are ready to trade in and move up. Types of boats offered at the show will include ski boats, saltwater boats, pontoons, bass boats, jet boats, PWCs, runabouts and deck boats. Other displays will present information on marinas, parts, accessories and boating safety.

Boat shows offer families a way to explore options for enjoying life on the water. According to David Posner, President of Royal Productions, "The current economic climate provides exceptional bargaining possibilities for boat shoppers." He continued, "We're looking forward to seeing many boating families at the show. The event offers the public a chance to buy at "once-in-a-lifetime prices". Adult admission is \$8; ages 16 and under are admitted free.

A special feature at this year's show will be performances by internationally-famous Twiggy, the water-skiing squirrel, who skis around a pool to promote water safety. Performance times, details about the brands of boats and dealers who will be exhibiting, and driving directions are available on the show website: phillyboatshow.com.

Show hours will be Friday, March 10 from 1 pm to 8 pm; Saturday, March 11 from 10 am to 7 pm; and Sunday March 12 from 11 am to 5 pm. abundant free parking is available on site. Free return passes are available for those who might want to attend the show on more than one day.

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The Shocking Truth About Electric Current Near Boats

Recently a reader brought to our attention that people should not swim near boats that are docked at a marina. Upper Bay Boaters should understand that fresh or brackish water is much more dangerous than higher concentrations of salt in water found in the bay south of our region. Here is an article on the subject, courtesy of the Gowrie Group.

Understanding Electric Shock Drowning

What exactly is Electric Shock Drowning? ESD is caused by alternating current (AC) flowing through fresh water encountering a human body. The current tries to pass through the body and causes skeletal muscular paralysis, which ultimately results in a drowning. The electricity tends to enter the water from an electric fault from a nearby dock or marina's wiring, or from a boat that is connected to a power supply. Often, the electric fault occurring from the boat is intermittent and only leaks current into the water when a switch is flipped and an electrical device cycles on.

Fresh vs. Salt Water. While ESD can occur in salt water environments, the risk is much higher in fresh water bodies of water (lakes, ponds, rivers) because of differences in conductivity. Salt water naturally has a high conductivity and low resistance, so leaking current in water tends to go around a human body to stay in the low resistant salt water.

In fresh water, which has low conductivity and high resistance, the electrical fault or current seeks a path of lower resistance to get back to its source – and a human body can serve as this low resistance path. Fresh water is nearly 70x more resistive than salt water.

Faulty Wiring. Many times, it is later discovered that the leaking current in an ESD resulted from faulty wiring done by an amateur, which did not meet marine code. The marine codes in play are NFPA 303 (Fire Protection Standard for Marinas and Boat-yards), NFPA 70, and National Electric Code 555 (NEC). Often boats not wired in accordance with standards set forth by the American Boat & Yacht Council (ABYC) can be a source of AC leakage. Boats that have had electrical repairs performed on them by land-based electricians are also often the cause of leakages. Non-marine electricians will often innocently wire boats as they would a home, without knowing that the wiring configuration requirements on boats are quite different from homes. I strongly recommend that you only have your boat wiring performed by and checked by an ABYC certified marine electrical specialist."

Preventing Electric Shock Drowning (Source: ESD Association) www.gowrie.com/safety

Boat US has articles on this subject in their achieves as well. *From Discover Boating*

Take Me to Your Boat Show

by Dick Greenwood

I love boat shows. Next to being on the water, I'd rather be at some gigantic marina or on the floor of some convention center, pawing over new boats and exchanging patter with boat salesmen than anywhere else on the face of this here planet. It's as American as kielbasa, as ingrained in our tradition as Bastille Day. (Maybe that sounds like I'm pushing to sound more excited than I am. Hmmm....)

Truth be told, I do like boat shows, but I look at them very differently than I did a while back. A good boat show—and there are a number on the horizon—offers much more than boats. A lot of what they have to offer is a function of where you are in your boating career. If you're absolutely new, they offer a peek inside a world that is full of possibilities and questions. If you're not brand new to the sport but are still a relative newcomer, they offer a chance to reflect and to reinforce all the things you've learned in the recent months. If you've been boating for a long time, they provide an opportunity to measure your experiences and plan for the future. For each group there's a different promise, a different potential.

I can remember vividly my first impression as I entered my first boat show. I knew nothing, had no idea what I wanted, and couldn't begin to formulate the questions that were buzzing through my head. Imagine, if you can, a child who has never been out of the house being suddenly deposited in FAO Schwartz's toy store. That was how I felt. Within two hours I had decided on the type of boat I wanted and had a pretty good idea of what brands I was seriously interested in buying, but that decision was built on very flimsy data. I wish I had taken longer to prepare.

Looking back, I wish I had read more, surfed the Internet more, visited marinas more, talked to boat owners more. At this point in my boating life, I realize that many of the good things that happened to me as I got started were the product of good luck, not good shopping. I should have read some of the magazines. At the time I didn't realize that the magazines you see on the newsstands follow a pattern of being oriented toward specific boat sizes and price ranges. Had I bought one of each of the magazines the first time out, I would have quickly figured out that *Yachting* magazine is filled with boats to drool over but boats that are completely out of my price/experience range.

I won't go through the entire list of available publications, but had I thumbed through some, I would have quickly figured out that size and cost are roughly relative, and using that gauge I could have hit on the magazine that covered the type of boating that I wanted to do and could afford. I could have then spent some time reading and collecting questions. Then I could have taken that knowledge to the Internet, to marinas, and to other boaters. I could have fished for more information.

