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## Features

---

36

### **Sneak Peek! Bay Bridge Boat Show at Safe Harbor Narrows Point**

New location, same great show.

*By Staff*

38

### **See the Bay: Kent Island and Kent Narrows**

Waterfront attractions abound in Queen Anne's County.

*By Staff*

41

### **Spring Commissioning**

How to prep an antique wooden powerboat for spring, along with a spring commissioning checklist, details on bottom paint, and eco-friendly tips.

*By Capt. Mike Martel and Staff*

50

### **Volts and Jolts**

Hot new electronics to look for in 2025.

*By Lenny Rudow*

52

### **Mission Possible! Use Your Boat**

Your mission, should you choose to accept it, is to use your boat until you use it up.

*By Mike Pitchford*

54

### **Circumnavigating the Great Loop**

The most social thing you will ever do alone.

*By Scott Sarine*

---

## on the cover

For the Shapiros, their Bertram 31 *Lulu* is a beloved member of the family. Read the full story on page 63.

## Departments

- 16 **Editor's Note**
- 18 **Letters**
- 20 **Boat Dog**
- 22 **DockTalk**
- 30 **Chesapeake Calendar**  
PRESENTED BY THE **BOATYARD BAR & GRILL**
- 34 **Boat Review:** Zodiac X10CC  
*By Lenny Rudow*
- 58 **Cruising Club Notes**
- 62 **PropTalk Monthly Subscription Form**
- 70 **Tides and Currents**
- 74 **Brokerage:** Used Boats for Sale
- 80 **Marketplace:** Services, Suppliers, and More
- 82 **Biz Buzz:** Chesapeake Business News  
PRESENTED BY **MTAM**
- 83 **Index of Advertisers**

## Classic Boats and Boatbuilding

- 63 **Classic Boat:** The Lure of Bertram Yachts  
*By Kaylie Jasinski*  
PRESENTED BY **ANNAPOLIS GELCOAT**
- 66 **Boatshop Reports**  
*By Capt. Rick Franke*  
PRESENTED BY **BAY SHORE MARINE**

## Fishing Scene

- 72 **Fish News**  
*By FishTalk Editor Lenny Rudow*

Coming in May PropTalk

- **The Official Boat Show Guide**
- **Preparing for your Great Loop Voyage: Part 1**








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# It Can't Get Here Soon Enough

By Kaylie Jasinski

Is my cover leaking? Did it rip? Has a squirrel worked its way under the cover and made a nest in my storage compartment? Is mildew growing in every nook and cranny? And most importantly: Is my boat really, truly okay? These are all the thoughts (and then some) that have gone through my head in my first winter as a new boat owner.

With each snow, I anxiously stared out my window to make sure my precious piece of fiberglass was okay, dutifully brushing off the snow and ice. I continue to do spot checks the best I can with the boat all buttoned up the way it is. Prior to closing it up for the season, I removed all of my seat cushions and my canvas bimini top. I also removed anything that could mold over the wet winter months (i.e. my safety kit, inflatables, lifejackets, spare lines...). But even so, winter is an anxious time for many a boat owner.

But this week, for the first time in quite a while, there was a hint of spring in the air. Dealers and manufacturers alike are starting to buzz about the upcoming spring boat shows, because apart from being really fun events, these shows are truly the kickoff to the boating season on the Chesapeake Bay.

Sailors burn their socks to mark the end of winter, and while I love the *idea* of the tradition, I prefer to hold onto my socks (they aren't cheap!). For me, I know it's spring when I pull out my flip flops for the first time, and pretty much every year without fail, that happens during the Bay Bridge Boat Show. Now, it might be 75 degrees one day and 60 the next, but that's spring in Maryland for you. Layering is key.

If you're ready to break out the flip flops, start making plans now, because this year the Bay Bridge Boat Show at Safe Harbor Narrows Point has a brand-new location. Many of the things you know and love about this show will be back and better than ever, and there will even be some exciting new features to look forward to. Flip to page 36 for a sneak peek. Then keep flipping to page 38 for our See the Bay on waterside activities in Queen



Anne's County, specifically Kent Island and the Kent Narrows waterfront. Because if you're planning on coming into town for the boat show, why not make a weekend of it? There is so much to see and do; there's no way you could do it all in one day, let alone one week.

Last summer a few of the PropTalk staff headed over to Kent Narrows to enjoy some crabs and crushes at some of their iconic dock bars and they did not disappoint. (If you missed our video, you can check it out [youtube.com/PropTalk-Magazine](https://www.youtube.com/PropTalk-Magazine).) I'm definitely looking forward to spending some more time on

the shore soon because we only made it to three spots and there are so many more to explore.

So, hang in there, PropTalk fans. Spring will be here momentarily (March 20), followed by the Bay Bridge Boat Show at Safe Harbor Narrows Point (April 11-13). In the meantime, I'll still be staring longingly out the window at my boat all buttoned up like the kid in "A Christmas Story," counting down the days until spring launch. It can't get here soon enough!

Kaylie



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### Department of Corrections:

In this article, [proptalk.com/boat-review-yamaha-ar190](https://proptalk.com/boat-review-yamaha-ar190) (the December 2024 Boat Review), reviewing a Yamaha AR190, the article states that the engine is “supercharged.”

In fact, it is a naturally aspirated engine, developing 200 horsepower.  
Great article. Just wanted to mention it.

~Howard

*Hi Howard, good catch and ARGH and darn... You are totally correct, it's the 195 that gets the supercharged powerplant, the 190 certainly does not. This was 100 percent my mistake; and I don't know how the heck I mixed them up. I'm sorry about that and thanks for pointing it out.*

~Lenny Rudow

### SS United States

Bill Band shares with us these stunning photos of the SS *United States*. The historic ship departed Philadelphia last month on its way to become an artificial reef off the coast of Florida, and Bill was on hand to witness part of the journey. He says, “as a mariner, it was very moving to be riding alongside her.”



Send your questions, comments and stories to [kaylie@proptalk.com](mailto:kaylie@proptalk.com)



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## Meet Luke

John "Jay" Norton shares this photo of Luke's first ride on his dad's boat. He says, "Luke is a golden retriever and belongs to my son, Rob. He was six months old in the picture." His home port is Annapolis, and they cruise on a 28-foot Sportsman.



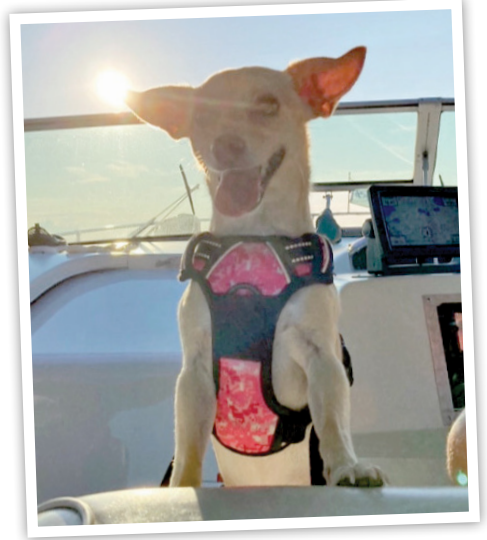
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## Meet Tippy

"Tippy was rescued from a dumpster in Georgia and adopted by Mark Simpkins," says Danielle Conner. "Last fall she celebrated her third (21st in dog years) birthday at Jellyfish Joels in Great Oak Safe Harbor on Fairlee Creek with her marina friends and family. Cheers to Tippy living her best boat dog life aboard the Sea Ray Maggie May!"

Want to see your boat dog featured in PropTalk? Email one to three photos and a short description to [kaylie@proptalk.com](mailto:kaylie@proptalk.com).



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# Spring Festival Roundup

It's time to go outside! Here are seven waterfront events to enjoy in late March, April, and May.

## Maryland Day

Celebrate local history, heritage, culture, and the great outdoors including Maryland waterways. Events are held at multiple locations, including parks, historic sites, and museums. More than 40 events with free admission or entry for just \$1. March 21-23. Learn more at [marylandday.org](http://marylandday.org). There will also be an event March 25 at the state's birthplace at the St. Clement's Island Museum in Coltons Point, MD.

## Maryland Osprey and Nature Festival

If you love birds, wildlife, and nature this festival is for you and your family. See a live raptor up close, visit vendors on the boardwalk, meet Oscar the Osprey, move through the child-focused nature activity stations, and take part in the lecture series. Proceeds from the festival go to nonprofit organizations interested in protecting and conserving ospreys, bald eagles, other wildlife, and natural areas. Saturday, April 5 from 10 a.m. to 4 p.m. in the Town of North Beach, MD. \$10 per person/\$20 per family. Learn more at [maryland-ospreyfestival.org](http://maryland-ospreyfestival.org).

## Eastern Shore Sea Glass & Coastal Arts Festival

This event is fun for the whole family with more than 90 exhibitors from across the country, selling an array of unique coastal

and sea glass-related goods, including jewelry, home décor, art, and more. Live music on two stages, and great food and drinks. At the Chesapeake Bay Maritime Museum in St. Michaels, MD. Saturday, April 12 from 10 a.m. to 5 p.m. and Sunday, April 13 from 10 a.m. to 4 p.m. Tickets are valid for admission on both days. Learn more at [cbmm.org](http://cbmm.org).

## Spring DelMarVa Birding Weekend

Since 1995 the Spring DelMarVa Birding Weekend has combined boat trips, paddling treks, and expeditions on foot when migrating birds are arriving and passing through the peninsula for nesting season. The DelMarVa region possesses an extensive variety of environments, including barrier islands, tidal wetlands, cypress swamps, upland fields and primeval forests. Late April is a great time to explore the shore to tally late-leaving winter species and newly arrived migrants. Last year, 153 species were tallied during the event. April 24-27. Learn more at [delmarvabirding.com](http://delmarvabirding.com).

## Pirates Invade Yorktown Weekend

Visit the historic Yorktown, VA, waterfront to learn lessons and legends from pirates' lives in the 17th and 18th centuries at Riverwalk Landing and the Watermen's Museum. Enjoy live blacksmith demonstrations, explore a pirate encampment, sing along to sea shanties, take part in a town-wide treasure hunt, and witness exciting cannon demonstrations. Saturday, April 25 from 10 a.m. to 4 p.m. at the Yorktown Waterfront. Learn more at [visityorktown.org](http://visityorktown.org).

## Solomons Maritime Festival

Held at the Calvert Marine Museum, this event includes the Antique Boat and Marine Show featuring exhibits from collectors of antique and classic boats and vintage marine outboard and inboard engines. See Chesapeake Bay retrievers in action and watch model boats skim the waters of the boat basin. Learn how to make a traditional stuffed ham, watch demonstrations on how to make crab cakes, clean soft crabs, and shuck oysters like the pros. Enjoy live music and talk with traditional crafts people as they demonstrate their skills. Free 30-minute cruises on the *Wm. B. Tennison*. Kids will enjoy toy boat building and more. May 3 from 10 a.m. to 4 p.m. Learn more at [calvertmarinemuseum.org](http://calvertmarinemuseum.org).

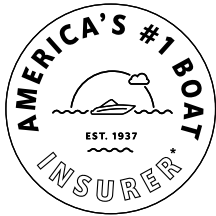
## Havre de Grace Decoy & Wildlife Art Festival

A premier decoy and wildlife art show, with carving competitions on Saturday. This event includes the Susquehanna Flats Marine Exhibition (free; Decoy Festival admission is \$10). Havre de Grace, MD, known as The Decoy Capital of the World, is a quaint town situated along the banks of the Susquehanna River. Saturday, May 3 from 9 a.m. to 5 p.m. and Sunday, May 4 from 9 a.m. to 3 p.m. at STAR Centre in Havre de Grace, MD. Learn more at [decoymuseum.com](http://decoymuseum.com).



■ Solomons Maritime Festival offers free 30-minute cruises. Photo by Brian Forsyth, courtesy of Calvert Marine Museum

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# five things you should know about boat insurance

Are you ready to embark on your next on-water adventure? Before you set sail, here are five things to know about boat insurance.

### 1. Boat insurance isn't just for accidents

With comprehensive coverage, you'll also be protected financially for theft, vandalism, and unexpected events like storms if you need repairs or replacements due to damage.

### 2. Accidents can happen to anyone

When accidents happen, boat insurance offers liability coverage for damages or injuries you cause while boating, up to specified limits. It can also cover lawsuit costs if you're sued.

### 3. Boat insurance can cover medical payments

Boat insurance offers a range of optional medical payments coverage limits, helping to cover medical expenses if you're in an accident or someone is hurt on your boat, regardless of fault.

### 4. Most lenders require boat insurance

If you financed your boat, you'll likely need boat insurance since most lenders require boat insurance to protect their investment. Additionally, some marinas or municipalities require proof of insurance for docking.

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## ORP Awarded Grant To Remove Derelict Crab Traps

The Oyster Recovery Partnership (ORP) has been selected to participate in a massive cleanup of derelict fishing gear in U.S. coastal waters as part of the National Fishing Trap Removal, Assessment and Prevention (TRAP) Program. The program is administered by William and Mary's Batten School and VIMS with funds stemming from an initial \$8 million, four-year grant awarded by the National Oceanic & Atmospheric Administration (NOAA) Marine Debris Program (MDP) through the Bipartisan Infrastructure Law.

ORP was one of 11 groups who received a total of \$1.4 million to lead local gear removal projects in the TRAP Program's first year of distributing sub-awards. A grant of \$134,226 was awarded to ORP to remove derelict blue crab traps from Anne Arundel County waters in the Chesapeake Bay. This project builds on decades of successful derelict crab trap removal efforts by leveraging data from the Maryland Geological Survey's long-term state mapping initiative to identify traps for removal and hiring watermen to retrieve and dispose of the gear.

Coastal waters in the U.S. and around the world are littered with fishing equipment that has been lost, abandoned, or otherwise discarded. It can harm ecosystems and economies by trapping and killing animals, damaging marine habitats, and competing with actively fished gear.

Since 2012, ORP has partnered with local watermen to remove more than 30,000 derelict crab traps and other debris from Maryland's Chesapeake Bay. Recent retrieval efforts in the Upper Bay, particularly in Baltimore County waters, have removed over 6000 derelict traps and pieces of debris. These sustained efforts provide ecological and economic benefits by improving waterway health, recycling and reusing salvageable gear, and fostering collaboration between watermen and



scientists. In late February/March 2025, this work will take place during the winter closure of the blue crab fishery, providing off-season financial support for watermen, reducing gear competition, and preventing unintended bycatch, all of which support the sustainability of the fishery and the broader community that relies on it. This year's focus is the Severn and South Rivers.

Visit [oysterrecovery.org](https://oysterrecovery.org) for more information.

## New Online Licensing System Coming Soon

The Maryland Department of Natural Resources (DNR) announced that a new online licensing system, MD Outdoors, would be coming to the state sometime in the next few months. For years the department has been planning to improve the experience of managing hunting, fishing, boating, and other outdoor activities online.

Along with improvements in the user experience, DNR will introduce the availability of hard-card fishing and hunting licenses. These useful and collectable cards will feature various images of fish and wildlife, including at least one photo that will come from the public through the DNR waterfowl photo contest.

The money spent for licensing and fees pays for much of the work the DNR does around the Bay including continued monitoring, research, surveys, and other technical and scientific management in the field and the laboratory. These operations are funded, largely by the purchases of fishing and/or hunting licenses.

Fishing licenses, for example, support management activities like stocking fish, managing invasive species, and improving fishing infrastructure.

The department also sponsors many opportunities for residents and their friends to learn about and participate in fishing and hunting such as youth and mentored hunts, youth fishing rodeos, Becoming an Outdoors-Woman programming, managed hunts on state parks, and more. Our networks of state and local parks, forests, and wildlife management areas provide anglers with access to thousands of acres throughout Maryland's most beautiful natural places.

Stay tuned for a formal launch of the new system later this year.





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## Chesapeake Bay Legacy Act

Last month, Maryland Governor Wes Moore announced the Chesapeake Bay Legacy Act as part of the Moore-Miller Administration's legislative priorities for the 2025 General Assembly. This legislation builds upon the administration's historic efforts to improve the Chesapeake Bay's water quality, introduces comprehensive changes to support regenerative agriculture, and streamlines oyster aquaculture—providing new economic pathways for farmers, and uplifting critical Maryland industries.

“The Chesapeake Bay is one of our state's most powerful vehicles for economic growth and a treasured heirloom that must be protected,” said Governor Moore. “I'm proud to introduce the Chesapeake Bay Legacy Act to help us execute a comprehensive strategy that uplifts every sector of our Bay economy from agriculture to aquaculture. Because prioritizing conservation and environmental protection isn't just the responsible thing to do—it will also help us create jobs and build new pathways to work, wages, and wealth for all Marylanders.”

As part of stated agricultural reforms, the bill would enable the Maryland Department of Natural Resources to provide longer term public land leases for state agricultural land to farmers who build healthy soil through regenerative practices and traditions, which draw from indigenous and traditional land management practices to improve soil health, restore biodiversity, and mitigate climate change impacts. Long-term leases will ease barriers of entry for farmers interested in practicing regenerative techniques by providing them with access to acreage to grow their products sustainably.

To provide cleaner waterways and community benefits to local areas, the proposed legislation expands water quality monitoring in the state to help evaluate Chesapeake Bay restoration efforts. The expanded monitoring data can be used by the state to target pollution reduction practices to the places where the projects

■ To provide cleaner waterways, the proposed legislation expands water quality monitoring in the state.



have the lowest cost and maximum benefit for improving water quality, while allowing Marylanders to better understand the water quality in their communities.

To support the growing aquaculture industry in the state, the bill would streamline the review process for aquaculture leases to promote efficiency and give leaseholders the ability to continue operations while they wait for permit renewals. The bill also empowers the Maryland Department of the Environment to authorize oyster restoration projects to be eligible for water quality trading credits to spur more oyster restoration work.

The bill outlines a number of other changes for Bay restoration, and you can read more about them at [news.maryland.gov](https://news.maryland.gov).

## Oxford-Bellevue Ferry Welcomes New Owner

When it opens for its 343rd season in early April, the Oxford-Bellevue Ferry will have a new captain at the helm.

Jim Andrews, who holds a 1600-ton captain's license and owns the Galveston-based company JettyLight, has purchased the ferry business from Captains Judy and Tom Bixler, who have been the keepers of the ferry for the past 23 years.

“It takes a special person to own and operate a ferry with a legacy this strong,” says Captain Tom. “We're confident that Jim, who is a professional mariner and successful entrepreneur, has the personality and commitment to shepherd the ferry business into the future.”

America's oldest privately owned ferry route has been a vital link across the Tred Avon River since its establishment in 1683. As its name implies, the ferry provides transportation service for vehicles, bicycles, motorcycles, and

passengers connecting the town of Oxford and the community of Bellevue.

“The Oxford-Bellevue Ferry is much more than just a means to cross the Tred Avon,” says Captain Judy. “It's a cornerstone of the community's identity, often referred to as the crown jewel of Talbot County.”

Captain Jim says, “This acquisition represents an exciting new chapter for both the Oxford Bellevue Ferry and JettyLight. We have been impressed to our core by the way Captains Judy and Tom Bixler have developed this business and maintained the *Talbot*, and we are honored to continue this heritage in historic Oxford. Our commitment to maintaining the ferry's iconic charm will have a very familiar feel to our employees, customers, partners, and stakeholders.”

The Bixlers assure fans of the ferry that they are not planning to leave the area and will be actively involved in



■ Capt. Jim Andrews, new owner of the ferry. Photo by Painted Peacock Photography

the transition of the business to its new owner.

The Oxford-Bellevue Ferry ([oxford-ferry.com](https://oxford-ferry.com)) will open for the season on April 5 for weekend crossings. The ferry will begin its seven day a week operation on Oxford Day, April 26. For more information on how to join the Oxford-Bellevue Ferry team, email Capt. Jim Andrews at [jim@jettylight.com](mailto:jim@jettylight.com).



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■ The average water temperature in April in Annapolis is 53 degrees, the danger zone for hypothermia. Wearing a lifejacket increases your chance of survival should you go overboard. Photo by David Sites



## Six Spring Safety Reminders: *Avoiding Onboard Mishaps*

✦ *Reporting by Captain Cheryl Duvall*

**A**s we launch our boats this spring, let's refresh our memories on common safety practices that smart mariners use. The first five tips below originated from Captain Cheryl Duvall's article "Lessons Learned from Onboard Mishaps" (find it at [spinsheet.com/category/safety](http://spinsheet.com/category/safety)), with a PropTalk staff reminder about cold water danger at the end.

### 1. Know and maintain your vessel.

"Avoiding mishaps begins with knowing and maintaining your vessel," says Captain Priscilla Travis, a member of the Chesapeake Area Professional Captains Association (CAPCA). "Equipment failures frequently occur because maintenance has been overlooked." Checking fluid levels, belts, bilges, and thru-hulls before each outing should be commonplace... Preparing annual budgets that include routine maintenance can assist in keeping memories fresh and your vessel seaworthy. Pre- and post-cruise checklists, for your own boat or a chartered vessel, are extremely helpful.

