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

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All are welcome, there is no charge for charitable events.

*We are members of the Marine Trades Association of Baltimore County,
and Publisher is Vice President of the Marine Trades Association of Maryland*

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Marinating with Jim High



I have always looked at Snow Skiing in the winter as a replacement for power-boating in the summer. Over the years I have snow skied a @#\$% ton down allot of Mountains on the east coast. I've described it as power-boating when the creeks are frozen and so are the slopes! But what this guy did is more than unbelievable!!! Andrzej Bargiel made history as the first person to sum-

mit Mount Everest and ski down without supplemental oxygen, achieving this remarkable feat on September 22, 2025. And it was just him plus his team of drone operators and the sherpa who led him to the top. This is an unbelievable feat and worth watching on You Tube. This truly is an amazing feat and he is lucky to be alive. Red Bull does some amazing things throughout the world.

As we celebrate the 250th Birthday of our amazing experiment called the United States of America, I asked myself. I says, "self, What Presidents were Boating Presidents, and which ones were NBPs (Non-Boating Presidents)?" I'll start this series with Numero Uno! President George Washington. He was very much a boating human! Not only did he cross the Delaware River with an army on boats on Christmas Night 1776. He also lived on the Potomac River at Mount Vernon where when he was young cut down a Cherry Tree to build a crabbing boat. He loved Old Bay on his crabs and drank a lot of National Bohemian beer! I was at one of those crab feasts that all his buddies decided to have! A revolution because the English only had fish and chips and over taxed the Tea!



Get the Boat Ready cause this Summer is gonna get here quicker than you think!

A Really Great Idea to solve New York City's problems. While I was in Manhattan for the Christmas Holidays I realized a perfect way to solve the housing, parking and traffic problem that they have! There's this giant park right in the center of it all called Central Park. This great big park stops a lot of roads from going through. It has lakes and fields and lots of trees. It could house a million plus people and be used for gigantic parking garages! Sure they would lose a little green space but that could be made up with FREE boat rides out to Coney Island and up the Hudson River or out to the Statue of Liberty! So there it is... Problem Solved!!!



JC High and yours truly, thinking about how BRIGHT this year is gonna be! This year is so bright we gotta wear shades!



WOWIE ZOWIE!!! Hear we are celebrating the 250th Birthday of our Nation. And here we are lucky enough to get to do it on the Upper Chesapeake Bay where a slew of amazing events are planned for the year! Everything is a little brighter, a bit more fantastic and so exciting! I can remember the elation our country had 50 years ago in 1976! I was 8! 50 years later here I am

58! I was boating then and I am boating now! In 1976 the Yacht Club community came together to do a bombardment of Fort McHenry. The Inner Harbor hosted the Baltimore City Fair. The Fireworks at Cocks Point were an early memory for me as well as spending a few nights out at Hart Island. I also remember going to Betterton Beach where a small amusement park ex-

isted on the pier. Knowing these memories, this year I am going to make some for as many kids as I can. When they look back 50 years from now when they are turning around 58! At that point it will be our 300th Birthday. I'm sure I won't be here but some of the people reading this may be! Make those memories, life is too short, buy the boat!



Boat Shoes Are Back, *Baby*

By Wendy Gilbert Contributing Editor

This season, the main trends in boating fashion are the major comeback of the boat shoe as a versatile style icon and an increased demand for high-tech sun-shielding clothing that combines function with fashion.

Footwear: *The Boat Shoe Revival*

Boat shoes are a major fashion hero for 2025, moving from a niche preppy item to a mainstream, versatile shoe.

I remember the first (or was it?) time deck shoes were a must-have part of the campus uniform. Along with pink oxford shirts straight from the men's department and bright green web belts. Those were the days, my friends. We may not have been boaters, but we sure looked like we belonged on the docks in Annapolis on our way to Freshman Comp class.

For 2026, the old brown leather deck shoes are being styled way beyond

the 1900s preppy shorts and polos. Models are sporting them with dresses, tailored trousers, and even lightweight blazers. And the colors! Oh, the colors are so great.

The classic silhouette is being updated with new materials, sleeker profiles, and innovative features. This includes suede finishes, bold color updates (like pastels or vibrant orange and yellow), and sustainable materials such as hemp-knit uppers made from recycled plastic bottles.

Recycled plastic deck shoes? I might have to see to believe. Perhaps I will be able to toss them in the washing machine after a day in the muck? Beyond plastic bottles, other bio-based materials are showing up in deck shoes. Allbirds is marketing Eucalyptus Tree Fiber. And my personal have to try on -- Cactus Leather. Sounds a tad uncomfortable.

Clothing

Look for a huge push of sun-blocking clothing items

to block as much as 98 percent of harmful UV rays. This is considered more reliable than sunscreen alone because it doesn't sweat or wash off.

Innovative



Fabrics: The trend is toward synthetic fabrics like polyester and nylon that offer moisture-wicking, quick-drying, and antimicrobial properties to prevent odor. New cooling technologies are even

embedded in some fabrics to actively lower skin temperature when wet.

Coverage: Hooded shirts and various accessories are projected to be popular for maximum coverage. Boaters wearing hoodies? Really?

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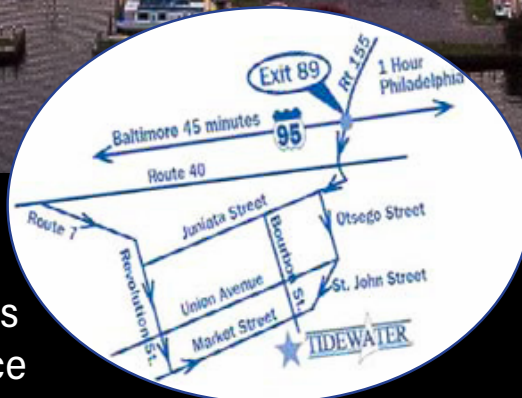
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CRUSHING IT! Maryland's State Cocktail

By Wendy Gilbert

For the 2026 season, I'll be diving into the magical world of beverages. From grog to honey mead, we'll sip our way through origin stories, statistics, and recipes. I thought I'd start with the Orange Crush as it was designated Maryland's official state cocktail to recognize its origins at a local bar and its status as a beloved regional staple, following a friendly

rivalry with Delaware over which state could claim the drink.

According to my research, the Orange Crush was created in 1995 at the Harborside Bar & Grill in West Ocean City, Maryland, by co-owner Chris Wall and staffers who were experimenting with a new orange juicer. The drink quickly became a hit, spreading to other bars

along the East Coast and becoming synonymous with Maryland's beach culture and summertime.

The push for official state recognition was driven in part by a humorous regional dispute: in August 2024, Delaware designated the Orange Crush as its own state cocktail, arguing its bars had "perfected" the drink. Maryland lawmakers, led by

Delegate Wayne Hartman, responded by fast-tracking legislation to claim the drink's true birthplace. The bill officially designating the Orange Crush as the Maryland state cocktail was signed into law by Governor Wes Moore in May 2025, becoming effective June 1, 2025.

And we thought governors didn't have any fun!

HARBORSIDE ORANGE CRUSH RECIPE

The original recipe relies on fresh-squeezed orange juice, which is the key to its signature zest and flavor.

Ingredients:

- 2 oz orange-flavored vodka
- 2 oz triple sec
- Juice of one freshly squeezed orange
- Splash of lemon-lime soda (like Sprite or 7UP) or club soda

Instructions:

1. Fill a pint glass with crushed ice.
2. Add the orange-flavored vodka and triple sec.
3. Squeeze the juice of one fresh orange directly into the glass (many bars use an industrial-grade juicer for speed).
4. Top with a splash of lemon-lime soda or club soda.
5. Garnish with an orange wedge and serve.

Not a fan of oranges?