There's a lot of information out there, almost too much, and if I had been smarter I would have used it more in making my choice. Boaters love to talk about boating, and they're a great source of inside dope. Don't let anyone talk you into something you're not absolutely in love with, but ask questions and listen to the answers. It's amazing what



you can learn in an afternoon at a marina or while eating a hotdog at a boat show.

For the new boater, the person who's never owned a boat and is just setting out, data collection is the most important step. Don't hurry—as I did—because you might not be as lucky as I was. You might end up with the wrong boat.

Now that I have some experience, I look for different things at boat shows. I already have my boat, so while I spend some time

looking at the new models, checking to see if they've fixed this or that that I wish were different on my boat—they often have—and checking to see if they've retained that feature I so dearly love—they often have not. Most of my time is spent in the areas where the peripherals are being hawked.

For example, I'm always interested in talking to insurance representatives. When I first bought my boat, I was surprised at how many agents took my information and then never contacted me. If I find one of these guys at a show I usually confront him, trying to figure out what I should have said to get his attention. I like to compare insurance prices, because I've found that costs vary widely but always make up a sizable percentage of my boating costs. The cost difference can easily give me back the money I spent to go to the boat show.

Then there are those items you might not have even known you wanted or needed. Recently, Joan and I were at a boat show and her antennae went up as we passed a water filter booth. It seems that Joan had noticed that some of our boating friends used a filter on their town water lines and she had had a conversation with one about the merits of using a filter. She wants a filter. It's not something that was on my list, but it makes sense, so we'll be shopping for one. Any number of what I generally think of as peripheral or support items are easier to find, easier to have explained at a boat show. And if it's one of those spiffy embroidered hats, jackets, socks, or bikini briefs you're looking for, there is no better place to find it.

I envy the experienced boater, the guy who's saltier than a bag of cheap chips. For him the boat show can be an exercise in validation. He's long since made his decisions, purchased his bric-a-brac and figured out who will give him the best deal on insurance. For him a boat show is a chance to see old friends, check out the latest in navionics, and wonder at the stuff they're packing into the new boats, stuff he's never wanted but folks pay dearly to have on their new boats. This guy may buy a new hat or talk to the folks selling engines, but the boat show for him is mostly a place to get his fill of new boat smells. Of course if he's a sailor for whom sailing has started to be too much like work, he may hang out around the trawlers for a while. Tired sailors are the single largest group of trawler purchasers.

If all else fails as an excuse to go to a boat show, I offer some additional reasons. It was at a boat show that I first met Wendy Gilbert, *Upper Bay Boating's* features editor. She's an interesting lady to talk to. And if you really want the crème-de-la-crème of incentives, you might stumble into me. I'll be the one who's wearing the embroidered briefs.

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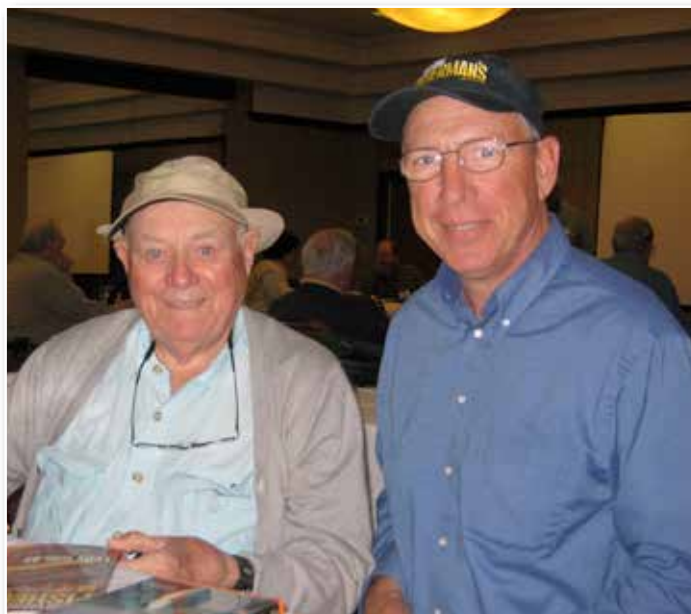
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Encounters with Lefty Kreh

by Tim Campbell

Bernard “Lefty” Kreh is a world famous fly fisherman. He was born on February 26, 1925 in Frederick, Maryland. Lefty started fly-fishing around the time he turned 21. He has fished in all 50 states and all around the globe. Lefty wrote a popular outdoor column for the Baltimore Sun for 20 years and has hundreds of magazine articles to his credit. Lefty has also written over 30 books. He survived the Great Depression, the Battle of the Bulge and exposure to anthrax. Lefty lives in Cockeysville, Maryland, not far from where I live and work. Lefty Kreh is a down-to-earth kind of guy. He has touched the lives of countless people. Although he might say otherwise, the man is an inspiration to me and many others.

My first encounter with the legendary angler occurred about ten years ago. It was a chance meeting. I saw him standing in the check-out line at a grocery store. His highly recognized up-downer fishing cap gave him away, so I walked up and introduced myself.



Lefty smiled and said hello. As we shook hands, I was secretly hoping some of his casting and fly-tying skills would be magically transmitted to me. He asked if I fly-fished. “I do, but I am more of a light-tackle guy”, I said with some trepidation. Lefty immediately put me at ease and said, “That’s good, where do you like to fish?” I told him about my experience fishing the Chesapeake Bay. He said the fishing isn’t what it used to be in the upper bay. We both agreed and remarked how it seems one has to travel further down the bay to find a good bite.

Then I mentioned my fishing trip to Alaska. Lefty told me he’d been there 17 times! We chatted for a few more minutes, but I could have talked with him for a few more hours. Our conversation got me thinking about my fishing trips. I resolved to fish and travel more.

