

Fast Food at the
Hard Crab Derby

National Folk Festival
Debuts in Salisbury

The St. Michaels
Concours d'Elegance

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a coddie?
p. 28

Chesapeake Bay

MAGAZINE

September 2018

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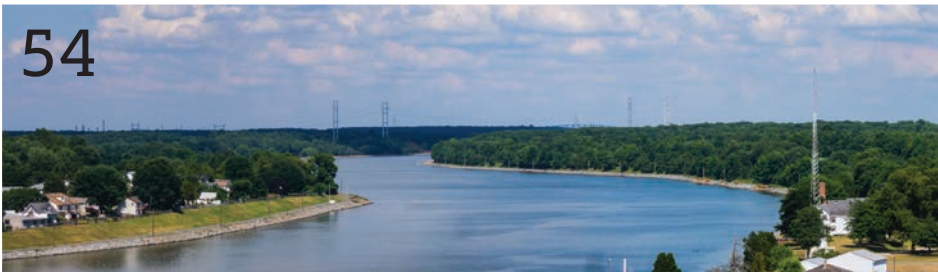
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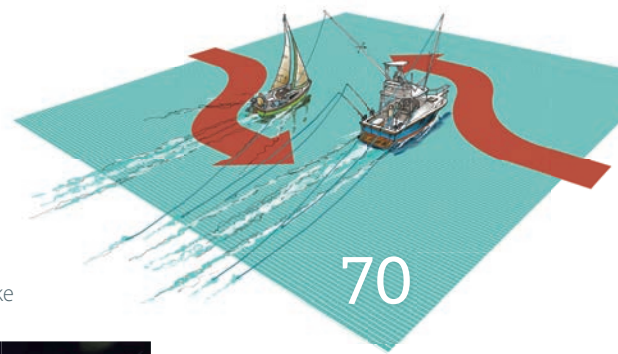
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September is the Best

by Joe Evans

As the ninth month's cool evenings assuage the sweltering remains of the dog days, we can open the windows and let the outside in. Better still, full days on the Chesapeake become life-affirming as fishing, sailing and party conditions improve considerably.

If there's a September quandary, it's overchoice. We intend to help with that by sharing our September engagement strategy beginning with "the largest outdoor music event on the East Coast," the **American Music Festival** on Virginia Beach at 5th, 17th, 24th, and 32nd streets, August 31 through September 2, presented by Cruzan Rum featuring ZZ Top, Goo Goo Dolls, Ziggy Marley, the Drifters, Molly Hatchet, SOJA and other notable bands.

Crisfield hosts the **71st National Hard Crab Derby** (page 16) over the Labor Day weekend including the Miss Crustacean Pageant, crab-cooking contest, a carnival, a parade, various human races, walks and swims, a boat-docking contest, fireworks, plenty of seafood, and the definitive crab races, which occur Saturday afternoon.

The **51st Maryland Seafood Festival** returns to Sandy Point State Park September 8 & 9 with continuous cooking, live music, kids' games and shows, the world-famous crab soup cookoff, oysters, beer, wine, lemonade, crafts, cooking demos and endless food options. We'll be there as the event's print- and digital-media partner in a hospitality tent both days—September 8 & 9. Come see.

Meanwhile, the historic port of Hampton launches a new **Crabtown Seafood Festival** along the river from Mill Point to Carousel Park on September 8.

Salisbury, Maryland earned the opportunity to host the **National Folk Festival** for the next three years. (page

14). This is huge, the 78th year, and it's free. The celebration of American cultural traditions runs over three days (September 7-9) with more than 35 performance groups on seven stages, a special Maryland Traditions Folklife Area, a family activity area, a folklife marketplace, and food courts.

Get plenty of rest for the weekend of the 22nd, which doubles up with Saturday's **Rod and Reef Slam Fishing Tournament**, a new contest focused on the return of fish to reconstructed Eastern Shore oyster reef habitat—Harris Creek, Tilghman Island, Tred Avon, Little Choptank and the Bill Burton Fishing Pier on the Choptank. The following day (Sept. 23) is the wrap-up of the amazing **St. Michaels Concours d'Elegance** (page 18), a gathering of mint-condition automobiles from the 1930s through the '70s and impeccably restored pleasure boats from the 1920s on the lawns at the Inn at Perry Cabin and the Chesapeake Bay Maritime Museum. It's an extraordinary garden party harkening back to a more aristocratic time. We're the media partner for the tournament and the soirée. Fish on Saturday, and then dress the part and join us for cocktails on Sunday in St. Michaels.

September 29-30 brings the fledgling **Boat Life Festival** to the Yards Park and Marina along the Anacostia River in D.C. with live entertainment, craft beer, local wine, food trucks, and exhibitors celebrating the watersport life as a warm-up for the landmark **United States Sailboat and Powerboat Shows** in Annapolis, which return in the first two weeks of October, also a great month.

This is why we live here. ♪

JOE EVANS

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The Rest of the Butler Skiff Story

EDITOR: Larry Chouning opened his excellent article on Reedville boatbuilder George Butler with the story of a skiff Butler built for his girl Becky, who he would marry and remain for 46 years and counting. Tom Miller read it and responded with the rest of the skiff story:

Dear Larry:

Read your story in *Chesapeake Bay Magazine* about the boat George Butler built for Becky, his bride. Here's the end-paper to that story:

In 2006 I was looking for a birthday present for Marianne who wanted a wooden "rowboat", so I went to see George. He could build one for me, but not in time. After much discussion, he told me about one for sale that he had built for Becky right after they married "cause his farm-girl wife wanted to learn to crab."

The story continued that, a few years later, he built in a well and a step for a mast and converted her into a sail boat. A few years later, he sold the boat to someone who wanted a skiff

quickly. The buyer later sold it to a man in Reedville, who eventually sold it to me.

This spring, Marianne donated it to the boat shop at the Reedville Fisherman's Museum for restoration and sale.

Not a bad lifetime for a wooden boat.

Hope you are well and we'll run into you soon.

Tom Miller



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The World Comes to Salisbury

The National Folk Festival Brings Artists to Delmarva.

by Caroline O'Hare

More than 350 of the nation's finest traditional performers and artisans are making their way to the Eastern Shore to share their music, dances, art, food, and stories at the National Folk Festival. This jubilant, large-scale, outdoor event will celebrate America and the best of Maryland's folk culture.

In choosing Salisbury, the National Council for the Traditional Arts recognized the region's unique cultural assets and Salisbury's strong community spirit. This is the festival's first Maryland residency in its 78-year history.

Since it was first presented in St. Louis in 1934, the National Folk Festival has celebrated the roots, richness, and variety of American culture. Championed in its early years

by Eleanor Roosevelt, the festival was the first national event to present the arts of many nations, races, and languages on equal footing. "Father of the Blues" W.C. Handy's first performance on a desegregated stage was at the 1938 festival. It was also the first to publicly present on a major stage musical forms such as Cajun music, polka bands, Tex-Mex conjunto, the Peking Opera, and many other genres.

Almost eight decades later, the National Folk Festival is going strong and has chosen Salisbury to host this traveling multicultural celebration for the next three years.

With a broad array of traditional performances on seven stages of music, folklife demonstrations, workshops, storytelling, parades, puppetry, and art, there is something

for everyone to appreciate and enjoy. This year's performers include such talent as "Mr. Telecaster" Albert Lee, the Bing Brothers Band from West Virginia, Clinton Fearon & the Boogie Brown Band (reggae), Jason Samuels Smith (tap-dance), Mariachi Los Camperos, Nukarik (Inuit throat singing), Orquestra (salsa), Phil Wiggins Blues House Party, Rahzel (beatbox), Steve Riley & the Mamou Playboys (Cajun), and the Sensational Royal Lights (gospel).

The music and dance at the National Folk Festival dispels preconceived notions of what the word "folk" means. All together in the American melting pot it is the blues, rockabilly, gospel, klezmer, jazz, bluegrass, cowboy, polka, tamburitzza, old-time, mariachi, western swing,

honky-tonk, beat box, zydeco, Cajun, Native American, Celtic, Middle Eastern, Caribbean, Asian, Appalachian, Latin American, African, Pacific Islander culture and more.

Festival-goers of all ages will be free to roam and enjoy every aspect of the festival, with the youngest in attendance enjoying free make-and-take crafts and other fun activities in the family area. Families will be astounded by roving acrobatic performances, animal presentations, and interactive dances throughout the grounds, making the National Folk Festival undeniably memorable.

The themes of the Maryland Traditions Folklife Area, which will be one of the largest displays in the festival's history, will explore Chesapeake traditions. Skipjacks will line the Wicomico River as demonstrators show off their master skills in decoy carving, skiff building, crab picking, and other traditional Chesapeake skills including lessons on how to make the famous Smith Island Cake by renowned baker Mary Ada Marshall.

Performers will share the national spotlight with master artisans. The Festival Marketplace will offer festival



attendees the chance to purchase handmade creations from 23 of the finest artists and craftspeople from Maryland and the Delmarva Peninsula. Offerings include items such as waterfowl carvings, glass blown ornaments, painted screens, fine jewelry, fiber arts, and watercolors.

Make plans now to join the festivities September 7, 8, and 9 in downtown Salisbury, and celebrate Chesapeake and American cultural traditions with excellent artists and artisans from around the country. ↴

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Salisbury, Md.

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Saturday, September 8,
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This is a green festival with recycling and composting eco-stations throughout. Do not bring coolers, alcohol, glass containers, contraband, laser-pointers, or flying things (drones, kites, Frisbees, footballs...) Free parking and shuttles from the Wicomico Youth & Civic Center.

www.nationalfolkfestival.com

Caroline O'Hare is the National Folk Festival local manager and lives along the Wicomico River with her husband, daughter, and an assortment of cats and chickens.