No worries, my friend. Here are a few fruit-based variations to pop in your smoothie-maker:

• **Grapefruit Crush:** A popular, slightly more tart and less sweet alternative to the original. It typically uses grapefruit-flavored vodka (or plain vodka), triple sec, fresh-squeezed grapefruit juice, and a splash of lemon-lime or club soda.

• **Watermelon**

Crush: Made by muddling

or blending fresh watermelon chunks with vodka, triple sec, lime juice, and sparkling water or lemon-lime soda.

• **Blackberry/Blueberry Crush:** These variations use muddled fresh berries, vodka or gin, a sweetener (like simple syrup), lime juice, and a sparkling top-per for a fruity and vibrant cocktail.

• **Strawberry Crush:** Uses fresh strawberry puree or sliced strawberries muddled with orange juice, vodka, and triple sec.

• **Key Lime/Lemon Crush:** A tangy twist using lime or lemon juice, citrus vodka, key lime or orange liqueur, and lemon-lime soda.

• **Cranberry Crush:** A festive option that uses

cranberry vodka or juice, sometimes with a splash of orange juice, often made around the holidays.

• **Pineapple Crush:** Made with pineapple rum or vodka and fresh pineapple juice.

TWEAKS TO TICKLE YOUR FANCY:

• **"Skinny" Crush:** Uses club soda, seltzer, or sparkling water instead of the sweeter lemon-lime soda to cut down on sugar and calories.

• **Creamsicle Crush:** Achieves a nostalgic, creamy flavor by incorporating marshmallow or whipped cream flavored vodka and sometimes a splash of half-and-half or heavy cream.

• **Spirit Swaps:** While vodka is standard, other

spirits can be used, such as using bourbon for a Kentucky Krush or rum for a Fuzzy Crush (with peach schnapps).

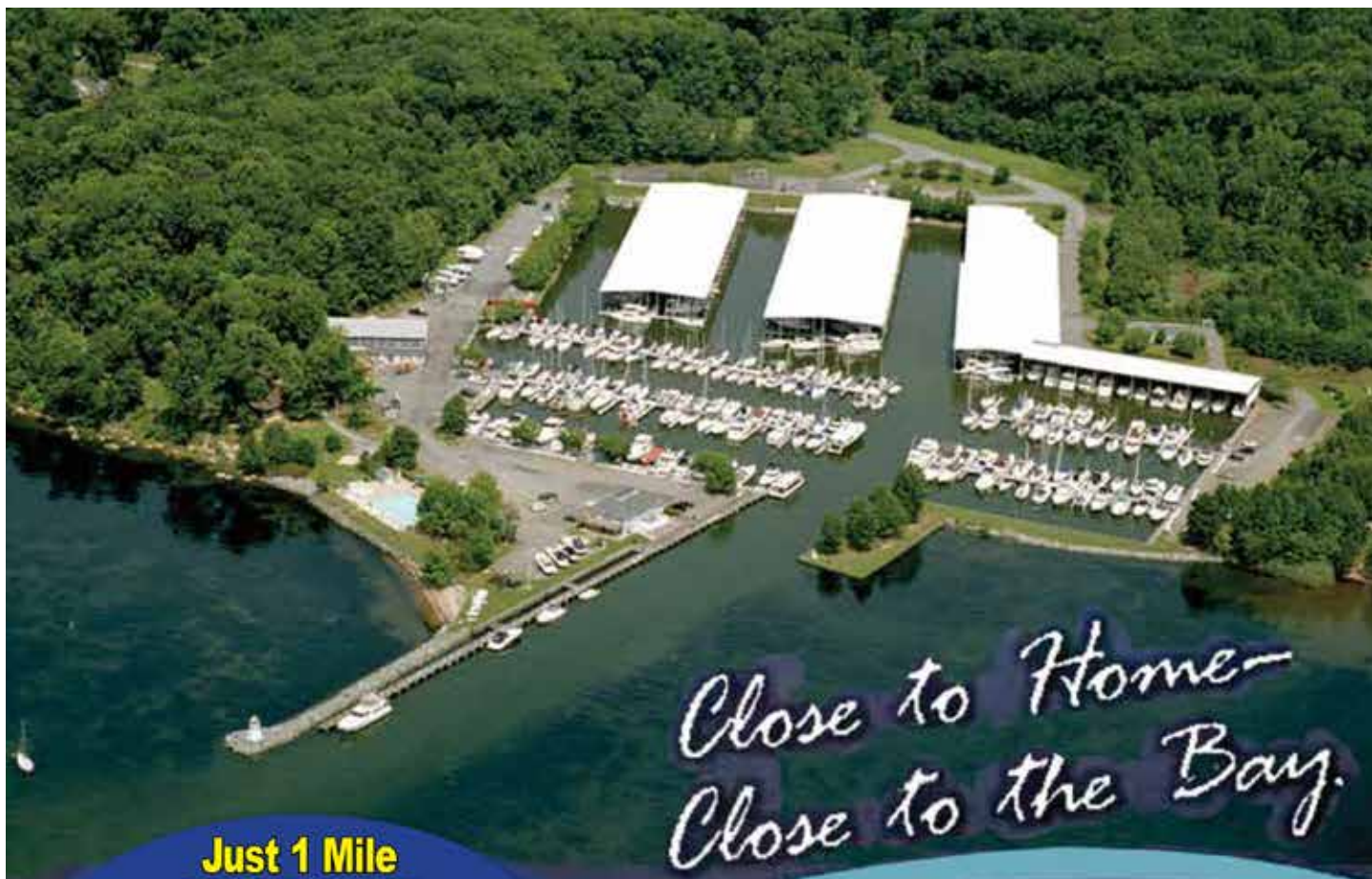
• **Premium Ingredients:** Upgrading the triple sec to a higher-end orange liqueur like Cointreau or Grand Marnier provides a more sophisticated flavor profile.

• **Virgin Crush:** A non-alcoholic version can be made by simply using fresh juice and soda, sometimes with zero-proof spirits or orange extract for more depth.

I spent some time in Canada last season, so I've been working on a Maple Syrup version of the Orange Crush. Alas, I am having no luck at all, but experiments will continue.



Hard Yacht Cafe in Dundalk serves over a dozen variations on the Crush, but the Orange Crush is their best-seller. (Courtesy of Hard Yacht Cafe)



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HOLDXYZ

By Kimberly Ann



If you are anything like me, you have a lip balm in your car, your purse, your desk drawer, your beach bag, and probably one rolling around under a seat somewhere. And if you're exactly like me, you can never find the one you actually need, exactly when you need it. How annoying is it when you're out on the boat, walking the boardwalk, or heading to the beach in just a swimsuit and suddenly realize you have no pockets and nowhere to stash that SPF lip balm you swear you just had?

That's exactly where Holdxyz comes in.

Founded in 2024 by Bel Air couple Bethany and Chris, Holdxyz was born from one small but very real problem: an SPF lip balm and no way to carry it. On vacation, Bethany pointed out that when she was just in her swimsuit, she had absolutely nowhere to keep her lip balm handy. No pockets, no bag, no solution. That simple moment of frustration and a year of brainstorming,

sketching, testing, and tinkering, and the result is a clever, fun, and surprisingly versatile product called the Holdxyz. are shaped like a crab, and that design is more than just cute. The crab has two eyes, two claws, and two shells, giving you three different size holding areas. That means lots of options for what you can carry. Of course, it's perfect for lip balm, but it doesn't stop there. You can use Holdxyz to hold sunglasses, a key fob, cash, mints, a lighter, a pill case, your inhaler, and so much more. If it's small and you want it close by, there's a good chance the crab can hang onto it.

Even better, Holdxyz doesn't just attach to one thing. You can wrap it around cups, cans, and bottles so your essentials stay with your drink. You can slide it on your wrist when you're on the go. Whether you're poolside, lake-side, dockside, or just running errands, Holdxyz makes it easy to keep your must-haves literally within arm's reach.