My next encounter happened in March 2011 at the Mason-Dixon Outdoor Writers Association convention on Solomon’s Island. Lefty, one of the founding members of M-DOWA, was doing a slide show on photography tips. That year I had an article in the same magazine as Lefty - The Maryland Fisherman’s Annual. After his talk, Lefty signed the magazine cover for me. My brother Phil, an avid fly guy and capable photographer, had me pose with Lefty for a few quick photos. Lefty had to leave the convention early because his wife wasn’t feeling well and was home in Cockeysville alone. As Lefty said goodbye to us, he did so by name. That made a big impression on me. My memory is pretty good, but I’m terrible with names. Lefty inspired me to learn to remember people’s names.

September of that same year, I attended a Trout Unlimited meeting in Towson. Lefty was speaking on fly-fishing tips. He was in the hall in front of the group doing a casting demonstration when about a foot of the fly rod tip broke. Lefty asked if anyone had a rod. By sheer coincidence, I had a new Temple Fork Outfitters 6 weight fly rod in my truck. I hurried to get it for him. Lefty stopped me as I was about to return to my seat and had me assist him with the rest of his presentation. There I was up on stage with a living legend of the fly-fishing world. Then afterwards, he sat down at a folding table and signed books and magazines for all who wanted. I was last in line as Lefty smiled and signed my rod case. It was a memorable night. He always seems so patient, kind, and generous with his time. Traits I aspire to.

A couple years later, I saw Lefty at TieFest, an annual gathering on Kent Island of expert fly-tiers invited by the Coastal Conservation Association of Maryland. He was doing another one of his famous fly-casting demonstrations on the lawn behind the clubhouse. It was a sunny and beautiful, early spring day. That year, TieFest was named in honor of Lefty Kreh. My friend and fellow outdoor writer, Dan Neuland created a glazed, ceramic plate for Lefty. Dan wanted to give it to him and get a picture with the celebrated sage. Once Lefty completed his casting show, which by the way, lasted over two hours, I asked him if I could take his picture with Dan. Now I know Lefty must have been tired, especially since he was well in his 80's at the time. Without hesitation, Lefty accommodated us and posed with Dan holding the special ceramic plate. Dan was thrilled. We shook Lefty's hand and thanked him profusely.

While Dan and I walked away, Lefty was circled by fans and admirers as he made his way back to the clubhouse. Lefty Kreh, an iconic figure of fly-fishing, once again showed what it means to be generous with one's time and talent.

Much has been said and written about Lefty Kreh, and I can't begin to sum up his accomplishments – there are too many to list. What I can say is that he has been an inspiration to me and many others, and what more important legacy is there?



What would you do if a fire starts on your boat?



Additional photos of the burn can be found on the Upper Bay Boating site . The goal is to educate boaters on how to prepare for and respond to an onboard fire as well as increase boater's knowledge on this issue, all in an effort to reduce injuries, fatalities and property damage.

There aren't many things that scare boat owners more than an onboard fire. With their tendency to build rapidly, the challenge of providing a timely fire-fighting response, and no place to hide, boat fires are simply a boater's worst nightmare.

Boat US invited the local media to witness how quickly an on board fire could spread, and the challenges in extinguishing the flames in time. BoatUS Public Affairs, with the assistance of the Huntingtown, Volunteer Fire Department held the demonstration at their burn training facility located behind their station house in Huntingtown MD.

Boat US videotaped three types of boat fires: a galley fire, engine compartment fire, and an electrical fire. Each fire will take place aboard one of three donated vessels (respectively): a 26' cabin cruiser, 22' inboard/outboard and 18' outboard center console. Interior as well as exterior cameras the action for the eventual production of a four-minute video. Look for video on The Boat US and Upper Bay Boating sites later this spring.



Courtesy of Boat US



About Boat Owners Association of The United States (BoatUS):

Celebrating 50 years in 2016, BoatUS is the nation's largest organization of recreational boaters with over a half million members. We are the boat owners' voice on Capitol Hill and fight for their rights. We help ensure a roadside breakdown doesn't end a boating or fishing trip before it begins, and on the water, we bring boaters safely back to the launch ramp or dock when their boat won't, day or night. The BoatUS Insurance Program gives boat owners the specialized coverage and superior service they need, and we help keep boaters safe and our waters clean with assistance from the non-profit BoatUS Foundation for Boating Safety and Clean Water. BoatUS is a member of the Smarter Fuel Future.



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On the Waterfront

with George Waters

photo by Donna Bedell

Taking a walk in some unusual shoes

"We have reached civilization's pinnacle: self-tying shoes."

No doubt about it; what happened in November was a clear sign of the End Times—they invented the self-tying shoe. It is not something anybody on Earth needs, so naturally, much like the deep fried chocolate covered pickle, that made inventing it irresistible.

You might not have heard the shoe hoopla over the crashing down of the hopes and dreams of two coasts of voters, but it happened. There was shoe hoopla.

Why did humans invent the self-tying shoe? Well, if Sir Edmund Hillary were here, I think he would probably say, "Heck if I know. Who needs that?"

It is not even a self-tying shoe, it is a self-inflating shoe, and we have had those for 25 years already. The Pump. Remember the Pump? You squeezed a little basketball on the tongue of your shoe and it tightened around your foot? Ah, but this one is different, they say.

They are right. This one costs \$720.

Plus the electric bill. Yes, the 21st Century self-tying inflating shoe uses batteries, so you have to plug in your shoes at night. Ray Bradbury, even dead, is rolling his eyes.