### 2. Instill a culture of safety.

Captain Mary Ann DeGraw recently retired after teaching sailing offshore and near shore for 30 years. She never had a student go overboard or sustain a serious

injury. Captain DeGraw attributes this track record to establishing a culture of safety, beginning with the basics, including how to step onto a boat (passing items).

### 3. Do the drills.

Another CAPCA member, Captain Doug MacNair, worked commercially on the Chesapeake Bay and learned the importance of emergency drills: "We trained the crew on specific personnel overboard (POB) procedures, including using a harness and a sling to retrieve a live swimmer in the water. At times we'd do a final exam of sorts, when you pile one emergency on top of another, such as POB followed by an engine failure, followed by fire, because you seldom have just one emergency."

### 4. Be vigilant about weather.

Chesapeake boaters know that weather can be quite fickle, especially during humid summers. Monitor weather apps for potential storms or dangerous wind or wave conditions. When in doubt, don't go out.

### 5. Use situational awareness.

Situationally aware boaters review their route ahead of time, noting tides, depths, and air draft. They know

the rules of the road and navigate by looking up more than looking down, checking weather often. Furthermore, they take care of their health including getting enough rest to avoid fatigue that can compromise decision-making.

### 6. Understand the dangers of cold water.

You've been dreaming about that first sunny, 70-degree April day! It seems so easy to hop into a kayak or small powerboat and go boating, yet there's something you should pay attention to: the water temperature. If the air temperature plus the water temperature adds up to 120 degrees or lower, you could be in serious danger of hypothermia if you fall into the Bay, even if you're a strong swimmer. Chesapeake water temperatures remain in the low 50s in April. Fifty-three-degree water plus 65-degree air temperature equals 118 degrees—that's in the danger zone for falling overboard. Always wear your lifejacket. You'll be much safer out there and last longer if emerged in water. As the folks from the National Safe Boating Council say, "The best lifejacket is the one you will wear."



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For more details and links to event websites, visit [proptalk.com/calendar](http://proptalk.com/calendar)

## March

### Through Mar 31

**CCA Great Chesapeake Invasives Count** Help fishery managers collect important data about which invasive species are being caught and where. Log your catches and get entered to win prizes each month. Free to register at [ccamd.org](http://ccamd.org)

### 15 CPR/AED and First Aid for Boaters

8 a.m. to 5 p.m. at Selby Bay Yacht Club in Edgewater, MD. \$100 for CAPCA and Selby Bay Yacht Club member; \$115 for all others. This course meets the CPR and First Aid requirements for USCG Captain's License. The certification has a two-year expiration date. The program is taught by American Heart Association Certified Instructors who are all experienced boaters. To register for the class, contact Capt. Alan Karpas at [Alan@SafetyInstituteOfMD.com](mailto:Alan@SafetyInstituteOfMD.com)

### 16 30th Annual Saltwater Fishing Expo

8 a.m. to 3 p.m. at the Annapolis Elks Lodge #622 in Edgewater, MD. Non-profit fundraiser event presented by the Annapolis Anglers Club. Informative seminars, local tackle dealers, regional charter captains and guides, food. \$5 per person, kids 14 and under are free.

### 18 CCA Reef Ball Build

9:30 a.m. to 12:30 p.m. at Patuxent Appeal Elementary in Lusby, MD. RSVP to volunteer with CCA at [ccamd.org](http://ccamd.org)

### 19 Annapolis Anglers Club Monthly Meeting

Speaker, food and drink, table raffle and 50/50. Food starts at 6 p.m., followed by a meeting at 7 p.m. At the American Legion Post 7, Crownsville Road, Annapolis, MD 21401.

### 19 Understanding Weather Apps Webinar

Join marine weather expert Mark Thornton for an online lesson to give you a better understanding of how your weather apps work and how to interpret the data. 7-8:30 p.m. Attend this one webinar (\$35) or the bundle of three (\$90) to include learning about Interpreting Surface Weather Maps and Thunderstorms: [spinsheet.com/weather-webinar](http://spinsheet.com/weather-webinar)

### 21-23 Maryland Day

Maryland Day commemorates the formal founding of the colony of Maryland, when the newly arrived colonists erected a cross on St. Clement's Island; this event took place on March 25, 1633/34. Find events around Maryland at [marylandday.org](http://marylandday.org)

### 22 Annapolis Oyster Roast and Sock Burning

12 to 4 p.m. at the Annapolis Maritime Museum. Rain date March 23. Celebrate the spring equinox and the beginning of boating season each March by burning those nasty winter socks. GA tickets \$50 for adults, \$10 for children ages 5-10, ages 5 and under are free. VIP tickets \$125.

### 22 CCA Kent Narrows Chapter Annual Fundraising Banquet

5:30 to 9 p.m. at the Kent Island Volunteer Fire Department in Chester, MD. This fundraising dinner directly supports CCA Maryland's focus on ensuring the health of our marine resources and anglers' access to them, and our objective to conserve, promote and enhance our marine resources for the benefit of the general public.

### 24 CAPCA Monthly Meeting

6:45 to 8:30 p.m. at the Annapolis Elks Lodge and online via Zoom. Speaker: Captain Elizabeth Christman - Piloting ships between the C&D Canal and Cape Henry. Free.

### 24 CCA Reef Ball Build

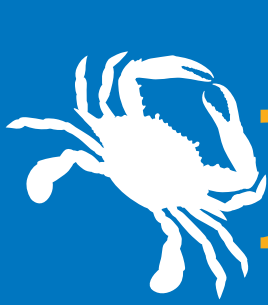
9:30 a.m. to 12:30 p.m. at Plum Point Elementary School in Huntingtown, MD. RSVP to volunteer with CCA at [ccamd.org](http://ccamd.org)

### 25 Maryland Day on St. Clement's Island

Celebrate the founding of Maryland at the state's birthplace at St. Clement's Island Museum. Catholic mass on the island at 10 a.m. followed by an official ceremony on the mainland at 2 p.m. Also free water taxi rides to St. Clement's Island, free museum admission, food truck, children's activities, and more.

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## March (continued)

**26 CCA Reef Ball Build**  
9:30 a.m. to 12:30 p.m. at Huntingtown Elementary School in Huntingtown, MD. RSVP to volunteer with CCA at [ccamd.org](http://ccamd.org)

**27 Watermen's Story Swap**  
Join local author and emcee Brent Lewis, as well as a panel of local watermen, for a lively evening of stories of the past and present drawn from lives spent on the water harvesting from the Bay. 5:30 p.m. at the Van Lennep Auditorium at the Chesapeake Bay Maritime Museum in St. Michaels (also available virtually). Suggested ticket price \$8.

For more info and links to event websites, visit [proptalk.com/calendar](http://proptalk.com/calendar)

## 29 Eastport Civic Assoc. Appraisal Roadshow "Fun" Raizer

First Show, doors open at 9am. Show runs from 10 to 11:30 a.m. Second Show: doors open at Noon. The show runs from 1 to 2:30 p.m. \$15 per item appraised. \$10 suggested spectator donation. Food and drink for sale. Money raised goes to area youth groups. Event Location: 525 State St, Eastport Democratic Club: [eastportcivic.org](http://eastportcivic.org)

## 29 Seattle Yachts Annapolis Spring Open House

10 a.m. to 4 p.m. at Bert Jabin Yacht Yard in Annapolis. Featuring nearly 20 of the hottest power and sail models on the market today. Boat show-style event with the entire team to answer all your questions; special incentives.

## 29-30 MTAM Safety at Sea

At the US Naval Academy in Annapolis. Three US Sailing Certificate courses will be offered: Offshore Sailing, International Offshore Safety with Hands-On Training, and International Hands-On Only Training. A Safety for Cruising course will also be offered (no certification).

## April

**3 LIVE with Lenny**  
Join FishTalk on the first Thursday of each month at 6 p.m. for new episodes. Watch on Facebook or YouTube. Tune in for an interactive live stream with Angler in Chief Lenny Rudow where he discusses various seasonal fishing tips and tricks for targeting a variety of fish species.

**3 Marine Virtual Job Fair**  
10 a.m. to 4 p.m. Hosted by Compass Maritime Group. Free for job seekers or register to be an exhibitor.

**5 FSFF Monthly Fly Tying**  
10 a.m. to 12 p.m. at the Free State Fly Fishers clubhouse (behind Ford Hall) at the Davidsonville Family Rec Center. Join FSFF as one of our members instructs us on how to tie a couple of fly patterns and demonstrates proper tying techniques. All materials will be provided. Please bring your vise and tying tools if you have them. Questions: [rybeer@gmail.com](mailto:rybeer@gmail.com)

## 5 Maryland Osprey and Nature Festival

10 a.m. to 4 p.m. at the boardwalk in North Beach, MD. If you love birds, wildlife, and nature, or just want to learn more, please come out and be a part of this wonderful Festival for a great cause. It is an event for the entire family and people of all ages.

## 8 CCA Reef Ball Build

9:30 a.m. to 12:30 p.m. at Sunderland Elementary School in Sunderland, MD. RSVP to volunteer with CCA at [ccamd.org](http://ccamd.org)

## 10 CCA Angler's Night Out

5:30 to 7:30 p.m. at West End Grill in Annapolis. Speaker: Captain Steve Griffin on 'Current x Drift' mastery. Free.

## 11-13 Bay Bridge Boat Show at Safe Harbor Narrows Point

New location, same great boat show! At Safe Harbor Narrows Point on Kent Island.

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## 12 First Landing Wine and Arts Festival

10 a.m. to 5 p.m. at St. Clement's Island Museum in Coltons Point, MD. Enjoy wine by the glass or purchase a bottle from St. Mary's County wineries and craft beverage makers, all while browsing locally crafted items and more on museum grounds. Family-friendly activities, also water taxi rides over to St. Clement's Island State Park. Event admission is free; various costs for vendor purchases, water taxi rides, museum admission, etc. Rain or shine.

## 12 Sail & Sell: A Maritime Market Collective

9 a.m. to 2 p.m. at: Bacon Sails and Marine Supplies, Chesapeake Light Craft, and Fawcett Boat Supplies. In Annapolis, MD. Visit each location for deals and promos. Flea market and swap meet.

## 16 Annapolis Anglers Club Monthly Meeting

Speaker, food and drink, table raffle, and 50/50. Food starts at 6 p.m., followed by a meeting at 7 p.m. At the American Legion Post 7, Crownsville Road, Annapolis, MD 21401.

## 17-18 Seattle Yachts Annapolis Spring Demo Days

10 a.m. to 4 p.m. at Bert Jabin Yacht Yard in Annapolis. Featuring the Nimbus T8, C9, and W11. Call (410) 397-7323 to register or visit [seattleyachts.com](http://seattleyachts.com)

## 25 - May 4 Captain Steve's Spring Flounder Tournament

Anglers may enter their heaviest Striper, Drum, Bluefish, Kingfish, Trout, Flounder, only one fish per angler. Location: Assateague Island Virginia. Daily weigh-ins end at 8 p.m. at Captain Steve's Bait & Tackle in Chincoteague, VA. \$1000 first place award.

## 25-27 Annapolis Spring Sailboat Show

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# Zodiac X10CC: *X Marks the Spot*

By Lenny Rudow

Stretching an eye-popping 32 feet and nine inches long with a beam of 12 feet, six inches, the new Zodiac X10CC is the biggest boat Zodiac has ever built. It's also the most luxurious and vivacious, with seating for over a dozen people, a full galley, and even a cabin. You say you want a mega-RIB that can handle everything from race committee duty to relaxing cruises down the Bay and beyond? X marks the spot.

The layout of this boat maximizes comfy seating on topstitched upholstery but also incorporates a few smart touches to expand on the available space and its uses. Take the cockpit, for example. It features a pair of facing settees with a dinette in between, but it also converts into a double-wide sunpad. Same goes for the bow, which is ringed by U-shaped seating with a removable table in the center that drops to convert into a sunpad. A trio of seats lines the leaning post, and forward of the console a huge lounge extends out on the cabin top. As far as seating capacity goes, this is one rapturous RIB.

Stock equipment on the X10CC that would often be considered optional extras on many other boats includes a windlass; a wiper on the console windshield; and the full bow sundeck with backrests for forward-facing seating, the table, and filler cushion. Some additional luxury comes via a freshwater system with sink and pull-out shower, a galley unit integrated into the back of the leaning post that can be equipped with a grill and refrigerator, and a fully enclosed head compartment inside the console cabin (aft of a surprisingly large U-shaped V-berth). Note that the console cabin also has opening ports on either side to let in a cross-breeze, and the front incorporates a large window plus a clear overhead hatch to let in natural light. While we'd expect most of the time aboard to be spent abovedecks, long weekend trips on the X10CC are a definite possibility.

The tube ringing the fiberglass hullsides is the more durable NEO carbon Hypalon variety, available in either grey or white. It's a D-shaped tube on the exterior only, so interior space isn't lost to the collar, and is attached to full-size fiberglass gunwales.

In fact, standing on the deck of the boat, we found it nearly identical to being on a regular fiberglass V-hull; you could forget you're even on a RIB until you looked around the outside and saw the huge collar ringing the boat.

The hull itself is a twin-stepped design that provides the exhilarating performance many RIB fans expect—and then some. With a pair of 400-hp Mercury outboards on the transom Zodiac says you'll be able to run to a top-end of 60 knots with seven people aboard. That's plenty of juice for most of us, but if you want even more, opt up to a pair of max-power Mercury 450s—you'll soon be blazing across the Bay at speeds that would generate flashing blue lights in the rearview on 695.

There's another aspect of the X10CC that will surprise and delight many Chesapeake dwellers: you can even use the boat as a reasonably well-equipped angling platform. Gunwale rodholders (which do double-duty as bases for sunshade supports) and hard top rocket launchers are included on the base boat. A livewell package is available, and if you opt for the

ski mast arch, you'll get four more rocket launchers.

When we checked out the X10CC at the Miami International Boat Show, one other aspect of this model made itself known: unlike some RIBs, even some big ones, it really has the feel and aura of a full-blown boat. Thanks to thigh-high fiberglass gunwales you feel as if you're safely contained inside. The seating and furniture are robust, grab rails and structures like the T-top supports are immobile, and it just feels substantial and solid as compared to some lesser RIBs, which might better be described as somewhat flexible. That feeling only adds to the comfort level aboard and it will be much appreciated, whether you're volunteering for the yacht club or heading for a weekend at a distant port. Learn more: [zodiac-nautic.com/us](http://zodiac-nautic.com/us)

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**Specifications:**

**LOA:** 32'9" | **Beam:** 12'6" | **Draft (Max):** 2'6"  
**Displacement (approx.):** 7716 lbs. | **Fuel Capacity:** 200 gal.  
**Max Person Capacity:** 20 | **Max HP:** 900



Visit [youtube.com/proptalkmagazine](https://youtube.com/proptalkmagazine) to check out our video of the Zodiac X10CC!

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# Sneak Peek!

## Bay Bridge Boat Show

### at Safe Harbor Narrows Point

**Dates:** April 11-13

**Times:** 10 a.m. to 6 p.m. Friday and Saturday; 10 a.m. to 5 p.m. on Sunday

**Location:** Safe Harbor Narrows Point (428 Kent Narrow Way N., Grasonville, MD)

**Parking:** Show parking will be available at the Old Outlets off Exit 41. From there attendees can take the Cross Island Trail to the show (one mile) or board the shuttle.

**Tickets:** General admission \$20 (ages 15 and under are free). Pre-purchase tickets online at [annapolisboatshows.com](http://annapolisboatshows.com) (limited onsite box office available).

**Stay:** Make your trip to the show a full weekend! Find ideas for things to see and do in Queen Anne's County on page 38 and visit the Annapolis Boat Shows website for a list of nearby hotels.

This year's move to Kent Narrows marks the beginning of an exciting new chapter for the Bay Bridge Boat Show. After 26 years at the Bay Bridge Marina, the new venue at Safe Harbor Narrows Point promises to retain much of what attendees love about the show while offering more amenities and better parking.

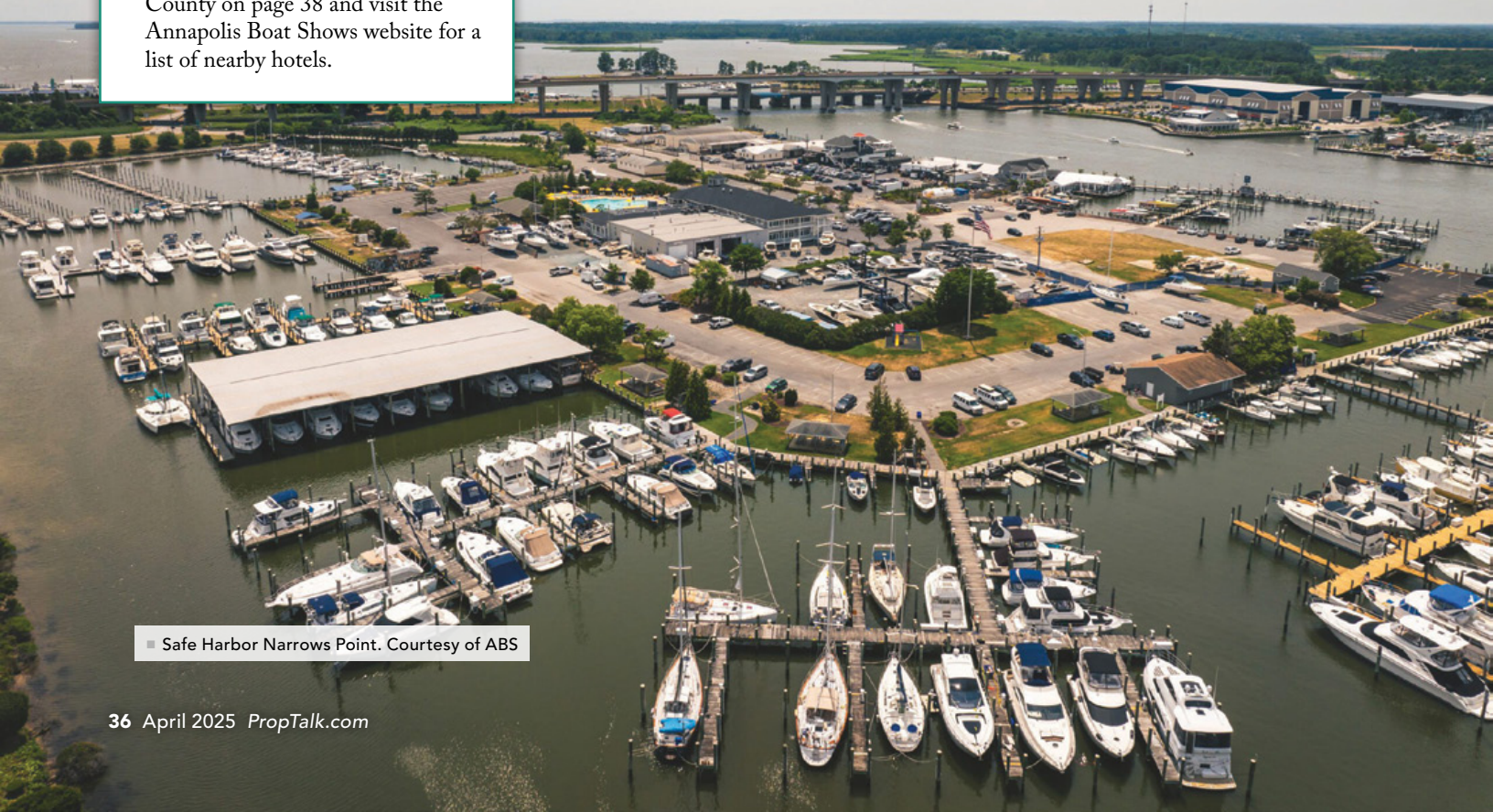
The Bay Bridge Boat Show has a great atmosphere. That's because the show's largest exhibitor has always been the venue itself. This year, Safe Harbor Narrows Point will offer attendees the opportunity to try the marina lifestyle. You can explore boats, walk the docks, hang out with fellow boaters, and grab a drink at the pool bar. It's a rare opportunity to try being a boater for a day. And, if you get a taste for it, you can buy a boat at the show and have it on the water that weekend.

"Whether you're here for the boats, the education, or the food and entertainment, it's always a ton of fun," says Annapolis Boat Shows' president, Mary Ewenson. "And the beautiful new venue means visitors may board even more exciting new powerboats and shop everything from gear and accessories to electronics, communication equipment, education, clubs, and more."

Annapolis Boat Shows' general manager Sheila Jones says she's particularly excited about the expanded demo dock.

"There's more room to offer hands-on experiences with the latest boating technologies, as well as added space for entertainment and educational programming," says Jones. "If you're a seasoned boater or a first timer, the show will offer something new for everyone to explore."

Safe Harbor Narrows Point. Courtesy of ABS



## New Amenities:

- Eight restaurants, four hotels, and a nature park within walking distance.
- More than 800 parking spots within a mile of the show.
- Access to the Cross Island Trail.