Fast Food

People, crabs, and boats gather in Crisfield at the National Hard Crab Derby.

by Carrie Samis

The self-proclaimed Crab Capital of the World lives up to its catch-phrase during Labor Day Weekend. If you have an affinity for Maryland's state crustacean, head to Crisfield where you can fill up on crabs and dive deep into Eastern Shore crab culture. Crisfield, situated on Tangier Sound, swells to nearly ten thousand during Labor Day Weekend. Some visitors arrive by boat; most arrive via Route 413 for the spectacular sunsets, and the crabs.

You can buy crabs, eat crabs, get the winning recipes used in the crab cooking contest, and watch one crab out-race all the other crabs in a derby.

Yes, blue crabs can race—up to 500 of them. First up, the Governor's Cup Race, featuring 50 crabs

representing every state in the Union. Then, the National Hard Crab Derby, now in its 71st year. The carefully orchestrated derby features a custom-made, slick, wooden track with starting slots for up to 50 crabs per heat. The best-of-the-best race in the final derby.

Imagine a horse race, but, well, weirder. Crab enthusiasts in funny hats, skilled crab handlers, fans cheering for their favorite crab, and a winning crab—the crab that manages to crab-walk sideways to the finish line the fastest. For \$5, anyone can enter a crab. It's a spectacle.

There are crab-related contests for humans, too—a crab-cooking contest, a crab-picking contest, skiff races, and a boat-docking contest,

for practiced watermen who spend much of their time crabbing on the Chesapeake Bay. One lucky young woman will be crowned Miss Crustacean. Last year, Gabby Matthews, 19, took the coveted title. Matthews is a lifelong resident of Crisfield and the first pageant queen in her family. Her family has lived in Crisfield for five generations. She grew up eating soft and hard crabs, but crab dip and crab cakes are her favorites and, in her estimation, no one makes better crab cakes than Bonnie, her mom. When she eats steamed crabs, Matthews likes them spicy with lots of Old Bay, of course. Sometimes, Matthews goes chicken-neckin' off the little

bridge by her home. Chicken-neckers tie a chicken neck and, occasionally, a small lead weight, to the end of some twine and drop it in the water. If they are lucky, the crabs come quickly and can be scooped up with a net and dropped into a basket to be steamed later in a pot. Matthews has sold and served crab cakes at a local restaurant, and now, she works as a dock hand at Somers Cove Marina, Crab Derby central, where she helps with boat docking and fueling. She relishes the opportunity to represent her community in an official capacity. "I wanted to be Miss Crustacean so I could meet more people and tell them about our little town of Crisfield," she says. "The Crab Derby is important to our community. We get to show what Crisfield is all about and we have fun doing it. It's an exciting time for everyone. It's fun being Miss Crustacean. It's been a great opportunity. I get to be involved in a lot of events in Crisfield and out-of-town. It's far more than just a beauty pageant." This year, Matthews will help crown the new Miss Crustacean.

Of course, all of the other things you would expect at a festival are

happening, too. There are carnival rides, live music, artists, auctions, fireworks, and plenty of festival food. And beer? Absolutely. And if you're feeling competitive, the Crab Derby also hosts a swim meet, a 5K walk, a 10K race, and relay races. A community grounded in faith, Crisfield's Sunday events include an open-air service in the morning, an afternoon gospel choir, and an evening Christian concert. ⚓

Carrie Samis is passionate about quirky Delmarva culture. She never passes up an opportunity to dip her toes in the water and to explore with her daughter Ella.

IF YOU GO

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The Concours d'Elegance

Classic perfection—cars, boats and a garden party along the Miles River.

story and photos by Joe Evans

Twelve years ago, former Rolls Royce of America general manager George Walsh pulled together other classic car enthusiasts to put on an Eastern Shore soirée based on an ambitious scale of quality to compare with the grand Amelia Island Concours d'Elegance or even the famous Pebble Beach show (since 1950). And why not?

As the title implies, the earliest concours d'elegance (competition of elegance) events were late 17th-century aristocratic parades of horse-drawn carriages in Paris. Eventually, these displays became horseless, and the competition intensified.

True to form, an event such as this is all about ambience, style, fun and appreciation. The commitment to preserve and enjoy priceless touring

treasures comes with an obligation to fulfill the role—the dress, the drinks, the subdued pride, and the decorum. The natural venue for the Chesapeake gathering was the 200-year-old, five-star Inn at Perry Cabin adjacent to the Chesapeake Bay Maritime Museum in St. Michaels.

The St. Michaels Concours d'Elegance opened on the Perry Cabin lawn in 2007 and expanded in subsequent years to include perfectly restored boats from the Antique & Classic Boat Society—Chesapeake Chapter, and the show spread onto the museum grounds.

Full participation in the event requires a collectible car in one of four categories—pre-war (1900-1942), award-winning post-war (1946-1969), award-winning woodies up to 1969, or

vintage racing with provenance up to 1969. The expectation is that the car will be in mint or better condition. Award-winning car owners receive invitations to participate. However, anyone with a significant classic car may apply for inclusion. Cars that don't fit into a category may be welcomed to display on a case-by-case basis.

Chesapeake Bay Magazine attended the 2017 show and ogled the best-in-show-winning 1921 Rolls-Royce Silver Ghost and the spectator's choice 1934 Mercedes 290D Cabriolet. There was a 1937 Packard 1508 Convertible Victoria next to a 1932 Chrysler Imperial. In a shady corner was a collection of definitive German machines including a 1938 BMW 328 Roadster, a 1959 Mercedes-Benz 220S Coupe, and a 1971 280SE 3.5 Cabriolet.

Around the building in a patch of grass was a stunning 1968 Bizzarini Spyder, ready to roll. So, where else would we ever find a 1935 Triumph Southern Cross or a 1953 Jaguar XK 120SE? And there it was, our dream machine—an original red 1972 BMW 2002 Tii, just waiting to go for a go-kart spin with three of your best friends. By the way, Ebby DuPont's 1928 Chris-Craft 22 won best in show among the antique boats.

The event begins on Friday afternoon as the cars gather at the Inn. The weekend serves as a rolling party for show participants with brunches, cocktails, dinners, a Miles River cruise, Hinckley Yacht show, a fashion show, presentations, and awards. A \$45 general admission ticket gets you into the show. A \$120 VIP ticket opens the way into the entrant's lounge with priority seating and gourmet food. Saturday's dinner gala and presentation is \$200. For \$65 a person, aspirational participants such as us may join the fun by entering their own classic but out-of-category automobiles in the 8:00 a.m. Saturday road tour, which runs from the new Classic Motor Museum in St. Michaels to a tour of the historic Wheatland Estate and back to the Inn



at Perry Cabin in time for a river cruise and lunch on the M/V Patriot.

On Sunday, the cars nestle on the waterside lawns at Perry Cabin and on Navy Point in the Maritime Museum with the classic runabouts, cruisers and racers. This will be the best day to wander around and appreciate these fabulous cars and watercraft up close. *Chesapeake Bay Magazine* will be there under a small tent to see you and share this extraordinary Chesapeake event. Come join us. We'll be situated between the Tito's Vodka and George's Mixes folks—perfect. ↴



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Museum

10:00am: Gates open
11:30am–1:30pm: VIP/Entrant's
Lounge Lunch
1:00pm: Fashion Show
2:30pm: Awards Ceremony
4:00pm: Concours concludes



Allies in the Battle for the Chesapeake

The Alliance for the Chesapeake approaches the half-century mark.

by Laura Boycourt

There's power in numbers, and power can bring about change. The Chesapeake knows this well; she's been the beneficiary of the collective efforts of countless entities working for her restoration. Of the many organizations supporting the watershed, the Alliance for the Chesapeake Bay remains one of the waterway's most stalwart advocates after nearly 50 years of convening voices and resources as a force for change.

In the early 1970s, when regulations for Bay health and restoration organizations were scarce, a group of citizens concerned with the state of the Bay gathered in Maryland to begin a conversation about changing the status quo. Several years later, the coalition, known then as the Citizens for the Chesapeake Bay, held an 800-person

interstate conference focusing on the Bay and the need for a "voluntary Chesapeake Bay Program partnership." A few more years down the line, the group changed its name and set up shop in Hampton, Virginia. The Alliance for the Chesapeake Bay was off and running, already well on its way to becoming one of the Bay's biggest supporters by bringing agents of change together. "From the very beginning, the Alliance has been a convener of voices getting stakeholders together to identify problems and to identify potential solutions," says Kate Fritz, executive director of the non-profit.

Now, nearly half a century later, the conversation continues and is joined by increased action; the Alliance is strengthening its focus on getting boots on the ground to get the work done

across the watershed. Whether it's assisting farmers in mitigating pollution, offering financial support to restoration groups, or organizing volunteer clean-up activities, the Alliance is about providing hands-on solutions and leveraging the resources necessary to get work done.

Project Clean Stream, one of the Alliance's flagship efforts, has been responsible for orchestrating watershed-wide trash cleanup by tens of thousands of volunteers. Citizens who want to set up an event in their own neck of the woods can register online. The Alliance takes care of the rest. It's easy.

The Alliance also organizes water quality monitoring efforts and promotes citizen science. The Chesapeake Monitoring Cooperative is a big deal, too; the group gathers information from citizen scientists in the region, and the

FLICKR/ALLIANCE FOR THE CHESAPEAKE PHOTOS

tiered, high-quality data can be referenced and brought to elected officials, Fritz says. The Alliance also runs the Chesapeake Network, a virtual hub for data sharing and thousands of Bay related jobs, events, and resources, all in the name of restoration.

Fritz says the organization takes particular pride in its relationships with various stakeholder groups, namely the business community and local government. It helps businesses look inward at their own processes and guides them on “greening” their operations through sustainability goals and employee engagement in restoration activities. On the government side, the Alliance runs communications for the Chesapeake Bay Program, coordinates the efforts of the Citizens Advisory Committee, and has a hand in several other groups that work for citizen involvement in bettering the Bay.