And let's talk about the colors, because they are half the fun. You can choose from bright, beachy shades like Flamingo, Bay Foam, Key Lime, Steamed, Hot Pink Bikini, and Honolulu Blue. There are also themed bundles, including the Independence bundle, Easter bundle, Beachy bundle, Maryland bundle, Halloween bundle, and the Tropical Trio. Mix or match them with your favorite tumblers, coordinate with your outfit, or pick a color that just makes you smile.

Each Holdxyz is made from food-grade silicone, so it's durable, flexible, and safe. They're also dishwasher safe and easy to clean, which is ideal when you're using them outdoors, at the beach, or around kids and sand and sunscreen.

And the best part? Prices start at just \$9.99, making Holdxyz an affordable little life upgrade. One small crab, one simple solution, and no more "Where did my lip balm go?" moments.





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Swan Dreams

By Anne Sandbek

My husband and I finally got to install a woodstove this Fall. It's been a dream since we got married six years ago. I've been working on getting the technique right to get the temperature up more efficiently. Once it's pumping, you can cuddle up in the 85 plus degree blanket of warmth. As I curled up next to it this morning, waiting for my summer-like "weather" to come to temp, I sipped a cup of coffee and looked out the window to watch the first snowflakes fall. Being able to fully experience all four seasons is one of my favorite parts of growing up and living in Maryland.

Snow always makes me nostalgic. As I curled up in the growing warmth of the fire, it reminded me of a time I was bundled up, wishing for a fire like this. The cold weather and flurries reminded me of a trip I took in college to see the migratory Tundra Swans.

It was dusk on a chilly early December day. Huddled with my classmates on the shore of a river on the lower eastern shore, our professor, Tom Horton, points out the swans in the distance. Tundra swans are rather fearful of people and do a good

job staying away – a great survival strategy! On this particular evening, the large flock was returning from their daytime foraging in the nearby, recently harvested farm fields. Every few minutes, you could hear one coming in for a landing on the water. The noise they made from so far away was a clue to their size.

These majestic birds can be four and a half feet long with a 5-foot plus wingspan. They come to the Bay Area for our, believe it or not, warm winters! Migrating from the arctic tundra, where they breed in spring, they return in late Fall. Spending their time foraging for seeds and eating underwater grasses throughout the winter. They can live for up to 20 years, so this trip likely wasn't their last.

Tundra swans are the most widespread swan species in North America. They are most often confused with the invasive Mute swan that is in the region year-round. Native to Europe and Asia, Mute swans are even larger than Tundra swans, the largest bird in the region, and have no natural predators here. Ducks Unlimited has a great ID tool to help distinguish

between the two. Just keep in mind that only landowners with nuisance populations can get special permits from the Maryland Department of Natural Resources to take Mute swans.

A third species of swan, the Trumpeter Swan, can be spotted in the region, but it's rare. It was reported in 2024 in the Bay Journal that several nesting pairs have been spotted. Nationally, the trumpeter swan is not endangered but has been missing from the mid-Atlantic for nearly two centuries after being hunted out. Historically native to the region, the Trumpeter swan may be making its return, but no one knows why... yet!

Now you want to see one, don't you? Tundra swans are most often seen from December through February at locations like the Eastern Neck National Wildlife Refuge in Kent County, Sassafras Natural Resources Management Area, among many others. So, despite the cold, try to enjoy this winter. Cozy up by a fire with a warm drink and think of the swans who find it downright balmy outside!

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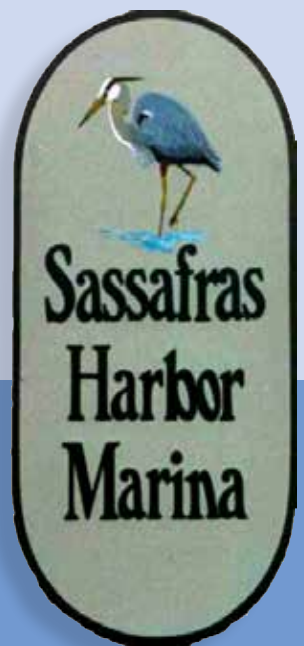
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An advertisement for Fairwinds Marina. On the left, two outboard motors are shown: a Mercury on the left and a Yamaha on the right. In the background, there is a large marina with many boats docked at wooden piers. The Fairwinds Marina logo, featuring a sailboat and the text "FAIRWINDS MARINA", is centered in the background. On the right side, there is a green starburst graphic with the text "WE HAVE NON-ETHANOL FUEL". Below this, there is a circular award logo that says "MARINA OF THE YEAR" and "2014". At the bottom of the advertisement, there is a blue banner with white text that reads "BRAND NEW DOCKS! Repower Center | Marine Store". Below the banner, the address and contact information are listed: "Fairwinds Marina 1000 Fairwinds Drive, Annapolis, MD 21409 | (410) 216-0205 | www.fairwindsmarina.com".

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BOATING BUCKET LIST: 2026

New Year's Resolutions are out; a Boating Bucket List is the newest thing. Here are a few ideas to jump start your goal planning for 2026 and beyond!

- ☐ Spend 100 days on the water in 2026 and join the Century Club!
- ☐ Go fast: Experience the thrill.
- ☐ Go slow: Breathe deep and follow the wind.
- ☐ Join a group like a yacht club, a power boat association or maybe one of the area's many sailing clubs.
- ☐ Challenge yourself with activities like wakeboarding, wake surfing, barefoot water skiing or jet skiing.
- ☐ Master ancient maritime skills and learn to navigate using celestial navigation
- ☐ Use a kayak, canoe, or stand-up paddleboard (SUP) to explore hidden coves away from the crowds.
- ☐ Dive or snorkel to learn more about our diverse Chesapeake Bay.
- ☐ Forage for dinner with rod and reel, spear, net or maybe even your hands.
- ☐ Anchor and stargaze away from city lights.
- ☐ Turn your boat into a floating film festival.
- ☐ Learn to tie every knot in the book from the Alpine Butterfly to the Zeppelin Bend.
- ☐ Join a raft-up and try "tailgating on the waves."
- ☐ Invite friends for a simple evening of great food, company, and unbeatable views on a sunset cruise.
- ☐ Trim your boat with lights for Christmas, Memorial, Independence or Labor Day.
- ☐ Create a map and clues for a fun, treasure hunt adventure aboard your pirate ship.
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A large striped bass is being held by a person on a boat. The fish is silver with dark stripes and is being held by a person wearing an orange glove. The background shows other people on the boat, including one in a yellow jacket.

Maryland's Striped Bass Trophy Season to Reopen

By Captain Mark Galasso

I'll bet that headline caught your attention! But hold on to your hats and don't go to your storage units too quickly to get out all the old parachutes and umbrella rigs. This isn't a roll back to the days of targeting a Big Spring Striper for the table. It's an opportunity to get your picture taken with a true trophy fish that has come into the Chesapeake from the ocean to spawn, an opportunity our neighboring states to the North have most of the summer and fall, and we only can enjoy in the winter and spring. So here is the proposal.

The 2025 regulations were as follows, Catch and Release fishing is allowed from December 11 to March 31. There is NO TARGETING of Rockfish from April 1 to May 15 and July 16 to July 31. Harvesting Rockfish using the current size and creel limits is open May 16 to July 15 and August 1 to December 10. In a nutshell, it allows for around 60 days of no targeting, 192 days of harvest, and 305 days of catch and release fishing.

The new baseline being proposed by Maryland DNR is the following: Harvesting under the same creel and size restrictions as 2025 would allow one fish from May 1 to July 31 and September 1 to December 5. No targeting would be for everyone during the month of August. And catch and release would be from September 1 to July 31. So, to put this in perspective. No targeting would be for 31 days, the

month of August. Harvest days would amount to 189 days. Catch and release would amount to 334 days. If further immediate action is needed, harvest days would be removed either in the summer or winter (November/December).