The new venue makes it easier than ever to turn your visit to the Bay Bridge Boat Show into an awesome day trip or a relaxing weekend getaway. Visitors will have great options when it comes to waterfront dining and accommodations. The Cross Island Trail will make it easy to get around Kent Narrows by foot or on a bicycle. Parking will be plentiful with shuttles running between the lot at the Old Outlets off Exit 41 and the show.

## Back by Popular Demand:

Along with offering its own charms, the new venue will also prove to be a great host for the programs and exhibits attendees love.

- Climb aboard over 250 powerboats (new and pre-owned).
- Boating gear, lifestyle apparel, home decor, local artisanal products, and more.
- PropTalk Demo Dock: Choose from a selection of boats to take for a test ride.
- Food trucks.
- Poolside bar: Enjoy live music, drinks, and snacks by the pool courtesy of the Lazy Mermaid Pool Bar.
- FishTalk Fishing Pavillion: Expert angling advice, kids' activities, and cooking demos.
- Free Seminars: Take your boating skills to the next level with free educational boating seminars.
- BoatUS On-Water Training: Sign up for an on-the-water boating course courtesy of BoatUS.

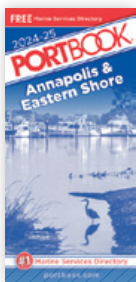
Stay tuned for the official show guide in PropTalk's May issue!

Visit [annapolisboatshows.com](http://annapolisboatshows.com) for a list of exhibitors, to purchase tickets, see a map of the show, and more.

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# Kent Island and Kent Narrows

## Waterfront Attractions Abound in Queen Anne's County

*By Staff*

The Chesapeake region has so many amazing landmarks and towns dotting both sides of the Bay, each with its own distinct feel and character. But many would agree that there's just something about Maryland's Eastern Shore. You cross that bridge and suddenly feel eons away from the often more congested areas of Baltimore, Annapolis, and Washington, DC. It's as true today as it was when the bridge opened, and even prior when a ferry was the means of crossing.

From 1919 to 1952, the Claiborne-Annapolis Ferry shuttled passengers and vehicles across the Chesapeake Bay, from the Western Shore at Annapolis to the east at Claiborne, a community near St. Michaels. The ferry carried about two million passengers and one million cars annually during its heyday.

When the building of a bridge became imminent, it wasn't long before the ferry ceased operations. The first span of the William Preston Lane Jr. Memorial (Bay) Bridge opened in 1952, which meant the time it took to cross over the Bay was shortened considerably. The parallel structure opened in 1973. At four miles, the spans are among the world's longest and most scenic over-water structures.

Today 'the shore' is more developed, of course, but there's still something so peaceful about crossing over that bridge and being greeted with water and farm fields, woodlands and marshes, as far as the eye can see. Visit Queen Anne's County (QAC) calls it "where shore living begins." If you're planning to attend the upcoming Bay Bridge Boat Show at Safe Harbor Narrows Point (April 11-13), why not make a full weekend of it? If you need suggestions, we've got you covered.

### *Spend Time By the Water*

With hundreds of miles of shoreline, QAC is a haven for water enthusiasts, whether you're looking for a charter fishing boat, a dock bar, kayak rentals, or even a dog beach. There are almost endless possibilities on Kent Island and the Kent Narrows waterfront alone.

### *Parks and Points of Interest:*

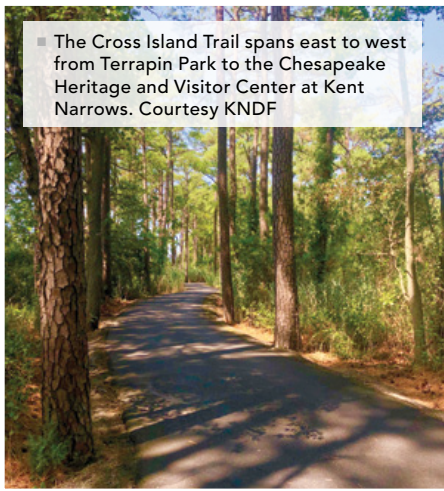
The **Chesapeake Heritage and Visitors Center** serves as the official welcome center for QAC and is the central hub for the Cross Island Trail, which encircles the grounds. This is a great place to start your visit to the county, especially if you have any questions or are in need of any recommendations. Visitors can climb the observation towers to see the magnificent view of the Kent Narrows, the Chester River, and the Eastern Bay. The **Chesapeake Legacy Museum** is located within the center and features a collection of objects and art that reflects the region's unique culture and heritage.

While at the visitor center, be sure to grab a Watermen's Way Heritage Brochure to learn more about the rich maritime history in the area. The **Watermen's Way Heritage Trail** is connected by the trails, pathways, sidewalks, and roads throughout the waterfront district. Attractions on the

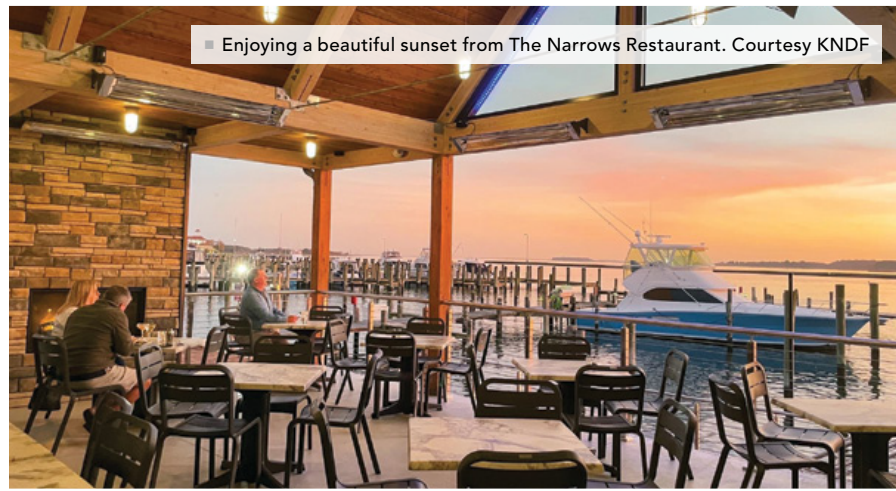
■ Ferry Point Park is a popular spot for hikers and bird watchers. Courtesy Kent Narrows Development Foundation



■ The Cross Island Trail spans east to west from Terrapin Park to the Chesapeake Heritage and Visitor Center at Kent Narrows. Courtesy KNDF



■ Enjoying a beautiful sunset from The Narrows Restaurant. Courtesy KNDF



route include the Maryland Watermen's Monument, Miss Betty's Oyster Plate Collection, Wells Cove Landing, The Oyster Recovery Project and the Working Waterfront, Watermen's Boat Basin, The Chesapeake Heritage and Visitor Center, Ferry Point Park, The Cross Island Trail, and the Watermen's Memorial Drawbridge. The **Maryland Watermen's Monument** features two watermen who are trying to keep their boat afloat in the rough Chesapeake Bay. It is dedicated to Maryland natives who died while working on the water and to the watermen for their tremendous contribution to the seafood industry, culture, and heritage.

Also located on the visitor center property is the entrance to **Ferry Point Park**, which features 41 acres of tidal and non-tidal wetlands, uplands, and a boardwalk. A variety of wildlife can be observed while taking in the scenery along a short trail that ends at a sandy shoreline. Surrounded by three bodies of water (the Chester River, Kent Narrows, and Piney Creek) the scenic views are magnificent. The park is a popular destination for hikers and bird watchers year-round.

Another hiking option is the 276-acre **Terrapin Nature Park** (take exit 37 after crossing the Bay Bridge from Annapolis), which features a 3.25-mile oyster chaff walking trail that meanders through wildflower meadows, wetlands, tidal ponds, woodlands, and sandy shorelines. It also features two observation blinds overlooking the tidal ponds. The trail provides a unique vantage point for viewing an incredible variety of waterfowl, wildlife, and plant species. A gazebo is located along the shoreline affording a spectacular view of the Chesapeake Bay Bridge and park benches are located along the route. The trail connects to the County's Cross Island Trail system. Nearby parking for the Cross Island Trail system is available at Old Love Point Park. Fishing is permitted in the red section of the Emergency Trail Marker System or after the causeway.

A short drive from Kent Narrows is the **Chesapeake Bay Environmental Center (CBEC)**, a 510-acre preserve dedicated to promoting stewardship and sustainability through environmental education and habitat restoration. Four miles of hiking trails take guests through woods, meadows, and tidal marshlands and feature observation decks and blinds for viewing native wildlife. CBEC is a popular birding hotspot with over 240 species of birds found here throughout the year (according to eBird). Visit [bayrestoration.org](http://bayrestoration.org) for a list of common birds by season, along with trail maps and descriptions. There is no admission fee to explore the property, but donations are appreciated to help maintain the trails. CBEC also offers kayak and paddleboard rentals for exploring Marshy Creek and the Bay. Rentals are free for CBEC members (reservations

strongly encouraged) and \$20 per day for kayaks; \$30 per day for paddleboards for non-members. Individual memberships cost \$35 per person or \$55 for a family. If you would like to bring your dog to CBEC to explore the hiking trails and beach, you must have a membership and purchase a membership for your furry friend (\$20).

Another option for dog lovers is the **Dog Beach at Matapeake Clubhouse and Public Beach**. A winding trail through the woods ends at the Dog Beach on the sandy banks of Chesapeake Bay. Parking is located at the Matapeake Clubhouse and Public Beach lot; however, pets are not allowed at the clubhouse, its lawn, or the public beach. The pet trail begins at the fence that borders the rear of the clubhouse. Always make sure to clean up after your pet.

## Fishing

Whether you're hoping to fish from shore or hire a charter boat, there are tons of great options, including two fishing piers on Kent Island. **Romancoke Pier** is a 600-foot fishing pier located at the southern end of Route 8 in Stevensville. There is also a small picnic area; pets are not allowed on the pier. **Matapeake Pier** is located on Route 8, just three miles south of Rt. 50 on the right. This facility features a 650-foot lighted fishing pier and a 25-foot wide boat ramp. The fishing pier and boat ramp are open 24 hours, year-round. The three-acre park and facility has restrooms and a picnic area with grills. The picnic area is open from sunrise to sunset; pets are not allowed. Both piers use the pay and display system in which the on-site machine accepts cash or credit

## Upcoming Events

- **Bay Bridge Boat Show at Safe Harbor Narrows Point:** April 11-13 ([annapolisboatshows.com](http://annapolisboatshows.com))
- **The Chesapeake Bay Motoring Festival:** June 7-8 at Kent Island Yacht Club ([chesapeakebaymotoringfestival.org](http://chesapeakebaymotoringfestival.org))
- **Queen Anne's County Independence Day Celebration:** July 2 at the Chesapeake Heritage and Visitor's Center; rain date July 3 ([kentnarrowsmd.com](http://kentnarrowsmd.com))
- **CCWBRA Kent Island Race:** July 12 at Kent Island Yacht Club ([ccwbra.com](http://ccwbra.com))



## See the Bay

cards and produces a receipt which must be displayed face-up on your vehicle's dashboard. The cost is \$2.50 per hour, per vehicle.

For a list of **fishing charters**, check out [visitqueenannes.com/fishing-and-boating/fishing-charters](http://visitqueenannes.com/fishing-and-boating/fishing-charters) and [kentnarrowsmd.com/fishing-charters](http://kentnarrowsmd.com/fishing-charters).

## Getting Around Kent Island (sans car)

Whether you're visiting during boat show weekend or another time, there's no better way to explore the Kent Narrows area than by bike. Take your time, take in the scenery, and have the freedom to stop at landmarks and dock bars along the way without having to worry about finding parking at each stop.

The six-mile **Cross Island Trail** traverses Kent Island offering a safe, tree-lined avenue for non-vehicular transportation. The trail spans east to west from Terrapin Park to the Chesapeake Heritage and Visitor Center at Kent Narrows, with future plans for expansion. The trail wanders through farmlands, meadows, and woods accented with ornamental trees. Flanked by park benches, the trail crosses several creeks with wooden bridges, offering a spectacular view of waterfowl and wetlands. The best place to park to access the Cross Island Trail is in the lots under the western or eastern sides of the Kent Narrows Bridge or in the public lots at the Chesapeake Heritage and Visitor Center.

The **Cross County Connector Trail** is a combination boardwalk and asphalt trail that connects to the Cross Island Trail, extending the trail east from Kent Narrows for 1.3 miles. The trail



There's no shortage of charter boats! Tuna the Tide was spotted with a boat of happy anglers last summer at Big Owl Tiki Bar. Photo by PropTalk

runs parallel to the westbound side of Rt. 301/50. Scenic vistas of the Chester River can be viewed from this section of the trail. Those wishing to use the trail may park for free in the public lot under the east side of the Kent Narrows Bridge.

## Dock and Dine

Queen Anne's County boasts one of the greatest concentrations of waterfront dining establishments in the region with multiple restaurants and dock bars located on the water's edge. Just on Kent Island and the Kent Narrows waterfront alone, there are several iconic spots to choose from including:

- Libbey's Coastal Kitchen and Cocktails
- The Kentmorr Beach Bar and Grill
- Dock House Restaurant
- Red Eye's Dock Bar 2.0
- Harris Crab House
- Big Owl Tiki Bar
- The Narrows Restaurant

- Fisherman's Crab Deck
- Fisherman's Inn Restaurant
- Bridges on Kent Narrows
- The Jetty Restaurant and Dock Bar

Many offer indoor and outdoor dining, and of course, fabulous views of the water, especially at sunset. Some of these restaurants are seasonal, so be sure to check their websites for opening dates.

In our May issue, we will share more events and suggestions for things to do just outside of the boat show gates. But as you can probably tell, there's no shortage of things to see and do in Queen Anne's County (and we've only just scratched the surface). For more information, be sure to check out [visitqueenannes.com](http://visitqueenannes.com) and [kentnarrowsmd.com](http://kentnarrowsmd.com); both are amazing resources to help plan your visit.

## Stories of Kent Narrows

Want to learn more about the history of Kent Narrows? Visit [kentnarrowsstories.org](http://kentnarrowsstories.org) for walking tours, orientation and heritage tour videos, and printable directions to the main attractions in and around the waterfront of the Kent Island Narrows, Chester River and Eastern Bay. This project is produced by the Kent Narrows Development Foundation and has a wealth of information, whether you're familiar with the area or are a first-time visitor. Local historians and storytellers discuss what it's like, and was like, to live and work on this unique body of water.



Looking to dock and dine? Kent Narrows has tons of great options, including Fisherman's Crab Deck. Courtesy KNDF



# STORING AND PREPARING AN ANTIQUE WOODEN POWERBOAT FOR SPRING

By Capt. Mike Martel

At the time of this writing spring is still weeks away. Yet ever since the Christmas tree came down in mid-January, I have felt increasingly restless, and I am hardly alone. A voice keeps whispering in my ear that the holidays are over and that it's time to start getting the boat ready for spring launching. I learned a valuable lesson this year about the Greenhouse Effect. I'm not talking about climate change, unless perhaps it is micro-climate change, and the value of creating your own micro-climate inside your own boat. Let me explain.



■ The *Anna Mary* is an antique wooden 'Lobster Cruiser' designed and built in Maine in 1928.

This is my first winter owning an antique wooden powerboat. After a great summer, I hauled her out, and it was my intention to keep her in a boat storage shed for the winter. No outside exposure, no tarps; I was going to take proper care of my new baby. But the cost was, I discovered, a bit high. She had lived up in Maine for a number of years and spent every winter in a storage shed in the company of other wooden boats, and in mid-coast Maine the cost of indoor unheated storage is much more reasonable

than it is here in Rhode Island, where boat storage sheds are less commonplace. Winters in the northeast can be tough on a boat, particularly a wooden one if it is left outside. When I bought my boat up in Sedgwick in late May, it took four days to bring her home, a trip I completed with three friends (read more about the journey at [PropTalk.com](http://PropTalk.com)).

Once here, my friend Cesar, whose father owns a boat building company, came to my rescue with the offer of an affordable storage space on land his

father's company owned. I had been planning to purchase a 40-foot-long steel-framed tarp-covered shed, but it would need to be assembled and then disassembled in the spring. It would be a lot of work, require several skilled hands to do the job each time, and in the end would be an expensive annual proposition given the labor costs involved. But Cesar would rent the space to me, and for an affordable price his workers would shrinkwrap my boat's topsides. ➤



■ In order to paint the boat, topsides, bottom, and interior, the shrinkwrap will need to be cut away and bundled for proper disposal.

I had been given much advice by fellows ‘in the know’ about such things. One friend told me that with the frame and canopy I would have to somehow install active, power ventilation. This would be difficult given that there was no electrical service to the storage area. Then I was told that shrinkwrapping would mean death to my wooden powerboat, for reasons unknown but probably related to moisture. Others told me just the opposite; that shrinkwrapping would be the ‘next best thing’ to indoor shed storage, providing that it was done right.

Having owned and restored wooden boats, both power and sail, in the past, I know that wooden boats require a lot of work to maintain, and that more often than not work deferred results in work multiplied. As such, I did not want to make poor choices or neglect necessary maintenance. I decided to choose the shrinkwrap option.

Once the boat was hauled to the site, blocked, and power washed, Capt. Tom and I winterized the engine before the boat was shrinkwrapped. Cesar’s yard men did fine, quick work of shrinkwrapping the boat from the waterline up and installing a small doorway, zipper-sealed, so that I could access the cockpit from a stepladder set up alongside and tied off to a gunwale cleat for safety. She was now covered, dry, and accessible. And, thanks to the translucent nature of shrinkwrap, she was bright

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inside on sunny days, bringing the interior temperature up dramatically from below freezing outside to balmy flannel shirt weather inside. It gave Capt. Tom and me the option of changing filters and doing other engine work in relative comfort, allowing us an extended season for doing inside work.

In dry weather, when I could reasonably expect several days in a row without rain or snow, I left the door flap open so that air could circulate inside and remove moisture and any condensation. I purchased a solar-powered fan, but did not install it during the winter; I plan to rig it in the doorway come spring with the season's attendant higher humidity. So, what do we do now?

First, we plan. Then we implement. I will make a trip to the paint store to buy what I need, and Capt. Tom and I will finish up our business with the engine, a six-cylinder Ford Lehman diesel. We will need to re-install and check pump impellers and the raw water strainer, grease the stuffing box and possibly re-pack it, and perform an overall interior cleaning with mop and bucket.

In order to paint the boat, topsides, bottom, and interior, the shrinkwrap will need to be cut away and bundled for proper disposal, and we will probably remove that shrinkwrap in stages, in the event that the springtime is especially rainy, because we want to maintain some protection from the



In early Spring, the translucent shrinkwrap lets in enough light to see the Ford Lehman diesel, and it's warm enough inside the canopy to work in a flannel shirt! The covers come off the engine, allowing access to filters, zincs, belts, and the engine itself, allowing us to get a head start on season preparation.



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■ A pump impeller, a zinc, and keys are 'things not to be forgotten or misplaced' as we ready the boat for spring launching!

rain before it becomes necessary to remove all the covering. This is where the solar fan will become particularly helpful. There is some varnishing to do, and the cabin sole needs painting.

This boat is a tight boat, but even so, I will need to allow a couple of days for her planks to swell after launching. I will probably need to stay aboard for a night or two to monitor how she takes up water. The bilge pumps might be busier than expected, but I don't know that yet. This, of course, is something that today's modern powerboater is mostly unfamiliar with!

For the powerboater with a fiberglass boat, key items on the launch preparation checklist include everything to do with the engine and drive train (inboard, outboard, or outdrive), fresh water check-out, i.e., purging antifreeze from the lines and rinsing them out, testing the electrical system, and of course checking out safety equipment and especially the expiration dates on fire extinguishers. It matters! If your motorboat is boarded by the marine police and the dates are expired, you will be in for a hassle. That goes double for key documentation and registration stickers. Have a safe time on the water!



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# SPRING COMMISSIONING CHECKLIST

Just contemplating the process of spring commissioning can be stressful. If you're not sure where to begin, BoatUS provides a very handy checklist. You can find the full list in a downloadable format at [BoatUS.com](https://www.boatus.com). And while this is a great start, be sure to follow all manufacturer recommendations for your specific boat, engine, and trailer.

## BEFORE YOU LAUNCH

- Check the condition of antifouling paint and repaint if necessary.
- Inspect all hose clamps for rust and replace as necessary. Double clamp fuel lines and exhaust hoses with marine-rated stainless-steel hose clamps. While not technically required, it's wise to double clamp whenever possible on all hoses—especially those below the waterline.
- Inspect all hoses for stiffness, rot, leaks, and cracking, and replace any that are faulty. Make sure they fit snugly.
- Inspect prop(s) for dings, pitting, and distortion. Make sure cotter pins are secure.
- Grip the prop (on inboard drive systems) and try moving the shaft up and down and side to side. If it's loose and can be wiggled, the cutless bearing may need to be replaced.
- Check the rudderstock to ensure it hasn't been bent. Operate the wheel or tiller to ensure the steering works correctly. Check the rudder bearing and steering cable for unusual play or movement.
- Inspect the hull for blisters, distortions, and stress cracks.
- Make sure your engine intake sea strainer (if equipped) is not cracked or bent from ice and is free of corrosion, is clean, and properly secured.
- With inboards, check the engine shaft and rudder stuffing boxes for correct adjustment. A stuffing box should leak no more than two or three drops each minute when the prop shaft is turning. Check the shaft log hose for deterioration and rusty hose clamps.
- Inspect, lubricate, and exercise thru-hull valves. It's a good idea to tie a right-sized wooden bung to the valve in case of failure.