At the end of the day, it’s a cooperative effort to improve the Chesapeake. “We really think of the work that we do as collaborative and inclusive of different stakeholder groups,” says Fritz. “What makes us truly different is that, while we work regionally, we support all of our local partners and help build their capacity to do projects that they see as being priorities in their own communities.”

Headquartered in Annapolis with representation in Pennsylvania,



Richmond, and DC, the Alliance, which is 90-percent grant driven, hopes to grow its unrestricted fundraising so it can continue to expand across the watershed. It wants to seek out donors and volunteers in all corners of the Bay. After all, there is “so much work to be done,” Fritz says.

The Alliance has been up to some exciting things recently, including the St. Luke’s Restoration of Nature, a \$2 million stream and living shoreline/wetland restoration project on Back Creek in Annapolis. The Alliance helped to implement the project, which turned an almost defunct stream into a healthier waterway capable of reducing pollution and serving as an improved habitat.

In Pennsylvania, the Alliance has connected with Turkey Hill ice cream as part of the Turkey Hill Clean Water Partnership, which aims to help farmers reduce polluted runoff. Fritz says Turkey Hill President John Cox has stepped up and will be “providing a five-cent per

pound of milk incentive for every farmer that comes into compliance with having a [pollution mitigation] plan on their farm.” She says this is a prime example of an effective public-private partnership that’s scalable to the entire Chesapeake Bay watershed.

The Alliance is also working to find common ground between sportsmen and the conservation community, two groups that may not always see eye to eye. It held a forum last year to discuss the collective goal of clean water, something that both contingents can get behind.

As for what’s on tap leading up to the big 5-0, Fritz says more exciting partnerships are in the works, and two of the Alliance’s annual events this fall will round out a busy year—Taste of the Chesapeake, a celebration of the culinary delights of the watershed, will take place in Annapolis on September 13, and its 13th Annual Chesapeake Watershed Forum will be held in Shepherdstown, West Virginia in early November.

The Alliance shows no signs of slowing down. “We see that the Chesapeake Bay is moving in the right direction. We can’t take our foot off the gas now, and when we get to the place where we’ve achieved our goals, we still can’t do it,” Fritz explains. “We will always be in business, because there will always be some new threat to the Chesapeake.” ↓

Laura Boycourt is a freelance writer, mom to two little pirates, and lifelong boater from Annapolis who’s perpetually in need of a large coffee and a salty breeze.



Aug 29—Sept 2 National Hard Crab Derby This multi-day extravaganza features a carnival (6-10 p.m. weeknights, noon-10 p.m. on the weekend), but also some big, only-on-the-Bay high points, like the crab-picking contest (12:30 Saturday), boat-docking contest (1-4 p.m. Sunday), and, of course, the Hard Crab Derby Race (Saturday, after the finish of the Governor's Cup). Crisfield, Md., nationalhardcrabderby.com

Aug 31 – Sept 2 American Music Festival Spend your Labor Day weekend Oceanside, at the largest outdoor musical festival on the East Coast. Performers include ZZ Top, Goo Goo Dolls, Ziggy Marley, SOJA and more, with a little something for everyone. Virginia Beach, Va., beachstreetusa.com

Sept 1 S.S. John W Brown Living History Cruise Travel back in time as you experience life aboard the last remaining troop ship from WWII. Visit the mighty steam engine room, various decks and crew quarters, and be sure to keep an eye on the sky for enemy aircraft. World War II military uniforms and clothing are encouraged. Tickets start at \$135. Pier 1, 2020 S Clinton St., Baltimore, Md., ssjohnwbrown.org

1-2 Virginia Beach Rock N' Roll Marathon Do you love rock and roll? Would you say you were Born to Run? Well this is your weekend. Races include the "Mile on the Sand," 5K, and the Half Marathon, interspersed with music along the course. Virginia Beach, Va., runrocknroll.com

1-2 Colonial Beach Arts and Crafts Show A boardwalk lined with crafts, vendors and activities. Find nearly

anything you could want for yourself or that special someone. Colonial Beach, Va., colonialbeach.org

7, 14, 21, 28 Rhythms on the Riverwalk All this month and into October, bring a picnic and check out jazz, big band, and country for free on Yorktown's Riverwalk Landing. 331 Water St., Yorktown, Va., visityorktown.org

7-9 National Folk Festival From rockabilly to breakdancing to Inuit throat singing, with stops at everything from beat-boxing to Texas Swing, the National Folk Festival celebrates music, dance and arts from America and beyond. And with its three-year residency in Salisbury, Md., there's a healthy helping of Chesapeake Bay folk life in the mix. Downtown Salisbury, Md., nationalfolkfestival.com

8 Crabtown Seafood Festival Fishing boats, Bay exhibits, and fresh seafood vendors will line Hampton's waterfront to celebrate the catch that built the city with food, music, and art. Hampton, Va., hampton.gov

22 Cardboard Boat Race and Waterfront Festival Contestants design, build, and race cardboard watercraft for over \$650 in prizes. Registration fee is \$15 and boats must be approved beforehand. All participants must be a resident of Kent or Queen Anne's counties (at least 12 years of age) or a student, faculty, staff, or alumni member of the Washington College community. Wilmer Park, Chestertown, Md., washcoll.edu/live/events/20794-12th-annual-cardboard-boat-race-and-waterfront



23 DC State Fair Pets welcome, statehood debatable. Last year featured a variety of eating contests (Sloppy joes!), non-eating contests (Double-dutch!), and local music acts, the fair promises to be “a daylong celebration of all things homegrown.” Waterfront Station, Washington, D.C., dcstatefair.org

8 Spirits Festival at Belle Grove Tastings and crafts on the banks of the Rappahannock River. All proceeds go to the James Madison Belle Grove Foundation. Over-21 tickets are \$25 in advance (\$30 at the door) or \$10 for under-21/ designated drivers. Parking is free, kids 12 and under are free. 9221 Belle Grove Dr., King George, Va., bellegroveplantation.com

8 Taste the Beaches Festival Taste local fare, listen to music, and explore beachfront towns at this big block party with live music and a kids zone. Kellam's Field, 3825 Gordon Stinnett Ave., Chesapeake Beach, Md., facebook.com/tastethebeaches

8-9 Maryland Seafood Festival The Maryland Seafood Festival returns to Sandy Point State Park, with non-stop cooking, music, and kid's activities, as well as wine, beer, cooking demonstrations, and the crab soup cook-off. Sandy Point State Park, Annapolis, Md., abeventsinc.com

13 Taste of the Chesapeake The Alliance for the Chesapeake Bay's big annual party, featuring local food, beer, wine, live music, and a silent auction, as well as rubbing elbows with the Alliance's environmental award winners and supporting their programs. 2000 Medical Parkway, Annapolis, Md., allianceforthebay.org

13-15 Norfolk In-Water Boat Show The Hampton Roads area's only major in-water boat show returns to Waterside Marina and the Waterside district in Norfolk. Featuring a wide variety of new and used powerboats from dealers around the region. Waterside Drive, Norfolk, Va., festevents.org

15 Coastal Arts Market Handcrafted products only at this monthly outdoor market featuring regional artists, so you can shop from a wide variety of locally made and home-grown products. Leonardtown Wharf Park, Leonardtown, Md., coastalartsmarket.com

15 Commonwealth Coastal Classic This first-time event brings food from a restaurant row of featured chefs as well as beer, wine, and cider tastings, and crafts. Featuring Appalachian mountain ballads and old-time dance music from Virginia's Heritage Music Trail Tour. Town Point Park, Norfolk, Va., festevents.org



16 Corsica River Day Enjoy water and environmental activities and exhibits, along with the Fishmobile, pony rides, petting zoo, Scales and Tails, and crafts for children. Food, barbecue, ice cream, soft drinks, and beer will be available for sale, but the event itself is free. Corsica River Yacht Club, Centerville, Md., corsicariverconservancy.org

21-23 Concours D'Elegance Cars so fancy they had to name the event in a foreign language. This promises to be a grand day out for upscale gearheads, but not so upscale you won't be able to stop off at the Chesapeake Bay Magazine table and say hello. And the proceeds benefit the Classic Motor Museum of St. Michaels, which will mentor students in antique car restoration. Chesapeake Bay Maritime Museum, St. Michaels, Md., smcde.org

22 Rod and Reef Slam Fishing Tournament The Chesapeake Bay Foundation is usually about getting more fish into the water, today they want you to take them out (but please return them). That's because they want to show that the reef fish are doing well thanks to successful oyster reef restoration projects. Sherwood, Md., cbf.org

22-23 Watermen's Museum Folk Festival Blues, folk, and Celtic music with local and regional acts live on three stages. Free in the daytime, \$10 from 6 to 9 p.m. Watermen's Museum, Yorktown, Va., visityorktown.org

22 Black Owned Wine and Spirits Festival Enjoy tastings from African American-owned wineries, breweries and distilleries. \$55 general admission with luxuriously expensive VIP packages. Raise a glass! Dock 5 Union Market, Washington, D.C., blackownedspiritsfestival.com

23 Naturefest Get outside for a few hours in Runnymede Park. Enjoy conservation and wildlife-themed stations throughout the park with arts, crafts, and face painting. Herndon, Va., virginia.org/Listings/Events/NatureFest

28-29 Trawlerfest A big, in-water boat show at Baltimore's Harbor East. Trawlerfest offers seminars and a look at boat manufacturers' latest offerings for the powerboat cruiser. Baltimore, Md., passagemaker.com/trawlerfest

29 The Boat Life I'm on a boat! Celebrate the boating life with beer, bands, boards, and boats at DC's new The Yards complex. It's like having a best friend with a yacht who never makes you help clean up. The Yards Marina, Washington, D.C., theboatlife.com

29 Elf Classic The eighth Elf Classic was postponed earlier this year, but the race will go on, featuring the *Elf* herself, America's oldest active racing yacht. The Le Mans-style start happens at 10 a.m., and advance registrants can watch in style from CBMM's restored buyboat *Winnie Estelle*. Chesapeake Bay Maritime Museum, St. Michaels, Md., cbmm.org

29-30 Annapolis Gam We hope you like gambling too. Open to “all cruisers and future cruisers,” these Seven Seas Cruising Association events happen from Penobscot Bay to Pohnpei, Micronesia, basically wherever sailors gather. Maryland Yacht Club, Annapolis, Md., ssca.org

To find more fun events around the Bay, visit ChesapeakeBayMagazine.com/events.



