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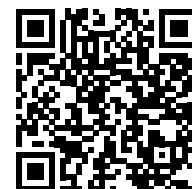
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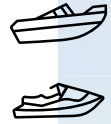
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THE IMPORTANCE OF BOAT INSURANCE

Embarking on the open water is an exhilarating experience, filled with the promise of adventure and relaxation. Whether you're a seasoned sailor or a weekend cruiser, protecting your vessel with proper insurance is not just a choice—it's a necessity. Explore the reasons why every boat owner should prioritize boat insurance for a worry-free voyage.

Unpredictable waters

The open water can be unpredictable, with unexpected storms, collisions, or other potential accidents. Boat insurance can give you financial protection if there is damage to your vessel, providing coverage for repairs or replacement.

Damage and injury

Accidents on the water can result in damage to other boats, docks, or even injuries to passengers. Boat insurance offers liability coverage, which can pay for damages or injuries you're liable for while boating, up to specified limits, and lawsuit costs if you're sued. This includes damage you cause to another watercraft or if someone on or near your boat is injured and you're found to be legally responsible.

Theft and vandalism

Unfortunately, boat theft and vandalism are realities that boat owners face. Boat insurance has comprehensive and collision coverage that can protect you against events outside of your control, including theft and vandalism.

Incurred medical payments

Accidents on the water may lead to injuries for you or your passengers. Boat insurance offers a range of optional medical payments coverage limits, helping to cover medical expenses if you are in an accident or someone is hurt on your boat, regardless of fault.

Peace of mind for financing

If you financed the purchase of your boat, most lenders require insurance coverage to protect their investment. Having boat insurance not only fulfills these requirements but also gives you peace of mind knowing that your financial interests are safeguarded.

Navigational flexibility

Some water municipalities and marinas may require proof of insurance for docking or accessing certain areas. Boat insurance allows you the flexibility to explore different destinations without worrying about entry restrictions.

Emergency towing and assistance

Progressive boat insurance can include optional Sign & Glide® On-Water Towing coverage. If your boat is disabled or breaks down on the water, Sign & Glide® pays for on-water towing, jump starts, soft un-groundings, and fuel delivery.

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If your boat sinks, Progressive boat insurance will cover the cost of removing your boat from the water (if removal is legally required).

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Share Your Love for PropTalk

By Kaylie Jasinski

This year, PropTalk Magazine celebrates its 20th anniversary and we, myself especially, could not be more thrilled. Now, I haven't been here since the beginning, so I can't take too much credit. But being a part of this company for as long as I have, I know just how lucky I am to be here.

Our staff of 13 truly pulls off an amazing feat each month, and on top of that, we are all dedicated boaters. In 2024, we collectively logged 538 days on the water (you can read more about some of our favorite memories on page 20), with two of our staff members hitting 100 days on the water!

Despite an increasingly digital world asserting that "print is dead," we are evidence of the contrary. Each month we publish three free print magazines and a yearly marine services directory (Portbook), along with a host of digital offerings. We are able to provide all of you with a free monthly magazine thanks to the support of our advertisers. We would not be where we are today without them, or our faithful readers and contributors.

So today, we would like to ask something of you. It won't take up too much of your time, I promise, but it would mean the world to us. In our big

anniversary year, we ask you to share your thoughts and opinions, your compliments and feedback, to help us continually produce the best possible boating magazine for you. Here's how you can help. Feel free to share your responses to all or just some of these questions to kaylie@proptalk.com.

- How long have you been a PropTalk reader?
- What's your favorite section of PropTalk (i.e. DockTalk, Calendar, Cruising, Classic Boat, Boatshop Reports, etc.)?
- What was your favorite PropTalk article in 2024? Or ever?
- Where do you pick up PropTalk Magazine, or do you read the digital issue at PropTalk.com?
- What topics would you like to see covered in 2025?
- Are you familiar with our other publications: SpinSheet, FishTalk, and PortBook?
- Do you have ideas about places that could be good distribution spots for our magazine such as a coffee shop, marina, liquor store, or dock bar?

- Are you on our email list? If not, please sign up at proptalk.com/email-signup.
- Do you subscribe to our YouTube Channel? If not, please subscribe at youtube.com/proptalkmagazine.
- If you were to write a love letter to PropTalk Magazine, what would it say?

I love hearing from readers at boat shows or other events PropTalk attends throughout the year; about how much they love the magazine, congratulating me on my recent boat purchase, sharing how much it meant to see their boat dog featured in PropTalk... If that sounds like you, now's your chance to really show your love for PropTalk and help us celebrate our milestone anniversary. Please email me at kaylie@proptalk.com with your responses to some or all of the questions above (but if you only answer one, please pick number 10). The year is only just beginning, and we can't wait to celebrate with everyone who makes this magazine possible.

Kaylie

PropTalk Magazine is celebrating its 20th anniversary this year! Show your love, and let us know what PropTalk means to you.





January PropTalk Cover

Thank you for that wonderful picture of *Easy Bell* on the cover of the January issue (photo by David Ostwind).

Easy Bell was built in St. Mary's County in the early 1960s by Creighton Palmer who was a skilled wooden boat builder. Previous owners of the boat in Annapolis, Pat and Amy Teeling, visited Palmer's yard and invited him to Annapolis for a ride that was covered in a delightful article in PropTalk in September 2015.

Before he passed, Palmer built many Potomac River style boats, without plans, and always fore-and-aft planked. It's great to see one of his creations still on the water.

~Fred Millhiser

December Puzzle

Congratulations to John Walker, the winner of our December puzzle! Stay tuned for more in future issues. Thank you to everyone who entered!



Send your questions, comments and stories to kaylie@proptalk.com

Boat Dog



Meet Skipper & Buddy

Scott Sattler says, "Skipper loves showing his pal Buddy how to be a boat dog! Skipper is a six-year-old lab mix, and Buddy is a nine-year-old American Bully. Skipper has years of experience boating and swimming in the Susquehanna River and loves showing Buddy the ropes. Buddy loves being in the water and becoming a great swimmer! We boat out of Havre de Grace on our 26-foot Crownline *Doctor's Orders*."

Want to see your boat dog featured in PropTalk? Email one to three photos and a short description to kaylie@proptalk.com.



731 Consecutive Days on the Water

David Sites Breaks His Own Boating Record!

The Century Club's record-breaking boater, David Sites of Annapolis, outdid himself in 2024—a leap year—by logging 366 boating days in the calendar year. Add his 2023 total of 365 on-water days to the mix, and David has become our first Super Centurion by logging 731 consecutive days on the water. We at PropTalk are blown away by his dedication to boating! Learn about his journey in his words below:



■ David smashed the Century Club record by logging 731 consecutive days on the water. Photo by Will Keyworth

What's the best thing about leaving the dock every day?

I never know what I will find on my trip. Some days I would go out with no determined destination, but something cool always seemed to pop up. I love documenting what I see to share with everyone. I feel like the more beauty of the Bay that I share, the more people will respect it and want to experience it for themselves.

Can you name three of your favorite days on the water this year?

I had so many great days on the water that it would be hard to pick three favorites. I can say that my favorite days usually involve friends. Whether it was going to a boat-docking competition with Drew Payne and friends on the *Big Worm* charter boat, sailing on the Schooners *Woodwind* with Jen and crew with a bunch of my friends, or teaming up with some photographer friends to document cool things that go on in the Bay. The people that I have met and the things that I have seen are priceless.

Did you have any scary on-water experiences?

There have been a few spooky moments, fog for instance. It's a bit spooky when you're in the middle of the Bay and visibility is about 100 feet at best. It seems like things are usually more of a challenge to me than they are scary.

Favorite wildlife sightings?

I love seeing the wildlife in our area. It's always fun to see some of the regulars like the ospreys and the ducks. I like seeing and trying to get some photos of the great blue herons. Some of my favorites

this year are the bald eagles, pelicans, and even a few dolphins on occasion. I rarely see pelicans but was able to get some good photos of a couple of them twice this year, under the Bay Bridge.

Tell us the latest on Drew the Coyote.

Where do I start and where do I stop with Drew? It was quite a ride to locate the dock that got ripped from the Thomas Point Shoal Lighthouse with Drew still attached during Tropical Storm Debby last summer. The DNR had contacted us and told us roughly where it was, so my buddy Marc and I went and rescued him. We also dealt with the dock to make it safe for the night because the Bay still had four-foot waves from the storm, so it was too hard to tow it. I had way too much fun having Drew travel along with me all summer to get photos with him all around the Bay. We were even invited up onto the Baltimore Light lighthouse to check it out. Now there is a book out, which was written by Natasha Nash and uses my photos along with her illustrations. It is called "Drew's Grand Adventure" and is available on Amazon. All proceeds go to support the Thomas Point Shoal Light which really makes me happy.

What's your advice for aspiring Century Club members?

My advice for anyone that plans to participate in the century club in 2025 is to just have fun with it. Set your own goals to challenge yourself. The whole idea is to enjoy your time on the water and to maybe try new things and visit new places. I know that I definitely have.

Learn how to challenge yourself to log 100 on-water days with the Century Club at spinsheet.com/join-spinsheet-century-club. It's free and open to all boaters.



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What Is a Reef Ball?



■ Courtesy of CCA MD

The Coastal Conservation of Maryland (CCA) began its Living Reef Action Campaign in 2015 with three goals in mind: habitat creation and restoration, educational outreach and community engagement, and advancing the science of habitat restoration through scientific studies.

You may have seen CCA staff at a recent boat show, where they often host reef ball building demos, and wondered what it's all about? Well, a reef ball is a specially designed three-dimensional concrete structure. Concrete is poured into a mold and once it is set, the reef ball is removed, and its rough surface is now ideal for the attachment of numerous organisms.

Many of the reef balls built as part of the Living Reef Action Campaign make a trip into a setting tank to allow hatchery reared oysters to attach to the concrete. This allows each reef ball to enter the water as an already living reef. Depending on which model of reef ball is used, approximately 900-1500 spat have been attached

to a single reef ball before deployment.

Once reef balls are set with spat, they are immediately loaded onto the deck of a large boat or barge and deployed in the early morning hours to avoid loss of the juvenile oysters from overheating or drying out.

Deployment sites are carefully selected and permitted or approved as artificial reef sites. The team at the Chesapeake Bay Foundation uses a special cable which releases the reef balls once they are gently placed on the Bay bottom. In shallow water, volunteers float reef balls into position using inflated rubber bladders and by wading along the reef.

Deployed reef balls instantly provide new structure for fish and other organisms to call home. While fish are often transient occupants of a reef, a Chesapeake reef ball can quickly become a permanent home for filter feeders like anemones, mussels, sea squirts, and more. While oysters are always showcased as the Bay's leading filter feeder,

the true value of a reef is in the many organisms which work together to provide many ecosystem services. Oyster reefs are truly the foundation of all life in the Bay.

Throughout the year, CCA hosts reef ball build events at various schools in the region, providing a unique perspective for students, teachers, and parents into the importance of oysters in the regional ecosystem. You can learn more about these events, sign up to volunteer with CCA, or find a list of artificial reefs around the Bay at ccamd.org. And if you want to see just how productive these artificial reefs really are, head to the FishTalk YouTube channel and check out "Multi-Species Fishing at Artificial Reefs on the Chesapeake Bay."

New Wildlife Refuge for the Chesapeake Bay

Secretary of the Interior Deb Haaland and U.S. Fish and Wildlife Service director Martha Williams joined partners and community members to celebrate the establishment of Southern Maryland Woodlands National Wildlife Refuge as the 573rd and newest unit of the National Wildlife Refuge System.

The 31-acre parcel near Nanjemoy in Charles County, MD, is the first of several intended donations by The Nature Conservancy that over the next few months will permanently protect and conserve more than 300 acres of interior forest and riparian wetlands habitat, supporting northern long-eared bats, forest-interior songbirds, box turtles, and several species of salamanders that are of conservation concern. The service will continue working with partners and willing sellers to secure voluntary conservation of up to 40,000 acres of important wildlife habitat within four watershed-based focus areas in Anne Arundel, Prince George's, Calvert, Charles, and St. Mary's counties.

Following the announcement, Chesapeake Conservancy president and CEO Joel Dunn issued this statement: "Chesapeake Conservancy is proud to be a contributing partner in the creation of the Southern Maryland Woodlands National Wildlife Refuge. Nearly 15 years in the making, this is the first national wildlife refuge established in the Chesapeake Bay watershed in more than 25 years and the first in Maryland in over 60 years.

"This is one of the most pristine landscapes in the Chesapeake Bay watershed's Western Shore, and it faces many threats. Our forests continue to be converted at a rate of about 54 acres a day, and more than six million acres of the forest and wetland resources in our watershed remain vulnerable to development. We are losing our iconic landscapes.

"This new refuge offers an opportunity to halt and even reverse biodiversity loss in this important place, and in a way that fully integrates and respects the leadership and rights of Indigenous peoples and local communities."

■ Photo by Dan Murphy, courtesy USFWS

Winter Activities at Local Maritime Museums

Here are just a few of the many winter activities available to adults and children at local maritime museums around the Bay. Let's make the most of such museums this winter!

Lecture: The Last Days of the Schooner America. PropTalk co-founder David Gendell, author of "The Last Days of Schooner America," will trace the history of the famous vessel, including its final days at the Annapolis Yacht Yard. Gendell combines archival sources and oral histories to shape the story. Hosted by the Chesapeake Bay Maritime Museum January 25, 3 to 4:15 p.m., at Van Lennep Auditorium or join virtually. Suggested price is \$8. cbmm.org

Thomas Point Shoal Lighthouse Celebrates 150 Years of Service. At the Annapolis Maritime Museum, John Potvin will explore the lighthouse's history from the Coast Guard era to present day maintenance and preservation. \$10 admission, free for First Mate and above museum members. Register to reserve your spot. Virtual option available. January 30, 7:30 to 8:30 p.m. amaritime.org

School's Out, Tools Out. No school means it's time for tools at the Chesapeake Bay Maritime Museum. In this workshop, participants ages eight and older will build their own wooden toolbox using saws, hammers, and creativity. February 17. Two sessions: 11 a.m. to 12:30 p.m. and 1:30 to 3 p.m. \$20; 20 percent discount for museum members. cbmm.org

Great Backyard Bird Count. This Calvert Marine Museum citizen science activity will provide data to the Cornell Lab of Ornithology and the National Audubon Society. Check out a pair of binoculars and a bird count tally sheet and count on your own or on a guided walk. For adults and children in third grade or older (accompanied by an adult). February 14, 10 a.m. to 1 p.m. Free with museum admission. calvertmarinemuseum.org

Safety at Sea. The Mariners' Museum and Park and Landfall Navigation present the Capt. Henry Marx Memorial Safety at Sea course. Originally created for sailors, this course has relevant information for anyone going offshore. March 1, from 8 a.m. to 5 p.m. Ticket price is \$325, early bird member discount available; ticket sales close February 17 at 4 p.m. marinersmuseum.org



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PropTalk Staffers Celebrate Days On the Water

In the SpinSheet/PropTalk/FishTalk/Portbook offices, our staff does not just talk the talk, we walk the walk. Our magazines are produced for boaters, by boaters, and this year, our staff of 13 collectively logged 538 days on the water! Here are a few highlights of some of our favorite boating memories:

“A highlight of my year was sailing on the Schooner *Woodwind* listening to local author Dave Gendell talk about the maritime history of Annapolis. A beautiful night among friends old and new, and I learned a lot.”

~Molly Winans

“It’s been an amazing year catching some of my personal best fish from bull red drum in Kiptopeke, VA; king mackerel in Jupiter, FL; cobia in Reedville, VA; and bluefin tuna in the Atlantic. I’m thankful for all my fishing friends for getting me out there.”

~Zach Ditmars

“Some of my favorite memories from the year are finishing second in the E2C Racing and fishing on the *FishTalker* with Emily and Katherine from BOE Marine.”

~Eric Richardson



■ A favorite memory for Brooke King was taking her dog Shelby swimming for the first time.



■ Eric Richardson (right) and Beth Crabtree at the EWE Spirit Cup. Photo by Ted Morgan

“My favorite day on the water was when Lenny invited my family and me to go fishing! We had good weather, and we caught a variety of species.”

~Royal Synder

“After years of saying I wanted to buy a boat, I finally did it! So that was by far one of my favorite memories of 2024. But coming in a close second was catching two of my personal best fish this year: a 42-inch cobia and a 42.5-inch bull red drum, both in Virginia, thanks to my FishTalk fishing buddies.”