This new baseline was brought up to the full Atlantic States Marine Fisheries Commission Board in Delaware October 29. The board is made up of Conservationists, as well as Fisheries managers and recreational and commercial fishermen from all the coastal states from North Carolina to Maine. Though the vote was NOT unanimous, the vast majority of board members decided that the fisheries would be status quo, meaning ASMFC would not endorse the new Addendum without further study. Marty Gary, a former Maryland DNR fisheries manager, reiterated what a lot of people were thinking. We NEED to figure out why we can't seem to produce a good year class in the Chesapeake Bay and elsewhere.

The Maryland Charterboat Association was at the meeting en masse and during the open comment period explained how recent changes in the fishery has affected their business. It was noted that they're businesses have been down over 40 percent for the last two years and over 10 percent of boats are up for sale. It was also noted that much of that drop off was due to the change in size and posses-

sion limits and summer closures.

Commercial interests were also at the meeting and explained that their businesses have also been affected. They noted that they have absorbed cut after cut year after year. They also noted that they are less than 20 percent of the total coastwide harvest. In Maryland, one argument that both the commercial waterman and Charterboats have in common is that they report their catch, and DNR knows exactly what is happening in those fisheries when they make decisions.

It was interesting to me that the recreational fishing public wasn't very well represented at any of the meetings I attended. But I think that I can relay their thoughts on the matter. Striped Bass represents perhaps the most important game fish on the East Coast. Any opportunity to catch them, either for the table or through catch and release is a good thing. The proposed adjustment in Maryland's baseline does just that and many of the light tackle guides and anglers are in favor of it. And Maryland seems to be leaning in the direction of sacrificing a few harvest days to allow for an extra month of catch and release.

So here are a few facts about the overall fishery, and you can make up your own mind as to what needs to be done, if anything. No one can argue against the fact that the fishery in general is going in the wrong direction in terms of biomass. There are a lot less fish to



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Sun. 1/11 Troll Tribe 5-9pm Mon. 1/12 Mingo! 6-9pm Tues. 1/13 Trivia 7-9pm Wed. 1/14 Nicky Stacey 6-9pm Thurs. 1/15 Ray Wroten 6-9pm Fri. 1/16 My Boy Blue 6-10pm
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CHESAPEAKE BAY POWERBOAT ASSOCIATION: *A Year on the Water* By CBPBA Contributor

THERE'S NOTHING QUITE LIKE LIFE ON THE CHESAPEAKE.

This past year, the Chesapeake Bay Powerboat Association (CBPBA) proved once again that adventure, friendship, and community thrive in every season. From elegant winter gatherings to sun-splashed summer traditions and crisp fall cruises, members shared a year full of unforgettable moments—and extended a warm invitation to anyone ready to join in.

WINTER WARM-UPS

HOLIDAY CELEBRATION AT THE TIDEWATER INN

The year began with a festive and elegant evening at the historic Tidewater Inn. Members enjoyed dinner, music, a spirited silent auction, and the kind of

camaraderie that reminds us that boating season never really ends—it simply shifts indoors.

DUCKPIN CHALLENGE FUNDRAISER

Winter laughter carried down the lanes during the annual duckpin bowling fundraiser. With tiny pins, small bowling balls, and big competition, members came together to support local animal welfare—and have a blast doing it.

NAUTICAL PAINT NIGHT

To chase away the last of winter's chill, members met at The Rumor Reel for an evening of Chesapeake-themed painting. Brushes, cocktails, bright colors, and easy conversation made it the perfect off-season night out.

SPRING AWAKENINGS

SPRING FLING

Spring officially arrived with the club's first boating event of the year. Though temperatures stayed cool, the energy was warm as members gathered for music, lunch, and giveaways—an ideal launch to another CBPBA season.



FOR MORE CBPBA SEE PAGE 40

LILLY SPORT BOATS:

RACING HERITAGE, FULL SERVICE CRAFTSMANSHIP

By Kimberly Ann



Britt and Art Lilly! Long Live Art Lilly!

For more than half a century, Lilly Sport Boats has lived and breathed performance on the water. Founded by Britt Lilly's father nearly 50 years ago, the business grew out of a family marina in Millersville, where boats weren't just a job, they were a way of life. As Britt fondly remembers his dad saying, "I wake up looking at boats, I go to work working on boats, and I go on vacation on a boat."

Lilly Sport Boats is a fullservice marine facility, handling everything from routine maintenance to complete transformations. The shop services outboards and inboards, tackles small repairs and major rebuilds, and is home to a full fiberglass and paint shop. Whether it's repairing a dock scrape or executing a complete custom paint job, the team approaches each project with a racer's obsession for detail. Their reputation for eye-catching finishes and meticulous design has made them a goto destination for performance-minded boaters.

Beyond servicing existing boats, Lilly Sport Boats is also deeply involved in the construction of highperformance race craft. The shop builds 299 Extreme



Travis Pastrana in the 199 Dixon Lilly Sport Boat, Key West November 2025

racers: 30foot, singleengine big block machines, purposebuilt to racing specifications. These boats are capable of hitting around 100 mph, blending reliability with serious speed. Being an Extremes manufacturer keeps the team on the cutting edge of marine performance technology and raceready engineering.

That passion for performance isn't just in the shop; it's on the racecourse. Britt Lilly grew up around boats and racing, and he stepped into the cockpit himself in 2007. Since 2013, he hasn't missed a single event on the national circuit, racing at the highest levels of offshore competition. Britt pilots some of the sport's fastest machines in Super Cat and Class 1, where boats regularly reach 150–160 mph and operate on budgets that can hit 3 million dollars per boat.

Offshore races typically cover about 75 miles, with lap counts adjusted depending on course length to deliver a 30–40 minute race—the sweet spot to give spectators a thrilling show. Every course is shaped by the city, state, and Coast Guard regulations in that area, and one rule is nonnegotiable: the water must be at least 12 feet deep for safety. The range of boats is impressive,



Britt Lilly racing in Key West!

from the "slowest" 22foot outboards, still running around 60 mph, up to the toptier Super Cat and Class 1 monsters Britt races.

The racing circuit stretches from Key West to Canada, and as far into the Midwest as Lake of the Ozarks in Missouri. The season begins in Florida, follows the warmth north and inland through the summer, and returns to Florida in the fall. Surprisingly, Lake Michigan's waves can mimic ocean conditions, making it an excellent proving ground for offshore teams.

Lilly Sport Boats' customer base reflects the same passion for quality and performance. One standout example is Gary Dickerson's 50foot Nor-Tech, powered by triple diesels, with a beautifully redone interior that turns heads at every dock. Gary has been a loyal Lilly customer for about 15 years, a testament to the longterm relationships the shop builds.

Britt's wife Amanda is a constant source of support, and their daughter Stella, at just five years old, already loves racing—another generation growing up in the roar of engines and spray of salt and freshwater.

From custom paint to national championships, Lilly Sport Boats is more than a shop. It is a living, racing, familyrun tradition built on speed, craftsmanship, and a lifelong love of boats.

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Yard Patrol Craft-683

By Colleen Smart

For those who didn't make it to the Annapolis boat show, there was something new on display. My top highlight was being able to go aboard the Yard Patrol Craft – 676 Class, Hull number 683 (YP-683). Built in August 1984 for the United States Navy by Marinette Marine Corp, located in Wisconsin. I was really surprised to hear that this vessel had a wood hull and aluminum superstructure. You could see the wood planks as we toured the galley. The YP-683 is a training ship for the United States Naval Academy that is out of the Severn River in Annapolis. This provides the Midshipman with hands-on training on seamanship and navigation to become a Naval Officer. I was able to speak to Navy BM1 Derrick Williams, who oversees this vessel YP-683. His role is not just to oversee the vessel, but he has the responsibility on board to supervise the junior sailors and commissioned officers as they are preparing their duties in the U.S. Navy.