Delighting in the Swamp

Finding beauty at the water's edge.

by John Page Williams

No matter where you go in the Chesapeake and its tidal tributaries, or what kind of vessel you're traveling aboard, or even if you're walking a trail, you'll find marshes along the shore. They might be narrow fringes, or several hundred acres laced with winding guts on the inside of a river bend, or a thousand acres on the open Bay shore. All are built on accumulated sediment that forms fertile soil. Upriver freshwater, mid-river brackish, or lower Bay salt, the sheer biomass of plants that have adapted to growing with their roots in the water is huge. Ditto the Chesapeake's bottomland hardwood, bald cypress, and Atlantic white cedar swamps. Their productivity is legendary, as is their value to the Chesapeake's crabs, fish, water birds, and aquatic mammals, including us humans.

Those ecological values make any exploration of Chesapeake wetlands rich, but at this point in the year when late summer turns to early fall, there's another reason—our marshes and swamps are simply lovely this time of year.

Some of my favorites at summer's end are the tidal fresh marshes. These fringe the upper tidal rivers, from the Chickahominy, Pamunkey, and Mattaponi on the lower western shore to the headwaters of the Sassafra and the Bohemia on the Upper Eastern Shore. Other highlights are the Rappahannock's big creeks

from Tappahannock to Port Royal (lots of paddling access there), the Patuxent around Jug Bay (ditto), the Nanticoke above Vienna including Marshyhope Creek, the Choptank above Dover Bridge including Tuckahoe Creek, and the Chester above Deep Landing.

Although strongly tidal, these waterways all have low salinities of 0 to 3 parts-per-thousand (about a tenth of seawater salinity), which allows a wide range of species to grow on those fertile soils. At the end of August and the beginning of September, the most obvious plants are wild rice, growing 5 to 8 feet tall, with grains forming in their stove brush-shaped seed heads and then "shattering" (dropping) by the middle of the month. Below the tall rice will be a feast of greens of different shades, from dark green giant bulrush to bright, broad-leaved arrow arum. Less obvious in the marsh's interior but vital to birds is the light green, low-growing, seed-bearing rice cutgrass. Also small but nutritious are two members of the buckwheat family, dotted smartweed with its white seeds and tearthumb, with pink seeds. Interspersed with them will be pickerelweed with purple, finger-shaped blossoms, marsh hibiscus with its showy, white blossoms surrounding crimson centers, and small, bright-red cardinal flowers. You might even see some orange Turk's cap lilies.

Most of these plants are annuals, reproducing with seeds each year. Thus, all the greenery that is so bright and full now will fade by mid-month and turn to stubble in October and November as surely as will a cornfield after harvest. That mass fade will open an opportunity for September's cleanup hitter, tickseed sunflower ("butterweed" to folks on the upper Patuxent around Jug Bay), which will spread its golden carpet as the other annuals fade. Its nutritious seeds will feed arriving waterfowl too.

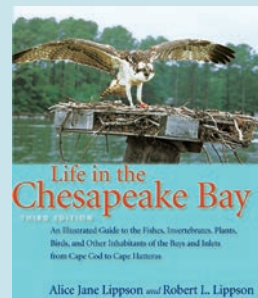
In the mid-rivers, the most stunning visual scenes will come a little later, as the hardwood trees along the banks start to turn to fall colors in October. Pick a clear afternoon and make sure to have the sun at your back, preferably looking along a straight reach of water. From yellow sycamores, through flaming red maples, to deep red sweet gums, the colors lining that corridor will leap out as the sunlight sets them afire.

My favorite vantage point for that experience is along the Rappahannock just below Laytons Landing, with the light igniting the trees for several miles on both sides before setting the tawny sandstone of Fones Cliffs aglow at the turn by the Beverly Marsh. Catch the light right and it'll make you stop to drink it in. If you're lucky, as I once was, a mature bald eagle or two will float down gently as leaves to light on the

SEE FOR YOURSELF

For an online field guide with some information on the plants, visit the Marshes & Wetlands section of the Chesapeake Bay Program's web site: www.chesapeakebay.net/discover/field-guide/marshes_wetlands/all/all

For more depth and detailed pen-and-ink drawings of wetland plants and critters, read the Wetlands chapter in *Life in the Chesapeake Bay* by Alice Jane and Robert L. Lippson, Johns Hopkins University Press: Baltimore, 2006. At around \$25.00, it's still the best investment in a field guide to all things ecological in the Chesapeake.



Finally, if you want information on geography and access to some of the places listed above, visit the Chesapeake Conservancy's Boater's Guide—chesapeakeconservancy.org/apps/BoatersGuide/, which will guide you along the Captain John Smith Water Trail around the Chesapeake. You'll find a mobile app and a PDF version for download including information on exploring in everything from kayaks and canoes to trawlers.



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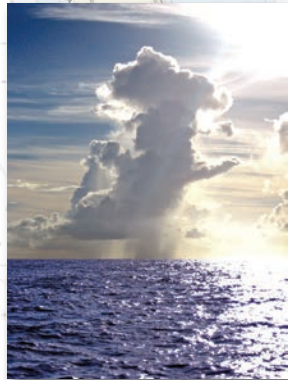
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trees. But the Rappahannock doesn't have a monopoly on such experiences. You'll find dozens of places where that kind of light sets up on the marshes.

Along the lower Bay shore, the colors are more muted. High salt concentration reduces the number of species that can tolerate this environment. Those that can, will grow there in great profusion. The cordgrasses (intertidal smooth cordgrass and high-marsh saltmeadow hay) will begin to fade from green to shades of gold before turning brown in November. In their midst, seaside goldenrod will add its splash of bright color while black needlerush introduces a contrasting dark gray. In the lower Bay marshes, the aptly named saltwort injects dabs of red.

Finally, if you have an opportunity to explore one of the Chesapeake's bald cypress waterways this fall, take it. These trees are one of only two North American species of conifer that is deciduous (the other is larch). Beginning in October, cypress along the Chickahominy, Dragon Run at the headwaters of the Piankatank, Patuxent's Battle Creek, and the Pocomoke will begin turning soft colors of orange heather to complement the reds and yellows of the adjacent upland hardwoods.

Prime time in the Chesapeake's wetlands is upon us. Get out there and soak it in! ↴

CBM Editor at Large John Page Williams is

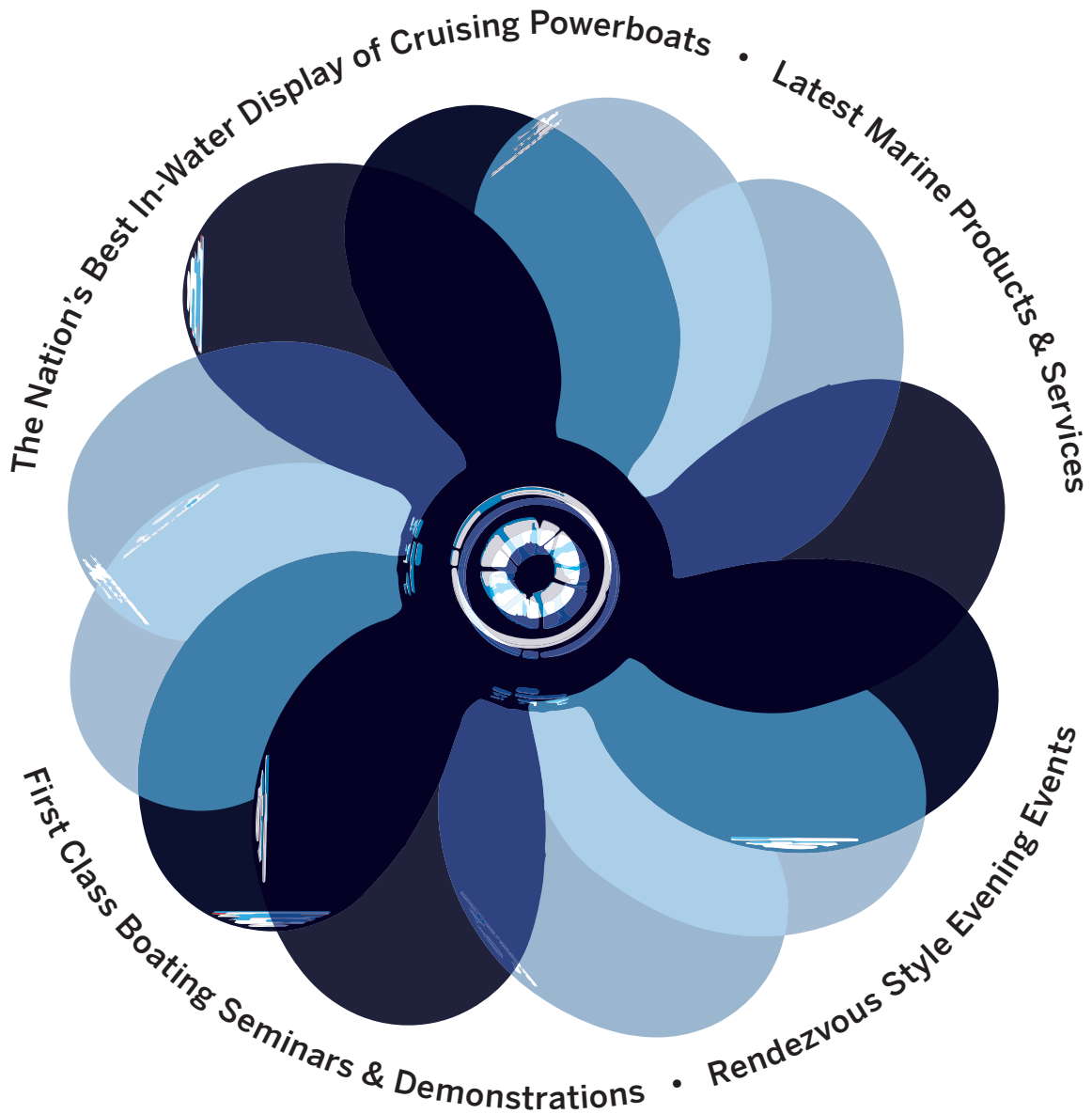


a licensed captain and Maryland fishing guide. He has been on staff at the Chesapeake Bay Foundation as an educator, writer and

senior naturalist, saving the Bay since 1973. In 2013, the State of Maryland proclaimed him an official Admiral of the Bay, something we knew all along.