~Kaylie Jasinski

“Among my favorite boating memories from 2024 are getting checked out on a powerboat at the Chesapeake Boating Club, allowing me access to use the club boats, and racing on *Blinding Fury* in three local charity sailing regattas—great fun to raise funds for three local nonprofits.”

~Beth Crabtree

“Favorite day... I’m going to say it was the day we had my four-year-old niece, Magnolia, out fishing. We caught tiny little croaker, perch, and spot. I mean tiny. She loved playing with them in the livewell for a minute or two before letting them go, and it gave me flashbacks to when my daughter Mollie used to grab for little fishies in the livewell and then drop them over the side so they could go free.”

~Lenny Rudow

“Best day on the water was the EWE Spirit Cup. We didn’t end up racing, because there wasn’t enough wind, but it was awesome to be surrounded by all the love for EWE Spirit—EWE Spirit stickers, hats, shirts, etc., on all the boats, and a EWE Spirit flag on the race committee boat.”

~Mary Ewenson

“Favorite day was getting our dog Shelby swimming for the first time!”

~Brooke King



■ Cobia fishing in Reedville, VA, was a favorite memory for a few of our staff members. L to R: Lenny Rudow, Eric Packard, Zach Ditmars, and Kaylie Jasinski.

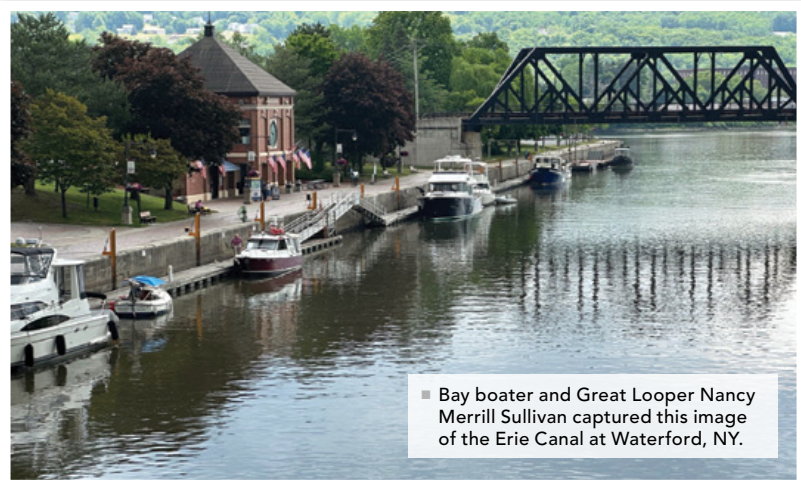
Erie Canal and AIWA Mark Anniversaries

Chesapeake boaters who have cruised the inland waterways north and south of the Bay know how important they are and often view them as the pathways to great adventures. Did you know the Erie Canal and Atlantic Intracoastal Waterway Association (AIWA) are celebrating anniversaries? 2024 was the 25th anniversary of AIWA and 2025 is the bicentennial of the Erie Canal.

As the Erie Canal turns 200, the communities along the entire 524-mile New York State canal system are expected to roll out the red carpet to boaters, whether they are cruising the length of the canal or just checking out waters by trailered boat for the day or weekend. A premier recreational boat waterway, the canal has a historic infrastructure that mostly still runs on simple waterpower, offering a ribbon of navigable canals, locks, rivers, and lakes across upstate New York connecting the East Coast with the Great Lakes and Canada. The villages, towns, and cities that line the shores offer a wealth of tourism opportunities for visiting boaters. For Bay boaters who take on the Great Loop counterclockwise, the canal system is where they will encounter the first of more than 100 locks. Learn more at eriecanalway.org/bicentennial.

South of the Chesapeake, the AIWA marked its 25th anniversary in November at the organization's 2024 annual meeting in Charleston, SC. AIWA is a national nonprofit that was founded in 1999. Its mission is to secure funding to support the maintenance of the 1100-mile Atlantic Intracoastal Waterway, which runs from Norfolk to Key West and is known as "America's Marine Highway 95."

Thanks to AIWA's efforts, in the past three years, more than \$135 million has been allocated by Congress to maintain depths, improve navigation, and support port infrastructure on the waterway. Find more information at atlanticintracoastal.org.



Bay boater and Great Loper Nancy Merrill Sullivan captured this image of the Erie Canal at Waterford, NY.

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Vincent Leggett (1953-2024)

Vincent Leggett, an historian who championed the preservation of Black stories and places associated with the Chesapeake Bay, died November 23. He was 71 years old.

In 1984, Leggett launched the Blacks of the Chesapeake, a project dedicated to collecting stories and artifacts of African American maritime life on the Bay. A decade later, he coalesced the effort into a nonprofit organization that frequently interacted with schools, museums, and community groups.

Leggett gathered his research into a pair of influential books, 1997's "Blacks of the Chesapeake" and 1999's "The Chesapeake Bay Through Ebony Eyes." He was named an "Admiral of the Bay," an honorary title given to Maryland environmental leaders. The Chesapeake Conservancy named him a "Champion of the Chesapeake" in 2022.

Leggett was born in 1953 to Charlie Leggett, a labor representative, and Willie

Mae Leggett, an elementary and special education teacher. Growing up in Baltimore, he gained a lifelong appreciation for the outdoors during fishing and hunting trips with his father.

His early career revolved around education, serving as an education planner for Baltimore City Public Schools and a supervisor of educational planning and student demographics for the public school system in Anne Arundel County, MD. He later worked as campus planner and academic advisor for Anne Arundel Community College and served for a time as president of the county's board of education.

He founded a government relations consulting firm, lobbying for environmental causes, equitable education funding, clean energy, and historical



preservation. He co-founded another nonprofit, the Chesapeake Ecology Center.

In 2000, the Blacks of the Chesapeake Foundation was designated as a Local Legacy Project by the Library of Congress and U.S. Congress. Its collection grew to more than 40,000 images portraying Black water workers and the equivalent of more than 400 linear feet of material records, broadsides, research papers, books, magazines, journals, and articles.

A longer version of this article appeared on the Bay Journal's website bayjournal.com. It has been reprinted with permission from the Bay Journal.



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January

Through Feb 28

CCA Pickerel Championship

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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.

15 Annapolis Anglers Club Monthly Meeting

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

16 AMM Winter Lecture Series

7 p.m. at the Annapolis Maritime Museum. Topic: Chesapeake Bay in Story and Song. Speaker: Jeff Holland. Pre-registration is strongly suggested as space is limited. Registration fee of \$10 per person at the door; first come, first served. Free admission for First Mate (\$150) and above. Available both virtually and in-person.

16 CCA Angler's Night Out

5:30 to 7:30 p.m. at the Ruddy Duck in Solomons, MD. Speaker: Capt. Mike Griffiths on how to successfully fish the CBBT and VA Beach. This event is free and open to the public and seating is first come, first served.

16 Invasive Fishes of the Chesapeake

5:30 p.m. in the Vann Lennep Auditorium at the Chesapeake Bay Maritime Museum in St. Michaels, MD. Through his lab at Salisbury University, Noah Bressman studies blue catfish and the northern snakehead to learn the best ways to manage their populations, while also supporting initiatives to encourage people to catch, kill, and eat these invasive fish to try to keep their populations down. \$8 per participant.

18 FSFF Hands-On Session

10 a.m. to 12 p.m. at the Free State Fly Fishers Clubhouse at the Davidsonville Family Rec. Center. Club member John Keough will discuss rod maintenance and how to do minor rod repairs. Questions: rybeer@gmail.com

22 CCA Southern Maryland Chapter Happy Hour

5:30 to 7:30 p.m. Join CCA southern Maryland's chapter for a co-sponsored happy hour with the Chesapeake Beach Oyster Cultivation Society (CBOCS) at the 1936 Bar & Grill in Chesapeake Beach to make some new friends with likeminded folks and find out how you can help with CCA's work in your local area.

22 Free Clean Marina Seminar

Marinas, boatyards and yacht club operators are invited to attend a free seminar to learn about best practices for marinas to protect our waters and how to earn the Clean Marina Award. Seminars will also highlight departmental grants and assistance for marinas and review the General Permit for Discharges from Marinas and new fuel regulations. 10 a.m. to 12:30 p.m. with an optional Clean Marina tour afterward. Held at Haven Harbour South, Rock Hall, MD.

23 AMM Winter Lecture Series

7 p.m. at the Annapolis Maritime Museum. Topic: American Blues - The Diverse, Delicious Story of the Chesapeake Blue Crab. Speaker: Kate Livie. Pre-registration is strongly suggested as space is limited. \$10.

24 Free Clean Marina Seminar

10 a.m. to 12:30 p.m. with an optional Clean Marina tour afterward. Held at Southern Maryland Sailing Association, Solomons, MD.

24-26 Richmond Boat Show

At the Richmond Convention Center in Richmond, VA.

January (continued)

25 The Last Days of the Schooner America
 3 p.m. in the Van Lennep Auditorium at the Chesapeake Bay Maritime Museum in St. Michaels, MD. Author David Gendell will trace the history of the famous vessel, including the never-before-told story of its final days at the Annapolis Yacht Yard. \$8 per participant.

25-26 Kent Island Fisherman's 13th Annual Fishing Flea Market
 At the Kent Island American Legion Post #278 in Stevensville, MD. 8 a.m. to 3 p.m. both days. Great deals on fishing equipment, boating, and crabbing accessories; fishing charters; clothing; publications; door prizes, food and beverages; and more. Free on-site parking. Admission \$4 (free for ages 16 and under).

27 CAPCA Monthly Meeting
 6:45 to 8:30 p.m. at Annapolis Elks Lodge in Edgewater, MD, and online via Zoom. Topic: Running Your Captain Business, Hear From the Experts. Free. More details at capca.net

28 Free Clean Marina Seminar
 10 a.m. to 12:30 p.m. with an optional Clean Marina tour afterward. Held at Annapolis Recreation Center.

30 AMM Winter Lecture Series
 7 p.m. at the Annapolis Maritime Museum. Topic: Thomas Point Shoal Lighthouse Celebrates 150 Years of Service. Speaker: John Potvin. Pre-registration is strongly suggested as space is limited. \$10.

30 Chessie: A Cultural History of the Chesapeake Bay Sea Monster 5:30 p.m. in the Van Lennep Auditorium at the Chesapeake Bay Maritime Museum in St. Michaels, MD. Historian Eric A. Cheezum uncovers the fascinating connection between Chessie's appearances and the dramatic changes occurring in Chesapeake Bay communities. \$8 per participant.

31 - Feb 2 Mid-Atlantic Sports and Boat Show

At the Virginia Beach Convention Center, VA.

February

1 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

6 AMM Winter Lecture Series 7 p.m. at the Annapolis Maritime Museum. Topic: A Reckless Night - A Path to Freedom. Speaker: Dave Gendell. Pre-registration is strongly suggested as space is limited. \$10.



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6 Beyond 2025: What Is Next for the Chesapeake Bay Watershed Lecture

A group of Chesapeake leaders led by Martha Shimkin, director of the Chesapeake Bay Program Office at the Environmental Protection Agency, and Anna Killius, executive director of the Chesapeake Bay Commission, have worked to identify the future of the Chesapeake Bay Watershed Agreement and what is next for the conservation efforts in the Chesapeake. 5:30 p.m. at the Van Lennep Auditorium at the Chesapeake Bay Maritime Museum (also available virtually). Suggested ticket price \$8.

13 AMM Winter Lecture Series

7 p.m. at the Annapolis Maritime Museum. Topic: Resilience in Practice - Adapting to Sea Level Rise in Annapolis. Speaker: Cameron Ramey. Pre-registration is strongly suggested as space is limited. \$10.

15-16 Pasadena Sportfishing 32nd Annual

Fishing Expo 8 a.m. to 2 p.m. both days at Kurtz's Beach in Pasadena, MD. Admission \$5 each day, ages 12 and under are free. Over 120 tables full of discounted items, new and used fishing tackle, crabbing supplies, custom-built rods and lures, nautical crafts, and more.

19 CCA Angler's Night Out

7 to 9 p.m. at the American Legion Post 7 in Annapolis, MD. Join CCA Maryland and the Annapolis Angler's Club for a cosponsored treble hook to single hook replacement workshop. We will also have an area dedicated to "tackle craft" led by Peter Turcik. This event is free and open to the public and seating is first come, first serve, so arrive early.

20 AMM Winter Lecture Series

7 p.m. at the Annapolis Maritime Museum. Topic: Pictured in Time - An Artist's Journey Around the Chesapeake. Speaker: Neil Harpe. Pre-registration is strongly suggested as space is limited. \$10.

20 Unpacking History: Black Packinghouse Workers and Owners in the Chesapeake

Lecture 5:30 p.m. at the Van Lennep Auditorium at CBMM in St. Michaels (also available virtually). Suggested ticket price \$8.

22 CCA Southern Maryland Chapter Annual Fundraising

Banquet 6 to 9:30 p.m. at the Calvert Marine Museum in Solomons, MD. This fundraising dinner directly supports CCA Maryland's focus on ensuring the health of our marine resources and anglers' access to them. Tickets include one-year membership to CCA, all you can eat raw oysters, open bar, dinner, live auction, live music, and more.

22 MSFC Flea Market 8 a.m. to 2 p.m. at the American Legion Dorchester Post 91 in Cambridge, MD. Mid-Shore Fishing Club of Maryland.

24 CAPCA Monthly Meeting 6:45 to 8:30 p.m. at Annapolis Elks Lodge in Edgewater, MD, and online via Zoom. Topic: Taking Action to Protect the Chesapeake Bay. Free. More details at capca.net

27 AMM Winter Lecture Series 7 p.m. at the Annapolis Maritime Museum. Topic: Chesapeake Invaders - The Ecology and Economics of Blue Catfish on the Bay. Speaker: Jay Fleming. Pre-registration is strongly suggested as space is limited. \$10.

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Princess S65: *Wearing the Crown*

By Lenny Rudow

You must be born a sovereign to be a princess, but that doesn't mean you can't find ways to feel like royalty—and stepping aboard a Princess S65 will certainly take you there. The life of royals is one of luxury, and on this yacht, you'll be kicking back in massive bow loungers, lying down on an epic cockpit sunpad, and sitting on satin-finish Rovere oak furniture. You'll be ensconced in elegance and surrounded by sleek.

Okay, we'll admit that we might sound a little over the top making such imperial assertions. But in this case, we're not too worried about coming off as jaded, because the S65 itself offers all the evidence you need to prove the point. At the moment words and pictures may be the best we can do, but when you see this yacht up close and in person, it'll take zero minutes and zero seconds to figure out that it's something special. Something majestic.

A benefit of the royal lifestyle is the ability to play however you want, and the cockpit is a great example of how Princess lives up to the ideal. Forward of that huge sunpad we mentioned earlier, there's a U-shaped settee with dinette for enjoying meals al fresco. And aft of it, twin transom gates lead to an electro-hydraulic teak swim platform when you're ready for a dip. As you climb back aboard, you can rinse off with a hot/cold transom shower. And if you feel like zipping into town to see the sights, just press a button and the transom garage (sized for a Williams SportJet 345 tender) swings open.

For many mariners the best way to play aboard the S65, however, will simply be running it. This is a sport yacht in every sense of the name, packing twin MAN V-12s that keep a grand total of 2800 iron horses in the stables. Lean on the throttles and this 82,100-pound

Wait a sec—we moved on from that flybridge just a little too quickly. For many this spot will be a favorite, and there's a lot more to be found up here than merely an upper helm station. Despite being shifted aft to allow for the sunroof over the lower helm, it's

surprisingly expansive (Princess calls it a Sport Bridge), with U-shaped seating forward and aft plus a folding teak dinette table, a wet bar, and an electric grill. And while some manufacturers outfit the upper station with rather minimal accessories, up here you'll discover niceties like a full electronics suite including 15.6-inch and nine-inch MFDs, a Fusion SRX-400 stereo system, and convenient USB ports.

When you cruise to a distant port for extended stays aboard, you'll find that you can

beauty becomes an utter beast, hitting a top-end right around the 40-mph mark. You can enjoy the wind in your hair from atop the flybridge or sit in full protection at the lower helm while still being bathed by natural sunlight via the panoramic tinted windows and overhead sunroof.

sleep like (surprise) a king or queen, as will your family and guests. There are four private staterooms and three heads (excluding the crew's cabin with head, if you opt for it); the master, VIP, and starboard guest cabins have en suite heads with separate stall showers, and the port guest stateroom accesses the



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starboard's head via the passageway. All of the staterooms can enjoy a fresh sea breeze thanks to opening ports, a feature rarely seen on the smaller staterooms in yachts of this size, and all have their own dedicated hanging lockers, 220/240 outlets, and USB charging ports.