The novelty is, when you step into them, they automatically tighten up, like a blood pressure cuff. There is no "tying," self or otherwise, but nobody in marketing is going to let you hype a "self-fluffing shoe." Step in and the shoes whirl with the faintly nostalgic sound of a VCR ejecting a tape. The underside glows a futuristic blue, as if you are jogging on a peaceful ocean of gullibility.

Like the Apple Watch, wearing these is a statement. It says about you, "I am on the forefront of the cutting edge, and out here on the cutting edge we pay \$720 for what we used to call 'slip-ons.'"

The shoes do not come with a remote, which seems odd. How else do I loosen the shoes without bending over? Avoiding bending over is, I would think, the whole point. I guess if you can afford these shoes, you have people for bending over.

It is the 21st Century, and shoelaces are one more thing you can finally stop concerning yourself with. Add it to the list, along with truth, civility and the quaint notion that clothes make the man. A man makes himself. But if anybody wants to give a man novelty marshmallow shoes for his birthday, a man does not have a heart of stone.



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Did You Know?

By L. Alan Keene

With the boating season so close, but yet so far (February's 28 days feel more like 88!), I thought I'd offer a change of pace and dedicate my first column of 2017 to some of the small Maryland towns that surround the upper bay. Many have unique pasts that may shock and surprise you. While it might be common knowledge for some, I'm guessing that many of you will have a "no kidding?" or two mixed in among the yawns. Here are six upper bay towns that belie their past.

Havre de Grace: Did you know that for the lack of just one vote in the Continental Congress, we upper bay boaters would be floating in the shadows of the Washington Monument, the Lincoln Memorial, and the Capital Building? That's right! Le Havre de Grace, as Lafayette chose to call her in honor of the French sea port of the same name, could easily have become our nation's capital. But Washington D.C. won out, allowing this charming little town at the top of the Bay to be regularly chosen among the top 20 most appealing small towns in America! Aren't you glad we lost? Charlestown: Did you know that many of our nation's forefathers enjoyed stopping off in Charlestown on their way to Philadelphia? In colonial times, the "Old Post Road" was the main thoroughfare from Baltimore to Philadelphia and it ran right through the heart of Charlestown. Known as a town with soft beds and tasty meals, George Washington was a frequent visitor, as was Benjamin Franklin and other signers of our constitution. When they say "Washington slept here", they ain't lyin'.

Elkton: Did you know that from 1910 to well into the '40s, Elkton was known as the wedding capital of the country, hosting as many as 10,000 weddings a year? In its heyday, the little town that borders on the Delaware state line sported 15 wedding chapels where "parsons" would compete for the business of thousands of young love-birds looking for a "quickie" wedding. New York, Pennsylvania, New Jersey, and Delaware had all passed laws requiring a 48 hour waiting period before saying the "I dos", but Maryland hadn't....so off to Elkton they came, by the bus loads. In 1938, after growing tired of the unseemly image as a wedding mill, the state of the Maryland passed a similar law that put the brakes on Elkton's marrying business, but not before the likes of Debbie Reynolds, Cornel Wilde, Martha Raye and a host of other celebrities had tied the knot there.

Georgetown: Do you believe in ghosts? If so, a trip up the Sassafras River to Georgetown Harbor might be in order for 2017. During the War of 1812, British forces sailed up the Sassafras and sacked the towns of Fredericktown and Georgetown, burning and



looting everything in sight except for two brick buildings that looked out over the harbor. The houses were spared because of the pleadings of Catherine Knight, the daughter of socialites who was known locally as Kitty. Blocking numerous attempts by the British troops to burn the houses, Kitty Knight finally convinced the British admiral to allow the two houses to stand. Until very recently, those two houses have been operated as The Kitty Knight House, a restaurant and inn providing fine dining and rooms with a view of the harbor. Rumor has it that Kitty Knight's ghost resides there and enjoys closing doors and rocking in rockers as guests look on in amazement.

Betterton: Did you know that Betterton was once known as the "Jewel of the Chesapeake"? With a gorgeous vantage point for viewing the upper bay, it's not surprising to discover that that view was shared by thousands of visitors every summer weekend during the late 19th and early 20th centuries. With its "nettle free" swimming beach, an abundance of hotels and restaurants, dance halls, amusement arcades, taverns, and even a bowling alley or two, vacationers came by steamship from Baltimore, Philadelphia, and Washington to enjoy this Chesapeake Bay "jewel". The end of Betterton's glory days came after World War II with the growing affordability of the automobile. And with the completion of the Chesapeake Bay Bridge in 1954, vacationers opted for the ocean over the Bay.

Tolchester: And did you know that just 15 miles south of Betterton was the big brother of the Chesapeake Bay beach resorts? Tolchester, you see, had something that no other eastern shore resort had. It had the Tolchester Beach Amusement Park....155 acres of pure Victorian fun. With its roller coaster, merry-go-round, bumper cars, miniature train, and rides of every shape and description, it was not unusual for the summer weekend population of Tolchester to grow to 20,000 day trippers and weekenders! Opening in 1877, the amusement park operated non-stop until 1962 when it closed its rides for good. Many area seniors have wonderful childhood memories of days spent riding the rides, munching on the peanuts and cotton candy, and learning to swim in the brackish waters of Tolchester beach.

Well, there you have it.....six small upper Bay towns with alluring pasts. An almost U.S. capital, two resort towns, a haunted inn, a stop-over for our founding fathers, and elopement central for those who just couldn't wait. Who would have guessed?