SOME FACTS ABOUT THE YP-683:

Overall Length is 108 feet with a 24 feet beam.

Speed is 12 knots.

The bunk rooms include 6 bunks with small lockers for the crew.

There is a common area for them to relax in, as well as a galley and mess area.

A minimum of 4 people can crew, and up to 32 midshipmen can be onboard at a time. It takes 4 people to run the vessel – a chief engineer, two crew, and the captain.

The midshipmen do the cleaning, cooking, and cater to the other crew. 18 YP boats are assigned to the United States Naval Academy -- 12 wooden hulls and 6 steel hulls. This vessel has traveled to Philadelphia, Boston, Rhode Island, and Yorktown for training.







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Upper Bay
Boating Magazine



Definitely stay to the right on
this marker down in Florida!

LITTLE JOHNNY'S neighbor just had a baby. Sadly, the baby was born without any ears.

When the mum and baby came back home from the hospital, Johnny's family was invited over to see the baby. Before they left their house, Little Johnny's dad had a chat with him and explained how the baby had no ears.

Johnny's dad also told him that if he so much as mentioned anything about the baby's missing ears or even said the word "ears," he would get the whooping of his life when they came back home. Little Johnny told his dad he under-

stood and agreed not to mention the baby's lack of ears.

Johnny looks in the bassinet and says, "Wow, what a beautiful baby." The mother replies, "Why, Thanks, Johnny." Johnny says, "He has beautiful little feet, beautiful little hands, a cute little nose, and really beautiful eyes. Is he able to see alright?"

"Yes," says the mum, "we are so grateful, the Doctor said he will have perfect vision."

"That is great," says Little Johnny, "cause he'd be screwed if he needed glasses!"



Four married guys went out for a weekend of fishing. After an hour on the water, the conversation turned to what they had to do to get the weekend off. The first guy sighed, "You have no idea what I had to promise my wife to come fishing. I told her I'd paint every room in the house next

weekend."

The second guy laughed, "That's nothing! I promised mine I'd build her a brand-new deck around the pool."

The third guy shook his head, "Man, you both are lucky. I had to promise mine that I'd remodel the entire kitchen."

They all chuckled and went back to fishing. After a while, they noticed the fourth guy hadn't said a word.

"Hey," they asked, "what did you have to promise your wife to come fishing?"

The fourth guy grinned, "I didn't have to promise her a thing. I just set my alarm for 5:30 a.m. When it went off, I nudged her and said, 'Fishing or sex?' And she said"

They leaned in.

"Wear some sunblock!"

You don't need a parachute to go skydiving. You need a parachute to go skydiving twice.

What's a pirate's favorite letter of the alphabet? None. Historians have suggested most pirates would have been illiterate.

"I'm sorry" and "I apologize" mean the same thing. Except at a funeral.

They tell you that you should just say no to drugs... but if I'm talking to my drugs, I probably already said yes.

Why are friends a lot like snow? If you pee on them, they disappear.

What do you call a cheap circumcision? A rip-off.

I visited my friend at his new house, and he told me to make myself at home. So, I threw him out! I hate having visitors.

What's yellow and can't swim? A dead goldfish.

What's the difference between jelly and jam? You can't jelly a clown into a tiny car.

When I see the names of lovers engraved on a tree, I don't find it cute or romantic. I find it weird how many people take knives with them on dates.

What's the difference between a dinosaur and a lump of coal? Sixty million years.

Remember: Being healthy is basically dying as slowly as possible.

My boss told me to have a good day. So I went home.

Why did the old man fall in the well? Because he couldn't see that well.

A major new study recently found that humans eat more bananas than monkeys. It's true. I can't remember the last time I ate a monkey.

A nurse walks into a bank totally exhausted after an 18 hour shift. She grabs a deposit slip, pulls a rectal thermometer out of her purse, and tries to write with it. When she realizes her mistake, she looks at the flabbergasted teller and, without missing a beat, says, "Well that's just great... some asshole's got my pen."

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THE HISTORY OF RECREATIONAL BOATING ON THE BAY

Part 8

“NOW AND THEN”



It's fair to say that the physical aspects of boating have changed since the 1950s. The significant shift came in the 1960s, when manufacturers transitioned from wooden hulls to fiberglass construction. With that change, methods of propulsion evolved. Wooden boats were predominantly shaft-and-prop driven. By the late 20th century, fiberglass construction encouraged widespread use of inboard/outboard power plants.

Today, most production boats are powered by outboards. Ollie Evinrude could hardly have imagined that his 1½-horsepower invention in 1907 would ultimately pave the way for the 400-plus-horsepower giants commonly found today.

Years of inflation have also left their mark on the cost of boating. In 1960, a Chris-Craft 31' Futura carried a base price of \$8,860. Today, a Chris-Craft Catalina 31 starts at \$489,410—a staggering increase in 65 years. Marinas have evolved as well. What were once family-owned facilities—simple places to tie up a boat and meet new friends—Many have transformed into resort destinations. Some are now owned by private equity firms. Modern marinas may feature boatels, restaurants, tiki bars, swimming pools,

beaches, court games, pavilions, clubhouses, and fire pits, offering far more than just a slip.

Yet despite all the changes, the reasons tens of thousands of people flock to the Chesapeake each year remain the same. For some, it's the peace and solitude. For others, it's fishing and crabbing. Still others come for the thrill of exploring a remarkable body of water. For everyone, it's recreation and socialization.

The desire to share the boating experience with friends and family has always been at the heart of life on the Bay. Over the decades, boaters have formed sailing and cruising clubs, planned elaborate rendezvous, and—thanks to the spontaneity of social media—created impromptu rafting parties that can turn a quiet cove into a floating festival. These activities, both old and new, continue to weave a vibrant tapestry of community on the Chesapeake. These pursuits create the boating community on the Chesapeake both "Now and Then".



Parts 1 through 7 can be read in the 2025 issues of **Upper Bay Boating**
Wayne E Miskiewicz -
marinaadvisors@gmail.com

Celebrating 80 Years of **FLAVOR ON THE BAY**

By Kimberly Ann



On a still summer morning, when the tide slides quietly under the pilings and the first workboats ease out of the harbor, there's a familiar scent that seems to ride the breeze along with the diesel and the brine: Old Bay's gritty cousin, the unmistakable snap of a Chesapeake crab spice blend. For many captains, dockhands, and waterside cooks, that aroma belongs not just to a seasoning, but to a family name that has flavored their lives for generations: J.O. Spice.

This year, J.O. Spice celebrates its 80th anniversary, a milestone that feels less like a birthday and more like a family reunion for anyone who's ever cracked a crab at a picnic table, anchored up for an evening of fishing and feasting, or fried the morning's catch at a dockside burner.

The story starts in 1945, in a modest Baltimore City storefront. James Ozzle "J.O." Strigle and his wife Dot weren't thinking about legacy; they were just trying to make a living, mixing spices by hand in a porcelain basin and hauling them down to the wholesale fish and seafood market. Their goal was straightforward: create blends that made the day's catch taste even better and treat every customer like the most important one they had.

J.O.'s guiding rule was simple: "Give the customers what they want, when they want." In the working waterfront world, that meant reliability. Captains, market owners, and crab house cooks needed a seasoning that was as dependable as the tide chart—bold, balanced, and always the same from can to can. Over time, the J.O. name came to mean exactly that: consistent, vibrant flavor and a handshake kind of trust.

Today, five generations of the Strigle family have carried that mission forward, and J.O. Spice has become woven into the cultural fabric of Chesapeake boating life. Their #1 all-purpose seafood seasoning is a staple not only on rockfish, blue crabs, and shrimp, but on everything that finds its way from boat to table: corn on the cob boiled right on deck, eggs whipped up in the galley, French fries in a dockside fryer, even popcorn passed around during a sunset cruise.