Of course, you can't live like royalty if you don't have other people doing your bidding. Princess comes through in this regard, too, though it uses tech rather than toadies. The S65 is wired with Princess Connect, a telematic system that integrates your yacht with the IoT. Pull up the app and at any time you can check on location; engine, electrical, or tankage data; security and bilge alarms; and more. You'll have the option for adding up to 50 wireless sensors, onboard security cameras, and even remote controls for systems like lighting and HVAC.

Is the Princess S65 the ideal yacht for you and your lifestyle? That we can't say. But one thing is for sure: in this case those throttles serve as scepters, and your hull is indeed your castle. ■



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The James River

By Kendall Osborne

It is Virginia's great river. The mighty James is rich in size, wildlife, history, fishing, wilderness, cities, even shipbuilding, and it truly offers something for everyone.

Called Powhatan Flu by natives, English settlers changed the name to James after the English King. The river starts and ends entirely within Virginia. It is about 340 miles long, with 25,000 miles of tributaries. It is generally divided into three sections: The lower James is home to commercial ports, plantations, fishing, and shipbuilding; the middle James is home to rapids, smaller towns and cities, and more fishing; and the upper James is home to more whitewater, scenery, and muskies.

No one really knows when the first humans settled along the James. However, prehistoric stone tools have been found in the James's watershed, including Clovis points. The Clovis culture existed more than 10,000 years ago. When English settlers arrived in 1607, they found the Powhatan confederation around Jamestown. Fighting and disease eventually pushed the Powhatans away, leaving an English colony that grew quickly. Stately plantations arose along the banks.

■ Chippokes is one of the oldest continually farmed plantations in the country. Courtesy of Virginia Tourism Corporation (Virginia.org)



As you enter the lower James from the Chesapeake Bay, the north shore is dominated by shipbuilding and commercial facilities. Interestingly, the southern shore was never industrialized except for the Elizabeth River into Norfolk and Portsmouth. The river is broad here. The James River Bridge, which was first

completed in 1928 and was the longest bridge in the world at that time, covers 4.39 miles. Today's four-lane bridge is a replacement. The channel here is well marked and deep, and large vessels have no issues.

The river is alive here. Wild oysters can be found throughout the area. The grounds are worked by watermen on

■ Twin River Outfitters offers canoe, kayak, raft, and river tubing trips on the James River. Courtesy of Virginia Tourism Corporation (Virginia.org)



a regular basis. Fishing in the area is also excellent, with rockfish, red drum, and seatrout being abundant and popular. In winter, you can still find birds working over stripers in this area. Redfish seem to have become year-round residents, with over-slot fish (over 26 inches) being caught even in December. In Newport News, the pier at Huntington Park is a good fishing spot for those who do not have a boat.

Farther upriver you encounter Joint Base Langley-Eustis, which appears largely undeveloped from the water. Chippokes Plantation State Park, on the south shore by the Surry Power Station, is a popular fossil hunting spot. One of the oldest working plantations in existence, Chippokes has been farmed continuously since 1619. Besides Chippokes, the list of plantations on the river includes Shirley, Carter's Grove, Bouvier Castle, Berkeley, Sherwood Forest, and many more. You pass the Chickahominy River, a major tributary known for its wildlife, especially eagles. You might encounter the ferry that runs between Jamestown and Scotland. The ferry is a fun way to see this part of the river and Jamestown.

Even farther upriver is another major tributary, the Appomattox River, which was also a plantation site and camp in the Civil War. Just before Richmond, you will find the

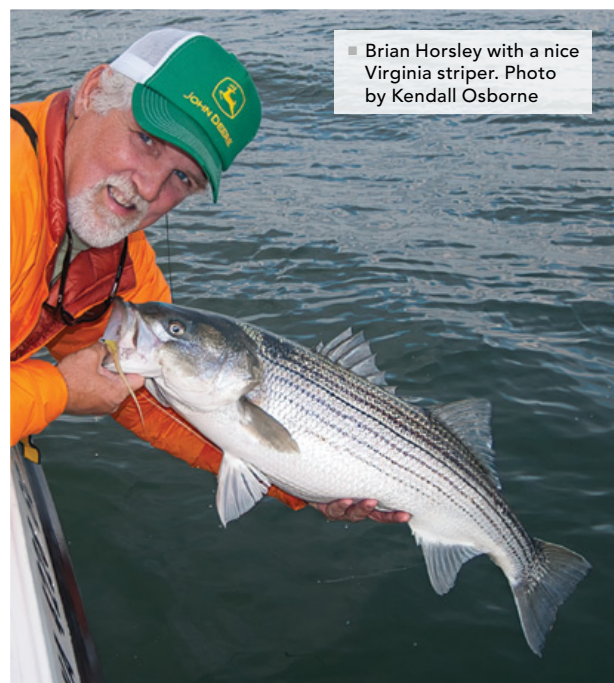
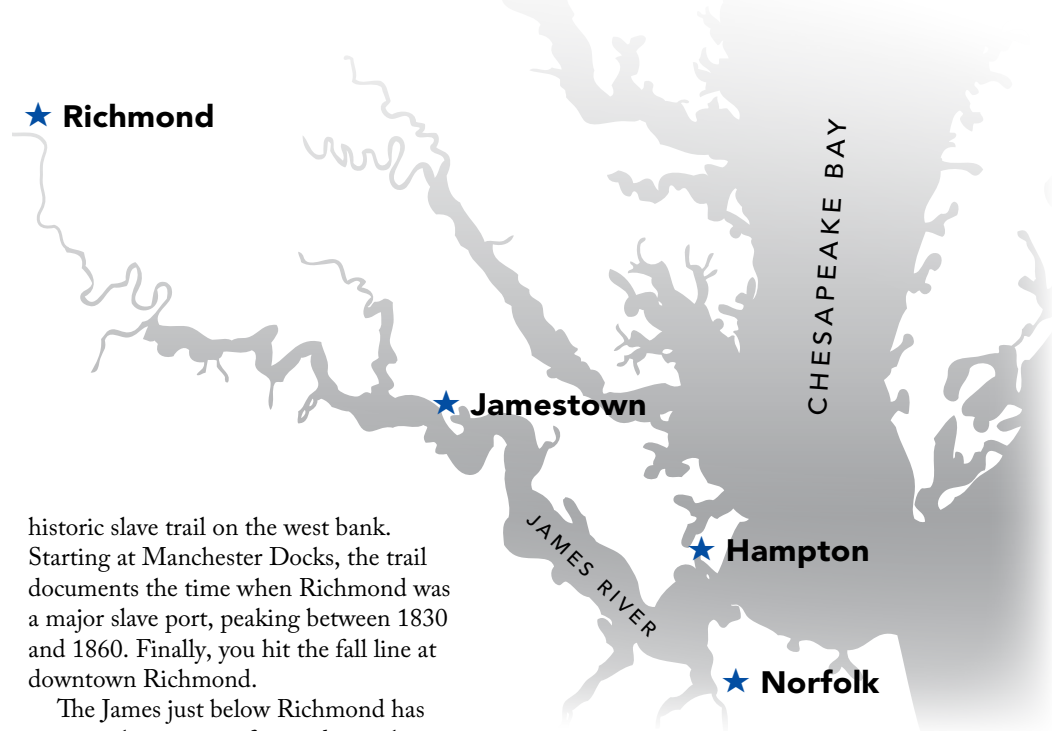
★ Richmond

historic slave trail on the west bank. Starting at Manchester Docks, the trail documents the time when Richmond was a major slave port, peaking between 1830 and 1860. Finally, you hit the fall line at downtown Richmond.

The James just below Richmond has a national reputation for producing huge blue catfish. The cats are invasive. Their presence has likely been a detriment to other fish species in the watershed, including striped bass and shad. Anglers fish for blue cats with sturdy tackle and cut fish for bait. Virginia's state record blue cat weighed 143 pounds (though it did not come from the James). They are excellent table fare, and anglers are encouraged to keep what they catch. Sturgeon are also making a comeback in the area. You can book a sturgeon tour during which you might get to see one of these ancient creatures jump clear out of the water.

Above Richmond, the middle and upper James are best traveled by canoe

or kayak, though occasionally you see small outboards with jet drives. Powhatan State Park, located on the south bank in Powhatan County, offers two miles of shoreline on the James. The park offers hiking, biking, and interpretive trails, camping (including primitive), and canoe and kayak launch areas. Further upriver is James River State Park, which has similar facilities in a smaller park. Smallmouth bass are the favorite game fish in this area, though redbreast sunfish, rock bass, bluegill, channel catfish, and flathead catfish also provide fun. Smallmouths are fun to catch on



■ Brian Horsley with a nice Virginia striper. Photo by Kendall Osborne



■ Speckled sea trout are abundant and popular. Photo by Kendall Osborne

See the Bay

light and ultralight spinning outfits connected to small lures. Fly fishing is also popular.

Above Buchanan, anglers turn their attention to muskies. These large and powerful game fish are targeted in the winter. They should not be caught in the summer, when higher water temperatures increase mortality in released fish. Muskies are sometimes referred to as 'the fish of a thousand casts.' Anglers throw huge lures and flies over and over on heavy tackle until they finally find a musky that wants to eat.

Paddle sports are popular around Glasgow. The town hosts a shelter for Appalachian Trail hikers, along with one popular restaurant, Scott's Pizza. Scott's is accustomed to having hikers and paddlers come inside. Still moving upriver, you find the river's source near Iron Gate, VA. The James starts where the Jackson and Cowpasture Rivers meet just south of town.

The James River Association has volumes of information about the river. They cover most everything, from history to fishing. Their resources include maps that will help you plan your trip. Look at thejamesriver.org. Another great source of information is the Virginia Division of Wildlife Resources (dwr.virginia.gov). They provide excellent information on fishing and access.

■ A museum of 17th-century Virginia history, the Jamestown Settlement explores America's first permanent English colony through living history in outdoor re-creations. Courtesy of Virginia Tourism Corporation (Virginia.org)



The James River provides so many varied opportunities that it would take a book to list them all. Whatever your interest is, the James has it. Fossil hunting, shark teeth, huge catfish, mountain views, paddling, and seafood. Plan your trip today.

■ The Jamestown Ferry (also known as the Jamestown-Scotland Ferry) is a free automobile and bus ferry service across a navigable portion of the James River. Courtesy of Virginia Tourism Corporation (Virginia.org)



■ Jim and Leslie lived aboard *Jolly Roger Too* for more than a year and rented their land home.



FROM RUNABOUTS TO THE GREAT LOOP

Chesapeake Bay boaters make the leap from small boats to a vessel that took them on a 13-month circumnavigation around the eastern half of the United States.

Embarking on a great adventure

After Covid changed their retirement plans to travel by plane, Jim and Leslie Wilkins discovered on Facebook the 6000-mile Great Loop, a waterway circumnavigation of the eastern half of the United States and part of Canada. The Annapolis boaters were stunned to learn that such a trip was possible and declared, “We should do it!” And they did, embarking on a 13-month great adventure at 10:30 a.m. on May 18, 2023.

Both Jim and Leslie grew up boating. He with his grandfather on the waters off Long Island and she with her family’s small powerboat on the Severn River. As a couple they have been boating together for decades, beginning in college when Jim would take his 14-footer out of Cove of Cork, run up the Severn River, pick up Leslie, and head back down the river to Annapolis.

The couple wanted to raise their five children in a boating environment, so during the last 10 years of their 29-year Navy career the family purchased a 20-foot bowrider, and over the course of the past 30 years have owned three

runabouts at a time, including a 22-foot Regal Bowrider, a 16-foot Boston Whaler center console, and a 13-foot Boston Whaler classic runabout.

For their Great Loop adventure, the pair knew that they would need a substantially larger boat than any they had previously owned. In 2021, one day after retirement, they flew to Florida and closed on a 2004 Meridian 459. They got underway the next day with only limited big boat experience and lots of excitement and trepidation. Over the next three weeks they brought it 1300 miles to their home slip on the Severn River.

Making the leap to a cruising boat

Jim: When we started looking for our Loop boat, I knew that I wanted twin diesel engines and a flybridge. My grandfather’s boat had a flybridge, and I wanted the view that it offers and to experience the joy of being in the sunshine that I remembered from my childhood. We’d never owned a boat anywhere near the size of the Meridian, and it was quite a learning curve.

Leslie: Our five sons often referred to our home as the *Jolly Roger*, a sort-of

pirate house, so since the new boat would be our second home, we named it *Jolly Roger Too*. It has a huge salon, large walk-around queen beds both fore and aft, bow and stern thrusters, and a swim-platform-mounted dinghy davit that makes launch and recovery of the dinghy simple and fast. I love the sliding glass doors in our aft stateroom.

Slipping the lines

Jim: Prepping for the trip and taking in the last line on the first day was one of the hardest parts. There’s always one more thing to do before you leave, so six months in advance we picked an exact date and time that we would leave.

We exited the Bay via the C&D Canal to Cape May, slipped offshore to New York City and around Long Island Sound to Montauk, and back to NYC. We headed up the Hudson through Lake Champlain (we didn’t do the Erie Canal) to the Chambly Canal and the Richelieu Riverway to the St. Lawrence Seaway (SLW). We then turned downstream for a two-day voyage to Quebec City, and against the SLW to Montreal and up the Ottawa River to Ottawa.

Summertime and new friends

Jim: Form Ottawa we traveled along the Rideaux Canal system to Thousand Islands in New York and ventured back up to Canada to the Trent-Severn Canal System and on to Georgian Bay and the North Channel. Georgian Bay, with Lake Huron to the south and the North Channel on the western side is one of the best boating areas on the Loop. We were intentionally there in June, July, and August to enjoy the warm weather and fresh, clear water. We found areas that we didn't even know existed.

Leslie: One of the things that surprised us about doing the Loop is the friends we have made. In Canada we had lots of fun together swimming, hiking... even playing bumper boats with our dinghies! We have stayed in close contact with our new friends and have even vacationed with them afloat and ashore.

At a Looper rendezvous in Norfolk prior to departure, we met Aubrey and Terri Smoot—and their dog Yudee—from the Chesapeake Bay (See PropTalk



November 2024). We met them again in New York and buddy boated for a while and bumped into them several other times. They are just one of the dozens of couples that we met and have maintained friendships with. Back in the Chesapeake, Aubrey and Terri hosted us and *Jolly Roger Too* overnight at their home in Kilmarnock, VA.

Jim: Heading south on Lake Michigan, we bounced down the many wonderful port cities on Michigan's west coast until we got to Chicago. There we took the Illinois River to the Upper Mississippi and to the Ohio River and the Kentucky Lake region to meet up with the Tennessee River. We traveled east on the Tennessee River to Chattanooga for a few days and turned around and followed the Tennessee River back to where it becomes the Tenn-Tom (the canal system connecting the Tennessee River and the Tom Bigbee waterways).

Thanksgiving with family on the Gulf Coast

Leslie: We followed the Tom Bigbee south to Mobile, AL, and into the Gulf where we turned west to visit Ocean Springs, MS, for Thanksgiving with family members. After the holiday, we headed east to Carrabelle, FL, a staging point to wait for good enough weather to attempt the 170-mile crossing to Tarpon Springs, FL.

A dynamic Gulf crossing

Leslie: We left Carabelle with 14 boats for a nighttime crossing. Half were headed to Tarpon and half to Clearwater. Although we had waited for what looked to be a good weather window, by 1 a.m. the winds and waves had really kicked up, and the seas were pounding us. There was no moon, so it was completely black. It reminded us of riding on Space Mountain roller coaster in Disney World. You couldn't see what was coming next!

Jim: Although we never felt in danger, it was tricky to navigate, especially with boats passing us on the reciprocal



MORE TIPS FOR LOOPERS

- Don't spend four or five years picking a boat, but once you choose one get to know it well before you cast off.
- AIS is hugely helpful. With GPS and electronic charts, even a novice boater can comfortably and safely complete the Loop with practice using these tools.
- We like the Active Captain app to find anchorages and marinas.
- Amazon will deliver to just about any marina, so it's not hard to reprovision by ordering a day or two in advance.
- America's Great Loop Cruisers' Association is absolutely superb. Attend a rendezvous to gain confidence and begin your friendships with other Loopers. Find it at greatloop.org.