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JOPPATOWNE MARINA

On October 15, 2016, IMark Northeast LLC, reopened the Landmark, Gunpowder Cove Marina, under the new name of Joppatowne Marina. The Marina had been closed for almost a year. Joppatowne is a water oriented community. For 40 years the Marina provided marine services such as fuel, pump out, maintenance/repair, storage, boat sales, and more to this bedroom community of boating enthusiasts in addition to boaters from other parts of Maryland, Pennsylvania and Delaware.

The new management team includes one of the community's old favorites. Don Rogers who was a staple at the Marina since it opened in 1966, agreed to make a comeback and help launch the new project. Don's years of experience and knowledge in the boating industry has proved to be invaluable. The goal is to build a notable marine facility that will draw boaters not only from the surrounding community but from other parts of the Chesapeake Bay.



A Better Boating Experience

Last fall two waterfront businesses in North East changed hands; McDaniel Yacht Basin and Shelter Cove Yacht Basin (Jackson Marine). Galahad Marine acquired the marinas in the fall, and immediately began working toward their goal of providing a better boating experience. Tom Trainor & Woody Jackson can now enjoy their long deserved retirements, after serving Upper Bay boaters for decades.

I met with Owner Dominic Nicosia and Vice President Todd Bruck of Galahad Marine to find out what their plans were for these two properties. I was happy to learn of the company's desire to purchase existing marinas, and change the level of service to meet the demands of boaters, who have so many options on where and how to spend their time.

The company plans to eventually own marinas throughout the United States, and develop a top level concierge experience for all their slip holders and guests. Boaters will be able to visit any of their properties and receive the same level of service they get at the home port. You will be able to call ahead, or use an App to notify the marina of your arrival time. Little details such as a bag of ice, or a clean boat will be taken care of.

The properties will be cleaned up, and modernized. New amenities will be offered including bath houses, with private suites. The whole experience will be similar to what you might expect from a country club. All of these plans along with their commitment to offer better business practices will make the properties stand out from the crowd.

Each year Galahad plans to add two or three more properties including one in Ocean City, Maryland. Many existing personnel from the two marinas are being retained, and some new ones are coming on board to provide top level service to you. Peter Messikomer will lead the service departments, and George Mechler will be the General Manager of the two properties.

Two new boat lines are being offered, Sailfish and Southwind. New rack storage will be available, along with amenities to attract day boaters. The company wants their guests to enjoy the same experience whether they own a 20' center console, or a 50' Yacht.



Todd Bruck & Dominic Nicosia.

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Progressive Insurance Baltimore Boat Show Drops Anchor January 26-29, 2017

The 2017 Progressive Insurance Baltimore Boat Show returns to the Baltimore Convention Center January 26 – 29 offering more than 300 boats and everything needed to get on the water in time for summer. Highlights include:

Climb Aboard: Hundreds of the latest boat models under one roof for attendees to browse, board and buy for every lifestyle and budget ranging from luxury cruisers and watersport boats to pontoons and fishing boats, plus marine accessories and much more.

Wicked Tuna: Meet Ocean City's Captain Dale Lisi, star of the National Geographic series

Wicked Tuna: Outer Banks.

Paddle Pool: Get those feet wet in stand up paddleboarding (SUP) at the Paddlefest Pool and try out Hobie's new Eclipse board with pedals and handlebar steering.

Learn to Do it Yourself! Step into Fred's Shed, an interactive garage with experts teaching the art of boat maintenance and repair.



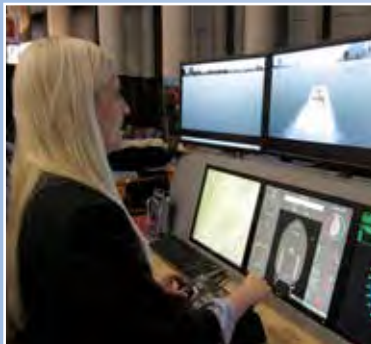
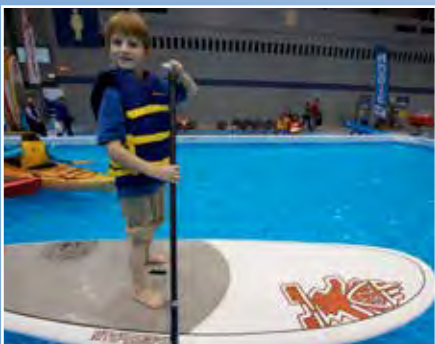
Get Schooled: Boost your boating IQ at Progressive Boat School with a remote control docking challenge, boating simulator and a variety of seminars.

Crab Picking Contest: Competition is fierce – this is Baltimore. Fun for All Ages: Kids can build and decorate their own toy boat and hook some virtual fish on the Progressive Flo Motion simulator.

When: Thursday January 26 through Sunday, January 29, 2017
Where: Baltimore Convention Center, 1 West Pratt Street, Baltimore's Inner Harbor

Hours: Thursday – Saturday: 10am–8pm, Sunday 10am–5pm

Tickets: \$14 for adults; FREE for children 15 and under (when accompanied by an adult) Tickets can be purchased in advance online at BaltimoreBoatShow.com or at the box office during the show.



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Boat Show Overload

by Doug Dawson

Are you in the market for a new boat? Boat Shows are the best place to go, to see, to touch and to compare a variety of new boats (and used boat listings) displayed by manufacturers, dealers and marinas with knowledgeable staff just waiting to answer your questions.

But, far too often, show goers suffer from "Boat Show Overload". Prospective boat buyers get home from the Boat Show and quickly realize that all the information has merged in their brain and they can't remember which boats had what features, what was standard on each one, what the options were, the interior color choices, motor options, etc, etc, etc.