- Use a garden hose to check for deck leaks at ports and hatches. Renew caulk or gaskets as necessary.
- Inspect and test the bilge pump and float switch to ensure they're both working properly. Also inspect the pump's hose.
- Check stove and remote LPG tanks for loose fittings, leaking hoses, and properly functioning shutoff systems. Use the pressure gauge to conduct a leak down test to check for system leaks.
- Inspect dock and anchor lines for chafe and wear.
- If equipped, ensure that the stern drain plug is installed.
- After the boat is launched, be sure to check all thru-hulls for leaks.

## ENGINES AND FUEL SYSTEMS

- Inspect fuel lines, including fuel tank fill and vent hoses, for softness, brittleness, or cracking. Check all joints for leaks, and make sure all lines are well supported with noncombustible clips or straps with smooth edges.
- Inspect fuel tanks, fuel pumps, and filters for leaks. Ensure portable tanks and lines are completely drained of stale fuel before filling with fresh fuel. Clean or replace fuel filters and/or fuel-water separators if not done before winterization.
- Every few years, remove and inspect exhaust manifolds and risers for corrosion (for inboard-powered and inboard/outboard boats).
- Charge battery
- Clean and tighten electrical connections, especially both ends of battery cables. Use a wire brush to clean battery terminals, and top off cells with distilled water (if applicable).

- Inspect the bilge ventilation intake and blower ducting for damage or leaks and run the blower to confirm correct operation.
- Test engine warnings and alarms.

## ENGINE OUTDRIVES AND OUTBOARDS

- Inspect rubber outdrive bellows for cracked, dried, and/or deteriorated spots (look especially in the folds) and replace if suspect.
- Check power steering and power trim oil levels.
- Replace anodes/zincs that are more than half wasted.
- Inspect the outer jacket of control cables. Cracks or swelling indicate corrosion and mean that the cable must be replaced.
- Inspect lower unit oil level and top off as necessary.

## TRAILERS

- Inspect tire treads and sidewalls for cracks or lack of tread and replace as necessary. Check air pressure; don't forget the spare.
- Inspect wheel bearings and repack as necessary.
- Test all lights and replace any broken bulbs or lenses.
- Inspect winch to make sure it's working properly. Inspect hitch chains.
- Inspect trailer frame and axle(s) for rust. Sand and paint to prevent further deterioration.
- Inspect brakes and brake fluid reservoir.

## THE PAPERWORK

- Make sure your boat registration is up to date (and dinghy if you have one). Don't forget your boat trailer tags.
- Review your boat insurance policy and update coverage if needed.

# SAFEGUARD YOUR BOTTOM

By Staff

## LIKE OINTMENT ON A BABY'S BUTT.

Launch the season with some TLC for your boat's bottom. A little preventative maintenance below the waterline is an integral part of reaching your boat's peak performance, preventing marine fouling, and sidestepping avoidable corrosion. It starts with selecting the bottom paint (aka anti-fouling paint). As diaper ointment protects a baby's butt, bottom paint acts as a protective barrier between your hull and the biolife that would like to form on it (think barnacles, slime, and algae.).

Whether we like it or not, combating marine growth below the waterline isn't a one-and-done kind of thing; it's an ongoing process, and some in-season care is just part of the deal. Still, not all paints are created equal, and the one that is right for your vessel will depend on a number of factors, including the boat's hull type and where and how you run your vessel. There simply isn't one kind of paint that works best for any one type of boat or any one body of water.



Photo courtesy of Hempel

## NOT ALL WATER IS THE SAME.

In our part of the world, Chesapeake waters can vary greatly: the Upper Bay tends to be less salty and cooler; the Lower Bay more salty and warmer; urban waterways also tend to be warmer. Mouths of rivers have swifter moving water; but if your boat is docked in pro-

tected waters at the top of a creek, the water is likely much more still. Travel up a small tributary in a rural area and you may have less tide and current effect, but the water may be impacted by runoff from farms. All of these factors will influence your choice of bottom paint. Ask around and find out what the locals are using. Marina managers, local boat store staff, and your dock mates are all good resources for crowd sourcing.

## EASY AS 1-2-3.

Consider the paint and other coatings to be a three-step process: pre-application prep work, application, and post application cleanup. You'll need the time, space, and protective gear to do the job right, if you want it to last. Avoid shortcuts (which generally lead to problems down the road) and follow the manufacturer's instructions carefully. Fortunately, most paint manufacturers have extensive websites to help boaters make informed decisions.

## FACTORS TO CONSIDER WHEN SELECTING BOTTOM PAINT.

- Hull type (aluminum, fiberglass, wood)
- Water type: brackish, salty, or fresh
- Water temperature and movement
- Time boat is in water vs. on lift/trailer
- Importance of reaching top speed capacity
- How often you use the boat
- Specific type of biolife you want to combat

## ANTI-FOULING COATINGS FOR RUNNING GEAR

In addition to protecting your boat's hull, you may want to apply a foul-release coating to propellers, stern gear, shafters, rudders, and trim tabs. Such a product will also help with routine maintenance, prevent corrosion, and improve boat speed and fuel efficiency. Well-known names such as Interlux and Pettit offer such products, and there are many other choices, including Hempel Silic One for propellers, PropSpeed, PropGlide, Velox, and Seajet. Some boaters use a can of Rust-Oleum spray zinc. Just be sure to select the coating that is the right match for your metal components, be they aluminum, bronze, stainless steel, cast iron, lead, or a composite material.



Photo by Drew Maglio

## MATCH PAINT WITH BOATING STYLE:

**Ablative:** The key feature of ablative paints is that they are designed to slough off as the boat moves through the water, removing a small layer of paint and any growth that has formed. Since most ablatives contain a biocide (anti-fouling agent), fresh biocide compounds are revealed as the old paint gradually comes off. Water friction drives the process, so ablative paints are best for boats that are used frequently.

### Hard, aka Modified Epoxy:

Different from ablative paints, hard paints work well whether or not the boat is in motion. However, when hard paints are exposed to air for more than a couple of months, their anti-fouling agent tends to lose its potency, making such paints best suited for boats that stay in the water, not boats that sit on a trailer or lift. Although newer products have non-metallic biocides, hard paints traditionally have had a high copper content, making them very effective and a good choice for long-distance cruising vessels, go-fast machines, and boats in high-fouling waters.

**Water-based:** Top of the line water-based paints have ablative qualities and use a key ingredient such as Teflon, making them quite slick. Such paints may be right for you if speed is your goal or you're looking for a more environmentally friendly option that has less odor and cleans up with soap and water.

# DOES YOUR BOAT NEED A REFIT? Send Her To Us For Spring!



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AFTER

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# HOW TO PREP YOUR BOAT FOR PAINT

**A**kzoNobel's Interlux brand shares this helpful 10-step spring maintenance checklist to prep your boat for painting. Find more at [akzonobel.com](http://akzonobel.com). Many of these tips can be applied regardless of which brand you use; just be sure to follow all manufacturer instructions and consult a professional if needed.

**1. Wash your boat with fresh water to remove growth and dirt.**

You can also scrub it with a sponge, but be careful not to use an aggressive surface, especially on topside finishes. The water should spread across the surface while flushing if it's properly degreased.

**2. Scrape away any loose paint that is flaking or in poor condition.**

Flaking is likely caused by using fouling control paints that are not compatible with each other or when too much paint has been applied over several seasons. If there's more than 40 percent detachment, consult your boat professional to determine if removal of existing coating is needed.

**3. Remove or repair any damaged areas before sanding.**

Use 80-120 grit sandpaper to sand any existing primer and frequently change the paper. Any bare substrate needs to be sanded with 80-120 grit to improve adhesion, unless it's aluminum or steel, which requires 60-80 grit sandpaper to remove oxidation. Always sand along the grain to avoid scratches.

**4. Mask off areas that will not be painted to prep for priming or painting.**

Once taped, mix your paint following the recommendations on the label or technical data sheet,

and add solvents where necessary to aid application or improve adhesion if applying your first coat of paint onto bare wood.

**5. Prepare the bare metal and prime.**

Aggressively sand the bare metal with 60-80 grit and then apply a primer (such as InterProtect 2000E Epoxy Barrier System), or an underwater metal primer (like Primocon), followed by the appropriate fouling control suitable for your waters.

**6. Start painting the bow or the corner of the transom.**

Begin with areas where any application overlap will be less noticeable. For large surfaces, use a roller as it is quicker and will achieve a uniform finish. Apply sufficient paint for the product to flow, but not so much to make it sag or run as it can be hard to remove those later.

**7. Choose the right fouling control.**

It's essential to consider both your boating habits and the specific fouling challenges in your area such as water flow speed, tidal exchange, and shading from trees or buildings.

(The Interlux fouling control range protects all types of boats, in all waters and conditions, to stop barnacles, worms, slime, and algae

from settling and increasing drag. The Micron range is specifically formulated to release just the right amount of active ingredients to keep the surface clean throughout the season, without the need to scrub your boat between applications.)

**8. Check coating compatibility.**

Verify the compatibility of any new paint with the existing one on your hull. If uncertain about the current coating, you can use a primer as a sealer (such as Primocon primer) before applying your chosen fouling control paint.

**9. Apply fouling control to the hull to protect your boat.**

Follow immersion times carefully to avoid detachment, blistering, or cracking of the fouling control. It's good practice to apply an extra coat to leading and trailing edges such as the waterline, trim tabs, outdrives, keels, and rudders which experience more water flow and turbulence.

**10. Paint your topsides and apply gloss.**

If using the Interlux topside system, Pre-Kote Plus and Toplac Plus, reduce the number of coats and sanding time while achieving an extremely smooth and glossy finish. The advanced formula of Toplac Plus enhances flow, eliminating the need for tipping after rolling, thereby streamlining and simplifying the application process.

Toplac Plus offers enhanced UV protection for longer gloss and color retention and can be applied using a brush or roller. Requiring fewer coats than conventional topcoats, Toplac Plus delivers an excellent, professional-quality finish with lower VOCs.

■ Before you can start painting, you must prep your hull. Courtesy of Akzonobel





# ECO-FRIENDLY TIPS FOR SPRING COMMISSIONING SEASON

Keep these tips in mind and we can all do our part for the Bay.

- Put a spray nozzle on your hose to conserve water.
- Start cleaning your boat with plain water and a scrub brush. Repeat regularly to prevent buildup of grime, salt, and mildew.
- Use detergents sparingly, and choose ones that are phosphate-free, biodegradable, and non-toxic. BoatUS Foundation tested a number of 'green cleaners' in the past, and you can learn more about those at [boatus.org](http://boatus.org). The Maryland Clean Marina Program also shares resources for finding safer choices for cleaning products. Visit [epa.gov/saferchoice/products](http://epa.gov/saferchoice/products) for the list. You can find a list of household products, such as vinegar and lemon juice, that can be used as safe cleaners, along with a green boating guide, at [sailorsforthesea.org/programs-green-boating-guide](http://sailorsforthesea.org/programs-green-boating-guide).
- To lessen the amount of cleanser you will use, avoid cleaning the boat in full sun in which your cleanser can evaporate more quickly. When possible, use an environmentally friendly general boat soap mixed with water for an overall cleaning and spot treat troublesome stains with a stronger product. Clean wood with a mild soap powder and a nylon brush, not harsh chemical cleaners
- Follow the dilution recommendations on cleaning products. In BoatUS's test, they found that the weaker, more diluted mixture often worked just as well as the stronger mixture.
- Apply a good boat wax at least once per year to help prevent dirt, bird droppings, and airborne contaminants from adhering to the boat to make cleaning easier.
- Never discharge raw sewage in waterways. Use restrooms on shore. Underway, use approved marine sanitation devices (MSDs). Pumpout and rinse hold tanks regularly. For a list of Maryland pumpout stations, visit [dnr.maryland.gov/boating/Pages/pumpout/locations.aspx](http://dnr.maryland.gov/boating/Pages/pumpout/locations.aspx) and [vdh.virginia.gov/environmental-health/marina-program/maps-marina](http://vdh.virginia.gov/environmental-health/marina-program/maps-marina) for a list in Virginia.
- Recycle shrinkwrap in the spring and/or use a reusable cover.
- When you have a choice, choose certified Clean Marinas, where the staff has invested in and prioritizes keeping their marina grounds and the Chesapeake clean and "green." Find a list of certified marinas at [dnr.maryland.gov/boating](http://dnr.maryland.gov/boating) and [vims.edu](http://vims.edu).



## MARYLAND SHRINKWRAP RECYCLING PROGRAM

While shrinkwrap keeps boats clean and protected over the winter months, it is also a single use plastic that generates tons of waste. The Maryland Department of Natural Resources (DNR) encourages boaters to reduce, reuse, and then recycle. Reusing shrinkwrap or buying a reusable boat cover can save money in the long run, and if you do decide to use shrinkwrap, make sure to recycle.

This year, the Martine Trades Association of Maryland (MTAM) is again partnering with Maryland DNR's Clean Marina Program, Chesapeake Materials, and various local groups to recycle shrinkwrap. Since 2019, over 175,000 pounds of shrinkwrap has been recycled. The goal of this program is to maintain income for marine facilities for shrinkwrapping while recycling the material while vessels are commissioned for the season.

### Here's how it works:

- MTAM sells and distributes bags that hold up to 40 pounds of clean shrinkwrap to participating marinas, boatyards, and marine service companies. They can also sell to individual boaters who are living in Queen Anne's County.
- The cost of each bag is \$15. The order includes the pickup/transportation and recycling of the filled bags. These are the hard costs to make this program work.
- Critical to the successful recycling of boat shrinkwrap is keeping it pure and clean. All straps, zippers, doors, and vents must be removed in order to be made acceptable to any recycler. Dates for pick-up will be sent out to participants early in the season so that they will have time to prepare and plan to get the wrap bagged in time. Shrinkwrap sold as "biodegradable" is not accepted.
- All wrap must be bagged.
- MTAM ran a test and could fit the wrap from a 35-foot boat into one of the bags. By condensing the wrap, you may get more in the bag, but they ask that you keep the weight to 40 pounds maximum.

Bags will be delivered throughout the month of March. For questions or order, email [jstefancik@mtam.org](mailto:jstefancik@mtam.org) or visit [mtam.org](http://mtam.org) for more information.

# VOLTS and JOYTS

## HOT NEW ELECTRONICS TO LOOK FOR IN 2025

By Lenny Rudow

Every year marine electronics manufacturers introduce their cool new goodies at the Miami International Boat Show in February, so we jumped on an airplane and endured two days in the torturous South Florida heat (while there were eight inches of snow blanketing Chesapeake Country... snicker, snicker), to bring you the latest news for 2025.



### New NSS

Simrad announced a new NSS 4 MFD designed to boost navigational performance and control. The units are available in 10-, 12-, and 16-inch display sizes, with glass-to-edge surfaces that look slick and modern while maximizing the screen size for the footprint. At the heart of the upgrade is a switch to Qualcomm eight-core processors, vastly boosting speed, smoothing page transitions, and speeding up autorouting functions.

NSS 4 units incorporate built-in one-kW CHIRP sonar and support Active Imaging HD sonar, and a single unit can now track and display up to four different sonar sources at the same time. Mercury cruise control, Active Trim, and autopilot can all be accessed via the display. C-MAP Discover and RevealX charts, multiple IP cameras, CZone digital switching, RGBW lighting control, audio control, SiriusXM marine weather, and Simrad Recon electric trolling motor control are all in the mix. Price: starts at \$2599. Check out [simrad-yachting.com](http://simrad-yachting.com) to learn more.

### Bright at Night

Thermal night vision scopes have been around for years, but not with a 640 x 480 thermal detector, a 500-meter range, and a 32-degree field of view. We tried using the new FLIR Ocean Scout Pro scope in the Miami Beach convention center, and it was so sensitive you could literally see people's pulse as they walked down the aisles. There's a one-touch button control for zoom, brightness, and standby modes, and you can snap off thermal image pictures and then Bluetooth them right to your phone. The unit carries an IPX67 waterproof rating and is backed with a super-strong five-year warranty. Thanks to an internal rechargeable lithium-ion battery you get six hours of use per charge, and you can even send that charge in the opposite direction and use the scope's battery to feed power to your devices. Price: \$2395. Visit [flir.com](http://flir.com) to see what you're missing. In the dark, that is.

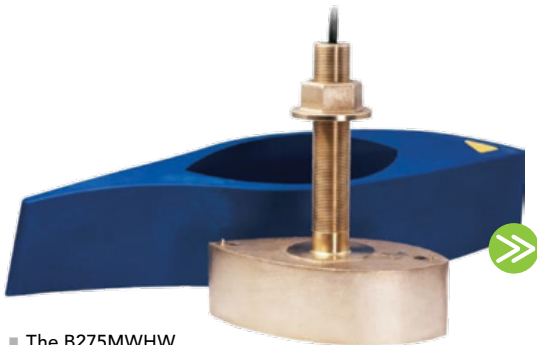
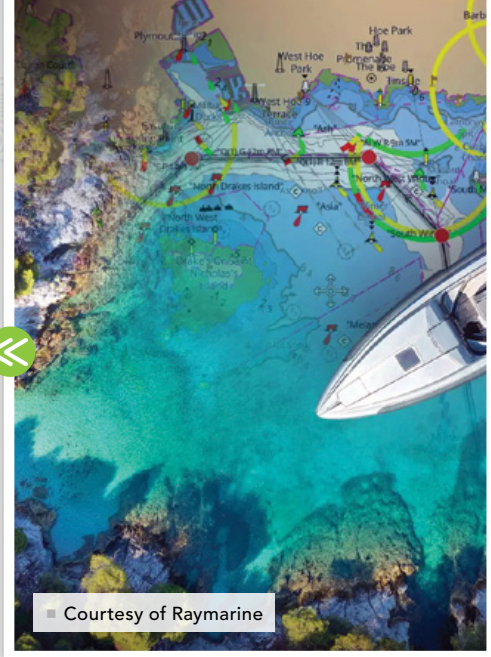


### Oh, What a Joy!

You wish you could enjoy the easy docking delivered by digitized joystick control, but you have a single-engine boat with a bow thruster? Never fear, if that engine is a Mercury. Their tech-wizards introduced Joystick Piloting for Single Engine Outboards at the Miami show, and now bow thruster control is seamlessly integrated. That means you get full 360-degree maneuverability including shifting, throttling, and steering all at your fingertips via joystick. When integrated with a heading sensor and SmartCraft Connect, the system also delivers dynamic positioning features like Skyhook and Drifthook. The system is compatible with Mercury Verado and Sea Pro V8, V10, and V12 motors equipped with electric steering, from 250- to 600-hp, and various CAN-based variable-speed thrusters. Price: varies by application. Visit [mercurymarine.com](http://mercurymarine.com) to learn more.

## Seeing the Light

Raymarine has a new set of charts to please your every navigational desire, in the form of LightHouse Charts GEN 2. For Axiom and Element chart-plotters, GEN 2 charts deliver three times faster screen re-draws, expanded coverage including harbors, lakes, and rivers, and easier updating with faster download times. You can now change the size of chart icons, enjoy additional color palettes, and toggle between S-52 (government) and “Leisure” chart styles. The GEN 2 charts also have an expansive points-of-interest library so you can find marinas, fuel docks, and other amenities with ease. Current LightHouse subscribers can upgrade their existing chart card by going to their Chart Manager. New LightHouse chart cards cost \$149.99 and come with a free one-year premium subscription. Visit [raymarine.com](http://raymarine.com) to learn more.



■ The B275MWHW (through-hull).  
Courtesy of Airmar



■ The TM185MW (transom-mount).  
Courtesy of Airmar

## Here, Fishy Fishy Fishy

Anglers looking for a wider field of view from their fishfinder will be interested in two new transducers from Airmar, the B275MWHW (through-hull) and the TM185MW (transom-mount). Both deliver wider bottom coverage than any other one-kW transducer on the market, via 57- to 73-degree port/starboard and 16-degree fore/aft beams. That also makes them great for open-water trollers on the hunt for pelagics, thanks to excellent target separation high in the water column. The B275MWHW covers the 75- to 250-kHz bandwidth, and the TM185MW boasts 60- to 100 kHz. Those in need of a transom-mount with a broader spectrum can also check out the TM275MWHW, which is essentially the B275MWHW in a transom-mounting shell, good for performance below 30 knots. Price: Varies by dealer. Visit [airmar.com](http://airmar.com) for more information.