■ Underway from an anchorage in the Bahamas.

course. Eventually we arrived safely and without incident. The lesson learned was that weather forecasts are just best guesses, and to be ready for anything!

The Keys and Bahamas

Jim: Upon reaching Tarpon Springs, we travelled over a few weeks to Fort Myers, Marco Island, and into the Everglades to reach the Florida Keys. From Key Largo we launched for the Bahamas (Bimini, Chub, Exumas, Eleuthera, Abacos). In addition to the Canadian waters, some of our favorite parts of the Loop were the Florida Keys and the Bahamas (particularly the Exuma chain). We had lots of fun there before returning to Key Largo and following the ICW north and taking the Dismal Swamp route to the Chesapeake Bay.

Leslie: Once in the Chesapeake we bounced back and forth across the Southern Bay (Hampton, Jamestown, Onancock, Crisfield, Smith Island, Tangier Island, Kilmarnock, Solomons Island, Oxford, St. Michaels, Kent Island) and had a wonderful time. This was the first time we'd really explored this part of the Chesapeake. We stopped at lots of wonderful spots, buddy boating and meeting up with friends old and new, before coming home to Crownsville, MD, on the Severn River.

Renting our home

Leslie: While we were away, we rented our home through iTrip, which worked well for us and allowed us to use the house as a revenue source to cover our fuel and marina costs. Over the course of the year, we had 35 different renters! The short-term rental paradigm gave us the flexibility to return home twice, once due to the death of a dear friend and pastor of ours, and once for three weeks at Christmas.

Jim: Both times when we returned home, we left our boat slipped at a marina and didn't experience any problems while we were away. The marina operators and other slipholders checked our lines and watched our boat. Some people worry about thieves, but our entire trip was without incident. Others we have talked to have had the same good experiences.

Anchorage or marina slip?

Leslie: Both are wonderful. We enjoyed anchoring alone, but also dearly loved anchoring with friends in a raft of two or three boats. Marinas provide a great opportunity to relax and get ashore and meet other Loopers as well. Anchoring is cheaper and more private; marinas allow for comfortable transportation for reprovisioning and going out for meals.

Crossing our wake

Jim and Leslie: When we returned home our family organized an informal

party. Our neighbors, friends, and church members met us at our dock. Completing the Loop feels like a real accomplishment, something we looked forward to, but also something that we didn't want to end. As a transition period we kept renting the house until mid-October and hung out on our boat to cover some boat maintenance expenses.

Advice for someone considering the Loop.

Jim and Leslie: Just go... don't overthink it. Everyone along the Loop is ready to help... and we all needed help at one time or another. The entire Loop can seem daunting, but if you just take it one day at a time, it is quite do-able. This adventure is eminently achievable by any couple (or even solo) that enjoys travel and a bit of adventure. You will surprise yourself with what you can accomplish.

Future plans

Jim and Leslie: We could spend two or three more summers visiting Lake Champlain and Canada. We'd love to spend more time in the Bahamas, and we've talked about the "Down East Loop" around Nova Scotia and Maine. In a few years we may want a smaller boat that takes less maintenance but is still big enough to explore the Bay. Most importantly, we have 16 grandchildren from Italy to San Diego that we want to visit!

TWO WINTER VA BOAT SHOWS *To Put on Your Radar*



■ Winter is a great time to escape the cold and shop for boats and supplies! Courtesy of the Mid-Atlantic Sports and Boat Show

There are two great Virginia boat shows you will want to add to your calendar this month: The Richmond Boat Show January 24-26 and the Mid-Atlantic Sports and Boat Show January 31-February 2. And while these shows are by no means new, we are excited to announce that Team PropTalk/FishTalk will be in attendance this winter. Here are all the details you need to help plan your visit.

Dates: January 24-26

Times: 12 to 8 p.m. Friday,
10 a.m. to 6 p.m. Saturday,
10 a.m. to 4 p.m. Sunday

Location: Richmond Convention Center (403 N. 3rd Street, Richmond, VA)

Parking: There are two garages, both connected to the Convention Center.

Tickets: Adults—\$15, Kids under age 16 are free, \$5 military discount with ID (tickets good all weekend; ask for a VIP return pass at the exit). Buy online or cash only at the gate.

RICHMOND BOAT SHOW

This all-indoor boat show is back and even bigger than last year with more than 25 dealers, over 100 boat brands, and nearly 200 boats in total. Dealers from Virginia, North Carolina, and Maryland will be in attendance, with over 130,000 square feet of boats all under one roof.

Expect to find fishing boats, cruisers, pontoon boats, tritoons, bass boats, PWCs, deck boats, center consoles, ski and surf boats, and kayaks. Additional exhibits include marinas, boat clubs, real estate, electronics, water sports, and safety equipment. Experts will be on hand to share information and answer questions about marinas, financing, insurance, boat maintenance and repair, and boating safety. New this year: Sea-Doos, cruisers over 30 feet, even more dealers, bass and fishing boats, wake and surf boats, electronics, and more.

This year's show will also feature fun family drawings with Eric's Caricatures, Michael Corman live on the piano all weekend, and fresh oysters from Salt Bottom Blue Oysters.

For a list of exhibitors, a map of the show, and to purchase tickets visit downtownrichmondboatshow.com.

MID-ATLANTIC SPORTS AND BOAT SHOW

The 72nd annual Mid-Atlantic Sports and Boat Show runs January 31 through February 2 at the Virginia Beach Convention Center. If you've been thinking of buying a boat or upgrading what you currently have, now is the time to buy! Boat dealers from all over the state will be under one roof with their inventory and ready to make a deal.

Whether you want to see the latest 2025 boat models, custom boats, or watercraft and jet skis, this will be your chance to check them out all in one location.

The show offers plenty of family fun, too! A day on your boat is a relaxing way to reconnect with your family and is more affordable than you might think. Bring the family and learn how easy and affordable boating can be.

For a list of boat dealers and vendors or to purchase tickets, visit vbboatshows.com.

Dates: January 31-February 2

Times: 12 to 7 p.m. Friday,
10 a.m. to 7 p.m. Saturday,
10 a.m. to 5 p.m. Sunday

Location: Virginia Beach
Convention Center (1000 19th
Street, Virginia Beach, VA)

Parking: The VBCC offers free
parking.

Tickets: \$10, children 12 and
under are free

If shopping for a boat this winter, flip to page 36 and check out our “How To Buy a Boat” article for some helpful tips for beginners. You’ll also want to make sure to read “Do I Really Need Boat Insurance?” on page 38. Buying a boat is a big investment, so make sure to do your homework and then head to an upcoming winter boat show to chat with the experts. You may just find a new boat for next summer!

Looking for a boat slip?



Find the perfect
home for your boat in
PropTalk's Chesapeake Bay
Marinas Directory!

Scan this code or visit us
online to view listings and to
search by amenities.

PropTalk



PROPTALK.COM/CHESAPEAKE-BAY-MARINAS



HOW TO BUY A BOAT: 10 TIPS FOR FIRST-TIME BUYERS

By Zuzana Prochazka

If you're thinking of buying a boat but don't know where to start, don't worry. The process isn't as daunting as it seems and there are plenty of resources to help along the way. Here are 10 quick tips to make it easy.

1 Identify the right boat. Are you looking for a classic, sailboat, powerboat, tow-sports boat, catamaran, pontoon, or fishing boat? This is the most critical step of the purchase, so give it lots of thought.

2 Decide on new or pre-owned. When buying new, you'll work with a dealer who will represent select brands in his dealership and will guide you through the process. If you don't see what you want on the showroom floor, chances are you can order a custom model. If buying at a boat show, you'll work with a dealer, although some boat builders sell direct.

When buying pre-owned, you may work with a broker who will have a variety of brands and can also guide you through the process. Look for brokers who are certified in your state as well as by CPYB and YBAA. Brokers represent either the buyer or seller and on rare occasions both, as in real estate. Brokers are usually compensated via a fee that is based on a percentage of the selling price. The standard is 10 percent and that's paid by the seller, not the buyer. If there are brokers on both the selling and buying side, they split the commission.

Private sellers are good sources for smaller boats, but you'll need to tackle more issues on your own including doing in-depth research and pricing

comparisons. Try BoatTrader or Craigslist for small boat values (and you can also visit PropTalk's Boats for Sale pages in the back of the magazine, as well as at proptalk.com/boats-for-sale). Unless you're familiar with a particular brand of boat and are confident that you can assess its condition, private purchases can be tricky, but they make up the largest percentage of the boats purchased and sold each year.

3 Set a budget to determine how much you can afford. Consider the total cost of ownership including upgrades/options, registration, insurance, maintenance, and storage of the boat. The total cost of boat ownership can sometimes be 20 percent or more of the initial purchase price.

Finding comparable values for specific models should be easy when buying new. For pre-owned boats, you may need to check the blue book equivalent for boats called BUC values or try various private seller sites for similar boat listings. You can search by type, model, age, or location to learn what should be a fair price range for your purchase.

4 For best value, try buying off season or consider buying last year's "new" model at a deep discount at the dealership.

5 Decide if you'll finance the purchase. Dealers often provide financing options.

■ It's critical to identify the right boat for you.



You can usually find a list of dealers on a boatbuilder's website, and you'll want to find one that's nearby, so you have somewhere to turn to for future service needs.

Brokers selling pre-owned boats usually have a list of marine lenders they'll share. If you work with a private seller, try Google for a list of lenders who specialize in marine loans.

6 Find an insurance company that specializes in marine insurance before taking possession. The cost will depend on the size, type, value, and age of the vessel as well as your experience as a boater. Some companies won't insure boats over 15-20 years old. Human powered vessels (kayaks, dinghies without a motor, etc.) don't need to be insured.

7 Try before you buy. With new boats, that's easy because a dealer will put you aboard the same or similar model for a test drive. With a large brokerage boat, you'll need to make an offer before doing a "sea trial" which is what the test of a pre-owned boat is called. This is to deter tire kickers and people who just want a day on the water but have no intention of buying the boat.

With a private seller, you'll need to negotiate a test on local waters.



■ If buying at a boat show, you'll work with a dealer, although some boat builders sell direct.

Running the outboard in a bucket of water in their driveway won't cut it.

For a pre-owned boat, pay for a survey which is done by a qualified marine surveyor or mechanic who checks out the boat and all its systems. There are online directories of marine surveyors or get a recommendation from other boaters or your broker. Some charge per time and some per foot of boat length.

8 Dive into the paperwork which can be voluminous, confusing, and archaic. Some boats will be documented with the U.S. Coast Guard while others may be registered via the DMV.

Specific boats like high-risk racing boats or vessels put in a trust will require specialized knowledge and there may also be tax implications, so lean on your dealer, broker, and lender for guidance.

9 Don't overbuy. First time buyers tend to buy bigger boats than they need and ones that are loaded with complicated equipment that's bound to break at some point. Unless you're handy and know that you'll have a big crowd on every outing, err on the side of smaller and simpler.

10 Negotiate from a rational mindset rather than emotion. Boats tend to make people emotional, but boats can also represent a significant investment, so buy with your head, not your heart. Do a walkthrough, check comparable values online, and negotiate extras with a dealer. Be reasonable and rational and refuse to be intimidated.

Purchasing a boat can be a long process, so be sure to take your time at each step and become knowledgeable about what you want and where to get it. The "how to buy" process is the easiest part with lots of parties to help along the way. **Happy shopping.**



■ Will you be buying new or pre-owned?

Stay tuned for the next article in this series, "How To Sell a Boat," in our May issue.

■ Without insurance, you risk losing your investment to accidents or to any number of other events.

Do I Really *Need* Boat Insurance?

✦ By Charles Fort

Unlike autos, for which every state requires at least liability insurance (in case you damage someone else's property or cause injury), few states require that you have such coverage for your boat. Arkansas and Utah, for example, are the only states that require liability coverage for powerboats (and, in Utah, only on those with engines producing more than 50 horsepower), though boats used in some state parks or kept in some state-run marinas may be required to be insured as well.

Though your state may not require you to have insurance, your bank, marina, and many organized boating events may require it. The bank will be listed as the lien holder on the policy, so that if any loss payments are made, it will be listed as a co-payee on the check. Also, most marinas require proof of at least liability insurance before they'll accept a contract for a slip or a mooring; some will want to be listed as an additional insured on the policy.

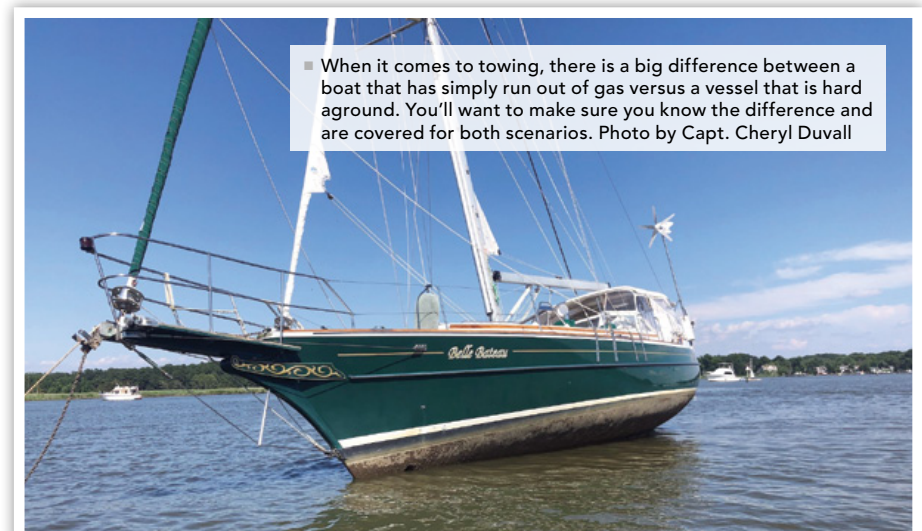
Note that if your state, bank, or marina requires you to carry boat insurance, your homeowner's policy will probably not be acceptable. That's because coverage under homeowner's policies is generally limited to boats under 16 feet with a small outboard and with a very low value (often as low as \$1000). Homeowner's policies don't have the necessary provisions to cover the different types of losses that may

occur with a boat, such as salvage, wreck removal, or pollution liability. Boat insurance is designed to address the specific needs of boaters, including:

Litigation: Lawsuits have become common in our culture. Reading any newspaper makes it clear that people can and will sue others for just about anything. For example, let's say you take a friend out on your boat and encounter a large wake that slams your friend down against a hard seat. Even if your friend says he's OK, if it turns out later that he's injured, you could be sued and held liable for all the medical bills as well as payments for lost time from work

and even pain and suffering. Your boat policy will provide a defense attorney to represent you in such a suit and will pay any damages you're found to owe (up to the limit of the liability coverage).

Investment Protection: Without insurance, you risk losing your investment to accidents or to any number of other events. A single strong storm can (and frequently does) sink boats, a fire in a nearby boat can burn your boat, or you could be the victim of vandalism. If you want to protect yourself and your investment, how do you buy the right insurance and avoid overpaying?



■ When it comes to towing, there is a big difference between a boat that has simply run out of gas versus a vessel that is hard aground. You'll want to make sure you know the difference and are covered for both scenarios. Photo by Capt. Cheryl Duvall

Is it Towing or Salvage?

“All Risk” policies, with consequential damage coverage for losses due to specific peril such as fire or sinking, are among the broadest recreational marine policies available today. They cover certain types of losses resulting from a failed part, even if the cause of the part’s failure is excluded. With consequential damage coverage for example, if a thru-hull should fail due to corrosion (a typical exclusion in marine policies) and your boat sinks, the repair or replacement of the thru-hull would not be covered, but the damages directly related to the sinking would. All risk policies provide for a broad array of losses from an accidental cause that could befall your boat, such as theft, vandalism, lightning, fire, grounding, and sinking. When comparing policies, look for options that protect your personal items, such as watersports equipment and fishing gear. Non-emergency towing coverage is also important to have in the event of a breakdown.

Typical recreational marine policies in the market give you the option to insure your boat in the event of a total loss for its “agreed value” (also known as “stated value”) or for the current market value (often “called actual cash value”), which may be lower than the agreed value. Generally, an actual cash value policy is less expensive. The larger the boat’s value relative to your total assets, the more important insurance becomes to protect yourself from financial loss.