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Oysters and Coddies Aboveground

Dylan's Oyster Cellar raises the oyster and fried fish ball game.

story by Corey McLaughlin / photos by Chris Landers

The first thing to know about Dylan's Oyster Cellar is that it's not in a cellar. Dylan Salmon's place is above ground in Baltimore at the east end of The Avenue in the city's Hampden neighborhood. Opened in December 2016, Salmon renovated a former corner florist's shop with his wife, Irene, whom he first met 10 years ago on a summer boat-day on the Chesapeake.

The second thing to know about Dylan's is everything about an oyster. Here, Salmon is happy to bring you up to speed:

"Oysters are a simple, pure food, that are such a good expression of their place," he says.

Salmon loves sharing local and industry knowledge, like how the White Stone Oyster Company in Virginia farms their varieties just north of the Rappahannock in floating cages on top of the water. They're one of the few using the Australia-born technique on the Chesapeake Bay, which gives their oysters a meatier and smooth, golf-ball sized shape. And he describes the phenomenal, long, skinny Shooting Point Salts that Tom Gallivan grows with his own seed in Chincoteague. "Sorry if I'm boring you," Salmon says amid the explanation (and, no, he's not), essentially admitting his mollusk nerdiness, which also comes out

when he speaks about adding new oysters to the menu as if he's on a treasure hunt. "Chilean flats, they're my new obsession," Salmon says, speaking about a variety that grows in a pancake shape as opposed to the teardrop we know.

Mark Kurlansky's landmark book, *The Big Oyster*, about the history of New York told through the half shell, was his inspiration, and the descriptions of sometimes dark and dank, yet other times elegant, 1800s oyster cellars are seared in his mind. "I fell in love with the romance of that idea, of a simple spot doing oysters and booze," the 34-year-old Baltimore native says.

With a 75-person capacity, Dylan's features a J-shaped raw bar with bistro stools, cozy booths, and tables in an open-concept room. The ornate, white, mosaic-tiled floor pops, and an approachable atmosphere befits its unpretentious attitude and staple food.

The oyster offerings typically include six to 12 different kinds, a mixture of sizes and buttery-ness, saltiness and sweetness, with half coming from the Virginia species found in the Chesapeake, seaside Virginia and seaside Maryland. Most are hand-delivered in boxes or bags from farmers and put on ice no more than 10 days since harvesting. "We want to keep really fresh product in house," Irene Salmon says.

Dylan, who originally had designs on being a chef, started shucking oysters after college at Ryleigh's Oyster in Baltimore's Federal Hill, which allowed him to meet local farmers and distributors and eventually got him in the door at James Beard Award-winning Spike Gjerde's Woodberry Kitchen where he worked as a line cook. "I worked my way up there," he says, "but in the process, I fell totally in love with oysters; the allure, the mystique, and the culture surrounding them."

Salmon opened the original Dylan's Oyster Cellar in a subterranean 21-seat pop-up space in Baltimore's Mount Vernon neighborhood in 2014. The concept—oysters, beer, wine and liquor, and open late—caught on quickly, but the contract and residency lasted only six months. At the time, Salmon searched for a permanent underground space in Baltimore, given its "cellar" name, but eventually decided on the current, highly visible, above-ground corner near Roland Park where he grew up and attended the Gilman School.

A new, expanded menu grew to include things like a soft-shell crab



WHAT'S A CODDIE?

Baltimoreans of a certain age already know the answer. But for everyone else, here it is: The coddie is local tradition that was ubiquitous in Baltimore in the first half of the 20th century. Thought to be first mass-marketed to the area by a family of Jewish immigrants in the early 1900s, a coddie, unlike a New England codfish cake, is a hand-formed potato cake with salt cod and other seasonings that's then deep-fried. They're traditionally served between saltine crackers, with yellow mustard, though the recipe at Dylan's Oyster Cellar is little different:

"A lot of people will sell it as a patty," owner Dylan Salmon says. "We do it as a big tennis ball-type thing, so it's not too dry in the middle. It's essentially mashed potatoes with salt cod flaked into it. The salt cod takes 48 hours to rehydrate. When you buy it, it's as hard as a board and petrified. You have to soak it in cold water for two days, changing out the water continuously. That's something we've always got going on in the fridge. There's always a batch rehydrating. Once it's ready, it's delicious. It's edible as is. It's got this nice pungent ocean flavor, good meaty texture. It's not overly fishy. It's quite mild, a nice scent of the sea."

Though their origin is not totally clear, the Cohen family is widely credited with introducing what became a cheap delicacy to the area in 1910 at the Belair Market, selling them for five cents apiece. Coddies can also be found at old-time local establishments like Attman's Deli and Faidley's Seafood, but they're not as common as when they were found in corner stores across the city. So, why did this 34-year-old decide to add a four-dollar coddie to a menu in the hip Hampden neighborhood?

"Everyone was saying, 'You have to do a crab cake, you have to do a crab cake,'" Salmon says, "but, first of all, the price of crab has gone through the roof. I'd hate to sell a crab cake in Maryland that isn't made with Maryland crabmeat. It's so rarely available and so prohibitively expensive, there had to be something else we could do. Something traditional, something local. This is a super-traditional recipe. I thought it was a cool dish, and something simple, something we could do well and keep at a cheap price point." — C.M.

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A cool dozen, freshly shucked.

"I try to balance being a place where you celebrate with being a place where you go every day."

sandwich, clams, salads, burgers, fish, and an old-time regional snack, the coddie, a Baltimorean, blue-collar alternative to the crab cake. For four bucks, you can enjoy the deep-fried salt-cod and potato ball served with a set of saltine crackers and yellow mustard.

"That goes along with my desire to have traditional East Coast seafood dishes," Salmon says, "Nothing too crazy, and stuff that you might not find in other places, too, like our fried, whole-belly clams, a New England staple. You can get a four-dollar coddie, a happy-hour beer, and oysters and only spend 15 or 20 dollars, or you could come in and get the top-shelf whiskey and get the really expensive oysters. I try to balance being a place where you celebrate with being a place where you go every day."

On one Saturday evening, our foursome arrived and sat at table

near the entrance as jazz coursed through the sound system and a golf tournament played out on the bar TV. On another summer Friday night, the place was packed, and three of us sat at one of the handful of tables outside on the sidewalk. I sipped down two ice-cold Skinny Dipper oysters from St. Mary's County and a pair of Shiny-Sea's from Canada's Prince Edward Island with a rum cocktail, and I was content even before a spectacular fried oyster sandwich arrived.

As for which oyster the namesake recommends? "That's like picking your favorite child, really," Salmon says. "I'm always looking for new varieties, to try to bring in new kinds, so everyone should keep their eyes out to see what we've got." ↓

Corey McLaughlin is a writer and editor based in Baltimore. He can be reached at corey.mclaughlin@gmail.com.

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by John Page Williams

Ranger R-27

LOA: 31' 4"
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Draft: 33" (engine down)
Weight: 7,000 lb (dry)
Transom Height: 25"
Fuel Capacity: 150 gal.
Bridge Clearance: 8' 1"
rangertugs.com

The outboard-powered R-27 from Ranger Tugs is a new breed. Its inboard predecessor, thoroughly beloved in its own right, rides a semi-displacement hull with a Volvo diesel. Its high cruise speed is in the mid-teens. The new version comes with a modern deep-V running surface, lifting strakes, and a 300-hp Yamaha four-stroke. Like its predecessor, she loves running at 7-knot trawler speeds with a range of over 400 miles, but on plane (according to Yamaha's performance profile), it reaches peak efficiency in

the high 20s with a 230 mile or so range and tops out close to 40 knots.

A tug that wants to run with a wave-cleaving hull to keep her comfortable in any reasonable seas? We ran our test boat down Eastern Bay to Kent Point at 25 knots in 2- to 3-foot head seas with the engine trimmed in and the tabs down a touch, then turned and let her air out with trim up on the way back to Kent Narrows. The speed was a surprise, but the solid seaworthiness was not. Rangers come from Kent, Washington on Puget Sound where owners regularly cruise them up into British Columbia and even Alaska's Inside Passage. They fish them, and even





water-ski behind them (a concealed pylon is standard).

In fact, the R-27 comes in a special Northwest Edition with a forced-air diesel heater and downrigger pads for trolling, but no air conditioning. Not to worry here on the Chesapeake, though. The Luxury Edition comes standard with air conditioning and reverse cycle heat, a gas generator, an inverter, AGM batteries, and a 140-watt solar panel on the deckhouse to keep everything topped up. Standard integrated navigation equipment comes from Garmin with a 4-kW radar dome, GPS, autopilot, fishfinder, VHF radio, and AIS connected to a 12-inch electronic display at the helm. The standard safety kit includes fenders, lines, flares, fire extinguisher, first aid kit, life jackets, and boat hook. The bow-roller mounts a 16.5-lb. anchor, backed by 50 feet of chain and 200 feet of line. Those amenities point to a long, comfortable cruising season on our home waters.