Your Smart Phone can change all that! Let your smart phone be your memory. Taking pictures, video and recording voice has never been easier and there is no cost. Unlike a few years ago when we had to buy film and pay an arm and a leg for processing, everyone has a smart phone today that doesn't require film or developing cost and you can take hundreds of pictures.

In years past, the boat manufacturers printed a huge supply of brochures for show goers to take with them to remember the boats they had seen; but, not any more. Most manufacturers today have moved into the digital age and have all their specs, pictures and information on their websites. Now, you can let your smart phone capture the specific details for you. It will be your memory and organize your boat show information.

Take Pictures

Take pictures with your smart phone to give you a detailed record of the features for each boat. To mark the beginning of each boat "file", take a picture of the exterior and a close-up of the brand name and model. In the weeks following the Show, you will instantly know which pictures belong to each boat when you are reviewing and comparing as you narrow down your choices. Once you have the boat identification picture marking the beginning of the "file", take shots of all the details you want to remember, inside and out.

Video

Most smart phones have video capability, so you can video as you tour each boat and capture your own voice while describing what you are seeing, the location, the pros and cons as you go. You can also video conversations with the salesperson who answers your specific questions, for later reference and comparison with the other boats you consider at the Boat Show.



Voice Recorder

Another smart phone feature is a voice recorder that is a little less obvious than a video recorder—just press "start". Use the voice recorder for the salesperson's answers to your questions and save the video recorder for your boat tour. You can also use your voice recorder to save your thoughts and suggestions rather than trying to write and save notes.

Tips

I'd suggest you practice using your Smart Phone to video and record at home before the Show so that you don't fumble and waste valuable Boat Show time trying to figure it out; or worse, recording everything on the wrong setting and not being able to view it later. Don't be afraid to ask your kids or grandkids to help you figure it out—LOL. I'd also suggest you take your charger with you. Some of the older phones run out of battery very quickly, so you will want to be able to charge the battery somewhere while you are having lunch. Or, family members or friends can use theirs when yours runs out.

Enjoy

Take advantage of the technology in your Smart Phone. Enjoy your time at the Boat Show and learn all you can. Bring home all your research nicely organized for reviewing and comparing the boats you have inspected to make an informed boat buying decision.

For more information on buying a boat, see www.BuyTheRightBoat.com.

Doug Dawson is 5th generation in the Boating Industry and author of 30 "How-to" boating books. He is a "Boat Docking Expert" on all types of Boats. www.BoatingWithDawsons.com www.BuyTheRightBoat.com .





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Classic Corner

photos by Dave Bielecki

Antique Boats at St. Michaels Maritime Museum

St. Michael's Concours Show at the Museum in September. It was great to see all of the beautiful cars and boats in one setting.



Dave is aboard a 31' Owens Cruiser at the museum, just like his family's first boat.



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Coastal Conservation Association Maryland

CCA Baltimore Chapter meets at 7:00 pm on the third Monday of the month at Little Havana restaurant 1325 Key Hwy, Baltimore, MD 21230.

Go to ccamd.org for more information including other chapter meetings and events around the state.

PSG meetings are held on the second Monday of the month at the Earleigh Heights VFC at 161 Ritchie HWY, Severna Park, MD. Doors open at 6:00 pm, Meeting starts at 7:30 pm. Kids welcomed.

25th Annual Fishing Flea market set for February 18 and 19, 2017 at Earleigh Heights Fire Hall.

Go to pasadenasportfishing.com for more information.

Upper Eastern Shore Anglers meet monthly on the 3rd Tuesday at 7pm. Held at the Granary in Georgetown, Md. Andy- acj@jonesfamilyfarm.org



Maryland Saltwater Sportfishing Association

Essex-Middle River MSSA Chapter meets at 7:30 pm on the third Tuesday of the month at The Commodore Hall, 1909 Old Eastern Ave. Essex, MD 21221.

Perry Hall MSSA Chapter meets at 7:30 pm on the fourth Monday of the month at VFW Post 10067, 6309 Ebenezer Rd., Middle River, MD 21220.

Go to MSSA.net for more information and for other chapter meetings and events around the state.

2017 MSSA Chapter Fishing Shows, Boat Shows, and 2017 Tournament Series MSSA Kent Island Chapter

Fishing Flea Market January 28 & 29, starts @ 8am American Legion Post 278800 Romancoke Rd Stevensville, MD 21666

MSSA Annapolis Chapter Saltwater Fishing Expo February 25, 8AM – 3PM Annapolis Elks Lodge #6222517 Solomon's Island Rd Edgewater, MD 21037

MSSA Susquehanna Chapter Hanover Fishing/Hunting Outdoor Show March 4 & 5, March 4: 8AM – 3PM; March 5: 9AM – 2PM Midway Emergency Services 202 Linden Avenue Hanover, PA 17331

Championship on the Chesapeake Captain Meetings (5 Total) April 27 – May 4, 2017 / Event- May 5 – 7, NEW – Professional daily tournaments

28th Annual Tuna-ment June 16 – 18, NEW – Two boat divisions (33' under, and 34' over)

7th Annual Mid Atlantic Flounder Tournament September 16 & 17 (23 & 24)

25th Chesapeake Bay Fall Classic Bay's Largest Fall Striped Bass Tournament November 17 – 19, NEW – Professional daily tournaments



Live Aboard

by Don and Gail Elwell

Winter On the Water

Winter is a very contemplative time for live a boards here on the Chesapeake. After the hustle of summer, the endless parties and the unending comings and goings of cars and boats, the marina grows quiet. Most of the boats have finally been pulled and rest on their jack stands up on the hard, cocooned in white plastic like some massive insect, waiting to hatch in spring. Cars coming in or out of the marina become more a matter of comment than something to ignore. It's quiet here now.