# DON'T BE DATED

The ground beneath the water is a funny thing—it slowly shifts, moves, and changes. Channels silt in and sandbars form where none were before. Add in abrupt man-made changes like moving markers and dredging projects, and the digital charts in your chartplotter can become obsolete in short order. Fortunately, most modern charts are easily updated.

There are several different processes for updating your charts. Which you'll use will depend on what make and model machine you have at the helm and where it gets its digital data from. MFDs with WiFi can sometimes be tethered to your phone or linked up with a marina hotspot to pull the updates down from the ether. Some services offer an app that allows you to stream the update into your boat's big brain. But more commonly, you'll have an SD card plugged into your unit which houses all that cartography. Most of the time the easiest way to initiate an update is to pull the chip out of the machine, take it home, and insert it into a computer's card reader. Then you can go to the website of your cartography provider and download the latest data. But you'll have to be a subscriber to the provider's service in order to do so. Many MFDs are sold in bundles with chart chips that don't include a subscription or include a time-limited subscription and after that, you'll need to pony up or replace the chart card entirely.

Each of these options requires its own specific processes, access, and subscriptions, which differ from manufacturer to manufacturer. But with some priming of the informational pump on the internet you can find the instructions in no time, and the next time you cast off the lines it'll be with the latest digital charts at the helm.

■ Your boat delivers ROI (return on investment) in smiles, not dollars.



## **MISSION POSSIBLE!** Use Your Boat

**Your mission, should you choose to accept it, is to use your boat until you use it up.**

**By Mike Pitchford**

Some of you are old enough to remember Mission Impossible, the TV show that originated in the late '60s. You would have to be living under a rock to have missed the 1996 movie of the same name, and the six sequels since, all starring Tom Cruise.

In the TV series, the protagonist and leader of a secret team of spies is James Phelps, played by Peter Graves. Of course, you know that it is Ethan Hunt, played by Tom Cruise in the movie series. Typically, the story starts when they get a self-destructing message about the impossible mission they need to make possible.

Sadly, for some of us, using our boats is sometimes a mission impossible. The world out there seems, at times, to conspire to keep us off the water.

Maybe it is the job, our kids' schedules, our health, boat mechanicals, or just bad weather. Honestly, if you want to use and enjoy your boat, it takes work on so many levels.

Included in the traps that keep us from using our boats is boat maintenance. While very important, there exists among us a sub-group of boat owners who spend more time cleaning, fixing, and improving their boat, rather than cruising. The boat brokers call them "boat builders." I admit it can sometimes be good to buy a boat formerly owned by one of them. Still, it is a bit sad...

Another sub-group could be labeled the "investors." They consider future value as they make boating plans. They may actually avoid a cruise opportunity to keep hours off the engines.

Let's be honest, a boat is a depreciating asset. It is an investment in life, not your financial future. It is not going to deliver a plus to your net worth or bolster your retirement income. That is what a 401k is about. Your boat delivers ROI (return on investment) in smiles, not dollars.

A word here about diesel engines. Common wisdom is that most should be good for at least 5000 hours before needing a comprehensive overhaul. I bought a used pick-up truck recently. It had 88,000 miles on the odometer. Interestingly it has an hour meter. Those miles equated to about 2200 hours in the engine. Roughly translated, 5000 hours on your diesel engine is like a car with 200,000 miles. That fits.

Now let's examine how fast you can accumulate boat engine hours. Sadly, for many of us, our boats get less than 50 hours a year. And we all know of boats that just sit in the slip and get almost no hours each year. They bring new meaning to the term "wasting asset."

In 2024, my lovely wife and I logged about 280 engine hours on our boat. In those hours we covered over 4000 miles, including a round trip to Florida and a round trip up the Hudson into Lake Champlain. I don't know how long we can keep that up, but say it is ten years. In that window, that engine would barely be at half-life.

A boat with 5000 hours has been around. It likely still has life in it but will want some serious work. Let me suggest that your boat will never get close to that. Your job as a boat owner, your goal, should be to use that boat up. It won't happen, but it is an admirable goal. Let's examine some of the ways you can try.

Every year Chesapeake Bay folks complete the Great Loop, a more than 6000 mile circumnavigation of the eastern US. Finishing that landmark journey in 2024 were Annapolitans Gary and Carol Zierhoffer. They took their time and covered the distance in just about exactly one year. By the numbers, their trip was 6571 miles, 97 locks, two countries, 20 states, 360

days, and 5771 gallons of fuel. They put roughly 830 hours on the twin engines of their Flemming 58 *Legacy*.

I am willing to bet they wouldn't trade that experience for the world.

You don't have to spend a year and take on the Great Loop to work towards using that boat up. You can try the Downeast Loop (a 2000-mile circumnavigation of New England states plus Nova Scotia and New Brunswick provinces, easily accomplished in a summer). Maybe try the mini-loop in Florida (550 miles in south Florida including crossing Lake Okeechobee and circumnavigating the Keys). You can do that in a week or two. A trip down the Bay into North Carolina to the Albemarle Loop can cover 400 miles. Done at a leisurely pace it can occupy you for three weeks.

Maybe something not a loop? The Upper Chesapeake to south Florida for the winter season is a 2200-mile round trip. I strongly recommend your consideration of that option. A multi-week run up the Jersey coast through New York and into lovely Long Island Sound can be a thousand-mile round trip and well worth the effort.

I surely don't want to overlook the Bay. It is one of the best cruising grounds in the world. A circumnavigation of the Bay, while taking time to smell the roses, can take a month and cover 300-400 miles.



The Great Loop may put a lot of hours on your vessels, but most boaters, such as Gary and Carol Zierhoffer, wouldn't trade the experience for the world.

True enough, this dream/commitment is not easy to fulfill. My wife and I have cruised with kids and managed their busy schedule. We held demanding jobs. All that initially limited us to mostly weekend cruising on the Bay. But the kids grew up. The jobs faded with retirement.

In the last 10 years we have covered over 22,000 nautical miles on three different powerboats reaching from the Canadian border to far South Florida. If you can hold the dream in your heart while you work through the things in life that come between you and the boat, you are on your way.

As you can tell from my Mission Impossible reference, I like to derive philosophy from pop culture. The Aussie/Christian/pop band, King and Country has a song from a couple years back titled "What are we waiting for?" Mashing parts of the chorus and verse together you can get the following questions and commentary:

*"What are we waiting for? Why are we wasting all the time like someone's making more?"*

*"The beauty of it is, we've just one life to live, and no one knows what happens next..."*

*"So, what are you waiting for?"*

May I humbly suggest you take this little bit of pop culture philosophy to heart. It is springtime. A cruising summer beckons. Your mission, should you choose to accept it, is to use your boat until you use it up.

Sadly, for some of us, using our boats is sometimes a mission impossible.



# CIRCUMNAVIGATING THE GREAT LOOP

## The Most Social Thing You Will Ever Do Alone

By Scott Sarine

### The dream begins.

Our Great Loop dream began when I saw in a doctor's waiting room an article entitled "The Greatest Adventure You Have Never Heard Of." That was just the kind of thing I was looking for to get my retirement off to a good start. I took the idea home to my wife, Linda, and she agreed right away. At the time, 2021, we were living near Charleston, SC, and enjoying our 23-foot Sea Hunt center console.

We started doing research, joined America's Great Loop Cruisers' Association (AGLCA), read books and Facebook posts, and generally got more excited about the trip the more we investigated it. We attended an AGLCA rendezvous in Ft. Myers, FL, in January of 2022 and started looking at different boats. We were hooked.

### Finding our Loop boat.

We engaged a broker to help us find the perfect boat and looked at several different types to help us zero in on the boat that would best fit our needs and

budget. This experience and our research led us to the Mainship 390, which is one of the most popular Loop boats and at the time were rather hard to get. The Mainship was perfect for us because the living spaces were mostly on one level, with only three steps down to the staterooms and head. It also had a good-sized cockpit, so we could spend time outside, wide side decks, and easy to climb steps up to the flybridge. In October we found our boat in Mattapoisett, MA.

We had the listing broker do a video walkthrough and made an offer contingent on seeing the boat in person and a successful survey. I hired a surveyor to go look at it and give me his opinion before travelling there. He came back with a positive response after his initial assessment, so I decided to go up and witness the complete survey. We closed on the boat in late October, and I began purchasing the supplies we would need to bring her back to Charleston.

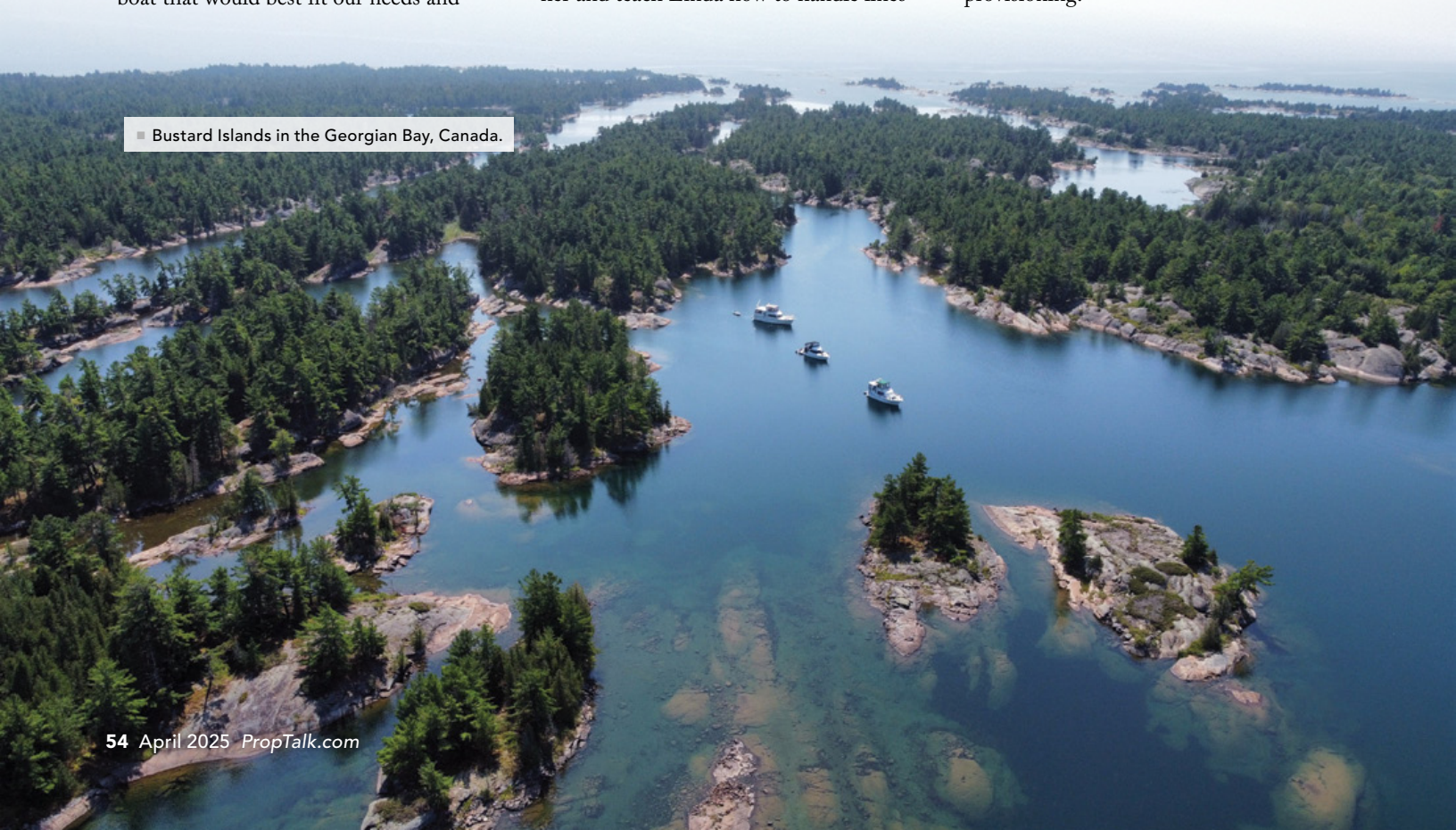
We hired a captain to teach me how to operate and do basic maintenance on her and teach Linda how to handle lines

and other deck work. Linda and I arrived a few days before we were scheduled to leave and provisioned the boat.

The trip down to South Carolina was exciting. That late in the season, the weather can be unpredictable, and marinas start shutting down. We made it to Atlantic City, NJ, before the captain left us to go home for the holidays. With the captain's agreement that we were competent enough to set out by ourselves, we waited for good weather and made the trip to Ocean City, MD, and Norfolk, VA, on the outside, and then traveled the ICW the rest of the way home. The whole trip took us about three weeks.

We obtained a slip in the Charleston Harbor Resort and Marina and spent almost every day working on her until we left for the Loop. There were no serious issues, but we wanted the engine checked out and made a few cosmetic and comfort changes as well as electronics upgrades. We renamed her *Faith*, performing the requisite renaming ceremony, and spent time planning and provisioning.

■ Bustard Islands in the Georgian Bay, Canada.



### Slipping the lines.

We left Charleston on April 15, 2023, and headed north with our Corgi dog, Bella, who became Bella the Boat Dog. She even had her own feature article every month in our local neighborhood magazine, *Dunes West Neighbors*. We followed the typical ICW route up the coast to the Chesapeake, where we met Aubrey and Terry Smoot on *Shorebilly Too* at an anchorage near St. Michaels, MD. It was their first day on the Loop, and we became good friends, meeting up with them repeatedly as we both travelled the Loop. (See their story in the November 2024 PropTalk). In Annapolis we spent a week or so on a mooring ball. It was graduation week for the Naval Academy, and we were treated to Blue Angels shows both from the Academy grounds and from the bow of our boat.

### The most social thing you will do alone.

A significant part of the Loop experience is the interaction with other people. When asked for the best thing about

the Loop, most people say it is the people you meet and the friends you make. Loopers often share “dock-tails” in marinas. Someone takes the initiative and either puts out a Nebo (a boater communication app) announcement or knocks on boats and announces, “Docktails on B dock at 5 p.m.” Everyone brings something to share and a favorite beverage. Stories are shared and friendships are made.

Loopers travel at their own pace and spend as much time as they want at each stop, so they tend to meet the same people over and over as they travel.

Since everyone travels at their own pace and spends as much time as they want at each stop, Loopers tend to meet the same people over and over as they travel. We call this Loop Frogging, and it is one of the great things about the Loop. You are never far from friends, which makes the Loop the most social thing you will ever do alone.

### A favorite section?

When people ask us about our favorite section of the Loop, we say that we don't really have a favorite, but if we did, it would be somewhere between the entrance to the Trent Severn Waterway and Mackinac, MI. For us, those were some of the most pristine and beautifully scenic places we have ever been.

From Mackinac we followed the Michigan coast (east side) of Lake Michigan to Chicago. The water in the lake is crystal clear, and every little town along the coast was a joy to visit. The state has done a tremendous job of creating safe harbors about every 30 to 40 miles making it a true boaters' paradise.

### Inland Rivers... and Starlink!

The trip down the scenic inland rivers was uneventful for the most part. Paducah, KY, was a great stop. The city has a fantastic municipal dock with fuel, electricity, and water. The town itself is beautiful and very walkable. Linda especially enjoyed the quilt mu-



## The Ultimate Chesapeake Bay DOCK BAR GUIDE

Visit [PropTalk.com](http://PropTalk.com) to find some of the best dock bars on the Chesapeake Bay.

Please boat safely and always remember to take along a designated skipper/driver for your adventures.

**PropTalk**



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seum. Truth be told, so did I. We took a side trip up the Tennessee River all the way to Chattanooga where we spent five days visiting with my brother Craig and his family. Craig helped me with some minor repairs and the installation of a new radar and a Starlink system. Starlink is a game changer for Loopers as you can have full connectivity the entire trip without relying on unpredictable cell phone coverage. We got to see the sights of Chattanooga and my nieces and their families.

### Crossing the Gulf

Most Loopers make a direct crossing from Apalachicola or Carrabelle to Tarpon Springs, FL, about 170 miles. This is the longest open water segment on the Loop and virtually the only time you are out of sight of land. Faster boats can make the journey during daylight hours, but slower boats like ours take longer. In our case it took about 20 hours. We waited in Apalachicola for favorable weather conditions before setting out. All the weather apps were wrong. Our pleasant crossing through one-to-two-foot waves turned into a washing machine ride of three-to-four-foot waves. Linda spent most of the trip in the salon while I drove from the flybridge. It was a very long night.

We left Apalachicola at 11 a.m. and arrived off the coast of Tarpon Springs just before sunrise. Upon arrival, we rafted with friends who were on one of



■ The lighthouse in Edenton, NC, is one of many picturesque landmarks along the Loop.

those faster boats and had breakfast and coffee. The marina was nice enough to allow us to check in early, and we gladly got off the boat for a while. Bella was particularly happy as she held her bladder for more than 22 hours.

### Anchorage versus marinas.

Our decisions on an anchorage versus a marina had to incorporate access to shore for Bella. Anchorages provide the opportunity for peace and quiet, and are free, but for an anchorage to work for us, we had to be able to dinghy to shore. We were able to find many such places on the Loop, but sometimes we had to

be creative as steep, rocky, or heavily wooded shorelines presented unique challenges.

Marinas on the other hand provide easy access to shore with most of them being very pet friendly. They also provide services that boaters need like fuel, water, and black water tank pump outs. Marinas also have the bonus of proximity to other Loopers and the camaraderie that comes with being in a group of people with a common interest and experience, but they come at a cost.

### The holidays and on to the Keys.

We spent several days in Tarpon Springs, which was part of our old stomping grounds. Having been married and lived in the Clearwater area for 15 years, we were able to share our knowledge of the area with several other Loopers. Moving down the coast we docked *Faith* at my brother Mark's house just off the ICW in St. Petersburg, FL.

We spent Christmas with Mark and his wife and visited with another brother, Eric, and his wife, and my father, all of whom live in the area. We also met up again with *Shorebilly*. We spent New Year's Eve on a mooring ball in Sarasota enjoying a fireworks show from the bow of our boat. Moving south, after a brief stay in Marathon, we headed to Key Largo where we spent six weeks docked near a local restaurant with live entertainment every night.



■ While on the Loop, Bella the Boat Dog had a monthly article in the Sarine's neighborhood magazine.



You are never far from friends, which makes the Loop the most social thing you will ever do alone.

### Amazing or crazy?

We made our way up the east coast of Florida strategically bypassing the ICW through Miami by going outside until we got to Ft. Lauderdale. We made another side trip up the St. John's River near Jacksonville and spent some time with our youngest son, Andrew, and his wife, who live in the area—another great side trip and a chance to see more family.

We have two sons. The older one, Jason, thought we were crazy to be doing this trip. The younger one, Andrew, thought we were heroes and threw a party for us and several other Loopers that were in town so that he could invite his friends to see his amazing parents.

### Crossing our wake.

We arrived back in Charleston on April 20, 2024, a year and a week after we left. We entered the marina to a throng of family, neighbors, and friends hooting

and hollering on the dock. After hundreds of dockings, I said a quick prayer that I didn't screw this one up in front of all those people. I landed it perfectly and hoisted the gold Looper flag. A few cold beers and pizza in the marina clubhouse and our *first* Loop trip was in the books.

### From gold to platinum

We are not done cruising! We plan to do the Down East Circle Loop, which will take us up the Hudson, through Lake Champlain, down the St. Lawrence Seaway, around New Brunswick and Nova Scotia, past the New England states, and



■ Scott and Linda's adventure was so amazing that they plan to do the Loop again.

back to New York. If all goes according to plan, we will leave in April 2025. Our Loop adventure was so amazing that we also plan to do it again and go platinum—Loopers who complete the entire Great Loop more than once may fly a platinum AGLCA burgee.



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# CRUISING CLUB NOTES

**A**s you'll read in these pages, Chesapeake Bay powerboat club members enjoy many fun cruises, social events, and educational opportunities. Share your club's excursions and other benefits of membership. Send approximately 350 words (sometimes longer) and clear photos of pretty boats and happy boaters to [beth@proptalk.com](mailto:beth@proptalk.com).

## First Female Commodore at Seafarers Yacht Club

■ State Senator Sheneka Henson, SYC commodore Joyce Price-Jones, and Anne Arundel County Executive Stuart Pittman.



**O**n January 11, members and guests of the **Seafarers Yacht Club (SYC)** witnessed an historic Change of Watch ceremony in which Captain Joyce Price-Jones was sworn in as the first female commodore in the club's 66-year history.

When serving as rear commodore, Price-Jones was instrumental in increasing membership and securing funding to repair, remodel, and upgrade the SYC clubhouse.

The event was attended by members and their friends and families. Anne Arundel County executive Stuart Pittman and State Senator Sheneka Henson offered Price-Jones their congratulations on her historic election. The new commodore says, "As the first female commodore in our 66-year history, I am deeply grateful for the trust and support shown to me."

The Seafarers have a rich history of cruising the Chesapeake Bay and

beyond. Members mingle with fellow boating enthusiasts during summer cruises, social gatherings, and community-based activities. The organization is a proud member of the Chesapeake Bay Yacht Clubs Association (CBYCA), and many members are involved with the US Coast Guard Auxiliary and Sea Scout Ship 1959. Learn more at [seafarersyc.com](http://seafarersyc.com).