If you’re comfortable with risking the value of your boat, many companies also give you the option for a liability-only policy that doesn’t insure physical damage to your boat at all but provides a specified amount of coverage for your liability to others in the event of an accident, as well as protection from uninsured boaters. Even if your boat isn’t worth very much, you should still consider purchasing liability insurance. A collision with a small powerboat can cause serious injuries, and even if you’re not found liable for those injuries, it could cost a significant amount of money in legal fees to defend yourself against such claims.

The difference between getting towed due to an on-water breakdown and being pulled off a sandbar because your boat is hard aground may not seem like much when you’re sitting in your cockpit, but it can be huge when it’s time to pay the commercial tower who responded. While the average coastal tow typically costs about \$750, salvage costs can easily exceed five figures. The average boater may not know which service—towing or salvage—is being offered, especially if the weather is bad and stress levels are high when a towboat shows up.

Generally speaking, salvage often involves the existence of “peril.” Providing voluntary and successful service to vessels hard aground, on rocks, taking on water, or sunk is generally considered salvage, as are rescues necessitated by collisions, fires, breakaways or other types of immediate peril. Salvage may also come into play when specialized equipment such as pumps, air bags, or divers are called for—even if the boat is at the dock. When there is very little peril or damage to a vessel, it is more often a towing situation (such as when a vessel runs out of gas or has a dead battery).

But the question as to whether something’s a tow or a salvage has one easy answer. It doesn’t matter as long as you’re covered. If you have unlimited on-the-water towing service, and an all-risk boat insurance policy with hull coverage, whether your boat is towed or salvaged, someone else picks up the tab. Towing service gets you back to the dock if you break down (depending on your selected service level), while your insurance policy covers salvage costs. Having both in place takes the worry out of the towing-or-salvage determination.

Policies that cover liability only, with no hull coverage, can be significantly less expensive than full-coverage policies. Note that if you already have a homeowner’s umbrella (or excess liability) policy, it will usually require your boat policy to have certain minimum liability limits (typically \$300,000 but sometimes as high as \$500,000), and you should make sure there’s no coverage gap.

Boat insurance is flexible, so you can buy the right kind of policy at the right price for you, from one that protects your assets in case of a liability claim against you to one that covers the majority of situations that could damage or destroy your boat. Getting quotes on several different types of policies will allow you to make an informed decision based on the coverage versus the cost.

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CRUISING CLUB NOTES

As 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.

Be a Part of PropTalk's Club Notes Section

Do you love your club? Has it enhanced your boating? Has membership introduced you to new friends and taken you to new destinations? Let's share your good news!

Each month PropTalk publishes club updates submitted by boaters like you. Topics include cruises, educational events, changes in flag officers, and more. New boaters and would-be boaters especially are inspired by reading about the boating adventures and social activities of clubs right here on the Chesapeake.

Is your club looking to grow its membership or increase its visibility? Try monthly Club Notes submissions. Your members will love seeing pictures of their boats, excursions, and friends in the pages and pixels of PropTalk!

What does it take to get into the pages of PropTalk's Club Notes section? It's simple. Ask one or more club members to send a paragraph or two monthly (or just several times a year), along with a photo of your fun or educational events. We'll keep the communication going from our end with a monthly reminder that often includes a link to a PropTalk web post that your club members will find informative.

As we start 2025, we know many clubs have a new bridge. Send us a photo of your new leadership team and let us know who will be your club's point of contact with PropTalk.

By the way, there's no charge! We simply want to grow awareness of the many powerboating micro-communities on the Chesapeake Bay. Deadline is the 25th of the month. Email beth@proptalk.com.



■ Back Creek Yacht Club shared this fun raftup photo. We want to see your club's fun cruising photos too.

Looking for a Yacht Club?

By Anne Knab

The boat may still be on the hard but admit it, boating season is definitely on most boaters' minds, and the members of **Back Creek Yacht Club** (BCYC) are no exception.

In fact, they're so excited about this year's plans that they're looking to share them—especially with new members. Members of BCYC enjoy a robust year-round schedule of events both on and off the water. If thinking about boating season leads you to consider a yacht club membership for 2025 and beyond, think about BCYC, where it's all about the people.

The BCYC membership is made up of sailors and powerboaters. Our common bond is a love of being on the water. The club has been around since 2001. The club is a virtual group, which means we have reasonable dues and no facilities maintenance. In addition to the planned educational events, there are other off-seasons pursuits such as a chili cookoff, dinners, and happy hours. If year-round fellowship with other boaters is of interest to you, check us out at backcreekyc.org.

One of the advantages of socializing and cruising with a club is the wealth of knowledge and experience available among the members. There is something to be learned from almost any conversation with like-minded people, so BCYC is taking an organized approach. The new bridge has an exciting year planned, and it starts now. Our members present educational opportunities on topics of interest. Who doesn't want to learn more about knots? Or safety? Or battery life?

On the water, incoming fleet captain Jerry Chappel has a robust float plan that will target marinas where live music is an option. In addition to the week-long annual cruise and the usual weekend jaunts, a BCYC flotilla will head north to Long Island Sound later this year. Jerry has also extended the cruising calendar through October to take advantage of the beautiful fall weather. And for those who like to get in a little on-water time during the week, BCYC has a Mid-Week Outings group on WhatsApp for some impromptu raftups around the Bay. This is great for discovering fun new destinations. Welcome aboard!



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Building on 2024's Record-Breaking Expositions

With the **Southern Maryland Boat Club (SMBC)** 2024 vintage raceboat season behind us, an even better schedule is in the works for this year.

The ever-popular Rumble on the River is on the docket for June 7-8. The event takes place on the scenic St. George's Creek in Piney Point, MD. Last year we recorded the largest number of former race boats in attendance and the most varied types of such craft ever gathered in Southern Maryland for an on-water exposition. Additionally, spectator attendance has increased with each passing year.

In July our club members will be at Historic Leonardtown Wharf to host The Bash on the Bay, scheduled for the weekend of July 26-27. The event will unfold at the town's waterfront park. The magnificent Breton Bay's calm water and picturesque shoreline will serve as the backdrop for a day of excitement complete with the roar, scream, and speed of authentic racing engines as they travel around a recreated racecourse.

Many former competitive drivers show up at these events with their championship boats that have original paint designs and, if available, original motors (or the equivalent). The pits are open for all to enter during the lunch

hour to visit up close and personal with the boats, drivers, kids' picture opportunities in the drivers' seats, and conversations about everything race boats.

From the DC or Annapolis area, both events are an enjoyable hour to-hour-and-a-half drive through the serene Southern Maryland countryside. Admission is free, and food trucks and drinks will be available on site—or bring your own picnic lunch. For each exhibition, on-water activities run on Saturday from 9 a.m. to 4 p.m. and Sunday from 11a.m. to 3 p.m. Learn more about SMBC at southernmarylandboatclub.com.

Photo by Lawrence Digital Photography



Photo by Lawrence Digital Photography



Photo by Mike Hammett



Coast Guard Auxiliary News

Bay boaters probably know that the Coast Guard Auxiliary offers free vessel safety checks. But did you know there are many other ways that auxiliaries service the local boating community? From boating safety classes to standing watch in vessels around the Bay, up and down the Chesapeake the Coast Guard Auxiliary is a force multiplier.

Last September Coast Guard Sector Maryland-National Capital Region and Auxiliary District 5 Southern Region (Maryland, Virginia, North Carolina, and Washington, DC) successfully hosted their annual Safety at Sea event with support from USCG Air Station Atlantic City and USCG Station Curtis Bay. Auxiliaries Bruce and Holly Johnson and the entire USCG Auxiliary planning committee spent a year organizing the event. More than 50 Sea Cadets from across the East Coast participated, honing

essential maritime safety and survival skills such as damage control, flare use, knot tying, and rescue techniques.

In October members of Auxiliary Flotilla 23-03, Greater Annapolis, hosted a Public Information Officer (PIO) course for members. This FEMA-certified course provided participants with essential training in PIO roles, equipping them to manage communication during both large and small-scale incidents. The same month, the Greater Annapolis Flotilla participated in the US Coast Guard Station Annapolis Trunk or Treat and Open House. The flotilla had its own booth and displayed one of its RIBs, which attendees were permitted to board.

Greater Annapolis Flotilla's RIB welcomes guests aboard. Photo courtesy of USCG Auxiliary 5 Southern Region/Facebook



The Coast Guard Auxiliary is an all-volunteer civilian service organization that supports the Coast Guard in its non-military and non-law enforcement duties. Membership is open to individuals who have an interest in serving the boating community and are at least 17 years of age. If you are interested in membership or learning more about the US Coast Guard Auxiliary, go to cgaux.org.

FOR MORE CLUB NOTES VISIT PROPTALK.COM

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The Return of *Bubble*, a Boat Built Ahead of her Time

By Capt. Michael L. Martel

The 26-foot-long wooden motor launch *Bubble* rests on blocks in an ancient, cluttered shed that is part of the venerable legacy of the Herreshoff Manufacturing Company in Bristol, RI. During the Civil War, the cavernous old shed was part of the Burnside Rifle Factory, but now it is home, storage, and a workshop for antique wooden boats including *Bubble*.

Bubble is in good shape, and plans are for her, after a little cosmetic touch-up, to rejoin the other Herreshoff Marine Museum boats on the nearby Bristol waterfront this summer. The name '*Bubble*' seems a bit whimsical, and with the Herreshoffs not traditionally known much for their whimsy, my curiosity was piqued when I heard that *Bubble*, essentially a summertime workhorse for the museum, was possibly going back into the water again in 2025. Now, to me, that was exciting news; I rode in her once, for a short but pleasant trip

around the harbor, and I haven't seen her out there for some time. She's an antique classic, and rather fast as well.

But as typical as her appearance may seem, *Bubble* is as un-typical as a Herreshoff boat can be. The original *Bubble* (this one is the second) came into the world in 1912, at a time when small motorboats with internal combustion engines had not really arrived in the boating world yet, a world dominated by sail and steam. Indeed, small power launches were typically powered by steam, as the restored 1882 Herreshoff steam launch #94 *Dragon* illustrates. The current *Dragon* is a near replica built in 2017 by Redd's Pond Boatworks in Marblehead, MA.

Designed by A. Sidney deWolf Herreshoff and launched in 1912, *Bubble* (HMCo. #285) was a rather revolutionary boat that some might suggest heralded the distant future. Powered by a gasoline (or naphtha?) fueled engine,

probably with four cylinders, she was capable of respectable speeds, enough to pull a water skier or 'aquaplaner' behind, often consisting of one athletic family member riding a single ski board and standing up, sometimes while balancing another on their shoulders.

Sidney was a son of the famed yacht designer and naval engineer Nathanael G. Herreshoff, the 'Wizard of Bristol,' and was a great yacht designer and builder in his own right. When the first *Bubble* was destroyed in the Great New England Hurricane of 1938, Sidney promptly built another *Bubble*, using parts salvaged from the wreckage of the first one, as any good Yankee would. The second *Bubble* is the one that I examined in the boat shed, and the one slated to re-launch this summer. She is cedar planked on steam-bent oak frames, and she begins with a plumb stem and sharp bow which then

■ *Bubble* aquaplaning. Courtesy Herreshoff Marine Museum



flattens out to a reasonably hard-chine planing hull moving aft. This flattening out of the hull graduating aft is something that would, of course, allow her to attain reasonable speed with the mildly powered gas engine that she was equipped with, making ‘aquaplaning’ possible, but which was also a departure from launch and powerboat hull designs in general at the time of her initial design. Her relatively narrow six-foot beam also helped her attain respectable speeds given the low engine horsepower available.

When I visited *Bubble* recently, I noted that she is not equipped with a steering wheel, but rather a steering ‘mechanism,’ a horizontal bar that turns on a hub, linked by a bicycle-chain loop that is attached to a cable running aft to the rudder quadrant and post in the stern. I met recently with Halsey Herreshoff, Sidney’s son, over a beer in a local brewpub. Halsey has undoubtedly spent many hours at the helm of *Bubble* over the years, so I asked him about this curious arrangement, that of having a horizontal cast bronze bar with a knob at each end rather than a steering wheel.

“Well, that’s so that you can get under there (the foredeck and cuddy) without it being in the way,” Halsey explained matter-of-factly. “A wheel would be an obstacle with the limited clearance available; in this case, you simply turn the steering bar so that it is horizontal, and there is no obstacle; you can’t get stuck.” I asked if the steering mechanism had been salvaged from the original wrecked *Bubble*; it had.

The Herreshoffs were engineers through and through, who not only designed and built the hulls of their boats, but the engines that drove them as well. The first *Bubble* was driven by a four-inch by five-inch

Herreshoff gasoline motor that in turn drove a single screw, a 16 by 18 RH three-blade prop. Her current prop has four blades, and her post-hurricane engine has also been replaced, upgraded to a more modern Yamaha diesel. I asked Halsey why this was so; “Because I wanted to go faster,” he replied.

Halsey winters in Florida every year, and at the time of this writing, he has already migrated south, but he will return in the spring. We’ll wait for that, and to hopefully see *Bubble* emerge from the dark old shed to take her place where she belongs among the other wooden classics along the Bristol waterfront. ■



■ Halsey Herreshoff, Sidney’s son.



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By Capt. Rick Franke

■ A Composite Yacht 32 undergoing sea trials on the Choptank River near Trappe, MD. Courtesy CY



It is winter, and the winter boat show cycle is starting. But the days are starting to get longer, so it will soon be time to start thinking about getting the boats ready for spring launch. Early signs seem to be pointing toward another good boating year. Let's hope so.

Susan Campbell of Campbell's Boatyards in Oxford, MD, reports on a busy winter in their shops. "Campbell's has several projects they have been working on to include a 1000 HR CAT service, servicing of six Hamilton Jets, a generator replacement, fabrication of a custom bench on a 29-foot Dyer, painting the exterior aft cabin and pilot house of a 1966 41-foot Penbo Trawler, and soda blasting and new bottoms on eight boats. The painting and restoration of two small Boston Whalers are being completed at our Jack's Point and the Bachelor Point shop, and we will be painting a 29-foot

Hinckley over the winter months as well. As always, over the winter we will be replacing impellers and zincs, prepping and painting underwater drives, and servicing sail drives. Our slips at all three marinas are getting full, but we do have a few floating and fixed dock slips available ranging in size from 35 to 60 feet. We also have a few covered slips available at our Jack's Point location. Yamaha motors are in stock from 9.9 hp to 300 hp.

Kevin Parks completed training and is a Certified Cummins Technician. In order to receive this certification Kevin completed over 90 online Cummins

courses and attended the Cummins Marine QSB6.7 & C-Command course in Albany, NY. More courses will follow. Campbell's Boatyards has been a full-service dealer since 2000. Our Yamaha mechanic, Nate Dunker, will be attending a Yamaha Electrical Systems course in early February, working towards his Master Tech Certification."

Andy Dize of Roudebush Yacht and Engine Works in Dundalk, MD, is also anticipating a busy winter. Here is this month's report. "Good news for us to start out 2025 at RY&EW is the landing of a new



■ A Shearwater in the yard for soda blasting at Campbell's Boatyards in Oxford, MD. Courtesy CB



■ Brian at work on the restoration of a Boston Whaler at Campbell's Boatyards in Oxford, MD. Courtesy CB



■ This Evans 42 restoration was re-powered with three 350-hp Suzukis, replacing twin outdrives, by Thorne's Marine in Stockton, MD. Courtesy EB

construction project to build two 28-foot aluminum workboats. This is a good lead for us as we are looking at a new boat project this coming year to build 18-foot aluminum workboats for the US Coast Guard. Also, now that the *Wave Rover II* has completed her journey to Ireland, we also are looking to get this started up as a new production fiberglass build project. Lots to look forward to in 2025!"

From Trappe, MD, we get a quick update from Composite Yacht's Facebook page: "A perennial favorite, the CY32 Chesapeake is a traditional Chesapeake Bay Deadrise hull that was historically used for work but lends

itself very well to recreational use. Whether with the pilothouse or as a center console, these hulls move well with inboard or outboard power. Call or email now to discuss your new build!"

Mabry Yachts of East New Market, MD, posts a weekly bulletin to interested readers on their Facebook page. Here's a sample: "Hello to all our Boatyard Bulletin followers! This week at Mabry Yachts, our team has been busy making major strides on our current builds, and we're excited to share the latest updates with you.

Here's what we've been up to:

- A 43-foot Cougar: Bathroom and storage under console compartment installed, and we're getting closer to the next big phase.
- A 245 C-Hawk: Fish box with livewell and stern built—this boat is shaping up beautifully!
- A 23-foot Sea-Ox that's getting a new overhaul currently."