Accommodations? Oh, yes, and very well thought out. Two generations of the Livingston family have owned and run Fluid Motion, LLC, which designs and builds the boats, since 1958. Patriarch Dave Livingston is the designer, with broad experience on other brands in addition to Ranger and sister brand Cutwater. Son John is president, overseeing all production, while sales manager Jeff Messmer attends to customer service. These folks, the

rest of their team, and their families live with their boats. In addition, they go out of their way to treat their customers as extended family, with multiple rendezvous events and a very active owners' forum—*tugnuts.com*. No model or feature escapes scrutiny there, for praise when deserved or suggestions and solutions when necessary.

The result is that the R-27 Outboard is a livable boat, especially for a couple. The salon is bright, with six skylights (two opening) and multiple touches that are clearly based on deep understanding of the ways people use such a vessel. The double helm seat is comfortable with excellent sightlines over the wheel and the dash through the two-panel, rounded windshield, which comes with Pacific Northwest-grade wipers. A large sliding side window just over the bow thruster control makes it easy for the skipper to reach out and drop a fender when docking with a spring-line cleat close at hand for taking a line. The helm seat base holds a microwave oven, and the seat back flips forward to form the forward half of a dinette with teak table that can seat four or sleep two when lowered. The after seat-back for the dinette can also flip forward, and the window in the starboard aft bulkhead lifts on gas shocks, so the seat also serves the cockpit. That's ingenious use of space, with storage beneath.

Ranger Tugs come fully equipped for extended cruising, with a bright, well-designed salon (left) and a cockpit that seats six, with an optional sunshade (right).

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To port, in the salon opposite the helm, is a companion seat that flips forward to provide extra work surface for the galley just behind. Beneath it is a 12-volt refrigerator/freezer. The port counter includes a sink and storage drawers, plus a two-burner, stainless-steel, propane stove with oven and two propane tanks immediately outside under the port gunwale. The stove-top fiddles (rails, actually) clearly mark it as ready to hold pots and pans underway.

The companionway and salon walkway are slightly off-center to port, with a glass door opening to the cockpit, which seats up to six. To starboard lies the seat, converted from the aft end of the dinette; under-gunwale space for boathook and swab; and a transom door to the broad stern platform/outboard bracket with swim ladder and rails. An optional Yamaha 9.9 kicker (\$5,260) can mount to the port side. Across the transom is a fold-down seat for two beneath an electric grill, sink, and storage compartment. To port lies another fold-down seat for two and a compartment that can hold an optional second refrigerator. A cockpit sunshade is a desirable \$1,500 option.

There are handholds going forward along either gunwale, a mark of designers who cruise their boats. A double-rack on the cabintop holds the solar panel in the center with room on either side for a pair of kayaks or bicycles. The foredeck offers a comfortable sunset-watching seat with backrest for two over the forward cabin. It folds down for running.

The forward cabin offers a large double berth, which converts to a dinette with an up/down table whose top also folds. There's storage beneath, plus a small hanging locker to port and an overhead 19-inch

television/DVD player on a swinging bracket. To starboard is an enclosed head with shower.

Two more Ranger Tug options deserve mention. First, \$13,670 buys an aluminum, tandem-axle trailer with electric/hydraulic brakes and a spare tire and bracket. With an 8-foot, 6-inch beam, the R-27 is readily trailerable behind a properly equipped 150-class pickup, opening up a vast range of cruising grounds.

The second is the Factory Delivery Experience, for \$2,500. With it, new owners travel to the factory near Seattle for a tour. Then a Ranger crew launches the boat with full fuel and propane tanks at a local marina. There follows a two-day orientation course with factory personnel on the boat's systems and operations. Then, Ranger encourages the owners to cruise the San Juan Islands complete with a full set of charts, tide books, cruising guides, and advice and support as needed before and while underway. After the cruise, a Ranger crew picks up the boat at the marina, shrinkwraps it, and ships it home, unless the owners elect to tow it themselves.

Ranger encourages hearty exploration with its tugs. Base price for the well-equipped R-27 Luxury Edition is \$199,937—rangertugs.com. ↴



CBM Editor at Large and author John Page Williams is a licensed captain and Maryland fishing guide. He has been on staff at the

Chesapeake Bay Foundation as an educator, writer and senior naturalist, saving the Bay since 1973. In 2013, the State of Maryland proclaimed him an official Admiral of the Bay, something we knew all along.

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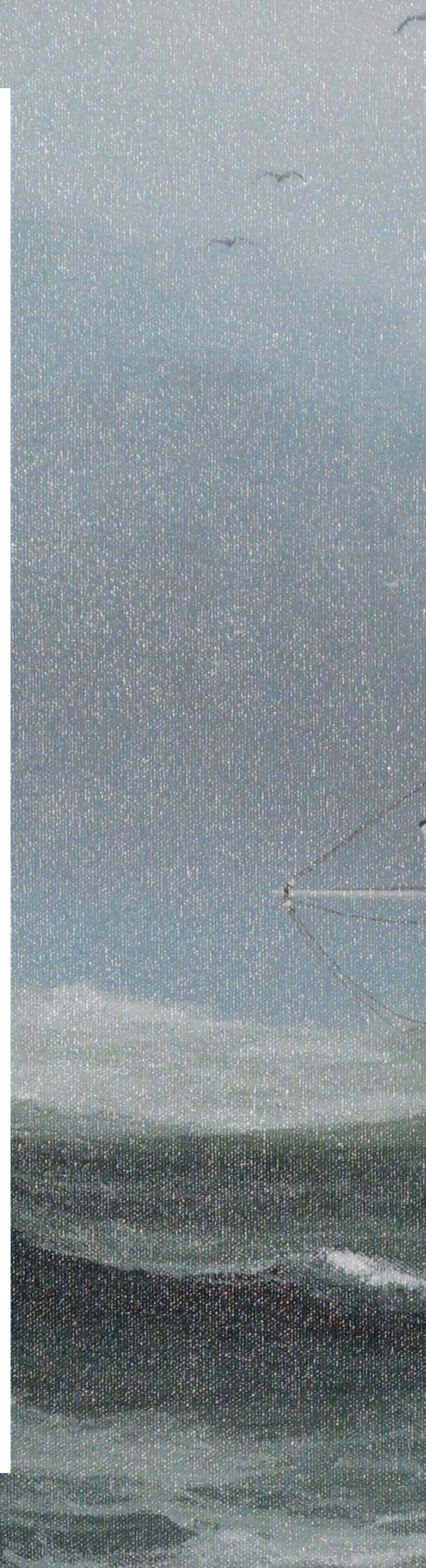
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PILOT BOAT DAYS

Sam Robinson, my watch assistant on the pilot boat *Baltimore* that night in 1973, hit the signal lamp switch, stepped out on the bridge wing, and began transmitting a series of double AAs in Morse Code, hailing the

unidentified ship approaching Cape Henry from sea. It had not responded on the radio, and in our vernacular this vessel was referred to as a “stranger.” The ship answered— it was the *Hellenic Sky*, bound for Baltimore. ¶ We had no information or arrival time for this vessel, which happened on occasion back then. Sam got the ship’s draft, 32 feet, and we looked at the roster of pilots on board the *Baltimore*. First turn was a junior pilot, and the ship was over his allowable draft. The next turn available was a senior pilot, and so, the piloting job was his. Being unexpectedly awakened at 0130 for a 10-hour northbound transit is not pleasant, but it’s the job. ¶ The night was dead calm and crystal clear. *Hellenic Sky*’s navigation lights were visible to us while she was still hull down on the horizon. We were secured to the mooring just west of 2CH buoy, and it was a simple matter to put the pilot in the launch and send him to his ship. However, not every night was like this one. Sometimes wind, weather, and ship traffic would conspire to make a six-hour watch seem like forever.

STORY BY BILL BAND





Baltimore was built as a yacht in 1930 for Alfred Sloan, Chairman of General Motors, and named *RENE* (Reenie), his wife Irene's nickname. The yacht was 234 feet long with twin Winton diesel engines and a single rudder, and she was capable of 16 knots. In 1941, with the outbreak of WWII, the U.S. Navy acquired her, stripped off her lavish trappings, painted her gray, and fitted her with two three-inch guns. She was renamed the *U.S.S. Beryl*, PY23, and assigned to the Pacific Fleet. She spent part of the war patrolling Hawaiian waters and escorting small convoys. She was decommissioned in 1946 and laid up. The Maryland pilots purchased her in 1948, converted her into the Cape Henry Station vessel, and she remained so from 1949 to 1977.

Baltimore was a floating dormitory. Eighteen crewmen lived aboard, delivering pilots to and from ships entering or exiting the Chesapeake Bay. The steward's department and cooks were retired Filipinos from the U.S. Navy. Engineers, oilers and deck crew were mostly sturdy men from Cape Hatteras. The latter, raised around boats and water, doubled as pilot launch operators. In fair weather, the pilots lived aboard in relative comfort while awaiting their respective ships. In foul weather, they just held on.

There were two complete crews who worked on the *Baltimore* in two-week shifts. In 1973, Crew number one's captain was the capable and experienced Captain George Hudgins of Matthews County, Virginia. Crew number two was run by Captain Tommy Veal, another Hatteras man, and for ten months, I was his mate. Tall and athletic, he exuded a quiet confidence. He was an outstanding ship-handler, mentor, and friend. Tommy and I split the watches. Mine were 1200 to 1730 and 0000 to 0630, and Tommy rounded out the other side of the clock.

While sitting on the mooring, sending and retrieving pilots to and from ships was pretty straightforward. When the inbound ship was about five miles out, our 35-foot aluminum pilot launch, *Pilot 1*, would lay alongside the pilot boat, a pilot would step aboard and off they went. When not being used, *Pilot 1* was tethered off one of the booms extended on either side of the



Bill Band leaning on the hull of the pilot boat *Baltimore* while in drydock in Baltimore, July 1973.