# Fun-Packed Racing

The **Cocktail Class Wooden Boat Racing Association** (CCWBRA) enters its 15th year of fun-packed racing with a new commodore, new racing handbook, and an exciting new racing venue on the schedule!

In January CCWBRA members elected Tara Carew as its new commodore. A long-term member, Tara has a keen perspective and eye for detail that will keep CCWBRA focused on its mission to encourage and organize family and budget-friendly boat building and racing in a one-design class based on the Cocktail Class racer, with the key principles of friendly competition, safety, and sportsmanship. As previous vice commodore and rules committee chair, Tara led the updating of the CCWBRA Racing Handbook, 2025 edition, which is currently posted at [ccwbra.com](http://ccwbra.com), in the "Resources/Documents" section, and available for downloading for racing members to prepare for the 2025 season.

2025 CCWBRA racing kicks off March 15 with the exciting Governor's Cup in New Smyrna Beach, FL. Check the CCWBRA website for race results. In May the racing thrills continue in Pennsylvania, and then move to Maryland and Connecticut, eventually wrapping up in September with the Tennessee Cup in Counce, TN.

CCWBRA is excited to announce that its first New England race will be hosted at the Mystic Seaport Maritime Museum in the quintessential seaside village of Mystic, CT, on August 2.



■ Summer will bring two Cocktail Class races to Maryland. Photo by Nancy Franklin

## 2025 Racing Schedule

**March 15:** Governor's Cup - New Smyrna Beach, FL

**May 31:** Skuas on the Lehigh - Allentown, PA

**June 21:** Camp David Cup - Kennedyville, MD

**July 12:** Kent Island Race - Stevensville, MD

**August 2:** Mystic River Race - Mystic, CT

**August 16:** National Championship Race - Rock Hall, MD

**September 13:** TK Walker Memorial Tennessee Cup - Counce, TN

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## Trawler Cruisers Ready for the Season

Members of the Chesapeake Bay Cruisers chapter of the Marine Trawler Owners Association headed to St. Michaels on the last Thursday of January for dinner at Theo's restaurant. It was a quick pivot after the Chesapeake Bay Maritime Museum had to cancel a talk about the legend of Chessie due to illness.

Most recently, club members enjoyed a brewery tour and dinner at the Guinness Brewery in Baltimore and lunch at Schaefer's Canal House in Chesapeake City, MD. Plans have been set for another luncheon in April, and after that cruising begins.

Highlights this year will be a Bay Cruise in June, a cruise to



■ Throughout the winter ABCW members enjoyed social meetups. Photo courtesy of MTOA, CBC chapter

Mystic, CT, in July for the Northeast Rendezvous, and the MTOA National Rendezvous in Crisfield, MD, September 15-18.

You don't have to own a trawler to become a member. You just need to enjoy the trawler lifestyle. Learn more at [mtoa.clubexpress.com](http://mtoa.clubexpress.com).

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## Who's Hungry?

What do boaters do during the winter besides think about putting the boat back in the water and planning their summer cruise schedule? **Back Creek Yacht Club** (BCYC), which is all about the people, has that covered with a full schedule of land-based events that keep members connected.

Most recently, club members enjoyed a flavorful event while competing for bragging rights, and the coveted chef's hat, for the best chili. The fourth annual BCYC chili cookoff took place on February 22 at St. Andrews Swim & Tennis Club's clubhouse in Severna Park, MD, where close to 20 members showcased an array of unique chili recipes. It's probably safe to say that many, if not most, people enjoy chili; and it's equally correct to assert that there are as many chili recipes as there are people who enjoy it. The BCYC chili cookoff offered something for every taste! Tomato-based or white chili?

With or without beans? Vegetarian or meat—and if you opt for meat, what kind?

Defending 2024 champ Don Knab was unable to attend this year, but he guessed that his recipe for Texas chili (yes, it's as spicy as it sounds) might have gotten a run for its money from this year's winner, fleet captain Jerry Chappell. Jerry chose a classic meat and bean recipe with warm spices and medium heat. It was a close vote with three recipes tied for second and Jerry taking the title by a single vote.

"It was the cinnamon," was the most heard comment, but it was a difficult choice as every chili had its own unique flavor, and all were delicious!

BCYC brings together an eclectic mix of sailors and powerboaters from around the Bay. As a virtual club BCYC has no physical infrastructure to maintain and passes the savings along to its members, who can leverage the savings to reserve venues for events, as we did for the chili cookoff. If making



■ Jerry Chappell, Chili Cookoff champion.

new boating friends with whom you socialize year-round interests you, take a look at [backcreekyc.org](http://backcreekyc.org) and consider joining us at a future event—no cooking skills required. #welcomeaboard



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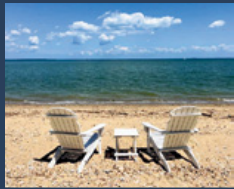
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## Southern Maryland Boat Club Preps for 2025

Spring is just around the corner. It won't be long before the props begin to churn the waters of Southern Maryland once again when **Southern Maryland Boat Club** (SMBC) hosts two APBA Vintage and Historic events in 2025. The Piney Point Rumble on the River takes place June 7-8, followed by the Leonardtown Bash on the Bay July 26-27.

The SMBC board of directors has been busy behind the scenes prepping for this year's vintage race boat events. Board members took the opportunity to get together for dinner on Saturday, February 1 at the Front Porch restaurant in Leonardtown to recap the 2024 season and review plans for 2025, which are well underway. The conversation was lively, hilarious at times, but productive. There is hearsay that a few new boats will make their appearance on the vintage racecourse this year.

There is excitement under foot with the potential of a new APBA vintage race boat event in the Mid-Atlantic region. Smokey Glover, with assistance from Jeff Freneau, has resurrected the Portsmouth Power

Boat Association, a former APBA racing club. With SMBC as a partner, the new event, Portsmouth Powerboats at the Park Vintage Regatta, is planned for August 9-10 at the Portsmouth City Park boat ramp. This site is a historic race boat venue where many APBA race records were set on a surveyed racecourse. Be on the lookout for more details soon.

If you've never attended a vintage race boat event, make plans to come out

this year to see what it's all about. Experience the thrill and sound of vintage race boats circling the course in an exhibition heat race format. Enjoy walking through the pits during lunch break to view the boats up close and talk to the driver/owners. The events are free, and there is no admission charge to come out to watch. Spend a day with SMBC. Who knows, you might just get the vintage fever to join us! Learn more at [southernmarylandboatclub.com](http://southernmarylandboatclub.com).



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## The Lure of Bertram Yachts

*By Kaylie Jasinski*

There are some boats that just get into your blood. For many sportfish aficionados, Bertram easily comes to mind. Ask a handful of owners and many, if not all, will wax poetic about their beloved Bertram (with some even having owned multiple ones over the years). This was the case for Robert Shapiro, whose love for the brand started as a teenager and eventually led him to own two different models, for a time concurrently, as an adult.

“I grew up in South Florida,” says Shapiro. “Bertram was the pinnacle of small sportfish boats. The 31 is considered a quintessential boat. Most boaters agree that Ray Hunt, who designed it for Dick Bertram, had it perfect—the proportions of the flybridge; the super structure; the hull beam to length ratio... It’s wet and storage is not great, but they are bullet proof, and if well maintained, just run and run. There is a famous

fishing lodge in Panama that has a fleet, and they’ve been running them since the 60s, repowering the boats with multiple generations.”

The first Bertram that Shapiro owned was the Bertram 33 Sportfish. “Some people say that the 33 is a little ‘big boat,’ while the 31 is a big ‘little boat.’ The 33 is only two feet longer but weighs almost double and has a really high freeboard so it could handle running the Gulf Stream;

■ The Shapiros owned a Bertram 31 and a 33, and both boats were beloved members of the family.



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we could run to the Bahamas in the wintertime, as long as we had flexible weather windows. A few times the weather might not have worked in our favor, but that boat could take a beating and handle it safely.” Shapiro especially loved the massive cockpit on this boat. “My family are outdoors people,” he says, “so the cockpit is more of a common space for us than the salon would be for most people.”

When Shapiro’s kids were moving from elementary into middle school, they realized the family would not be able to do as many long weekends on the boat during the school year. Prior to this, they would often fly down to Florida on a Thursday, go boating on the 33, and then return on a Monday, as they could get over to the Bahamas safely in that boat. Then one day, Shapiro tells us, he saw a 1986 Bertram 31 that came up for sale in New Jersey. It was an “Anniversary Edition” and was hull 16 of 25 made in 1986—the last year that Bertram model was made. Shapiro says that he “made

the mistake of going to see it,” and then he “made the mistakes of making an offer, having a survey, and purchasing it.” But if you could hear him recounting this story, you would know it was by no means a mistake. When Shapiro purchased the 31, he began leaving his 33 down in Florida.

“I had the intention of repowering both boats to diesel,” says Shapiro. “I bought the 33 knowing that as soon as one of the engines clapped out, I would repower it. That was in 2008 at Sarles. I bought the 31 with gassers, but I knew I was going to repower it with diesels. I used it for about two years until one engine blew out. I ran back on one engine from Lewes, DE, and headed straight to Worton Creek Marina, called my Cummins guy, and said, ‘let’s get it going.’”

Shapiro brought the 33 back up here from Florida and used it for about two years while the 31 was being repowered. The 33 was originally called *Lulu*, after Shapiro’s daughter, and the 31 was called *Muffin* during the four years of overlapping ownership. Once the 31 was

finished, Shapiro sold the 33 and renamed the 31 *Lulu* in 2017.

So, in that span of time, apart from the repowers, we asked him about upkeep for his current boat. Shapiro chuckled at that, explaining how “there’s upkeep and there are projects.” Upkeep of course being the usual yearly maintenance, while projects can be more about ‘wants’ rather than ‘needs.’

“The gentleman who owned the boat (the 31) prior to me was a New Jersey offshore fisherman,” he says. “They would travel two to three hours out to the fishing grounds, so it was set up for a bunch of guys to cruise all the way out there and fish all day. It had a microwave and a TV and a large fridge that was super old. We’re very much cooler-type people,” he added. “So, we pulled everything off the dash and had that replaced, bought a smaller, more modern fridge and placed the microwave on top of the fridge (but under the small galley counter) to clean up the interior; it gives us a little more space. I’m thinking of having the windows redone; I think





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they can last another 20 years if I just get them cleaned up and re-caulked versus replacing them.”

He explained how some sportfish owners will glass over the front windows. But not the Shapiros. “We prefer moorings over slips,” he says. “We want to be able to open the windows, get a good breeze. The breeze actually comes through all the way to the cockpit. And we often do junior race committee for Annapolis Yacht Club (AYC); we’ve done it for about 26 years, first on the old *Lulu* and now on our current *Lulu*.”

There’s one other thing Shapiro mentioned regarding projects, and it’s an unfortunate reality. “If you boat 200-plus hours a year as we do, sometimes, you hit stuff.” It doesn’t matter how careful you are. He recounted how they hit part of a tree that was floating off Nantucket, as well as numerous things in the water while heading down the ICW. “The more time you spend on the water, the more you’re going to have stuff that goes wrong. It sucks, but it’s part of boating.”

And for Shapiro, there’s no better boat to experience the ups and downs on than a Bertram. In fact, he has not been “Bertram-less” since 2004. When asked to try and summarize what makes the brand so special, he said: “There are very few boats where entire families fight over who is going to inherit the boat, and they replace the engine three or four times; that’s super rare. Most boats get destroyed when it’s time for an engine replacement.

“And they are as pretty as can be; wonderfully built for a multitude of uses. It’s almost creepy how many people, no matter what port you’re in, will come up and tell you how pretty she is or start telling you about their grandfather who had one... and the 31 in particular. For us, this one is part of the family.” ■



■ Robert’s wife Susan with their kids Mimi (aka Lulu) and Max. Both are now US Coast Guard-licensed captains!

**Do you have a beloved classic boat?** Want to share your story? Email [kaylie@proptalk.com](mailto:kaylie@proptalk.com).



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*By Capt. Rick Franke*



■ The Pursuit 3400 fully repaired and refurbished and back in the water ready to go at North Point Yacht Services in Annapolis, MD. Courtesy NPYS



■ A Pursuit 3400 Fisherman being inspected for suspected core damage at North Point Yacht Services in Annapolis, MD. Courtesy NPYS

Winter seems to be reluctant to leave the Chesapeake this year. Spring will come eventually. In the meantime, this late winter season has been a busy one. As you can see from this month's reports, the "off" season has been anything but.

**W**e'll start with a detailed report from **Caitlin Sims at North Point Yacht Services in Annapolis, MD.**

"A Pursuit 3400 Fisherman came into the North Point Yacht Services shop with a request to repair a five-foot-long delaminated area on the bow and repaint the hull, but once we started the repair, the objective changed quite a bit. The original damage was caused by a thru-hull drain from the anchor locker leaking water into the balsa core. The owner assumed that the damage was in the area clearly affected by the water, shown by paint failure and known wet core.

"We began the repair by removing the outer fiberglass skin of the front third of the starboard side of the Pursuit. At

this point, it became very clear that the damaged area extended much further aft than previously thought. Fortunately, the balsa core only extended down to the water line area, which kept all of the core damage above it and kept the repair smaller than it could have become. After we saw how far the water had traveled in the core, we decided that the best plan would be to remove the entire starboard side skin and replace all of the core. We felt that this would be a more time-efficient approach and ensure the boat would have no more core issues in the future," she explained.

"After the skin was removed, we sanded down the inner skin and found that it was all in great shape. Next,

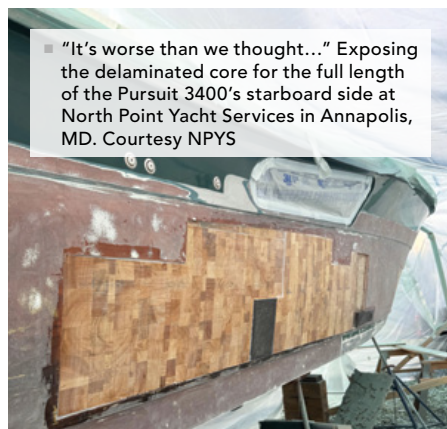
we laid in fresh balsa core with West System epoxy. Since we had removed the entire skin, large sheets of balsa could be used which saved a lot of time. While we were installing a new core on the starboard side, we also wanted to protect the core on the port side. We found it all to be in very good condition, but we knew that we could do better. The balsa core around every thru-hull was removed and replaced with a Coosa board, which cannot absorb water. This process was done for every thru-hull fitting above the water line. The next step was to begin laying fiberglass over the balsa. We used bi-axis cloth with matt for the strongest and fairest layup. Once multiple layers

of fiberglass were laid up, it was time to begin the fairing process.”

“The first round of fairing was done with West Systems since it would chemically bond with the epoxy in the fiberglass,” Caitlin continued. “After that, we switched to Awlfair and began the laborious task of sanding. We got the starboard side of the hull fair and sprayed a couple of coats of Awlgrip high-build primer. Getting the starboard side to be one color really helps show where you are in the fairing process. After we were happy with the result of the high-build and the lows were filled, we painted the entire hull in Awlgrip 545 primer and did the final round of fairing.

“The topcoat color was Awlgrip ‘Heartbeat Grey,’ which was a custom mix done by Kellogg Marine Supply for us. We paired the topcoat color with an Awlgrip ‘International Orange’ boot strip and a clear coat over the entire hull for an added layer of protection. The bottom will be finished in black Pettit Trinidad HD. Overall, this project grew substantially from what entered the shop,” Caitlin concluded, “But the team at North Point Yacht Services was able to step up to the task.”

**Andy Dize of Roudebush Yacht and Engine works in Dundalk, MD,** has had a busy winter. “Hope all have stayed warm this past winter season. Even though the cold weather has limited our exterior facility improvement and repair efforts, we are looking forward to the 2025 boating season. For our current repair projects, the Sea Otter 18 refurbishment is moving into the mechanical and electrical hook-up phase. The existing transom reconfiguration has been completed to accommodate the 150-hp jet-ski propulsion plant.



■ “It’s worse than we thought...” Exposing the delaminated core for the full length of the Pursuit 3400’s starboard side at North Point Yacht Services in Annapolis, MD. Courtesy NPYS

“For the topside repair of a 28-foot Chris-Craft Heritage Express, we have completed the fairing and primer process in preparation for a Flag Blue Awlgrip coating of the hull sides. A new project we have secured is a contract to build two new 28-foot aluminum workboats for a local dive construction company. They will be powered by twin 150-hp Suzuki outboards. We are in the planning and design stages of this project. The tentative construction start date was mid-February with completion of the first boat in about four to six months. Another avenue of future work we are pursuing includes support efforts for workboat repair, maintenance, and dockage. It looks as if we are off to a good start for 2025. For your upcoming boat repair or maintenance needs, please reach out to Andy to discuss your project. RY&EW can support boats up to 44 feet long in our climate-controlled building.”

**Smokey Glover from Lake Assault Boats in Portsmouth, VA,** reports on the commissioning of the Smith Mountain Lake Fire and Rescue Boat. “It is a Brand New 2025 28-foot aluminum monohull center console with a powered landing craft ramp on the bow, portable



■ A 28-foot Chris-Craft Heritage Express is prepped and ready for her finish coats at Roudebush Yacht and Engine Works in Dundalk, MD. Courtesy RYEW

davit, and twin Yamaha F300DEC outboards with Sea Star power steering. The full electronics package includes VHF and tactical radios, multi-screen radar/sonar/navigation multi-function displays and a FLIR camera. Other equipment includes a 1500 gpm Darley fire pump driven by a marinized 5.3L GM V-8, a remote-control fire monitor, foam flotation, Awlgrip paint system, and a custom Boatmaster commercial triple-axle trailer. The hull was fabricated at the Lake Assault Superior, WI, facility, with all painting, outfitting, and commissioning done at the Portsmouth, VA, shop.”

**Jake Glover of Ferry Point Marina in Trappe, MD,** checks in with the following update. “The painters have been working through several winter projects. A 28-foot Tidewater received an all-over hull Awlgrip application, while a 23-foot Regulator had her hull sides done in Awlcraft. We’ve had a custom 38-foot Chesapeake deadrise and a 55-foot Jarret Bay, both in for significant winter work lists. The mechanics stayed busy with winter service work as well as their lists on the deadrise and Jarret Bay. Cummins and Yamaha repowers have been underway. Keep in mind Ferry Point now has two certified Yamaha master techs.”

We’ll finish up this month’s reports with an upbeat summary by **Alex Schlegel of Hartge Yacht Yard in Galesville, MD.** “We have had a good year, the busiest winter ever, and spring promises to follow suit. This winter has seen our nine indoor spaces filled with all sorts of projects. In one shop is a Mathews Brothers 22 having brightwork and engine main-



■ Late winter weather can be very unpredictable. This boater seems to be ready for anything. Photo by Rick Franke



■ Mike removing Volvo D3s from a 2005 Eastport 32 before replacing them with Yanmar 4L250s at Hartge Yacht Yard in Galesville, MD. Courtesy HYY



■ David spraying varnish on a custom helmsman's stool for the 61-foot buyboat *Muriel Eileen* at Hartge Yacht Yard in Galesville, MD. Courtesy HYY



■ Early bird do-it-yourselfers take advantage of improving winter weather at West River Yacht Harbor in Galesville, MD. Photo by Rick Franke

tenance done, a Little Harbor Whis-perjet 38 also having varnish work and other repairs, a Morris 36 for deck paint and all deck hardware re-bedded, and a 2005 Eastport 32 having a pair of Volvo D3s replaced by Yanmar 4LV250s. While the engine space was open, we added sound insulation and baffles to the air intake to help keep water out. Also, a new instrument panel was made and dual station controls were installed. We ran autopilot hydraulic lines, installed a new refrigerator, put

shaft seals on rudder and drive shafts, and removed the generator but left the wires and hoses in case the owner changes his mind, or a future owner wants one.

“On a 1985 Beneteau First 38, we peeled the wet and blistered bottom and re-laminated with vinylester resin, faired, and painted it. The painted sides were polished, the transom was repaired and repainted, and there was some re-bedding of deck hardware. We also did some thru-hull work, new

air conditioning, new holding tank, new electronics, new overhead liner, a new folding propeller, and more. In our carpenter shop, Ernie Stuermer is making Honduras mahogany panels, windows, and screens for a 1950 Trumpy's cabin side. We are also refinishing a salon desk made of mahogany but stained walnut to blend in with the walnut woodwork in the salon. There is a custom 30-foot center console having rub rail and deck work done.