Thorne's Marine in Stockton, MD, is a dealer for Mercury





■ The interior of the console on a Pair Custom 27 after electronics installation by Brown Dog Marine in Easton, MD. Courtesy BDM



■ Restoration underway on a classic bay built, *Classy Lady*, at Evans Boats in Crisfield MD. Courtesy EB



■ *Classy Lady*, an Evans Boat, comes out of the Crisfield, MD, shop post restoration a winner. Courtesy EB

Marine, Honda, and Suzuki outboards. They recently partnered with **Evans Boats of Crisfield, MD**, to repower a rebuilt 42-footer. Here's what they had to say: "Finally got this 42 Evans out for a water test! This boat has been through a very extensive rebuild by Evans' shop. It's turned out awesome. We repowered it with triple 350 Suzukis; definitely a

big difference from the stern drives it used to be powered with!"

And, speaking of Evans Boats, David Jr. sent us a neat photo of *Classy Lady*, a bay-built restoration. "Check out the process of restoring this beauty! Fresh out of the shop! One of the best ways to preserve the life of your old boat. Call us today for a facelift."

Brown Dog Marine in Easton, BMD, sends us this enthusiastic report. "We put the word *custom* in a Pair Custom 27. We installed a Yamaha Helm Master joystick and autopilot, two Garmin 1243xsvs, a Garmin Fantom 24X radar, a FLIR M332 thermal camera; a JL Audio stereo system, Garmin VHF 21 AIRMAR B175HW transducer, and a Garmin GT56UHD thru-hull transducer."

George Hazzard of Wooden Boat Restoration, LLC in Millington, MD, reports, via his Facebook page, a story that exemplifies the challenge and satisfaction of boat restoration. "Look what I found. I couldn't be happier. We had this 1958 Sea Skiff come in a while back; it has a rebuilt 1971 455 Pontiac that the owner's father installed 47 years ago. Apparently, the project never got finished for the lack of manifolds. Having never seen a marinized Pontiac, I knew the task of finding a set of manifolds might mean that we wouldn't be able to use this motor. I checked eBay and found one manifold, which wouldn't really help as we needed two!"

"Thanks to good friend and former race boat enthusiast, Ralph Cattaneo, for making the suggestion to look to Southern California for the parts. I checked Marketplace in an area that encompassed Los Angeles and south to Tijuana, and

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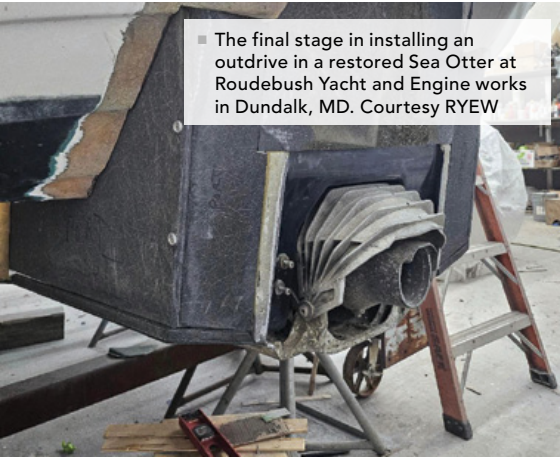
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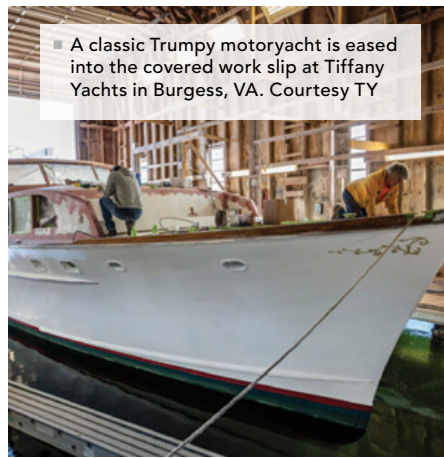
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■ The final stage in installing an outdrive in a restored Sea Otter at Roudebush Yacht and Engine works in Dundalk, MD. Courtesy RYEW



■ A classic Trumpy motoryacht is eased into the covered work slip at Tiffany Yachts in Burgess, VA. Courtesy TY



■ A 1971 Pontiac 455 being marinated at Wooden Boat Restoration in Millington, MD. Courtesy WBR

to my delight, I found a two-year-old ad with all that we needed and more. These parts were for a project started over 50 years ago that never came to fruition, that sat on a shelf for all that time. The stars definitely aligned for this stalled project. Sadly, the owner's father is no longer with us to see his dream become reality..."

That about wraps it up for this month. Regardless of what the groundhog says, we do still have some cold weather ahead of us. So, if you are going to be around the water, be careful. Docks get slippery and cold water is dangerous. Spring is not too far away, so if you had your boat shrinkwrapped in the fall, check now on how to dispose of the wrap

when you take it off. If your marina doesn't have a plan, contact your local Marine Trades Association to see what they recommend. See you next month.



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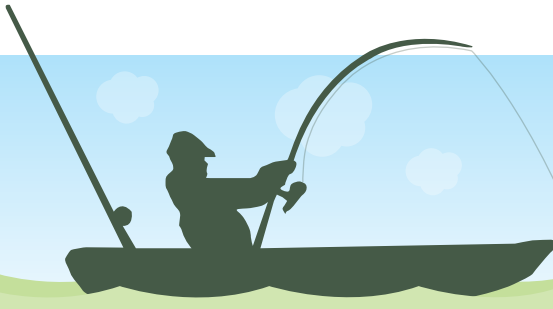


FEBRUARY 2025 TIDES

BALTIMORE					ANNAPOLIS					CHESAPEAKE BAY BRIDGE TUNNEL				
Time	Height	Time	Height		Time	Height	Time	Height		Time	Height	Time	Height	
h m	ft	h m	ft	cm	h m	ft	h m	ft	cm	h m	ft	h m	ft	cm
1 03:06 AM	-0.3	16 03:19 AM	-0.2	-6	1 01:08 AM	-0.2	16 01:26 AM	-0.1	-3	1 03:48 AM	-0.4	16 04:25 AM	0.0	0
08:25 AM	0.8	09:05 AM	0.9	27	06:58 AM	0.8	08:20 AM	0.9	27	10:04 AM	2.8	10:30 AM	2.3	70
Sa 02:58 PM	-0.4	Su 03:41 PM	-0.1	-3	Sa 01:13 PM	-0.3	Su 01:54 PM	-0.1	-3	Sa 04:17 PM	-0.5	Su 04:36 PM	0.0	0
08:53 PM	1.0	09:19 PM	0.8	24	07:28 PM	0.9	07:51 PM	0.7	21	10:33 PM	2.7	10:53 PM	2.5	76
2 03:42 AM	-0.3	17 03:45 AM	-0.2	-6	2 01:49 AM	-0.3	17 02:01 AM	-0.1	-3	2 04:40 AM	-0.3	17 05:04 AM	0.1	3
09:16 AM	0.9	09:47 AM	0.9	27	07:54 AM	0.8	08:20 AM	0.9	27	10:49 AM	2.6	11:04 AM	2.2	67
Su 04:01 PM	-0.3	M 04:31 PM	0.0	0	Su 02:09 PM	-0.2	M 02:40 PM	0.0	0	Su 05:03 PM	-0.5	M 05:09 PM	0.1	3
09:38 PM	0.9	09:57 PM	0.7	21	08:10 PM	0.8	08:22 PM	0.7	21	11:23 PM	2.8	11:31 PM	2.4	73
3 04:20 AM	-0.4	18 04:10 AM	-0.2	-6	3 02:33 AM	-0.3	18 02:39 AM	-0.1	-3	3 05:36 AM	-0.2	18 05:45 AM	0.3	9
10:14 AM	1.0	10:33 AM	0.9	27	08:54 AM	0.9	09:08 AM	0.9	27	11:38 AM	2.4	11:41 AM	2.0	61
M 05:10 PM	-0.2	Tu 05:25 PM	0.0	0	M 03:09 PM	-0.1	Tu 03:29 PM	0.1	3	M 05:52 PM	0.4	Tu 05:46 PM	0.2	6
10:29 PM	0.7	10:40 PM	0.6	18	08:55 PM	0.7	08:56 PM	0.6	18					
4 05:00 AM	-0.4	19 04:38 AM	-0.2	-6	4 03:21 AM	-0.3	19 03:21 AM	-0.1	-3	4 12:18 AM	2.7	19 12:12 AM	2.3	70
11:17 AM	1.0	09:47 AM	0.9	27	09:57 AM	0.9	10:01 AM	0.9	27	06:37 AM	-0.1	06:31 AM	0.4	12
Tu 06:19 PM	-0.2	W 06:21 PM	0.1	3	Tu 04:14 PM	0.0	W 04:21 PM	0.1	3	Tu 12:31 PM	2.2	W 12:23 PM	1.9	58
11:24 PM	0.6	11:25 PM	0.5	15	09:44 PM	0.6	09:33 PM	0.6	18	06:46 PM	-0.3	06:28 PM	0.3	9
5 05:44 AM	-0.4	20 05:12 AM	-0.2	-6	5 04:14 AM	-0.4	20 04:08 AM	-0.2	-6	5 01:17 AM	2.7	20 12:59 AM	2.3	70
12:20 PM	1.1	12:13 PM	0.9	27	11:05 AM	0.9	10:58 AM	0.9	27	07:44 AM	0.1	07:23 AM	0.5	15
W 07:30 PM	-0.1	Th 07:23 PM	0.1	3	W 05:23 PM	0.0	Th 05:17 PM	0.2	6	W 01:31 PM	2.0	Th 01:11 PM	1.8	55
					W 10:40 PM	0.5	10:17 PM	0.6	18	07:46 PM	-0.2	07:19 PM	0.3	9
6 12:20 AM	0.5	21 12:11 AM	0.5	15	6 05:12 AM	-0.4	21 05:01 AM	-0.2	-6	6 02:24 AM	2.6	21 01:53 AM	2.2	67
06:35 AM	-0.4	05:55 AM	-0.2	-6	12:16 PM	1.0	11:59 AM	0.9	27	08:56 AM	0.1	08:23 AM	0.6	18
Th 01:25 PM	1.1	F 01:06 PM	0.9	27	Th 06:35 PM	0.1	F 06:16 PM	0.2	6	Th 02:41 PM	1.9	F 02:08 PM	1.7	52
08:46 PM	-0.1	08:34 PM	0.2	6	11:43 PM	0.5	11:10 PM	0.6	18	08:52 PM	-0.1	08:17 PM	0.4	12
7 01:18 AM	0.5	22 12:59 AM	0.4	12	7 06:13 AM	-0.4	22 05:57 AM	-0.2	-6	7 03:38 AM	2.6	22 02:56 AM	2.3	70
07:37 AM	-0.4	06:45 AM	-0.2	-6	01:27 PM	1.0	01:00 PM	0.9	27	10:09 AM	0.2	09:27 AM	0.5	15
F 02:36 PM	1.1	Sa 02:08 PM	1.0	30	F 07:45 PM	0.1	Sa 07:15 PM	0.3	9	F 04:00 PM	1.9	Sa 03:12 PM	1.7	52
09:53 PM	0.0	09:37 PM	0.2	6						10:01 PM	-0.1	09:20 PM	0.3	9
8 02:20 AM	0.5	23 01:54 AM	0.4	12	8 12:49 AM	0.5	23 12:11 AM	0.6	18	8 04:50 AM	2.6	23 04:02 AM	2.3	70
08:51 AM	-0.4	07:52 AM	-0.2	-6	07:16 AM	-0.4	06:55 AM	-0.2	-6	11:15 AM	0.1	10:28 AM	0.4	12
Sa 03:46 PM	1.1	Su 03:11 PM	1.0	30	Sa 02:33 PM	1.0	Su 01:57 PM	1.0	30	Sa 05:13 PM	1.9	Su 04:19 PM	1.9	58
10:48 PM	0.0	10:25 PM	0.1	3	08:50 PM	0.1	08:10 PM	0.2	6	11:07 PM	-0.1	10:22 PM	0.2	6
9 03:23 AM	0.5	24 02:56 AM	0.5	15	9 01:53 AM	0.5	24 01:13 AM	0.6	18	9 05:53 AM	2.7	24 05:03 AM	2.5	76
09:56 AM	-0.5	09:08 AM	-0.3	-9	08:16 AM	-0.4	07:51 AM	-0.2	-6	12:13 PM	0.0	11:22 AM	0.3	9
Su 04:45 PM	1.1	M 04:04 PM	1.1	34	Su 03:32 PM	1.0	M 02:48 PM	1.0	30	Su 06:14 PM	2.1	M 05:20 PM	2.0	61
11:38 PM	-0.1	11:08 PM	0.1	3	09:45 PM	0.1	09:00 PM	0.2	6	11:20 PM	0.0	11:20 PM	0.0	0
10 04:20 AM	0.6	25 03:52 AM	0.6	18	10 02:53 AM	0.5	25 02:14 AM	0.7	21	10 12:06 AM	-0.2	25 05:57 AM	2.7	82
10:53 AM	-0.5	10:10 AM	-0.3	-9	09:12 AM	-0.4	08:45 AM	-0.3	-9	06:47 AM	2.8	12:11 PM	0.1	3
M 05:37 PM	1.1	Tu 04:51 PM	1.1	34	M 04:23 PM	1.0	Tu 03:34 PM	1.0	30	M 01:02 PM	-0.1	Tu 06:13 PM	2.3	70
		11:49 PM	0.0	0	10:30 PM	0.1	09:44 PM	0.1	3	07:05 PM	2.2			
11 12:25 AM	-0.1	26 04:44 AM	0.7	21	11 03:47 AM	0.6	26 03:11 AM	0.8	24	11 12:58 AM	-0.2	26 12:13 AM	-0.2	-6
05:13 AM	0.6	11:05 AM	-0.3	-9	10:04 AM	-0.4	09:37 AM	-0.3	-9	07:33 AM	2.8	06:46 AM	2.8	85
Tu 11:46 AM	-0.5	W 05:36 PM	1.2	37	Tu 05:06 PM	1.0	W 04:16 PM	1.1	34	Tu 01:46 PM	-0.1	W 12:58 PM	-0.1	-3
06:23 PM	1.0				11:10 PM	0.0	07:49 PM	2.3	70	07:49 PM	2.3	07:03 PM	2.5	76
12 01:07 AM	-0.1	27 12:29 AM	0.0	0	12 04:36 AM	0.6	27 04:06 AM	0.9	27	12 01:45 AM	-0.3	27 01:04 AM	-0.4	-12
06:06 AM	0.7	05:35 AM	0.8	24	10:53 AM	-0.4	10:29 AM	-0.3	-9	08:14 AM	2.8	07:31 AM	3.0	91
W 12:39 PM	-0.4	Th 12:04 PM	-0.4	-12	W 05:44 PM	1.0	Th 04:57 PM	1.1	34	W 02:25 PM	-0.1	Th 01:40 PM	-0.3	-9
07:03 PM	1.0	06:21 PM	1.2	37	11:46 PM	0.0	11:06 PM	0.0	0	08:29 PM	2.4	07:50 PM	2.8	85
13 01:45 AM	-0.2	28 01:08 AM	-0.1	-3	13 05:22 AM	0.7	28 04:59 AM	1.0	30	13 02:28 AM	-0.3	28 01:54 AM	-0.5	-15
08:56 AM	0.3	06:27 AM	1.0	30	11:39 AM	-0.3	11:21 AM	-0.3	-9	08:51 AM	2.7	08:15 AM	3.0	91
Th 01:28 PM	-0.4	F 01:05 PM	-0.4	-12	Th 06:18 PM	0.9	F 05:37 PM	1.0	30	Th 03:01 PM	-0.2	F 02:22 PM	-0.5	-15
07:39 PM	1.0	07:05 PM	1.1	34			11:46 PM	-0.1	-3	09:06 PM	2.5	08:37 PM	3.0	91
14 02:18 AM	-0.2	14 12:19 AM	0.0	0	14 12:19 AM	0.0	14 06:06 AM	0.8	24	14 03:08 AM	-0.2	14 09:25 AM	2.6	79
07:43 AM	0.8	06:06 AM	0.8	24	F 12:24 PM	-0.3	12:24 PM	-0.3	-9	F 03:33 PM	-0.1	09:42 PM	2.5	76
F 02:13 PM	-0.3	06:50 PM	0.9	27										
15 02:50 AM	-0.2	15 12:52 AM	-0.1	-3	15 06:50 AM	0.8	15 06:50 AM	0.8	24	15 03:46 AM	-0.1	15 09:57 AM	2.5	76
08:25 AM	0.8	06:50 AM	0.8	24	Sa 01:08 PM	-0.2	07:20 PM	0.8	24	09:57 AM	2.5	10:17 PM	2.5	76
Sa 02:56 PM	-0.2													