CAPTAIN TOMMY VEAL

Baltimore, where she would silently wait for the next ship. A typical watch handled six to eight ships.

Vigilance was paramount on board. Many captains unfamiliar with the Chesapeake Bay entrance would presume that the pilot boat was in deep water, and would steer directly at us. This was true even on the mooring. A breakaway line was rigged between the pilot boat and the mooring line, enabling us to break free if an inbound vessel loomed too close.

There was an art to running the *Baltimore* safely and efficiently in inclement weather. When the weather deteriorated, and there was no longer smooth water running down the sides of the pilot boat, she got underway. To put a pilot on a ship, the watch officer maneuvered the *Baltimore* upwind and relatively close, a quarter mile or less, to the vessel. This provided the pilot a more comfortable downwind ride to the ship. Conversely, the pilot boat was placed downwind and close when a pilot was being retrieved. With the ship bearing down,



it was imperative to get the pilot in the launch and move out of the way quickly. Quite often, there were a number of ships moving around including the Virginia pilot boat *Hampton Roads*, which complicated safe maneuverability. A mistake could be costly. (On December 1, 1938, the Maryland pilot boat *William D. Sanner* sank in a collision with the *S.S. Levernbank* while conducting pilot operations.)

In heavy weather, getting on and off the pilot boat could be even more hazardous than boarding a ship. Not as large as a merchant ship, the pilot boat violently felt the effects of a beam sea. A lee had to be created in order to bring the launch alongside. This was achieved by putting



Pilot launch *Pilot 1* would ferry pilots to and from ships in all kinds of weather.

RUSSELL STOWE

wind and sea on one side of the *Baltimore*. The launch would then lay in to leeward. Stepping on and off the pilot launch in these conditions required focused attention. Timing was everything.

Shortly before I began working on the *Baltimore*, a pilot fell between the launch and the pilot boat. Crazy as it seems, in those days pilots rarely wore any flotation devices, and this pilot was no exception. A life ring was thrown to the man, but it was clear that he was rapidly losing strength in the 40 degree water. At great risk to himself, Tommy, who was off watch at the time, dove into the Bay and held the pilot's head above water until help arrived. It was just good fortune that a Coast Guard boat happened to be in the vicinity with two divers on board. The pilot was so weak that he kept asking Tommy to "just let me go."

Limited visibility had its own challenges. While on the mooring, and using one of the pilot boat's two radars, the watch officer would give the pilot launch a course to steer to the ship. Not having radar, those on the launch were dependent on the skill and attentiveness of *Baltimore's* bridge team to keep them safe. Unlike most collision avoidance scenarios, the object here was to send the launch as close as possible to the ship without putting it

in a position to be run over. Normal procedure would be to direct the launch slightly astern of the vessel in order to cross its wake, enabling the boat to approach from astern. On the launch, it was unsettling to be closing with an unseen ship whose fog signal increased in volume every two minutes as prescribed by international regulations for preventing collisions at sea. It added extra meaning to "standing into danger," the nautical term for heading into serious trouble.

When underway, the routine ran much the same, with the additional burden of keeping the *Baltimore* out of harm's way. In fog, it was a common practice to maneuver the pilot boat astern of the ship and follow in its wake. After boarding the pilot, the launch would fall off the side of the ship, idle its engine, and be retrieved by the *Baltimore* as she advanced up the ship's track.

On one occasion, after employing this tactic, there was a delay in getting the pilot aboard his ship. When Tommy glanced up from the radar, he was horrified to see that the ship had turned around and was headed straight at the *Baltimore*. It was hard right, full ahead and a few heart-stopping moments as the ship passed down the *Baltimore's* port side.



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One of my most memorable experiences was a wintertime, midnight watch. The pilot boat *Hampton Roads* was in Norfolk for stores and maintenance, and the *Baltimore* was handling both associations' workloads. It had been blowing northeast for most of the day with intermittent snow showers, but by late evening, the wind had come around to the northwest with near gale-force strength. We had one of the Virginia pilot launches plus our own *Pilot 1*, and we boarded or disembarked pilots on 19 ships in our 6.5-hour watch.

Priority was always given to boarding the inbound ships first, the reason being that ships without pilots were

most at risk for a mishap. In conditions like these, the pilot boat remained reasonably close to the launches for safety and efficiency in transferring pilots. As much as we could, one launch was used for inbound ships, and the other for



Pilot boat *Baltimore* underway near the mouth of Chesapeake Bay, 1967.

CAPTAIN FRED WALTERS, ASSOCIATION OF MARYLAND PILOTS

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PILOT BOAT DAYS

outbound. On the outbound vessels the launch would disembark the first pilot and then drop back to the next ship, and so on. When there was a break in the action, the boat came back to the *Baltimore* and discharged the pilots. When dealing with inbound ships, we put two or three pilots in the launch, and the exercise was analogous to the outbound procedure.

I recall one trip with a building northwest wind, a screaming ebb tide and a large volume of inbound traffic when the *Baltimore* was unable to work her way back into the Bay, as was her normal practice. Although the atmosphere was clear, salt-spray on the windows of both launches and the pilot boat diminished visibility and compounded what was already a taxing workload. We ended up in the ocean well east of what was then called CBJ, the Chesapeake Bay junction buoy for the northeast and southeast sea-lanes. I grew increasingly concerned about the launches' ability to handle the rough offshore conditions. Eventually, fortunately, the traffic slackened with the arrival of daylight, as did the wind.

Not every day was filled with such stress. There were beautiful copper sunrises, pink sunsets, and star-filled night skies. There were schools of dolphins, occasional whale sightings, and calm waters where the Bay looked like glass. There was a bond between pilots and crew, and the satisfaction of a job well-done in an environment that, at times, could be harrowing. Unknown to me at the time, there was also a 41-year career as a Chesapeake Bay pilot lying ahead. ↴

Bill Band graduated from SUNY Maritime College and served as a Maryland Bay Pilot First Class for over forty years bringing thousands of vessels from 200,000-ton vessels to tall ships and every kind in-between into and out of Chesapeake Bay.

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The Chesapeake's Maritime Schools

by Nancy Taylor Robson



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Freedom Star, a former NASA recovery ship, is used for training at the Paul Hall Center for Maritime Training and Education in Piney Point, Md.



People have been going down to the sea in ships—and coracles, canoes, and strung-together bamboo rafts—since our species first learned how to make a craft that will float, but also carry a little something to sell, trade, or barter. Thus was born the merchant marine. While navies have protected and marauded for their nations (looking at you, Sir Henry Morgan), it’s the merchant marine that was instrumental in building U.S. economic power and providing wartime supply. ¶ “A healthy, resilient marine transportation industry is vital to America’s economic strength and national defense,” says U.S. Maritime Administrator Rear Admiral Mark Buzby. “We must maintain enough ships and mariners to compete internationally, support our military, and remain commercially viable.” ¶ The Chesapeake, world-renowned for its pleasure boating, also boasts two of the busiest commercial ports in the nation. Yet the Bay’s multi-faceted maritime operations are some of its better-kept secrets. “Our problem in Maryland is most don’t know we’re here,” agrees Bart Rogers, assistant vice president at Paul Hall Center for Maritime Training in Piney Point, Md. “We draw [many students] from Newbern, N.C., where they make their living on the water.”



There are three ways to enter the merchant marines. One is to go to a maritime college. Another—increasingly rare—is to “come up through the hawsepipe,” by climbing aboard a vessel with little more than a Merchant Mariner’s Credential (MMC), a Transportation Worker’s identification Card (TWIC) and a work ethic. Or, you can get formal maritime training at a dedicated maritime school. The Chesapeake is blessed with a range of maritime schools with training options for mariners of all stripes. And, because these schools are focused on turning out employable mariners, most also have close links to employers.

“We have relationships with people at Norfolk Tug, McAllister [Towing and Transportation], Great Lakes Dredge and Dock, Marathon Petroleum in the Western Rivers,” notes Caroline Smith, coordinator at Mariner Boot Camp, an

adjunct of the Mid-Atlantic Maritime Academy (MAMA).

MAMA, which absorbed the Tidewater School of Navigation in 2006, trains approximately 3,000 mariners annually. Courses run the gamut from the Boot Camp, designed for total novices, to longtime professionals updating or upgrading credentials and licenses. Mariner Boot Camp, begun in 2016, has so far trained 104 students, 28 of whom are women. “We have two graduates with NOAA, some on cruise ships, and a whole bunch on the [cruise ship] *Pride of America* in Hawaii,” says Smith, who holds a 1600 Ton Ocean Master Motor, Steam, and Sail License.

At the northern end of the Bay, the Maritime Institute of Technology and Graduate Studies (MITAGS) in Linthicum Heights, Md. offers an apprenticeship program that connects students to potential employment. It requires the candidate to be sponsored by a

company so they can accrue the necessary sea time for licensing. Additionally, an able seafarer (able seaman with a merchant ship deck-department rating) with sufficient sea service can take the needed courses and sit for a license without enrolling in an apprenticeship program. “The beauty of the apprenticeship is, when you finish, pretty much, companies offer a job,” says Glen Paine, executive director of MITAGS. “We have a 90-95 percent retention rate for those who successfully finish the apprenticeship program.”

Founded in 1972 in Baltimore by the International Organization of Master Mates and Pilots, non-profit MITAGS boasts a large campus near BWI and offers about 100 courses that range from entry-level for ordinary seamen (and women) through upgrading for licensed mariners to professional development, including courses designed for individual companies.



Students at the Maritime Institute of Technology and Graduate Studies learn firefighting techniques.

Whether licensed or unlicensed, mariner income is appealing. “Entry salary is \$4,000 [per month] for whoever you’re graduating,” says Rogers. “And within a year, they’re eligible for upgrade. And when they make it, it almost doubles.”