Winter becomes time for long term projects. We've been making hard cider, experimenting with cranberries and pumpkin and strawberry and all manner of flavors. We make elaborate, warming meals, watch movies, and scheme about spring.

For us, this means messing with the design of the new shanty boat we want to build, long debates about just what goes where, and exciting investigations of place to go visit in spring, new experiences, new spaces.

Happily, the winter's been mild so far, the snow very infrequent, the winds moderate. Not bad, all in all. My wife is up with the dawn, taking photos, doing artwork. I drag my reluctant carcass out of a warm bed somewhat later, to breakfast, and tea, and a day of writing.

It's winter on the water. By the end of summer, we're happy for everyone to go. We're longing for the silence, the seclusion, the privacy. I say this, knowing that by March we'll be ready for it all again, for the boaters and the parties and cookouts up under the trees and trips down to Hart-Miller Island.

But we're not ready yet. Right now there is time for peace, and writing, time to do designs and play with pet projects and watch the spectacular sunsets behind the bare trees.

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Wouldn't it be great to see five of the many Chesapeake Bay lighthouses featured on US Postage Stamps?

The Chesapeake Chapter of the US Lighthouse Society is executing a campaign to get the US Postal Service to issue a set of lighthouse postage stamps featuring Chesapeake Bay Lighthouses.



The process for requesting a topic for postage stamps is easy but formal. The Citizens Stamp Advisory Committee (CSAC) is the organization designated to receive and review requests for postage stamp topics. There are specific standards that must be met and we already know that Lighthouses meet all the subject-matter standards since six different sets or series of postage stamps with lighthouses have already been issued by the US Postal Service. One of the standard requirements is that all requests must be submitted to the CSAC in writing, via postal service mail.

The Chesapeake Chapter has prepared a standard letter request that can be downloaded, printed, filled-in and mailed to the CSAC.

It can be found at <http://cheslights.org/lighthouse-stamps>

This form will also be available with more information about the society by visiting www.upperbayboating.com

A supporter just fills in their name, address and the date in the blank lines that are in the upper right of the letter and then sign on the blank line on the bottom. Then mail the completed letter to the CSAC at their address listed in the letter. **NUMBERS COUNT, PLEASE SEND IN THE REQUEST LETTER TODAY!**

On Keeping an Outdoor Journal

When Dave asked if I would have anything for UBB's winter boat show edition, I drew a blank. It's winter and I haven't done much paddling, or for that matter, thinking, this season. But Dave's request did ignite a spark. Winter, for me, is when I usually begin planning for spring and summer events; be they a hike in the mountains, a climb, or a paddling adventure. And that's when I had my "ah-ha" moment. Others, I thought, are also planning their first kayaking outing. Perhaps some inspirational thoughts about how keeping an outdoor journal can enhance your life would be in order.

The practice was first suggested to me by my climbing instructor. I took his advice and began noting all my outdoor activities. This year I will turn 70 and I have a dozen or more volumes on the bookshelf beside my desk. On occasion, I find myself looking back through them and reading about the mini-adventures documented there. I consider myself fortunate that I listened to Daniel, for had I not, many memorable moments of my life would be forever lost. Today, however, I can read back through these reports and relive the events as they were experienced then.

I started keeping a Journal back in the mid 90's and take it with me where-ever I travel. I had just started to rock climb and my journal was mostly used to keep route information. I wrote down stuff like where in a route I could expect to find the crux, what the holds at various parts of the climb were like, and how difficult I thought the climb to be in comparison to its rating. The first entries read like a log book. "Led 'Bee Sting' on east face of the south peak at Seneca Rocks, September 9th, 1993. The

climb was rated intermediate (5.7), but felt more like a 5.9. Rob seconded me. The crux is at the exit of the climb as you pull up onto a small ledge. Fell twice, but the cams I placed in a flake to the side held.", reads one entry. There are scads of hand drawn diagrams describing the routes as I experienced them (which oftentimes was more "off route" climbing than anything). But over time I began including observations of a more personal nature. I started including comments about how nervous I felt on the night before a climb. It's evident that on some evenings, I had a great many misgivings about climbing. I would have discussions with myself about why I had decided to take up the sport and debated whether I was really cut out for it. Most of the entries were written in the light of a hanging tent lamp, while laying at the base of the next day's climb. From the descriptions, I appear to have been confident in my skills, so long as the climbs were of moderate difficulty. I was not by any means a strong climber by climbing standards, but we did do some hairy routes all along the eastern part of the U.S.

In the summers, we climbed rock. In the winters, we climbed ice. In one entry I severely castigated myself for backing off of the second pitch of a route in upstate New York. Temperatures that day were well below the zero mark. A friend of mine had lead the first pitch up a sheet of ¼ inch ice that allowed little protection. I volunteered to lead the second pitch. Midway across an icy traverse, where the only thing between me and a long fall were the points of my crampons and the picks of my two ice axes. After failing to place an ice screw, I backed off and returned to the belay. Another climber had to pick up where I had left off to finish the pitch. He was not happy with me. I had claimed my hands were too cold to place the ice screws, but had I, instead, just been too afraid of falling? The journal entry was a long debate that seemed today to ramble. I clearly did not feel good about what I had done. But from

the comfort of my easy chair, at home in a warm room, the discussion made for good reading. All these years later, I still do not know the answer. Was it the cold? Or was I just too fearful to lead on?