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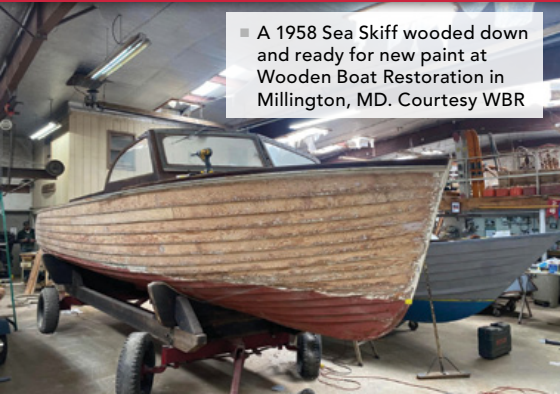
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■ A 1958 Sea Skiff wooded down and ready for new paint at Wooden Boat Restoration in Millington, MD. Courtesy WBR



■ A 41-foot center console nearing completion at Weaver's Boatworks in Deale, MD. Courtesy WB



■ A new 28-foot aluminum fire and rescue boat just commissioned at the Lake Assault Boats facility in Portsmouth, VA. Courtesy LAB

“Last fall saw ongoing work on a 61-foot buyboat, including deck repairs and painting. We also did rub rail work and built and varnished a custom helmsman’s stool and a small cabin top repair, along with painting and varnishing. The owner’s friend, with a similar sized buyboat, the *Nellie Crockett*, stopped by to take a look. Both boats’ home port is on the Sassafas River. A 61-foot Hatteras was in our shop primarily for paint repairs to the starboard hull side, corroded aluminum transom windows,

door frames, and hardtop supports. We removed the hardware from the brightwork on a 54-foot Rybovich Yachtfish so that Peany Matthews could do a better job on the varnish. Peany has been working here since 1979 doing beautiful brush paint and varnish work. He is so valuable that we created a shop just for him. Rybovich of West Palm Beach, FL, is well known as a high-end sportfish builder. This Rybovich, built in the 1950s, still looks perfect. In our paint bay is a 51-foot Hoek getting hull

and mast paint, electronics, new batteries, and an endless list of improvements.”

As you start your spring commissioning work, remember that the air gets warm faster than the water so be careful, and don’t forget to recycle your used shrink-wrap!



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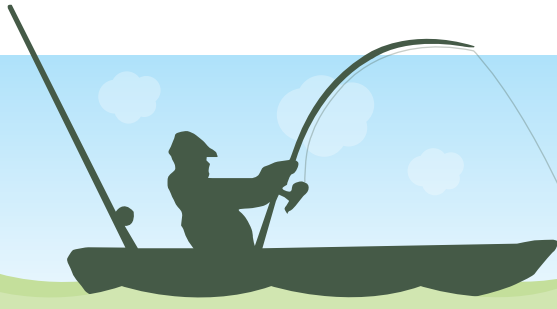


APRIL 2025 TIDES

BALTIMORE					ANNAPOLIS					CHESAPEAKE BAY BRIDGE TUNNEL										
Time		Height			Time		Height			Time		Height			Time		Height			
h	m	ft	cm		h	m	ft	cm		h	m	ft	cm		h	m	ft	cm		
<b>1</b>	03:12 AM	0.0	0		<b>16</b>	02:55 AM	0.3	9		<b>1</b>	05:14 AM	-0.3	-9		<b>16</b>	05:04 AM	0.3	9		
	09:36 AM	1.7	52			09:33 AM	1.6	49			11:15 AM	2.7	82			11:06 AM	2.3	70		
Tu	04:56 PM	0.0	0	W	04:58 PM	0.3	9		Tu	05:15 PM	-0.3	-9	W	04:56 PM	0.4	12		11:21 PM	2.8	85
	09:56 PM	1.0	30		09:56 PM	0.9	27			11:44 PM	3.3	101								
<b>2</b>	03:56 AM	0.0	0		<b>17</b>	03:26 AM	0.3	9		<b>2</b>	06:09 AM	-0.1	-3		<b>17</b>	05:42 AM	0.4	12		
	10:29 AM	1.7	52			10:09 AM	1.6	49			12:07 PM	2.5	76			11:43 AM	2.2	67		
W	05:57 PM	0.1	3	Th	05:46 PM	0.4	12		W	06:09 PM	-0.1	-3	Th	05:35 PM	0.4	12				
	10:48 PM	0.9	27		10:33 PM	0.9	27													
<b>3</b>	04:50 AM	0.0	0		<b>18</b>	04:03 AM	0.3	9		<b>3</b>	12:39 AM	3.1	94		<b>18</b>	12:01 AM	2.7	82		
	11:33 AM	1.6	49			10:52 AM	1.5	46			07:09 AM	0.1	3			06:24 AM	0.5	15		
Th	06:58 PM	0.2	6	F	06:34 PM	0.5	15		Th	01:04 PM	2.4	73	F	12:24 PM	2.1	64				
	11:49 PM	0.9	27		11:18 PM	0.9	27			07:09 PM	0.1	3		06:20 PM	0.5	15				
<b>4</b>	05:58 AM	0.1	3		<b>19</b>	04:49 AM	0.3	9		<b>4</b>	01:41 AM	2.9	88		<b>19</b>	12:46 AM	2.6	79		
	12:43 PM	1.5	46			11:46 AM	1.5	46			08:15 AM	0.3	9			07:12 AM	0.5	15		
F	07:57 PM	0.3	9	Sa	07:21 PM	0.5	15		F	02:10 PM	2.2	67	Sa	01:11 PM	2.1	64				
										08:18 PM	0.3	9		07:13 PM	0.5	15				
<b>5</b>	12:54 AM	0.9	27		<b>20</b>	12:15 AM	0.9	27		<b>5</b>	02:53 AM	2.7	82		<b>20</b>	01:39 AM	2.5	76		
	07:11 AM	0.1	3			05:48 AM	0.3	9			09:25 AM	0.4	12			08:07 AM	0.6	18		
Sa	01:53 PM	1.4	43	Su	12:44 PM	1.4	43		Sa	03:25 PM	2.2	67	Su	02:06 PM	2.1	64				
●	08:59 PM	0.4	12		08:09 PM	0.5	15		●	09:33 PM	0.4	12		08:14 PM	0.5	15				
<b>6</b>	01:56 AM	1.0	30		<b>21</b>	01:12 AM	1.0	30		<b>6</b>	04:10 AM	2.6	79		<b>21</b>	02:38 AM	2.5	76		
	08:26 AM	0.2	6			06:56 AM	0.4	12			10:34 AM	0.5	15			09:07 AM	0.5	15		
Su	03:04 PM	1.3	40	M	01:40 PM	1.4	43		Su	04:42 PM	2.2	67	M	03:09 PM	2.2	67				
	09:59 PM	0.4	12	●	08:59 PM	0.5	15		●	10:46 PM	0.4	12	●	09:21 PM	0.5	15				
<b>7</b>	03:01 AM	1.1	34		<b>22</b>	02:10 AM	1.1	34		<b>7</b>	05:21 AM	2.5	76		<b>22</b>	03:42 AM	2.5	76		
	09:43 AM	0.2	6			08:12 AM	0.4	12			11:33 AM	0.4	12			10:06 AM	0.4	12		
M	04:10 PM	1.2	37	Tu	02:37 PM	1.4	43		M	05:47 PM	2.3	70	Tu	04:15 PM	2.4	73				
	10:47 PM	0.4	12		09:47 PM	0.4	12			11:50 PM	0.3	9		10:28 PM	0.3	9				
<b>8</b>	04:06 AM	1.2	37		<b>23</b>	03:10 AM	1.2	37		<b>8</b>	06:18 AM	2.6	79		<b>23</b>	04:45 AM	2.6	79		
	10:50 AM	0.2	6			09:41 AM	0.4	12			12:23 PM	0.4	12			11:03 AM	0.2	6		
Tu	05:00 PM	1.2	37	W	03:36 PM	1.4	43		Tu	06:39 PM	2.5	76	W	05:18 PM	2.6	79				
	11:27 PM	0.3	9		10:29 PM	0.4	12							11:32 PM	0.1	3				
<b>9</b>	05:01 AM	1.3	40		<b>24</b>	04:10 AM	1.4	43		<b>9</b>	12:43 AM	0.2	6		<b>24</b>	05:45 AM	2.7	82		
	11:44 AM	0.2	6			10:54 AM	0.3	9			07:05 AM	2.6	79			11:55 AM	0.0	0		
W	05:40 PM	1.2	37	Th	04:32 PM	1.3	40		W	01:05 PM	0.3	9	Th	06:16 PM	2.9	88				
					11:07 PM	0.3	9			07:22 PM	2.6	79								
<b>10</b>	12:02 AM	0.3	9		<b>25</b>	05:03 AM	1.6	49		<b>10</b>	01:29 AM	0.2	6		<b>25</b>	12:31 AM	-0.1	-3		
	05:49 AM	1.4	43			11:56 AM	0.3	9			07:45 AM	2.6	79			06:42 AM	2.8	85		
Th	12:34 PM	0.2	6	F	05:24 PM	1.3	40		Th	01:41 PM	0.2	6	F	12:45 PM	-0.2	-6				
	06:17 PM	1.1	34		11:42 PM	0.2	6			07:59 PM	2.8	85		07:09 PM	3.2	98				
<b>11</b>	12:35 AM	0.2	6		<b>26</b>	05:53 AM	1.8	55		<b>11</b>	02:10 AM	0.1	3		<b>26</b>	01:27 AM	-0.2	-6		
	06:33 AM	1.4	43			12:57 PM	0.2	6			08:20 AM	2.5	76			07:35 AM	2.8	85		
F	01:22 PM	0.2	6	Sa	06:14 PM	1.2	37		F	02:13 PM	0.2	6	Sa	01:34 PM	-0.3	-9				
	06:55 PM	1.1	34							08:33 PM	2.9	88		08:01 PM	3.5	107				
<b>12</b>	01:06 AM	0.2	6		<b>27</b>	12:18 AM	0.2	6		<b>12</b>	02:47 AM	0.1	3		<b>27</b>	02:21 AM	-0.4	-12		
	07:14 AM	1.5	46			06:44 AM	1.9	58			08:53 AM	2.5	76			08:27 AM	2.8	85		
Sa	02:08 PM	0.2	6	Su	01:59 PM	0.2	6		Sa	02:44 PM	0.2	6	Su	02:23 PM	-0.4	-12				
	07:34 PM	1.1	34	●	07:06 PM	1.2	37		●	09:06 PM	2.9	88	●	08:52 PM	3.6	110				
<b>13</b>	01:36 AM	0.2	6		<b>28</b>	01:00 AM	0.1	3		<b>13</b>	03:22 AM	0.1	3		<b>28</b>	03:14 AM	-0.4	-12		
	07:52 AM	1.6	49			07:36 AM	2.0	61			09:25 AM	2.5	76			09:18 AM	2.8	85		
Su	02:52 PM	0.2	6	M	02:57 PM	0.2	6		Su	03:15 PM	0.2	6	M	03:13 PM	-0.4	-12				
○	08:12 PM	1.0	30		07:58 PM	1.1	34		○	09:38 PM	2.9	88		09:42 PM	3.6	110				
<b>14</b>	02:03 AM	0.2	6		<b>29</b>	01:47 AM	0.1	3		<b>14</b>	03:55 AM	0.1	3		<b>29</b>	04:07 AM	-0.4	-12		
	08:27 AM	1.6	49			08:28 AM	2.0	61			09:58 AM	2.4	73			10:09 AM	2.7	82		
M	03:33 PM	0.3	9	Tu	03:52 PM	0.2	6		M	03:47 PM	0.2	6	Tu	04:04 PM	-0.3	-9				
	08:48 PM	1.0	30		08:48 PM	1.1	34			10:10 PM	2.9	88		10:34 PM	3.5	107				
<b>15</b>	02:29 AM	0.3	9		<b>30</b>	02:40 AM	0.1	3		<b>15</b>	04:29 AM	0.2	6		<b>30</b>	05:00 AM	-0.2	-6		
	09:00 AM	1.6	49			09:19 AM	2.0	61			10:31 AM	2.4	73			11:01 AM	2.6	79		
Tu	04:14 PM	0.3	9	W	04:47 PM	0.3	9		Tu	04:20 PM	0.3	9	W	04:57 PM	-0.2	-6				
	09:22 PM	1.0	30		09:38 PM	1.1	34			10:44 PM	2.8	85		11:27 PM	3.4	104				

DIFFERENCES	Spring Range				DIFFERENCES	Spring Range				DIFFERENCES	Spring Range			
	High	Low	H. Ht	L. Ht		High	Low	H. Ht	L. Ht		High	Low	H. Ht	L. Ht
Sharps Island Light	-3:47	-3:50	*1.18	*1.17	Mtn Pt, Magothy River	+1:24	+1:40	*0.88	*0.88	Onancock Creek	+3:52	+4:15	*0.70	*0.83
Havre de Grace	+3:11	+3:30	*1.59	*1.59	Chesapeake Beach	-1:14	-1:15	*1.12	*1.14	Stingray Point	+2:01	+2:29	*0.48	*0.83
Sevenfoot Knoll Light	-0:06	-0:10	*0.82	*0.83	Cedar Point	-3:16	-3:13	*1.33	*1.33	Hooper Strait Light	+5:52	+6:04	*0.66	*0.67
St Michaels, Miles River	-2:14	-1:58	*1.08	*1.08	Point Lookout	-3:48	-3:47	*1.37	*1.33	Lynnhaven Inlet	+0:47	+1:08	*0.77	*0.83

All times listed are in Local Time, Daylight Saving Time has been applied when appropriate. All speeds are in knots. Tides & Currents predictions are provided by NOAA.gov



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## Baltimore Harbor Approach (Off Sandy Point)

	Slack			Maximum		
	h	m	knots	h	m	knots
<b>1</b> Tu	04:16AM	01:30AM	-0.8E	07:56AM	1:3F	
	11:26AM	02:40PM	-1.1E	06:19PM	08:43PM	0.5F
				11:13PM		
<b>2</b> W		02:17AM	-0.7E	05:01AM	08:46AM	1.2F
				12:20PM	03:36PM	-1.0E
				07:21PM	09:39PM	0.5F
<b>3</b> Th	12:07AM	03:09AM	-0.6E	05:52AM	09:40AM	1.1F
	01:16PM	04:34PM	-1.0E	08:23PM	10:41PM	0.4F
<b>4</b> F	01:10AM	04:10AM	-0.6E	06:50AM	10:40AM	1.0F
	02:15PM	05:36PM	-0.9E	09:16AM	12:54PM	0.8F
	09:24PM	11:48PM	0.4F			
<b>5</b> Sa	02:23AM	05:19AM	-0.5E	07:59AM	11:46AM	0.9F
	03:16PM	06:38PM	-0.9E	10:21PM		
<b>6</b> Su		12:56AM	0.5F	03:42AM	06:35AM	-0.5E
				09:16AM	12:54PM	0.8F
				04:17PM	07:38PM	-0.8E
				11:11PM		
<b>7</b> M		01:58AM	0.6F	04:55AM	07:49AM	-0.5E
				10:35AM	02:01PM	0.8F
				05:15PM	08:33PM	-0.8E
				11:56PM		
<b>8</b> Tu		02:53AM	0.7F	05:57AM	08:54AM	-0.6E
				11:48AM	03:02PM	0.8F
				06:08PM	09:23PM	-0.8E
<b>9</b> W	12:36AM	03:42AM	0.8F	06:51AM	09:52AM	-0.7E
	12:54PM	03:57PM	0.7F	06:57PM	10:07PM	-0.8E
<b>10</b> Th	01:12AM	04:25AM	0.9F	07:38AM	10:43AM	-0.8E
	01:52PM	04:46PM	0.7F	07:41PM	10:47PM	-0.8E

## Chesapeake Bay Entrance (2.0 n.mi. N of Cape Henry Lt.)

	Slack			Maximum		
	h	m	knots	h	m	knots
<b>1</b> Tu	03:04AM	05:52AM	-1.4E	09:14AM	11:47AM	1.7F
	02:19PM	05:36PM	-1.7E	08:42PM		
<b>2</b> W		12:20AM	2.2F	04:06AM	06:56AM	-1.3E
				10:27AM	12:44PM	0.8F
				03:08PM	06:32PM	-1.4E
				09:35PM		
<b>3</b> Th		01:13AM	2.1F	05:10AM	08:03AM	-1.2E
				11:39AM	01:41PM	0.7F
				04:06PM	07:33PM	-1.2E
				10:33PM		
<b>4</b> F		02:09AM	1.9F	06:17AM	09:12AM	-1.1E
				12:45PM	02:46PM	0.5F
				05:17PM	08:42PM	-1.1E
				11:37PM		
<b>5</b> Sa		03:13AM	1.6F	07:25AM	10:15AM	-1.0E
				01:45PM	04:06PM	0.5F
				06:39PM	09:54PM	-1.0E
<b>6</b> Su		12:52AM	1.4F	08:32AM	11:13AM	-0.9E
				02:38PM	05:28PM	0.6F
				08:02PM	11:02PM	-1.0E
<b>7</b> M		02:16AM	1.2F	09:33AM	12:07PM	-0.8E
				03:21PM	06:33PM	0.8F
				09:14PM		
<b>8</b> Tu		12:09AM	-1.1E	03:37AM	07:14AM	1.1F
				10:22AM	12:56PM	-0.8E
				03:58PM	07:24PM	1.1F
				10:16PM		
<b>9</b> W		01:13AM	-1.2E	04:44AM	08:04AM	1.0F
				10:59AM	01:38PM	-0.9E
				04:32PM	08:05PM	1.3F
				11:11PM		
<b>10</b> Th		02:06AM	-1.2E	05:36AM	08:40AM	0.9F
				11:25AM	02:12PM	-1.0E
				05:06PM	08:40PM	1.5F
				11:59PM		

APRIL 2025 CURRENTS

### Current Differences and Speed Ratios

Secondary Stations Baltimore Harbor Approach	Time Differences				Speed Ratios	
	Min. before Flood	Flood	Min. before Ebb	Ebb	Flood	Ebb
	Cove Point, 3.9 n.mi. East	-3:29	-3:36	-4:08	-3:44	0.4
Sharp Island Lt., 3.4 n.mi. West	-1:39	-1:41	-1:57	-1:43	0.4	0.5
Thomas Pt. Shoal Lt., 2.0 n.mi. East	-1:05	-0:14	-0:22	-0:20	0.6	0.6
Pooles Island, 4 miles Southwest	+0:59	+0:48	+0:56	+1:12	0.6	0.8
Turkey Point, 1.2 n.mi. Southwest	+2:39	+1:30	+0:58	+1:00	0.6	0.8

Corrections Applied to Baltimore Harbor Approach

Secondary Stations Chesapeake Bay Entrance	Time Differences				Speed Ratios	
	Min. before Flood	Flood	Min. before Ebb	Ebb	Flood	Ebb
	Chesapeake Beach, 1.5 miles North	+0:29	+0:48	+0:06	+0:00	1.0
Chesapeake Channel, (bridge tunnel)	+0:05	+0:38	+0:32	+0:19	2.2	1.2
Stingray Point, 12.5 miles East	+2:18	+3:00	+2:09	+2:36	1.2	0.6
Smith Point Light, 6.7 n.mi. East	+2:29	+2:57	+2:45	+1:59	0.5	0.3
Point No Point, 4.3 n.mi. East	+4:49	+5:33	+6:04	+5:45	0.4	0.2

Corrections Applied to Chesapeake Bay Entrance



# FISH NEWS

By Lenny Rudow, FishTalk editor



## Clamping Down on Cobia

At its winter meeting the Atlantic States Marine Fisheries Committee (ASMFC) decided a 15.9-percent reduction in the northern region (Virginia or Rhode Island) harvest was necessary to bring the average yearly catch down to quota, and that means some changes. As we go to press, Virginia hasn't announced final regs, but they're likely to mirror Maryland, which recently stipulated a new minimum size of 43 inches with a one fish per person/two per boat maximum limit. The season grows slightly with this change, from June 15 through September 20 rather than closing down September 15.

ASMFC scientists and regulators believe cobia are expanding their habitat northward, making previous quota allocations to northern states unrealistic. Data from satellite archival and acoustic tagging programs indicate that in the coming decades, cobia may continue their northward treks farther and farther with areas as far north as New Jersey and New York holding large swaths of suitable habitat through the summer months.

## It's Showtime!

The Bay Bridge Boat Show at Safe Harbor Narrows Point will have hundreds of new boats on display this month. Food and drink will be onsite; there are numerous restaurants within walking distance, and there will be show features including the PropTalk Demo Dock, free boating education seminars, and a fishing section. Show dates are April 11 through 13 with hours from 10 a.m. to 6 p.m. Friday and Saturday, and 10 a.m. to 5 p.m. Sunday. Visit [annapolisboatshows.com](http://annapolisboatshows.com) for more information.

## Busting on the Blue Cats

In its continuing effort to tamp down the blue catfish's nuclear population explosion in the Chesapeake Bay, the Maryland DNR has introduced a pair of pilot programs: For-Hire/Commercial and Mid- and Lower-Bay Finfish Trotline programs. The For-Hire/Commercial program allows charter boats and guides running trips to simultaneously fish commercially for blue catfish. Any applicant with an appropriate commercial fishing license targeting blue catfish on a for-hire charter trip will be able to sell any excess catfish they may bring back to the dock. The Finfish Trotline program will relax regulations prohibiting the use of trotlines south of the Bay Bridge and will be more limited in nature with a small number of initial harvesters. The DNR says it plans to examine bycatch, user conflicts, and other potential issues before potentially expanding the program.