For serious crab steamers, the legendary #2 blend is the unsung hero of the crab pot. Coarse and salty by design, it's not a finishing salt but a steaming companion—meant to cling to shells as the crabs cook, perfuming the air with that unmistakable Chesapeake punch. It's the kind of detail that only comes from a company that has spent eight

decades listening to watermen, crab houses, and backyard steam-masters. To honor its 80th year, the company didn't celebrate in a boardroom; it went back to its roots with an employee retreat that included a fishing trip, a crab feast, and plenty of time on the water. They rolled out special 80th anniversary merchandise—commemorative seasoning blends, Tshirts, even puzzles—that feel less like marketing and more like memorabilia from a life spent near the water.

While J.O. Spice still does most of its business with restaurants and seafood markets, it's never been easier for boaters and home cooks to stock up directly. Whether you're provisioning before a weekend cruise or refilling the galley spice rack after a long season, you can order online or swing by their storefront at 3721 Old Georgetown Road, Baltimore, MD 21227.

Eighty years after J.O. and Dot first carried those handmixed spices to the market, J.O. Spice remains part of the rhythm of life on and around the Bay. If your perfect day on the water ends with a newspapercovered table, a pile of bright red crabs, and fingers stained with spice, chances are you've tasted their legacy—one delicious bushel at a time.

Lucky and Blessed

By Tim Sherman



When I look back at my life in fishing, I have been fortunate in the opportunities I have been granted. That's from my formative years to current day. I have been lucky in some of the trips I have been on, and definitely with some of the fish I have caught. With the knowledge I have gained, the places I have fished, and the people I have met, there's no doubt that I have been blessed.

While fishing has become a major part of my life, there are a number of folks who do not have the opportunities or means to experience the sport. The Chesapeake region has an organization known as Lucky and Blessed Fishing (LABF) to provide such outreach. President and Founder Scott Steers has grasped the reins of the Lucky and Blessed, which was founded in 2022 and awarded non-profit status in November 2023.

Their mission statement reads as follows: "Our mission is to foster inclusion, mentorship, and a sense of community through our events and programs, and

we believe that everyone deserves the opportunity to enjoy the outdoors and build lasting memories, regardless of their physical or socioeconomic limitations." They aim to, "create an inclusive environment where individuals can experience the joy and therapeutic benefits of fishing, while learning about the Chesapeake Bay Watershed."

In 2025, LABF hosted 55 private fishing events. These events served 1164 participants. Volunteer numbers reached 190. Given that LABF is a 501(c)(3) non-profit organization, students can gain credits for community service. Student service hours numbered 10 last year.

LABF has partnered with organizations to reach those who have limitations: Pathfinders for Autism, Wish A Fish Foundation, Bay-CSS, among others. The organization has great partnerships and sponsors from the business world, at both national and local levels. Exelon, BGE, and Chick-Fil-A are great contributors, as are the UPS Store of Gambrills and the Severn River Watch

Company. Steers says that the businesses sponsor fishing events where their employees volunteer time and knowledge.

The fishing experience wouldn't be complete without bait and tackle. LABF has great sponsors in Mike's Wholesale Bait, Fishbites, and Edgemere Bait and Tackle. These sponsors provide the gear and bait the organization needs for its many events.

Volunteerism is a big part of what makes LABF tick. They are proud to have corporate partner volunteers who come out to sponsored events. Fishing events held during the week are where volunteers are needed the most. While the organization serves folks with different limitations, Scotts has witnessed the therapeutic benefits the volunteers experience when donating their time.

Fishing opportunities from the water are provided by charter boat captains and guides who volunteer their time to take folks fishing. They teach them

[Jump to page 44 Lucky](#)

Upper Bay Boating

MORE...

BOAT PEOPLE ON THE UPPER BAY

We welcome pictures of your boat, boat dog, family & friends having a good time on the bay.
Also, if you are a writer, please get in touch with us - you may become a regular columnist.



RIVERSIDE MARINE, INC

Announces The Appointment of New President and CEO

RIVERSIDE MARINE, INC., one of the largest recreational boat dealers on the Chesapeake Bay, announces the promotion of Jason Baumgartner to President and Chief Executive Officer. As a third-generation owner, Jason personifies the boating lifestyle with a passion for the marine industry. Launching his career at Riverside when he was fourteen, he learned the operations of a successful boat dealership and marina from the ground up. With nearly twenty-five years of experience, he developed skillsets concentrated on operational excellence, successful team building, and quality control. Family meant everything to the founders of Riverside Marine, Bob and Veenie, which holds true today. David Baumgartner, President and CEO for



the past 35 years stated "our family owned company proudly carries on its legacy spanning three generations. The third generation actively contributes to the growth and success of Riverside through their innovative approach and dedication. With Jay at the helm as we

celebrate our 50th anniversary in 2026, I am proud the next generation will continue our legacy of family fun on the water."

Please join us in congratulating Jason on this exciting new chapter for Riverside Marine!

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Striped Bass Trophy



be caught. The biggest problem is low spawning success and recruitment, and all the states are trying to come to grips with that. Maryland is probably in the most precarious spot since over 70 percent of the coastal population originates in the Chesapeake Bay.

Everyone remembers that Maryland had a strict no-targeting moratorium for 5 full years until it ended in 1996. During that time, we had a very successful spawn. That spawn carried the fishery for the next 8 years or more. Maryland had a liberal season with very few changes. Since the larger females and spawning stock were in the Chesapeake for a limited time in the spring to spawn, Maryland had a Trophy Season. It usually started in mid-April and ended when the big fish left the Bay, usually in early May. In 2002, the Maryland Trophy season went from about a month to 2 weeks. By 2023, the Trophy season was cancelled to further protect the spawning fish. By this time the fishery became very complicated between size limits and creel limits, where you could harvest fish, where you could catch and release fish, and what waters were closed. It became so complicated that Maryland DNR had to publish numerous maps to inform the public. At one point in 2023, Maryland DNR

considered closing the whole spring fishery, no targeting until May, since it had been determined the fish were spawning earlier than in the past. The fact is, everything has changed dramatically in the last 30 years since the Striped Bass fishery reopened, and not in a good way for the fish. Striped Bass migratory patterns have changed dramatically, probably due to milder winters and increased predation by Tunas and other upper-level predators. This has also been a boon for anglers. Instead of spending the winters in rough offshore waters off the Outer Banks of North Carolina, the fish now winter close to the spawning areas. Especially off the coast of North Jersey and the Chesapeake Bay, where they are easy targets for anglers.

Striped Bass, like their cousins, the White Perch, develop eggs and milt in November and December. The eggs become dormant until spring temperatures warm up. Then they mature. The females release a pheromone. Swim to the spawning area. And the fish spawn. White Perch usually in March. Striped Bass in April usually around the full moon if conditions are right. Both species are pretty easy targets. They tend to spend the winters near deeper waters where their food is also wintering over.

Another fact to remember when deciding to target winter and spring Rockfish. It is true, and the studies have proven it out. CAREFUL catch and release in cold water, under 65 degrees, results in very low mortality. However, that mortality is not zero. No one can guarantee that, and fish DO sometimes get hooked in the gills or stomach. It is also true that no one can definitively say that hooking a big fish prevents her from spawning. The VERY FEW studies that have been done on Rockfish have been inconclusive. But keep in mind, another anadromous fish has been extensively studied, the Atlantic Salmon. And those studies have shown that stressed fish WILL release their eggs and milt prematurely. Talk to any guide up on the Miramachi River in New Brunswick, and they will tell you they stop fishing in pools where this stress is evident.

So hopefully with this background, you can decide for yourself what you think is best for the future of one of Maryland's most important fisheries. I know what I think, and most people I know feel the same way. However, it's not that simple, and there are good arguments on all sides. There are fishermen I respect that don't feel the same way I do, and I get it. But you should contact Maryland DNR and

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SOME NOTES ON DOCK LIFE

You know, it struck me while doing some holiday company prep here on the boat that we often ignore our life at the docks. We spend a huge amount of time prepping for our sails, for life at anchor in strange and wonderful places, and for the situations we're likely to find on the water.