My journals also contain detailed notes about the peculiarities of the people I climbed with. One entry reads, "Bernie prefers climbing in areas where the faces

are steep and the cracks run vertically; he prefers hanging it out there on a single hand-jab to simply reaching up for a bomber hold. Horizontal cracks and ledges offer him no challenge." Another read, "Tom brought along blueberries for our pancakes. He hand-picked them from his backyard. They were the biggest, sweetest blueberries I've ever eaten." Just little jots of the things I liked about people I climbed with that made them special.

At some point, my writing style changed. It's difficult to tell where the transition occurred. My journal lost its logbook style and morphed into a narrative. I was no longer logging events, but I was telling stories that attempted to capture the essence of climbing. When read today, each story brings back vivid memories and a heartfelt longing to be out there again leading the pitch, or rappelling from a high cliff, or simply enjoying a breakfast of blueberry pancakes.

So, what has all of this to do with kayaking? When I gave up climbing, I took up sea kayaking and I continued to document each mini-adventure in as I had in my climbing journals. Someday, these notes will take me back to these days spent paddling the Chesapeake. I try to include a little history of the areas we kayak, a bit about its geography and its geology. The biology of the area always interests me and I document much of what I see photographically. The scenery along the shoreline changes so dramatically that describing it sometimes takes up pages. I also try to include a paragraph about why this particular paddle was chosen. Daily conditions are always part of the storyline; as is the ease or difficulty I encountered in planning the paddle. Always, there are fascinating people along the way.



I try to capture their spirit such that when I re-read the storyline I can see each character vividly. For example, in one of last year's trips along the lower eastern shore we met a fellow on a dock who engaged us in inquiring conversation. When he learned we were from Baltimore, he stated that he had just obtained

a new heart at Johns Hopkins Hospital. He then opened his coat and showed it to us. It was a newly developed pump that he carried in his inside jacket pocket. The batteries were in an adjacent pocket. He was as casual in his description of his heart I might be in describing my bilge pump. It's just that his pump was what was keeping him alive. The man longed to be back out on the open water, but those days were in the past and he accepted it.

And then there is always something about the weather. How many times did we cancel this trip or that before weather conditions were acceptable for all members of our paddling party? And sometime I have to include how we blew that prediction? What was overlooked or underestimated?

In my older age, I take solace from being able to browse through the various chapters of my life outdoors. To me, each entry is personal. To others, I guess they are just stories. I like to think these entries will someday be inspirational to my children, grandchildren, and great-grandchildren, who, I sincerely hope will seek out their own adventures, perhaps sparked by reading about one of mine. When they do, those that choose to paddle the Chesapeake Bay will probably find it to be a much different place from that written about in my Journals. Most likely, much of it will be underwater with many of today's islands having long since disappeared beneath the bay's surface. They will have my notes to study for comparison.

If you do not keep a journal, I strongly urge you to do so. You will never regret it.

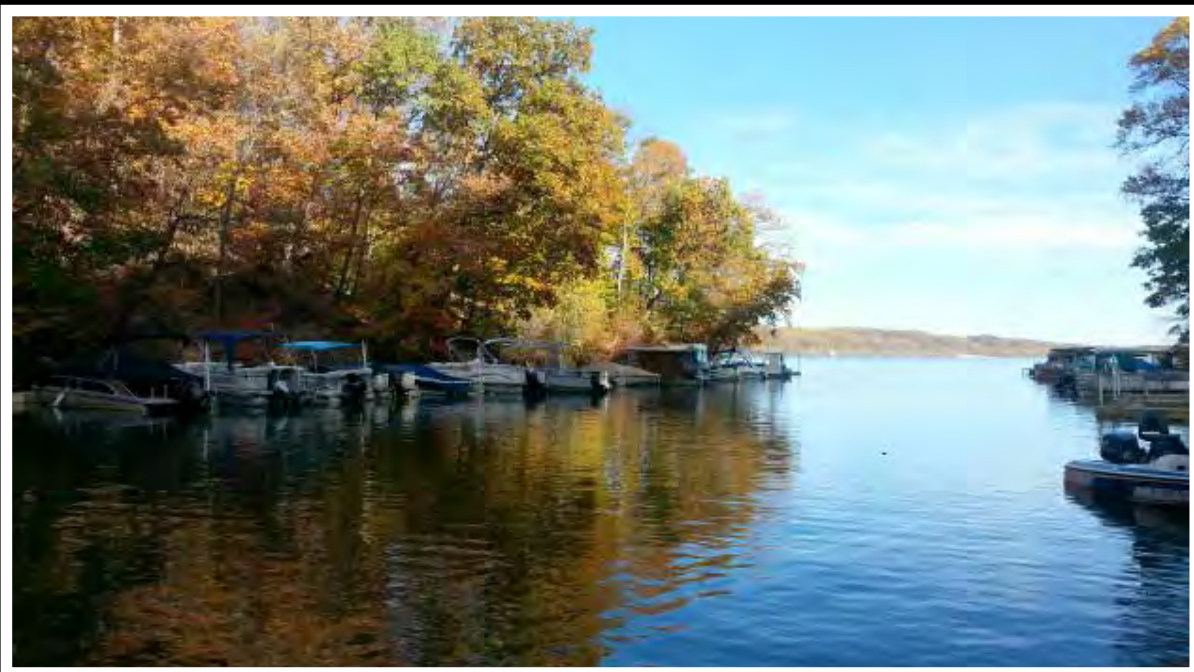
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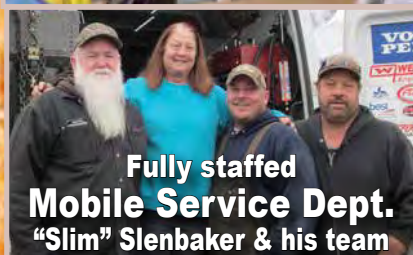


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