## Record Winter

No, we're not talking about the snow and cold—we're talking about state records that fell like that white fluffy stuff. First, the longstanding record for yellow perch of 2.2 pounds (which has held since 1979) was topped by a hair when Thomas Dembeck Jr. reeled in a 2.3-pounder. He was jigging mini-paddletails tied in tandem in 50 feet of water in the lower Susquehanna when the fish hit, and he said that at first he thought he had a doubler on the line. The second record was broken by former long-nose gar record-holder David Confair, who reclaimed the Maryland state record for this fish by topping the previous record of 18.3 pounds with a 20.5 pounder caught in the Marshyhope. Confair had a 17.9-pound fish that held the mark until 2019, and he reclaimed it while fishing a two-hook Sabiki rig with cut gizzard shad in 15 feet of water. The mega-gar stretched the tape to a whopping 49.5 inches.





## The Trout, the Whole Trout, and Nothing but the Trout

All of the states in our area of coverage have trout stocking programs, but dedicated trout aficionados may want to head for Pennsylvania this month. Trout season opens April 5, and the state has announced that it will stock an eye-popping 3.2 million trout into 691 streams and 130 lakes. That's almost 4000 trout per waterway, with an average size of 11 inches and 72,000 trophy-sized brood stock also being planted. As a matter of reference, in 2025 Virginia will stock around 1.2 million trout and Maryland will stock around 240,000. Check out the trout stocking schedule at [fishandboat.com](http://fishandboat.com).

## We're Digging It

The emergency beach replenishment at Indian River, DE, has been running on schedule this winter, and 480,000 cubic yards of sand have been restored to the beach and dunes. The U.S. Army Corps of Engineers plans to almost double that amount in a second phase of the operation to ensure long term stability of the beach and dunes, which were severely eroded last year leading to a dune breach and loss of the popular surf fishing area.

## TOURNAMENT NEWS

### It's No Fluke

April means it's time for the flounder to arrive and Captain Steve's 2025 Spring Flounder Tournament is on. With a \$1000 first place award and over \$2500 in cash and prizes in all, anglers will soon be hitting the back bays in search of monster flatties. The competition kicks off April 25 and runs through May 4, but anglers must be registered before the opening to participate. Daily weigh-ins end at 8 p.m. at Captain Steve's in Chincoteague, VA. Visit [stevesbaitandtackle.com](http://stevesbaitandtackle.com) for more details and an entry form.

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**1990 36' Nauset Trawler 36'** 1 cabin 1 head, dual helm, extended flybridge, outboard, windlass, Westerbeke 5kw generator, inverter/charger, single CAT 3208 TA, 8 - 13 knots. 10' Avon dingy w/ 3.5Hp Nissan, full maintenance, trip logs, and oil sample reports. **\$69,950** Deltaville, VA. Call Bob Hoefler 804.241.8924 or [bob@yazuyachting.com](mailto:bob@yazuyachting.com) [www.yazuyachting.com](http://www.yazuyachting.com)



**1990 Pettegrow Flybridge 36'** Brokerage - Custom built classic Maine Lobster-Style boat. Hull recently painted, many upgrades, varnished cherry interior, radar, A/C-heat, much more. Asking **\$190,000** Call Rod Rowan 703.593.7531 or [www.seattleyachts.com](http://www.seattleyachts.com)



**2018 Legacy 36'** Brokerage - Flag Blue hull, VERY nicely maintained. 480 Cummins w/ low hours. Galley down, genset, 3-zone AC, lots more. Asking **\$499,000** Call Dave van den Arend 443.850.4197 or [www.seattleyachts.com](http://www.seattleyachts.com)



**36' Fratelli Aprea Sorrento 2022** Luxurious Yacht w/ Stunning Interior & Spectacular Performance! Enjoy a dry and very comfortable ride at 30+ knots. Handcrafted in Italy for over 130 years by the Fratelli family. Stand out from the crowd w/ this very elegant Yacht! Lightly used as a demo boat. Now offered for sale. **\$930,000** S&J Yachts, 410.639.2777, [www.sjyachts.com](http://www.sjyachts.com)



**37' Formula 37PC 2006** Performance proven sports cruiser. Incredibly clean & loaded w/ upgrades. 2 cabin - sleeps 6. Twin Volvo 375Hp gas stern drive IO's, bow thruster, reverse cycle A/C, & much more! **\$144,000** S&J Yachts, 410.639.2777, [www.sjyachts.com](http://www.sjyachts.com)



**1966 38' Fiberglass Chris Craft Commander** Restored, full flybridge enclosure, 7.3 turbo diesels, gen set, new teak toe rail and stainless railings. Great mahogany interior, bullet proof hull. Annapolis area. Asking **\$15,000** Call/text Tim 443.989.8900 or [Troy519@aol.com](mailto:Troy519@aol.com)



**2001 Mast and Mallet 38** Yanmar 300Hp Diesel Engine w/ 736 hours, Raymarine Electronics, Bow Thruster, Galley Down, Head w/ separate shower, Lofrans Windlass. Beautiful and well taken care of - Must see to appreciate! Price - **\$235,000** Campbell's Yacht Sales, Contact P.J. Campbell, 410.829.5458, [pj@campbellsyachtsales.com](mailto:pj@campbellsyachtsales.com), [www.campbellsboatyards.com](http://www.campbellsboatyards.com)



**2015 Sabre 38 Salon Express** Low Hours (400) on Volvo IPS 400 w/ Joystick Control. Only 225 Hours on Kohler Generator w/ Sound Shield. After Coolers and Heat Exchangers Cleaned and serviced in 2023. Pod Drives serviced in 2023. Excellent Condition! Price - **\$579,000** Campbell's Yacht Sales, Contact P.J. Campbell, 410.829.5458, [pj@campbellsyachtsales.com](mailto:pj@campbellsyachtsales.com), [www.campbellsboatyards.com](http://www.campbellsboatyards.com)



**2022 Nimbus 405C 40'** Brokerage - Three cabin, two head layout. Superbly equipped for coastal cruising/loop. This boat completed The Loop in 2023! Air, Genset, Diesel heat, Bow & Stern Thrusters, Freezer, Tender & More! Ready to Cruise! Asking **\$698,000** - over 1M to replace today. Call Jeff Jordan 410.320.5183 or [www.seattleyachts.com](http://www.seattleyachts.com)



**2024 Nordic Tug 40'** New - Hull #12. Cummins Engine & Genset Specs. Air, Thrusters and more! Available NOW! Call Seattle Yachts Annapolis 410.397.7323 or [www.seattleyachts.com](http://www.seattleyachts.com)



**40' Bavaria R40 Coupe 2023 DEMO** SAVE BIG - over \$200,000 - lightly used DEMO boat. Enjoy her in Florida for the Winter, then take her wherever you want to go! Great Loop? Retractable sunroof. Large light-filled salon w/ galley & dining area. 2 lg staterooms w/ centerline berths, 2 heads, retractable swim platform... **\$699,000** S&J Yachts, 410.639.2777, [www.sjyachts.com](http://www.sjyachts.com)



**2023 Nimbus T-11 41'** Brokerage OUR TRADE - Twin 300 Mercs. Joystick, Thruster, Open day boat layout w/ yacht construction quality. 2 Cabins and enclosed head. **\$394,500** (Over \$550K to buy new). Well-equipped! Call Gordon Bennett 410.739.4432 or [www.seattleyachts.com](http://www.seattleyachts.com)



**2024 Nimbus C-11 41'** New - Hull #83 - Twin 400 Mercs. Joystick, Thruster, Commuter layout w/ yacht construction quality. 2 Cabins and enclosed head. **\$700,000** Call Seattle Yachts Annapolis 410.397.7323 or [www.seattleyachts.com](http://www.seattleyachts.com)



**2025 Nimbus W11 41'** New - Hull #46. Foiled Hull, Twin Mercury Verado V-10 400XXL, Mooring Sunshades, Eco-Teak, Zipwake & Bow Thruster, Windlass, Air Con, Simrad Electronics Package and More. **\$700,000** Call Seattle Yachts Annapolis 410.397.7323 or [www.seattleyachts.com](http://www.seattleyachts.com)



**41' Bavaria SR41 2023 INVENTORY CLEARANCE** - SAVE \$75,000. Modern family cruiser. Enjoy outdoor living w/ all the amenities & spacious indoor living w/ 2nd galley, salon and 2 large staterooms. A/C, large electric sunroof, sunpad fwd & aft, much more. **\$674,345** S&J Yachts, 410.639.2777, [www.sjyachts.com](http://www.sjyachts.com)



**41' Menorquin 120 2003** Luxurious accommodations. Powerful yacht w/ semi-displacement hull will do 20 knots. Stands out in any harbor. Great for entertaining. Excellent fuel economy. **\$215,000** S&J Yachts, 410.639.2777, [www.sjyachts.com](http://www.sjyachts.com)



**1990 Nautique 42' Sportfish** Twin cat 3208s. 8kw Onan, teak cockpit, transom door, pulpit, queen centerline cabin, double guest cabin, head w/ walk in shower, galley up, custom all-teak interior, hard top on flybridge. **\$69,000** 704.425.4108



**42' Jones 2000** Powered by Cummings QSM11 – 650Hp. Just returned from a 1400-mile voyage from Bahamas. Located in Hurlock, MD at Suicide Bridge Restaurant Marina. Asking **\$175,000** Call Dave – 410.829.4383



**43' Tiara 4300 Sovran 2009** High quality workmanship and performance & hard to find. Meticulously maintained w/ all service records are available to a serious buyer. IPS-600 Volvo, Joystick controls make her a joy for short-handed yachtsman. **\$350,000** S&J Yachts, 410.639.2777, www.sjyachts.com



**(Gotlfs) 46' Grand Banks '89 \$299,000** Jason Hinsch 410.507.1259 [jason@curtisstokes.net](mailto:jason@curtisstokes.net) [www.curtisstokes.net](http://www.curtisstokes.net)

**46' Matthews 1973 RARE** All fiberglass sport fisherman. 1 of 12 manufactured. Total refit, like new! Includes: 11' Boston Whaler w/ new 15Hp Mercury outboard. **\$125,000** Call 443.534.9473



**2022 Prestige Yachts 460 Fly 47'** Baltimore, MD. Asking **\$977,000** Seakeeper Equipped. Like-New Condition. Several years of remaining Volvo factory warranty. Most volume mid 40' yacht on the market. To schedule showing or for more information, please contact Ian Dimka: 410.693.7386 or [ian@cyc.yachts](mailto:ian@cyc.yachts) [www.chesapeakeyachtcenter.com](http://www.chesapeakeyachtcenter.com)



**2015 Prestige Yachts 500 S 50'** Rock Hall, MD. Asking **\$634,000** Award Winning 3-Stateroom Layout. Tender Garage. Indoor-Outdoor Salon/Helm. Excellent Condition and ready for her next home! To schedule showing or for more information, please contact Ian Dimka: 410.693.7386 or [ian@cyc.yachts](mailto:ian@cyc.yachts) [www.chesapeakeyachtcenter.com](http://www.chesapeakeyachtcenter.com)



**2003 51' Dettling Express Cruiser 51'** Meticulously maintained, comfortable cruising between 10 & 20 Knots. Dual Cummins 450Hp engines w/ new mounts & shaft seals, 13.5KW genset, 2 cabin – 2 head layout, pilot house, spacious salon & cockpit. **\$629,000** Deltaville, VA. Call Jon Hutchings 804.567.0093 or [jon@yazuyachting.com](mailto:jon@yazuyachting.com) [www.yazuyachting.com](http://www.yazuyachting.com)



**2022 Prestige Yachts 520 Fly 52'** Baltimore, MD. Asking **\$1,299,000** Volvo DPS installed. Most outfitted, most immaculate 520 on pre-owned market. To schedule showing or for more information, please contact Ian Dimka: 410.693.7386 or [ian@cyc.yachts](mailto:ian@cyc.yachts) [www.chesapeakeyachtcenter.com](http://www.chesapeakeyachtcenter.com)



**2011 Meridian 541 Sedan 54'** Annapolis, MD. Asking **\$549,000** Sharp black painted hull. Terrific layout w/ galley up and aft. Huge flybridge w/ A/C. Joystick docking w/ Skyhook. To schedule showing or for more information, please contact Chuck Meyers: 703.999.7696 or [chuck@cyc.yachts](mailto:chuck@cyc.yachts) [www.chesapeakeyachtcenter.com](http://www.chesapeakeyachtcenter.com)



**2007 Marquis Yachts 59 Flybridge 59'** Annapolis, MD. Asking **\$695,000** Excellent Condition. Climate Controlled Flybridge w/ Hardtop. Full beam king master. To schedule showing or for more information, please contact Chuck Meyers: 703.999.7696 or [chuck@cyc.yachts](mailto:chuck@cyc.yachts) [www.chesapeakeyachtcenter.com](http://www.chesapeakeyachtcenter.com)



**2019 Prestige Yachts 590 Fly 59'** Chesapeake City, MD. Asking **\$1,249,000** Absolutely Amazing Condition. UTD on all preventative maintenance and services. Motivated seller! To schedule showing or for more information, please contact Ian Dimka: 410.693.7386 or [ian@cyc.yachts](mailto:ian@cyc.yachts) [www.chesapeakeyachtcenter.com](http://www.chesapeakeyachtcenter.com)



**2020 Prestige Yachts 590 Fly, OUR TRADE 59'** Baltimore, MD. Asking **\$1,199,080** Amazing Condition. Outfitted w/ ALL factory options and upgrades. Remaining engine/pod warranty. Custom flybridge enclosure. Available for immediate delivery. To schedule showing or for more information, please contact Ian Dimka: 410.693.7386 or [ian@cyc.yachts](mailto:ian@cyc.yachts) [www.chesapeakeyachtcenter.com](http://www.chesapeakeyachtcenter.com)



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**2019 Princess Yachts V65 65'** Ft. Lauderdale, FL. Asking **\$2,495,000** Low hours, fully serviced, and turnkey. 28 knot cruise! 4 staterooms/ 3 heads. To schedule showing or for more information, please contact Chuck Meyers: 703.999.7696 or [chuck@cyc.yachts](mailto:chuck@cyc.yachts) [www.chesapeakeyachtcenter.com](http://www.chesapeakeyachtcenter.com)



**2021 Prestige Yachts 690 Fly 69'** Fort Lauderdale, FL. Asking **\$2,399,000** Immaculate Yacht. Original Chesapeake Bay boat. East-Coast delivery available. Like-New. To schedule showing or for more information, please contact Ian Dimka: 410.693.7386 or [ian@cyc.yachts](mailto:ian@cyc.yachts) [www.chesapeakeyachtcenter.com](http://www.chesapeakeyachtcenter.com)



**2023 Princess Yachts Y72 72'** Palm Beach, FL. Asking **\$4,695,000** Like-new condition. Low Hours. Original Owner. Highly optioned and Capt. maintained. To schedule showing or for more information, please contact Chuck Meyers: 703.999.7696 or [chuck@cyc.yachts](mailto:chuck@cyc.yachts) [www.chesapeakeyachtcenter.com](http://www.chesapeakeyachtcenter.com)



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## Partnership

**Smith's Marine** on the Severn River has partnered with **New World Boats** to offer semi-custom options from Latitude Tournament Boats (LTB) and Wolfboro Boats. LTB boats are built one at a time and offer 25-foot and 32-foot center consoles built to fish 365 days a year, by passionate anglers for passionate anglers. These semi-custom boats are constructed to withstand the daily grind of professional guides and commercial fishermen yet easily meet the needs of entertaining and cruising with family and friends. With an incredible 18-inch draft for the LTB25 and 20 inches for the LTB32, both models allow you to navigate shallow waters effortlessly. An impressive 24.5-degree deadrise ensures a smooth and stable ride no matter the conditions. The Wolfboro Boats Classic 15 is the perfect fusion of timeless charm, modern innovation, and functionality in a fully composite, wood-free center console that offers unmatched durability and effortless maintenance. Perfect for family outings, fishing trips, or watersports, the Classic 15 features a spacious deck, intuitive controls, and a buoyant foam core providing over 2500 pounds of flotation. Premium highlights include Garmin electronics, an integrated 12-gallon fuel tank, stainless steel push-button controls, and JL Audio/Fusion sound systems. New World Boats will be displaying at the Bay Bridge Boat Show at Safe Harbor Narrows Point, April 11 to 13. For more information call (443) 203-8911 or email [john@newworldboats.com](mailto:john@newworldboats.com), or go to [lbtboatworks.com](http://lbtboatworks.com) and [wolfboroboats.com](http://wolfboroboats.com).

## Staff Promotions

**Visit Annapolis & Anne Arundel County (VAAAC)** announces several staff promotions within the organization. Celebrating its 35th anniversary in 2025, the non-profit organization has experienced exponential growth in its mission and scope of work in support of the tourism industry in the region. The VAAAC board of directors recognized the tremendous growth under Kristen Pironis's leadership and the vast opportunities that lie ahead. As a result, Pironis has been promoted from executive director to chief executive officer. She joined VAAAC as executive director in 2021, and during her tenure, the board, stakeholders, and staff completed a comprehensive strategic plan, and the VAAAC Foundation was established. Known for her strategic thinking and bold leadership philosophy, Pironis has assumed a pivotal role at a critical time for promoting Annapolis and Anne Arundel County, focusing on transforming lives through travel. Upon joining the organization, she brought a fresh vision to enhance the mission and operational execution, which is supported by three core values: inclusivity, stewardship, and audacity. Through the strategic planning process, four guided priorities were established: to cultivate and lead a diverse and inclusive hospitality and tourism community, to collaborate with partners across the destination, to drive prosperity and sustainability, and to strengthen organizational capacity.

Additional staff members received promotions and recognition of their work, including: Shannon Harcum—promoted to chief operating officer of VAAAC and executive director of VAAAC Foundation, Dan Cook—promoted to senior director of marketing and brand management, Susan Hill—promoted to director of finance. VAAAC is a nonprofit, partnership-focused destination marketing and management organization dedicated to fostering a welcoming destination and promoting tourism for visitors, partners, and the community. The tourism and hospitality industry in Annapolis and Anne Arundel County significantly impacts Maryland's economy. In 2023, visitor spending injected \$4.1 billion into the state economy, attracting more than 6.8 million visitors, and sustaining more than 26,000 jobs (both directly and indirectly), according to the 2023 Economic Impact of Tourism in Maryland Report. [VAAAC.org](http://VAAAC.org)

## Spring Events

**Seattle Yachts** announces a **Spring Open House** and upcoming **Demo Days** events. The open house will be held March 29 from 10 a.m. to 4 p.m. at Seattle Yachts Annapolis in Bert Jabin Yacht Yard. This boat show-style event will feature nearly 20 of the hottest power and sail models on the market today, and the entire Seattle Yachts team will be on-hand to answer any questions. There has never been a better time to buy thanks to special incentives. For more information, call (410) 397-7323 or visit [seattleyachts.com](http://seattleyachts.com). Spring Demo Days will take place April 17-18 from 10 a.m. to 4 p.m. at Bert Jabin Yacht Yard. Check out the Nimbus T8, C9, and W11, and bring your questions for the team. Call the number above or visit the website to register for the event.

### Nominations Open

The **American Boat and Yacht Council (ABYC)** announced nominations are now open for the 2025 **Outstanding Technician Awards**. A highlight of International Marine Service Technician Week, set for April 21-25, the event celebrates marine technicians and their essential role in ensuring the safety, reliability, and enjoyment of boating. Now in its fourth year, the Outstanding Technician Awards recognize service professionals who stand out in customer service, technical training, and industry involvement. ABYC will honor 10 outstanding technicians with a \$100 Visa gift card, a technician prize pack, and recognition on ABYC's social media platforms. The "New Achiever" category will recognize newcomers to the industry who demonstrate exceptional skill and potential. "We encourage businesses and boaters to take a moment to recognize their favorite marine technicians," said Shannon Aronson, ABYC's senior director of marketing and communications. "Submitting a nomination is a great way to show appreciation for their dedication and expertise." Nominations are open now and will be accepted through March 31 at [abycinc.org/outstandingtech2025](http://abycinc.org/outstandingtech2025). The winners will be announced on Thursday, April 24, during the weeklong celebration of marine technicians.

### New Places to Pick up PropTalk

Let's give a warm welcome to these new PropTalk distribution stops!

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Bay Shore Marine .....66	Maryland Marina.....59	Visit St. Mary's MD .....32
Beacon Light Marina.....27	Middle Bay Realty.....61	Wooden Boat Restoration, LLC .....69
BoatU.S.....17	Marine Trades Assoc. of Maryland .....82	Yacht Maintenance Co.....47
Boatyard Bar & Grill .....30	North Point Yacht Sales.....11	YaZu Yachting .....14
BOE .....84	PortBook .....37,42,68	Z Nautic Group .....42
Brown Dog Marine .....14		

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