But, let's face it, most all of us spend a huge amount of our boating lives at dock; socializing, cooking, just plain relaxing. I know a number of people for whom their vessels aren't so much a vehicle as a sanctuary, a place to hide from the rest of their lives and unwind a bit. Not to mention those of us for whom the boat is home. It occurred to me that our lives at dock are different, largely, from those on the water. We use different tools, we treat the boat differently. Yet we rarely speak of it.

So I figured I would.

So here they are, the big three of dock life, the things that just hit differently from living on the hook or underway.

First, the Tyranny of Small Appliances

One of the things that has always struck me about life aboard is the way it makes you aware; aware of food stores, aware of water, and first and foremost aware of energy consumption. Underway, normal tasks like cooking and cleaning must be done from your supplies, and most of us use a modicum of propane, alcohol, or butane to make that happen (though we

had quite good luck for a time with a kerosene stove, but I digress). These are resources that must be husbanded, and there is always the potential for explosive fluids or gasses to become an onboard disaster.

At dock, though, the blessings of shore power and endless electricity come to us all, replacing our hissing propane stoves with a host of quiet electrical appliances—electric kettles, microwaves, toaster ovens, and air fryers—that can be neatly transferred to storage or to a dock box when unused. For some of us, slip fees may include power, which renders the electrical alternative more than cost efficient.

Then there is the matter of creature comforts. At sea, a parade of burners, stoves, and braziers using fuels solid, liquid, and gaseous, take off the chill, and for most of us in summers, unless we want to run our engines or generators full time, a small fan may have to suffice to keep cool, and ice may be a rare and precious commodity. At dock, of course, space heaters, refrigerators, ice makers, and air conditioners seem only natural. They keep the cabin livable and dry, even if we wind up tripping over them while aboard. The drinks stay cold. Like cooking apparatus, they, too, must be wrangled away when underway, and finding lazarette space for them can be problematic as these tend to be larger devices (ours wind up taking a trip to



the storage locker ashore).

Second, the Glories of Water.

Coleridge wrote :

"Water, water, every where,
And all the boards did shrink;

Water, water, every where,
Nor any drop to drink."

It's ironic that those of us who spend so much time on the water are in want of it so often. In fresh water rivers, we often use ceramic water filters to clean up the river water for use, and in salt or brackish water, some of us use reverse osmosis devices to make fresh water, but the filters tend

to be slow, and the reverse osmosis devices are finicky and amazingly expensive. Water is an issue, and it makes things like bathing, washing dishes, cleaning clothes and the like a matter for serious consideration of your stores. Mostly, after a few days on the water, we begin to be . . .um. . .aromatic. Fortunately we all do it together.

At dock, however. . . at dock we generally have the glorious blessings of boundless water, often HOT water at that. Showers become routine, cleaning clothes becomes routine,

Jump to page 49 NOTES

Upper Bay Boating

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CHESAPEAKE BAY POWERBOAT ASSOCIATION: *A Year on the Water*

By CBPBA Contributor



EARLY-BIRD CRUISE TO ST. MICHAELS

A long-loved spring tradition, the St. Michaels Cruise delivered smooth seas, potluck favorites, WineFest fun, waterfront dining, and the kind of stories that only happen when boaters travel together.

SHAKEDOWN CRUISE

With sunshine returning, members cruised to Skipper's Pier for a relaxed afternoon of food and friendship. On-site safety inspections helped ensure everyone's boats were ready for the season—proof that responsible boating can be just as enjoyable as it is important.

SUMMER ON THE BAY

MEMORIAL WEEKEND POKER RUN

A signature CBPBA tradition, the Memorial Weekend Poker Run kicked off summer with scenic cruising, waterfront stops, and a fun twist: "chip envelopes" that kept everyone guessing. It was an energetic, festive start to the season.

WATERSHIP MEETINGS

Throughout the warmer months, members gathered for casual Watership Meetings at waterfront restaurants, marinas, docks, and backyards. These social meetups offered a relaxed way to share updates, welcome newcomers, and enjoy the heart of Chesapeake boating culture.

THE GREAT CHESAPEAKE BAY SWIM

One of the club's proudest service traditions, the Bay Swim united a coordinated fleet of volunteer boats, jet skis, and land crews. CBPBA members helped ensure a safe crossing for hundreds of swimmers—a shining example of teamwork and community commitment.



FOR MORE CBPBA SEE PAGE 46

Chesapeake Bay BOAT SHOW

FEBRUARY 5-8, 2026

SHOW HOURS: THURSDAY, FEB 5: 12 PM – 6 PM (VIP PREVIEW) | FRIDAY, FEB 6: 10 AM – 6 PM
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BOAT STORAGE MISTAKES!

As Winter approaches, what you do now will decide when you can get back to boating next year. It is a good habit to leave your boat ready for the next trip. If you neglect this chore, you will be making an expensive mistake.

Boaters often forget to do some of the most basic winterizing steps. Hunting season is upon us, the weather is coming fast, other things fill our Dance Cards. With everything that is going on, we may forget to batten down the hatches and make our boats ship shape.

Canoes and kayaks are easy. Flip them over and keep them off the ground. Strap them in place so they don't blow away. Paddles and some gear can go up under, and inside them.

Bigger boats need more love. Here are things to not overlook.

Drain out ALL the water. Water expands when it freezes.

Change the Lubricants Use the recommended fluids from the manufacturer.

Check/store the batteries. Inside is

best so they will not freeze. A solar battery trickle charger can help. Otherwise, you will hear the alarm going off.

Use proper Winterization products suitable for your style boat. Cheaper is not always better.

Cover the boat. You may need to build a support system for open areas. Under the roof is best. Shrink wrap style covers work well but allow only limited access until Spring.

Critter control. Store ropes and PFDs in sealed tubs. Add a few dryer sheets to keep out the vermin. They love chewing up cloth, rope, and sails.

Cover and protect the trailer wheels. Use a treatment on the tires. Jack up the frame and take the weight off the tires. Protect the tires from sunlight. Under the best conditions, boat and RV tires may only last 3 years.

Clean out the boat. Don't leave trash, food, or garbage in the boat.

Dry all the gear before storing it.

Wet ropes, sails, and gear will rot or become moldy.

Security. Make sure that the boat is protected. Maybe add a hitch lock, wheel lock or... Take expensive electronics, fishing gear, or other temptations off the boat.

Many Bay Boaters have fiberglass or wooden boats. You want to keep these boats protected. A cover is important. Hull maintenance and care can be done over the Winter. Tilt the boat so any moisture will drain out the stern. Remove the boat plug. Make a tarp or cover support to avoid pooling, from rain or snow. Store the expensive oars and paddles in the garage where they are completely level.

A little extra preventative work now will make your Spring launch easier and less expensive.

*Ahoy Matey!
Montana Grant*



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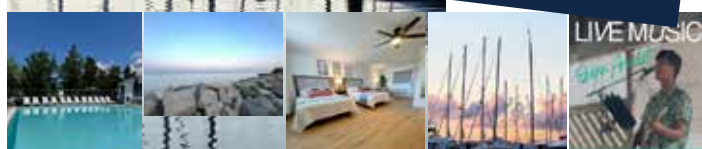
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Lucky and Blessed

about the bay, how to fish, and the fish they are targeting. A big shout out to the charter boat and guide services of Backlash, Grey Goose, Salt Tale, Southern Girl, Salty Siren, Desperate Measures, Southern Girl, and 40 East.