	DIFFERENCES					Spring Range		DIFFERENCES					Spring Range
	High	Low	H. Ht	L. Ht	Range			High	Low	H. Ht	L. Ht	Range	
Sharps Island Light	-3:47	-3:50	*1.18	*1.17	1.5		Mtn Pt, Magothy River	+1:24	+1:40	*0.88	*0.88	1.0	
Havre de Grace	+3:11	+3:30	*1.59	*1.59	1.9		Chesapeake Beach	-1:14	-1:15	*1.12	*1.14	1.1	
Sevenfoot Knoll Light	-0:06	-0:10	*0.82	*0.83	1.1		Cedar Point	-3:16	-3:13	*1.33	*1.33	1.4	
St Michaels, Miles River	-2:14	-1:58	*1.08	*1.08	1.4		Point Lookout	-3:48	-3:47	*1.37	*1.33	1.4	

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



National Oceanic and Atmospheric Administration

U.S. Department of Commerce

For more information check out www.noaa.gov

Baltimore Harbor Approach (Off Sandy Point)

	Slack			Maximum		
	h	m	knots	h	m	knots
1 Sa	04:21AM	01:03AM	-1.0E	07:04AM	10:00AM	-0.7E
	10:25AM	01:21PM	-0.7E	12:42PM	04:19PM	1.1F
2 Su	04:16PM	07:23PM	0.8F	02:27AM	05:09AM	0.7F
	10:25PM	01:39AM	-0.9E	07:59AM	10:53AM	-0.7E
3 M	05:21PM	08:13PM	0.7F	08:22PM	11:37PM	-1.0E
	11:02PM	02:19AM	-0.9E	03:01AM	05:51AM	0.7F
4 Tu	06:04AM	09:39AM	1.1F	08:49AM	11:43AM	-0.7E
	01:17PM	04:19PM	-0.8E	12:33PM	05:06PM	1.0F
5 W	07:49PM	10:07PM	0.4F	09:00PM	01:21AM	-1.0E
	12:26AM	03:50AM	-0.7E	12:15AM	02:33PM	0.9F
6 Th	06:48AM	10:34AM	1.1F	02:33PM	05:16PM	0.7F
	02:18PM	05:26PM	-0.8E	04:05AM	07:11AM	0.8F
7 F	09:12PM	11:14PM	0.3F	10:24AM	01:18PM	-0.7E
	01:19AM	04:45AM	-0.7E	04:16PM	07:16PM	0.7F
8 Sa	07:38AM	11:33AM	1.1F	10:12PM	12:51AM	-0.9E
	03:20PM	06:34PM	-0.8E	04:37AM	07:50AM	0.8F
9 Su	10:30PM	12:25AM	0.2F	11:10AM	02:05PM	-0.7E
	02:24AM	05:47AM	-0.6E	05:10PM	08:00PM	0.6F
10 M	08:34AM	12:34PM	1.1F	10:47PM	02:03AM	-0.8E
	04:20PM	07:38PM	-0.9E	05:09AM	08:31AM	0.9F
11 Tu	11:37PM	01:35AM	0.3F	06:09PM	08:46PM	0.5F
	03:39AM	06:54AM	-0.6E	11:23PM	02:41AM	-0.7E
12 W	09:36AM	01:35PM	1.1F	05:42AM	09:14AM	0.9F
	05:17PM	08:36PM	-0.9E	12:48PM	03:50PM	-0.6E
13 Th	12:29AM	02:38AM	0.3F	07:16PM	09:38PM	0.3F
	04:54AM	08:00AM	-0.6E	12:02AM	03:22AM	-0.6E
14 F	10:40AM	02:33PM	1.1F	06:18AM	10:00AM	0.9F
	06:09PM	09:28PM	-1.0E	01:41PM	04:48PM	-0.6E
15 Sa	01:13AM	03:34AM	0.5F	08:30PM	10:37PM	0.2F
	06:03AM	09:03AM	-0.6E	12:47AM	04:07AM	-0.5E
16 Su	11:43AM	03:28PM	1.1F	06:58AM	10:51AM	0.9F
	06:57PM	10:15PM	-1.0E	02:35PM	05:50PM	0.7E
17 M	01:05AM	03:25AM	0.4F	09:48PM	11:42PM	0.2F
	05:54AM	08:52AM	-0.6E	12:29PM	04:02PM	1.0F
18 Tu	11:30AM	03:15PM	1.0F	01:33AM	04:06AM	0.5F
	06:43PM	09:59PM	-0.9E	06:44AM	09:44AM	-0.6E
19 W	01:03PM	03:56PM	0.8F	12:29PM	04:02PM	1.0F
	11:25PM	02:57AM	1.7F	07:24PM	10:36PM	-0.9E
20 Th	09:16AM	12:01PM	-1.0E	02:00AM	04:44AM	0.7F
	03:37PM	06:00PM	0.5F	07:33AM	10:34AM	-1.0E
21 F	08:12PM	11:27PM	-1.2E	01:26PM	04:48PM	0.7F
	01:27AM	05:22AM	1.7F	08:03PM	11:12PM	-0.9E
22 Sa	09:16AM	12:01PM	-1.0E	02:27AM	05:22AM	0.8F
	03:37PM	06:00PM	0.5F	02:23PM	05:33PM	0.9F
23 Su	08:12PM	11:27PM	-1.2E	08:40PM	11:48PM	0.9E
	01:27AM	05:22AM	1.7F	01:41AM	05:00AM	-0.4E
24 M	09:16AM	12:01PM	-1.0E	07:43AM	11:45AM	0.9F
	03:37PM	06:00PM	0.5F	03:30PM	06:51PM	-0.7E
25 Tu	08:12PM	11:27PM	-1.2E	10:37PM	01:57PM	10:57PM
	01:27AM	05:22AM	1.7F	02:46AM	05:58AM	-0.4E
26 W	09:16AM	12:01PM	-1.0E	08:34AM	12:40PM	0.9F
	03:37PM	06:00PM	0.5F	04:23PM	07:46PM	-0.8E
27 Th	08:12PM	11:27PM	-1.2E	11:51PM	01:49AM	0.2F
	01:27AM	05:22AM	1.7F	03:54AM	06:58AM	-0.4E
28 F	09:16AM	12:01PM	-1.0E	09:31AM	01:34PM	1.0F
	03:37PM	06:00PM	0.5F	05:13PM	08:36PM	-0.8E
29 Sa	08:12PM	11:27PM	-1.2E	12:32AM	02:41AM	0.3F
	01:27AM	05:22AM	1.7F	04:58AM	07:57AM	-0.5E
30 Su	09:16AM	12:01PM	-1.0E	10:31AM	02:26PM	1.0F
	03:37PM	06:00PM	0.5F	06:00PM	09:20PM	-0.9E

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

	Slack			Maximum		
	h	m	knots	h	m	knots
1 Sa	01:12AM	04:17AM	-1.5E	04:40AM	01:23AM	-1.5E
	07:23AM	10:43AM	1.7F	11:46AM	02:17PM	-1.1E
2 Su	01:56PM	04:52PM	-1.4E	05:22PM	08:16PM	1.1F
	08:04PM	11:10PM	1.4F	11:01PM	02:11AM	-1.6E
3 M	02:13AM	05:14AM	-1.3E	05:33AM	08:53AM	1.6F
	08:17AM	11:30AM	1.6F	12:22PM	02:49PM	-1.0E
4 Tu	02:37PM	05:41PM	-1.5E	05:47PM	08:50PM	1.2F
	08:55PM	12:02AM	1.5F	11:50PM	02:55AM	-1.6E
5 W	03:20AM	06:16AM	-1.2E	06:22AM	09:30AM	1.3F
	09:17AM	12:18PM	1.4F	12:51PM	03:22PM	-1.0E
6 Th	03:18PM	06:32PM	-1.5E	06:15PM	09:28PM	1.3F
	09:45PM	12:55AM	1.6F	12:38AM	03:38AM	-1.4E
7 F	04:02PM	07:25PM	-1.4E	07:07AM	10:02AM	1.1F
	10:34PM	01:08PM	1.1F	01:15PM	03:56PM	-1.0E
8 Sa	01:05AM	03:25AM	0.4F	06:48PM	10:09PM	1.4F
	05:54AM	08:52AM	-0.6E	12:38AM	03:38AM	-1.4E
9 Su	11:30AM	03:15PM	1.0F	07:07AM	10:02AM	1.1F
	06:43PM	09:59PM	-0.9E	01:15PM	03:56PM	-1.0E
10 M	01:03PM	03:56PM	0.8F	06:48PM	10:09PM	1.4F
	11:25PM	02:57AM	1.7F	12:38AM	03:38AM	-1.4E
11 Tu	09:16AM	12:01PM	-1.0E	07:07AM	10:02AM	1.1F
	03:37PM	06:00PM	0.5F	01:15PM	03:56PM	-1.0E
12 W	08:12PM	11:27PM	-1.2E	06:48PM	10:09PM	1.4F
	01:27AM	05:22AM	1.7F	12:38AM	03:38AM	-1.4E
13 Th	09:16AM	12:01PM	-1.0E	07:07AM	10:02AM	1.1F
	03:37PM	06:00PM	0.5F	01:15PM	03:56PM	-1.0E
14 F	08:12PM	11:27PM	-1.2E	06:48PM	10:09PM	1.4F
	01:27AM	05:22AM	1.7F	12:38AM	03:38AM	-1.4E
15 Sa	09:16AM	12:01PM	-1.0E	07:07AM	10:02AM	1.1F
	03:37PM	06:00PM	0.5F	01:15PM	03:56PM	-1.0E
16 Su	08:12PM	11:27PM	-1.2E	06:48PM	10:09PM	1.4F
	01:27AM	05:22AM	1.7F	12:38AM	03:38AM	-1.4E
17 M	09:16AM	12:01PM	-1.0E	07:07AM	10:02AM	1.1F
	03:37PM	06:00PM	0.5F	01:15PM	03:56PM	-1.0E
18 Tu	08:12PM	11:27PM	-1.2E	06:48PM	10:09PM	1.4F
	01:27AM	05:22AM	1.7F	12:38AM	03:38AM	-1.4E
19 W	09:16AM	12:01PM	-1.0E	07:07AM	10:02AM	1.1F
	03:37PM	06:00PM	0.5F	01:15PM	03:56PM	-1.0E
20 Th	08:12PM	11:27PM	-1.2E	06:48PM	10:09PM	1.4F
	01:27AM	05:22AM	1.7F	12:38AM	03:38AM	-1.4E
21 F	09:16AM	12:01PM	-1.0E	07:07AM	10:02AM	1.1F
	03:37PM	06:00PM	0.5F	01:15PM	03:56PM	-1.0E
22 Sa	08:12PM	11:27PM	-1.2E	06:48PM	10:09PM	1.4F
	01:27AM	05:22AM	1.7F	12:38AM	03:38AM	-1.4E
23 Su	09:16AM	12:01PM	-1.0E	07:07AM	10:02AM	1.1F
	03:37PM	06:00PM	0.5F	01:15PM	03:56PM	-1.0E
24 M	08:12PM	11:27PM	-1.2E	06:48PM	10:09PM	1.4F
	01:27AM	05:22AM	1.7F	12:38AM	03:38AM	-1.4E
25 Tu	09:16AM	12:01PM	-1.0E	07:07AM	10:02AM	1.1F
	03:37PM	06:00PM	0.5F	01:15PM	03:56PM	-1.0E
26 W	08:12PM	11:27PM	-1.2E	06:48PM	10:09PM	1.4F
	01:27AM	05:22AM	1.7F	12:38AM	03:38AM	-1.4E
27 Th	09:16AM	12:01PM	-1.0E	07:07AM	10:02AM	1.1F
	03:37PM	06:00PM	0.5F	01:15PM	03:56PM	-1.0E
28 F	08:12PM	11:27PM	-1.2E	06:48PM	10:09PM	1.4F
	01:27AM	05:22AM	1.7F	12:38AM	03:38AM	-1.4E
29 Sa	09:16AM	12:01PM	-1.0E	07:07AM	10:02AM	1.1F
	03:37PM	06:00PM	0.5F	01:15PM	03:56PM	-1.0E
30 Su	08:12PM	11:27PM	-1.2E	06:48PM	10:09PM	1.4F
	01:27AM	05:22AM	1.7F	12:38AM	03:38AM	-1.4E

FEBRUARY 2025 CURRENTS

Fish News

Current Differences and Speed Ratios

Secondary Stations Baltimore Harbor Approach	Time Differences				Speed Ratios	
	Min. before		Min. before		Flood	Ebb
	Flood	Flood	Ebb	Ebb		
Cove Point, 3.9 n.mi. East	-3:29	-3:36	-4:08	-3:44	0.4	0.6
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		Min. before		Flood	Ebb
	Flood	Flood	Ebb	Ebb		
Chesapeake Beach, 1.5 miles North	+0:29	+0:48	+0:06	+0:00	1.0	0.7
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

Sore About Stripers

Chesapeake Bay anglers will likely feel additional pain in 2025, as the Atlantic States Marine Fisheries Committee (ASMFC) grapples with the 2024 stock assessment and the sixth year in a row of poor spawning success in the Chesapeake Bay. In part because the 2024 Young-of-Year Index was so low (2.0 versus the average of 11.0 in Maryland and 3.43 versus an average 7.77 in Virginia), the chances of rebuilding the stock by 2029 using current regulations have fallen below 50 percent. As we went to press, the ASMFC Striped Bass Board voted to make no changes in restrictions and regulations for 2025, taking a wait-and-see approach. That doesn't mean individual states can't make more restrictive modifications if they so choose, but they will not be forced to do so for this season.

Chesapeake Salmon (Again)

After having its proposal to construct a massive 25-acre indoor salmon farm on the banks of the Marshyhope River beaten back by public outcry, Norwegian aquaculture company Aquacon now has its sights set on building a \$320 million salmon factory on the lower Susquehanna River in Port Deposit, MD. Targeting a production goal of 20 million pounds of fish annually, the company has not yet addressed issues including the possible release of geosmin and nutrient pollution in purge water, facility stormwater runoff, and the possibility of water intakes sucking in native-born fry and fingerlings. The company has claimed that discharged water would be "cleaner than when it was withdrawn."



A shortage of juvenile stripers has both fisheries managers and anglers on edge.

Bringing Back the Beach

Surf anglers dismayed by the significant beach erosion of the north side beach at the Delaware National Seashore at Indian River will be happy to hear that the Department of Natural Resources and Environmental Control (DNREC) has an emergency dredging and beach renourishment project underway. By spring 380,000 cubic yards of sand will have been pulled from the shoal on the south side of the inlet and used to rebuild the beach and dune system. While the project is ongoing, access to the beach is closed. The date of expected completion has not yet been announced but DNREC says the timeline will be shared as progress is made; visit de.gov/irnorth to see the latest updates.

Back in the Black

The Mid-Atlantic Fisheries Management Council (MAFMC) approved a motion at their winter meeting to waive federal measures through conservation equivalency and keep regulations on black sea bass status quo for the time being. Some angst was expressed over the stock being estimated at 20 percent less than the last stock assessment; however, the black sea bass biomass remains 219 percent higher than the target.

It's Showtime!

The Mid-Atlantic Sports and Boat Show is happening January 31 through February 2 at the Virginia Beach Convention Center. There will be over 60 boat lines on display and the crew from FishTalk will be in attendance, too, so be sure to swing by our booth and say "Hi!" Hours are noon to 7 p.m. Friday, 10 a.m. to 7 p.m. Saturday, and 10 a.m. to 5 p.m. on Sunday. Visit vbboatshow.com to learn more.