Scott says that land-based fishing takes place in 8 different counties throughout the year. Some of the locations are Allen Pond in Bowie, Solomons Island Fishing Pier, Gilbert Run Park in Charles County, Centennial Lake in Columbia, And Lake Roland in Baltimore County. LABF is busy all year round. This winter you will find them at the Chesapeake Bay Boat Show, Edgemere Bait and Tackle Fishing Expo, and

the Pasadena Sportfishing Group Fishing Expo. These events are great for bringing awareness to the organization, and having the potential to connect with new partners and sponsors.

This winter they are hosting Winter Indoor/Outdoor Education sessions from January to March 2026. Funds were raised for these events through donations from #Giving Tuesday. The activities include nature experiences at local Maryland parks, guided by park naturalists. These events provide sensory-friendly activities to keep adults with disabilities engaged in activities during the cold weather months.

The month of April is Autism Awareness Month in

which LABF does its part in supporting the cause. They hosted a fishing event at Sand Point State Park and conducted their first-ever Evasive Species Tournament.

This past July, LABF hosted Smash the Trash. They partnered with TCP Empowerment, AMped up Outdoors, and Channa Chasin Outdoors. In an effort to maintain and sustain a healthy shoreline, they gathered over 200 pounds of trash at Southwest Area Park. August is the month for the two-day fishing camp. Participants spent their morning on the water. After a shore lunch, they cast their lines into the pond at Greenwell Park. October sees

the monthlong Reelin' and Rockin' rockfish tournament, which is wrapped up in November with a celebratory bash.

Donations for LABF and be made through the website at <https://www.labfishing.org/donate>. Steers is excited, this year, to promote memberships in LABF for additional funding. Different levels of membership provide members with LABF merchandise, access to events, and VIP benefits. The fishing world is truly lucky and blessed to have LABF as a means to provide a means to fish to those who do not ordinarily have such opportunities.



Maryland Department of Natural Resources Fisheries

While completing the tidal bass survey in October, biologists encountered an unusual catch. This largemouth bass is eating a Chesapeake Channa (Northern Snakehead).

The survey covered 150 sites in the Potomac, Gunpowder, Bush, Middle, Chester, and Choptank rivers, as well as the Upper Bay, collecting data to assess the population of largemouth and smallmouth bass in those waters.

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CHESAPEAKE BAY POWERBOAT ASSOCIATION: *A Year on the Water*

By CBPBA Contributor



DESTINATION: GREAT OAKS LANDING

With summer heat in full swing, Great Oaks Landing delivered the perfect escape. Members cooled off in the pool, gathered for potlucks, explored local beach bars, and enjoyed live music beneath a classic Chesapeake sunset.

DESTINATION HAVEN HARBOR: CORNHOLE OLYMPICS

Back for its second year, the Cornhole Olympics brought friendly competition, sunset drinks, stargazing, and a community picnic. Whether tossing beanbags or cheering from the sidelines, everyone enjoyed one of the season's most spirited weekends.

LATE SEASON ADVENTURES

ART LILLY MEMORIAL POKER RUN

The inaugural Art Lilly Poker Run honored a true Chesapeake legend with performance boating at its best, waterfront dining, heartfelt stories, and significant fundraising for the Parkinson's Foundation. It was a beautiful tribute and a powerful reminder of the bonds within this community.

LABOR DAY RAFT-UP

The club's largest on-water gathering brought together an impressive flotilla for a floating festival complete with swimming and live music. Thanks to

support from local partners and dedicated volunteers, the event was a wonderful day of fun and friends.

ANNUAL CRAB FEAST

Steamed crabs, grilled favorites, and classic Chesapeake hospitality made the crab feast a late-summer highlight. This beloved tradition captured everything we cherish about life on the Bay.





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BOAT SHOW!

January						
SUN	MON	TUE	WED	THU	FRI	SAT
28	29	30	31	1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31
1	2	3	4	5	6	7

February						
SUN	MON	TUE	WED	THU	FRI	SAT
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
1	2	3	4	5	6	7
8	9	10	11	12	13	14

March						
SUN	MON	TUE	WED	THU	FRI	SAT
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31	1	2	3	4
5	6	7	8	9	10	11

January 9-11

Philadelphia Fishing Show
Wildwood Fishing Boat Show

February 5-8

Chesapeake Bay
Boat Show

February 25-March 1

Spring Atlantic City
Boat Show

March 13-15

Philadelphia
Boat Show

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TheViking38@gmail.com



Mandy @ Tillman Day



Orvis floating on the bay



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Bailey relaxing on the water



Zoe, more is never enough

and doing dishes ceases to be accompanied by a paranoid analysis of just how much is left in the tank.

And our Stores verses THE Stores.

Resupply underway is, and always has been, an issue. When you shove off from the dock, what you have aboard is...well...what you have. Resupply has been made even more complex in recent years as grocery and other stores have migrated from in-town locations (near the port) to some place generally out on the highway, necessitating either an Uber or delivery charge just to get coffee and eggs. At dock, of course, you have the same distances, but you can cover them at any time, enough said. My point with all this is as follows: Life at dock is more akin to life on the

hard. The conveniences therein may be savored, but like so many other things dealing with messing about in boats, that transition from stationary to mobile and aquatic must be planned for. It's not just a matter of dealing with stowage and power sources, it's an issue of adapting two very different lifestyles and transiting, on a regular basis, from one to the other.

As with anything marine, thinking ahead is the key. If you don't know where it goes when you're not using it, you don't need to have it. I never feel bad about our little countertop ice maker at dock, it's a serious improvement in our quality of life, but I'm well aware that we can live without it.

That "living without it" part is your key to independence on the water.



A temporary installation for electrical appliances can make life at dockside easy, and it can all go away when you cast off.

**Don and Gail Elwell and first cat
Magellan**
Aboard the SV Breeze Please



It always amazed us how early some people pull their boats. The fall and winter on the Bay is some of the very best boating weather. Mild temperatures, generally reliable winds, and stable weather patterns make for some of the very nicest of sailing days. Add that to the fact that, well, lots of folks do pull their boats, which reduces traffic on the water and, frankly, reduces the amateur boating coefficient on the Bay. All of that adds up to some fine days on the water.

The wife and I were talking about this. Just as you need to prepare to go out in spring, fall and winter have their own requirements, things you should be ready for. Here's a few of the ones we came up with.

First of all: The Sun. Just because the weather is cooler doesn't mean

SAILING INTO THE WINTER

you don't have to respect Sun exposure. Indeed, clear winter days can come with a really high UV index. You can get fried just like you can in July. Add to that wind burn and the really dry winter air and your skin can take a beating. A good investment in a moisturizing sunblock and a decent hat can go a long way toward keeping you from looking like an elderly alligator come the Yuletide.

Temperature is, of course, another issue. The weather may seem quite balmy at the dock, but the winds can pick up chill over water that will make you feel like you're in the Arctic. The temperatures as you experience them on the Bay can be quite variable, so we'd recommend clothes you can layer to keep up with conditions. Freezing, getting drenched with sweat because you're overdressed, then freezing again is a pretty common experience. Give yourself some clothing options.

While I'm on that subject: cold, wet lines and freezing hands are a misery, and occasionally a dangerous one. Do yourself (and everyone in earshot) a favor and invest in a decent pair of

gloves, something flexible enough to let you untie the mess you just encountered in the halyard but stout enough to protect your hands from abrasion and cold. The rest of the crew will thank you.

Add to these some creature comforts like a lap throw and a nice thermos of coffee or tea and you're set for a glorious day on the water.

Do bear in mind, however, that a lot of your accustomed marine services, fuel docks, and dockside dispensers of libations may not be operating year round. A quick search before you cast off can save you some frustration or--worse--running out of gas because your favorite fuel dock doesn't work after Nov. 1.

The Bay in fall and winter can be a thing of beauty. Mild, predictable, uncrowded, and not too uncomfortable to have a splendid time. What are you waiting for? I'll see you out there.

**Don and Gail Elwell and first cat
Magellan**
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