February 15 and 16 set aside some time to visit the Pasadena Sportfishing Expo, taking place at Kurtz's Beach in Pasadena, MD. The show runs from 8 a.m. to 2 p.m. both days and is jam-packed with vendors of all types from fishing tackle to charter boat captains. Same goes for the Annapolis Saltwater Expo, which will be at the Annapolis Elk's Lodge on Sunday, March 16 from 8 a.m. to 3 p.m. Note that FishTalk contributor David Rudow and Reports editor Dillon Waters will present a seminar on snakehead fishing at 8:30 a.m., Capt. Tom Weaver will cover light tackle fishing at 10 a.m., Capt. Steve Griffin will discuss using side-imaging at 11:30 a.m., and at 1 p.m. a panel discussion will include Angler in Chief Lenny Rudow, FishTalk contributor Eric Packard, noted angling authority Shawn Kimbro, and Captains Ritchie Gaines and Tom Weaver.

TOURNAMENT NEWS

It's winter people, there is no tournament news! Well, almost none—don't forget that the CCA Winter Pickerel Championship is still going on through the end of the month. It's not too late to sign up and join in the competition, and if you can wrangle up those monster fish and snap off a pic on the ruler, you could win all sorts of cool prizes. True, some anglers have a head start at this point, but remember: almost every year the biggest fish of the tournament are caught in February. Visit ccamd.org for the details or to join in the winter fishing fun.



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POWER



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2023 Scout 240 XSF F300XSF Yamaha Outboard, Yamaha Extended Warranty until 9/14/28, Engine Hours - 65, (trailer available), SeaKeeper Ride, Custom Spray Shield Enclosure, Garmin GPS, Hardtop w/ Electronics Box and Rocket Launchers, Windlass, Spotlight, Extended Swim Platform w/ Flexiteek, Ski-Tow, Dual Batteries w/ Switch, Water System, Stereo, Bolster Seats, Leaning Post, Aerated Baitwell, Raw Water Washdown, Porta-Potty w/ Pump-out, and more! **\$119,995** Riverside Marine, 410.686.1500, sales@riversideboats.com, www.riversideboats.com#21066



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2011 Grady White 255 Freedom Yamaha F300 w/ low hours. No bottom paint! **\$67,900** Beacon Light Marina, 410.335.6200, sales@beaconlightmarina.com, www.beaconlightmarina.com

2017 Sportsman Open 252 CC Twin F150XB Yamaha Outboards, Venture Trailer 7225, White Hull, Black Powder Coat, Hard-Top w/ Rocket Launchers, Spreader Light and Outriggers, Spray Shield, Simrad 12" GPS, Simrad VHF, Compass, Hours - 570, Trim Tabs/Trim Gauge, Bottom Paint, Lots of Extras! **\$89,995** Riverside Marine, 410.686.1500, sales@riversideboats.com, www.riversideboats.com#20803



2022 Yamaha 255 FSH Sport E Yamaha 1.8L S/C Engines 500Hp - Total 12 Hours! **\$88,900** Trailer Included. Beacon Light Marina, 410.335.6200, sales@beaconlightmarina.com, www.beaconlightmarina.com



2020 Crownline 264CR Brokerage - She's a fast and fun cruiser, loaded w/ features and nearly every option to make boating fun for family and friends. Asking **\$99,900** Call Dave Townley 410.271.5225 or www.seattleyachts.com

2023 Sportsman 261 Heritage Twin Yamaha F200XCA's (Custom Painted White), Fusion Radio w/ JL Speakers, Twin Garmin 12" Screens, Garmin VHF, Pump-Out Head, Ski Tow Pylon, Windlass, Man Overboard (M.O.B.) Switch, Yamaha Helm Master w/ Joystick, Laporte Mooring Cover, Laporte Console Drape, and more! **\$169,995** Riverside Marine, 410-686-1500, sales@riversideboats.com, www.riversideboats.com#21091



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(Elba) 31' Ocean Master '98 \$79,500 Curtis Stokes 410.919.4900 curtis@curtisstokes.net www.curtisstokes.net



2023 Cutwater 32 Coupe \$349,987 - Grasonville, MD - Call John Osborne at 410.490.6250 or john@pocket-yacht.com www.pocketyachtco.com



2023 Cutwater C-32 Sedan \$339,987 - Grasonville, MD - Call John Osborne at 410.490.6250 or john@pocket-yacht.com www.pocketyachtco.com



(Gayle Force Wins) 33' Wellcraft 3300 Coastal '96 \$40,000 Curtis Stokes 410.919.4900 curtis@curtisstokes.net www.curtisstokes.net



(Lady Nicole) 33' Bertram '80 \$45,000 Curtis Stokes 410.919.4900 curtis@curtisstokes.net www.curtisstokes.net

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(Sweet Katrinka) 33' Sea Ray 1998 \$49,995 Jason Hinsch
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www.curtisstokes.net



(Eltinar) 36' Kadey-Krogen '86 \$145,000 Curtis Stokes
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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



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(Dottie K) 34' Silverton '05 \$114,500 Curtis Stokes 410.919.4900
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1988 Albin Trawler 36' Brokerage - Classic two-cabin trawler, perfect for cruising, doing "The Loop" or just living aboard. Asking **\$62,500** Call Bill O'Malley 410.703.9058 or www.seattleyachts.com



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(Dilligaf) 35' Great Harbour TT35 '21 \$287,900 Jason Hinsch
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Brokerage & Classified



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2021 Prestige Yachts 690 Fly 69' Newport Beach, CA. Asking **\$3,499,000** 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 www.chesapeakeyachtcenter.com

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Acquisition

In October of 2023, **Annapolis Gelcoat and Restoration** acquired Osprey Composites, located within Herrington Harbour North in Tracys Landing. Owner Tim Kraus, intent on preserving the 36-year-long legacy, has slightly modified the name to **Osprey Marine Restorations**. He says, “The Williamses created an epic business in Herrington Harbour and on the Chesapeake Bay. By keeping the essence of the original name, I only hope to enhance that legacy and honor the Williams family.” General manager Buddy Rowe leads the team at the newly renovated four-bay, 10,000-square-foot facility, which can support vessels up to 70-feet long. Based out of Bert Jabin Yacht Yard, Michael Welsh manages the Annapolis Gelcoat and Restoration location and mobile fleet. “With our experienced and knowledgeable team of technicians, there is nothing on the Chesapeake Bay that compares to the strength and capacity of this joint venture,” adds Kraus. “*Making your boat NEW again!*” annapolisgelcoat.com

Donation

Back in December, **the Annapolis Boat Shows** made their annual donation to the **Marine Trades Association of Maryland (MTAM)** at the organization’s holiday party. John Stefancik, executive director of MTAM, shared how the funds are allocated. He says, “We use these funds to run all activities of the association. Chiefly we use them for:

- Lobbying the Maryland General Assembly on matters related to the industry, to develop legislation beneficial to the state’s economic interest in recreational boating.
- Creating a pipeline of workers to gain entry into the marine trades through our workforce development program.
- Producing quarterly events for our membership. The next one is our Legislative Meeting in early March. In 2024 this function featured such speakers as DNR secretary Josh Kurtz, State Senator (now Congresswoman) Sarah Elfreth, and CBMM president and CEO Kristen Greenaway.
- Running our annual shrinkwrap recycling program for members all around the state.
- Producing our yearly Guide to Boating Chesapeake Bay.”

For more information on MTAM and its programs, visit mtam.org.

Certified

Campbell’s Boatyards announces that **Kevin Parks** has completed the necessary training requirements and is now a Certified Cummins Mechanic. To receive this certification, Parks successfully completed over 90 online Cummins courses. In addition to his online courses, he recently completed the Cummins Marine QSB6.7 and C-Command course in Albany, NY. Campbell’s Boatyards has been a Cummins/Onan Certified Dealer since 2000. Their lead mechanic, Doug Campbell, became a Certified Cummins Mechanic in 2001 and routinely completes online and in-person courses to retain his certification. campbellsboatyards.com



■ Courtesy of Campbell’s Boatyards



■ Sheila Jones, general manager of the Annapolis Boat Shows, presents a check to MTAM president James Jordan (Port Annapolis Marina). Courtesy of MTAM

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Grant

The **Friends of St. Clement’s Island and Piney Point Museums**, the nonprofit organization that supports the historic sites overseen by St. Mary’s County Government’s Museum Division, was recently awarded \$10,000 from Maryland Humanities through the Hatza Memorial SHINE (Strengthening the Humanities Investment in Nonprofits for Equity) Grant Program for general operating funds. “We are truly honored that our organization was selected for this grant funding,” says Dale Springer, president of the Friends of St. Clement’s Island and Piney Point Lighthouse Museums. “These funds will help us continue our mission to support and preserve local history and provide educational and leisure programing through our museums here in St. Mary’s County.” SHINE Grant recipients include museums, historic sites, preservation and historical societies, and community and cultural organizations. General operating expenses include salaries, rent, utilities, supplies, equipment, programs, and other expenses. The grants provide full flexibility to nonprofits, allowing them to determine where funds are most needed. These grants are funded by the State of Maryland via the Maryland Historical Trust. Learn more about the SHINE Grant Program and recipients at mdhumanities.org/grants.



Courtesy of Blackway Boat Models

New Model

Bruce Blackway started **Blackway Boat Models** in 2017 as a side enterprise. The goal was, and still is, to offer a line of handcrafted wooden deadrise workboat models and matching miniature nautical accessories. The company has sold more than 500 models since its inception, along with countless miniature bushel baskets, crab nets, oyster tongs, oyster baskets, outboard motors, and more. And now, they are moving into RC models with the addition of a 37-inch remote controlled Chesapeake Bay deadrise workboat. The scale is approximately 1:12, and the model weighs eight pounds (excluding batteries). It is constructed of Canadian red cedar with fiberglass waterproofing and comes with an included display stand. It has a brushless 2845, 3100KV, waterproof, water-cooled motor with an estimated speed of 10-15 mph with 20-30 minutes or more of run time. The main batteries and charger are sold separately. Only a limited quantity is available! Visit blackwayboatmodels.com for more details and more photos.

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Memories of a Bay Pilot: Ice Capades

By Bill Band

Mid February 1994 and sailing outbound from Baltimore aboard the M/V *San Lorenzo* was a chilly affair. The wind was blowing 20-25 knots from the northwest with higher gusts, which gave the ship a good push during my nine-hour transit down the Bay. Visibility was excellent as the cold Canadian air asserted itself throughout the Mid-Atlantic states.

Two hours out from the Virginia Capes, I contacted the pilot tower on VHF Channel 11 to update my ETA (estimated time of arrival). The tower advised me to have the pilot ladder rigged on the starboard side, and requested that, due to possible ice accumulation, the ladder be kept on deck until the pilot boat arrived alongside my ship.

The pilot boat *Baltimore* is 44 feet in length and weighs 20 tons. She is a rugged sea boat built by the Halmatic Company (United Kingdom) in 1985. I had been aboard her in all sorts of weather and never felt undue concern. However, she was a wet boat when heading into a sea. This was not a big deal, except on occasion when going out on deck to board a ship without a good lee.

At 0430, with the *Baltimore* standing off the starboard side of my ship, I reduced speed and put the wind on the portside to create a lee. Completing the pilot/master exchange, whereby I determined that the captain both understood and was comfortable with his surroundings, I bid him a safe voyage and proceeded to the main deck, escorted by the chief mate. Crewmen

then lowered the ladder to the deck of the pilot boat, which was now lying on the side of the ship. The boat operator, Jerry Stillman, warned me via VHF to be careful, as there was ice on the boat's deck. Deckhand Marc Gorfine was there to assist me. I easily made the transition from the ladder to the pilot boat, and into the after-cabin doors. All seemed well.



■ The Pilot Boat Baltimore covered in ice.

As we fell off (nautical term for left the ship) the ship's side and out of its lee, I realized that sea conditions were worse than what I could see in the dark from the ship's bridge. To make things more uncomfortable, we were now taking seas on the starboard bow as

we headed west towards Lynnhaven Inlet three miles distant. Each time the boat pitched downward a wave washed over the boat's foredeck, some of it freezing. Spray whipped by the wind hit the boat's rigging and began to accumulate as ice.

When the boat rolled in the seaway, it took longer to right itself. We then developed a significant port list, which gradually became more profound.

The boat was struggling to keep its stability as the ice became heavier. The concern on Jerry and Marc's faces was no different than what must have been painted on my own. Jerry throttled back on speed, and we slowly worked our way back to the station. I moved over to one of the seats on the starboard side and held on in the vain hope that it would make a difference. It was a certainty that the pilot tower was watching our progress, but because of the darkness, all they could see were our navigation lights. If the boat were to roll over, we knew that rescue would never arrive on time.... our fate would be sealed.

It seemed to take forever, but we did make it back safely. It was still dark, and after determining that there was no more ship traffic, I asked Jerry and Marc not to

knock off any ice until I could take photographs when dawn arrived. While waiting for daybreak, I had a hot cup of coffee and felt the flood of relief that comes with escaping the possibility of losing my life. Even today I hold it as a vivid memory. ■



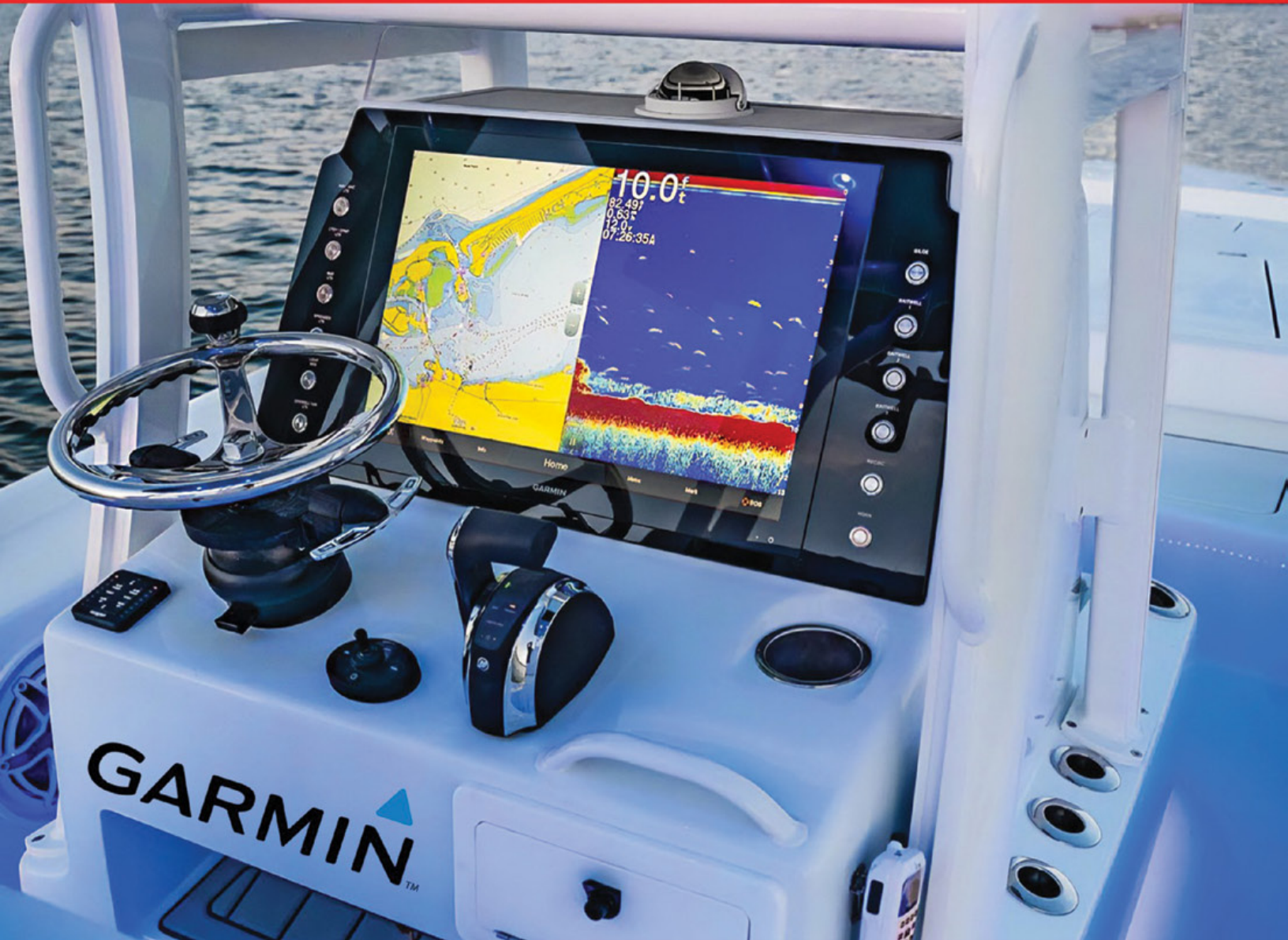
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