Thirty-year-old J.W. Abernathy had dropped out of college and kicked around in service jobs for several years before opting for maritime training. He finished the unlicensed apprenticeship at Paul Hall Center (aka Piney Point) in 2015. While the work is hard (and starting at the bottom is rarely fun), he says the effort has been worth it. “I have a career that is going to give me financial stability and a way forward,” he says. “I’m able to buy a house. Plus, the [course] work helps with credits at the College of Southern Maryland, so eventually I’ll have an associate’s degree.”

Located on St Mary’s River, The Paul Hall Center was established in 1967 as The Harry Lundeberg School of Seamanship by the Seafarer’s International Union (SIU). It requires membership in the union, but the training, room, and board are free. In addition to classwork, training includes hands-on work at the center. “You’re also working in the galley feeding the rest of the union people who are here,” says Abernathy, who recently took a three-week welding class there.



CTMI Instructor Captain Alan Alexander demonstrating the importance of maintaining morale in difficult situations at sea.

Graduates find employment through the SIU union halls.

A non-union option is Chesapeake Marine Training Institute (CMTI) in Hayes, Virginia. Founded in 1992, CMTI trains those working on private and commercial recreational vessels in addition to the grittier world of tugs and Military Sealift Command ships. “We do a lot of seasoned mariners, who are upgrading and advancing in their career,” says Amanda Symonds, president of CMTI. “We also train those just starting out and getting into the industry.”

Bill O’Donovan, rather unseasoned after a 40-year career in newspapers, took the captain’s course in 2013 and now holds a 100-Ton Master’s License. “My experience was somewhat unique in that most of my classmates were younger men transitioning from fishing boat experience as deck hands,” says O’Donovan. “The entire exercise in



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gaining my Coast Guard license required 49 compliance hurdles. I would recommend CMTI to anyone who is serious about becoming a professional mariner.”

Kathy Tingley, another CMTI grad, fell in love with the maritime life at age 56 after time on a tall ship. She earned

a 100-Ton Master's License and is now first mate on a paddle wheeler in Rochester, NY, in summer and an ecotour boat in Florida in winter. She chose CMTI, whose courses, like those in the other schools, are U.S. Coast Guard approved, in part because of the class size. “Being an older person,

I wanted somewhere where I could ask questions in a smaller group,” says Tingley. “And the captains there have so much experience and share those experiences in addition to the course work.”

Some, but not all, of the mariner schools have on-campus accommodations. MITAGS and its West Coast affiliate, Pacific Maritime Institute (PMI) in Seattle, have on-campus hotels and other amenities to keep an oft-absent mariner's family entertained while he or she takes classes. Students at MAMA and CMTI stay in nearby hotels if they don't live close enough to commute.

“We have several local hotels in the area that we've contracted with for a deal for students,” says Symonds.

The Paul Hall Center has a dorm. The Calhoun MEBA Engineering School in Easton has on-site accommodations but differs from the others in its student



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body. The school was founded by the Marine Engineers Beneficial Association (MEBA), the oldest maritime labor union in the country, which began in 1875. The school was started in 1966 at the request of Military Sea Transportation Service, later renamed Military Sea Command (MSC), which manages transport and supply for our military around the world. "MSC didn't have enough engineers," says Chuck Eser, director at Calhoun MEBA. "From

'66 to '88 about 2700 to 3000 apprentice 3rd engineers came out of that program." Yet, while it began with an apprentice program, MEBA no longer offers one. "Everyone who comes here already has considerable credentials," says Eser. "Our courses aren't tailored for a young person who's trying to enter into the industry. For them we suggest they make application to the [maritime] colleges or Harry Lundeberg, which will take kids right out of high school."

In Eastport, the Annapolis School of Seamanship (CBM's sister company) began in 2002 by offering courses in basic boating. "We started out with a diesel engine course for recreational boaters," says John Martino, founder and president of the school. "That moved into electrical classes, marine weather and navigation." The school now also trains students for the Operator of Uninspected Passenger Vessels (aka "six-pack" license), the 100-Ton Master Mariner's Captain's License, and the 200-ton Master's upgrade. The school has expanded its offerings and its range. "We also do B2B training solutions for other companies and do military and law enforcement seamanship training," Martino adds.

The merchant marine is not everyone's cup of grog. It's a physically and mentally challenging career. It often demands weeks or months away from home. It can strain relationships, though it can help keep the spark in a marriage with each return home a kind of honeymoon once the yelling about who's in charge is finished. But the skills, the sense of pride and the connection to a millenniums-old tradition can help to compensate for some of the sacrifice that mariners and their loved ones make. ⚓

Nancy Taylor Robson, author of *Woman in The Wheelhouse*, worked for six years on coastal tugs as a deckhand then earned her operator's license in 1981. She has been married a long time to a longtime mariner.

The US Merchant Marine Academy in Kings Point, NY, like the Naval Academy, West Point, and the Air Force Academy, is a federal college. The education is free. In exchange, graduates are required to fulfill a period of military service on graduation. Several states have maritime colleges such as the State University of New York Maritime College (SUNY Maritime), which are maritime-focused. They require tuition but do not commit graduates to a period of service.

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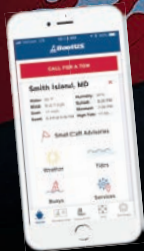
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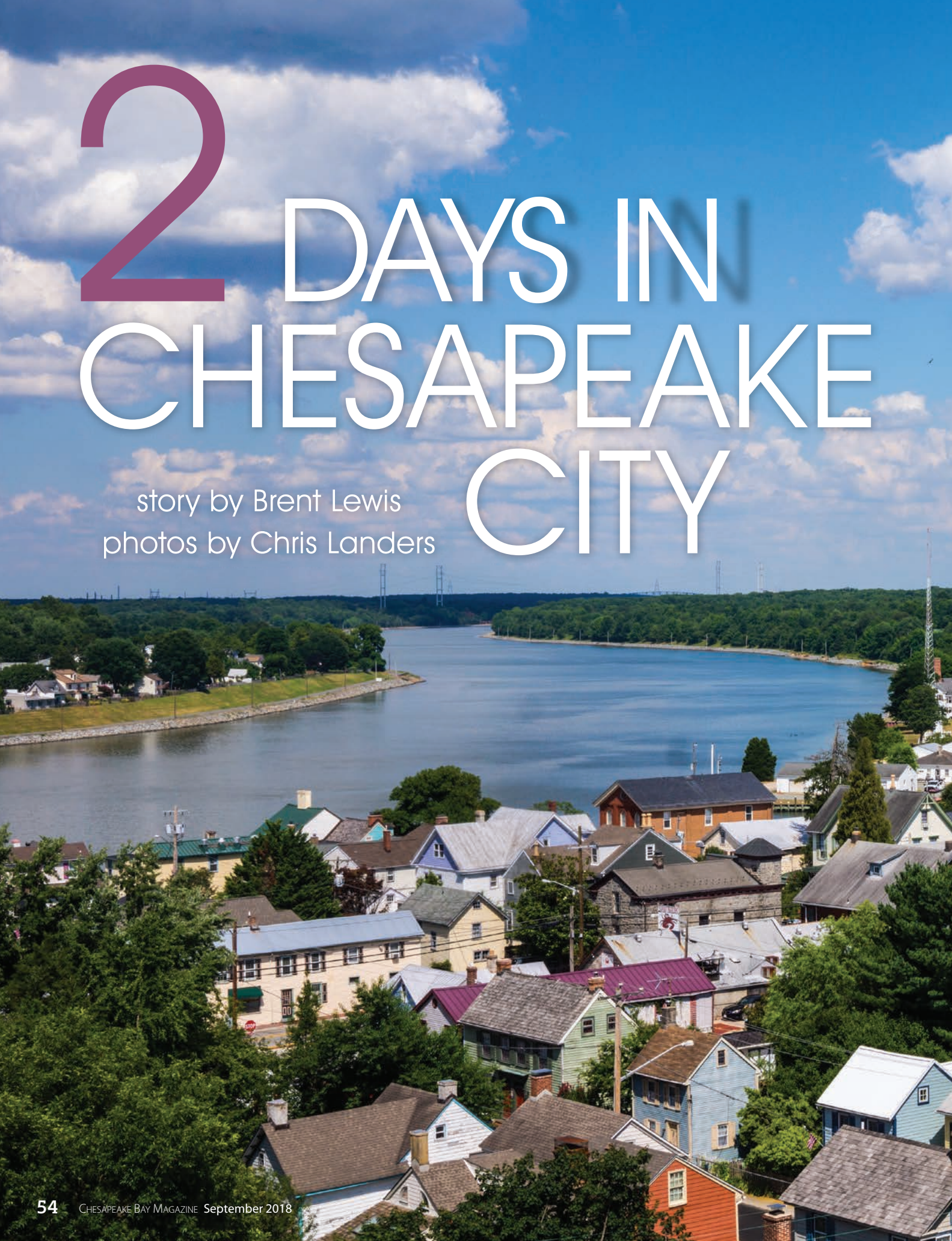
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2 DAYS IN CHESAPEAKE CITY

story by Brent Lewis
photos by Chris Landers







Even though there's a major international shipping channel cutting through the center of town, the pace in Chesapeake City is easy-does-it. ¶ With roots dating back to the 17th century, not only does this picturesque hamlet on Maryland's Upper Eastern Shore charm visitors with welcoming inns and B&Bs, out-of-the-ordinary shops, and a remarkable number of recommendable restaurants, but separated into northern and southern districts by the Chesapeake and Delaware Canal, Chesapeake City also offers exceptional inland vantage points to observe megayachts and massive ocean-faring commercial vessels from around the world. ¶ The original, hand-dredged C&D Canal was completed in 1829. In 1839, reflecting the ambitions of the rough and rowdy boomtown it had grown into, Bohemia's name was changed to Chesapeake City. Not quite a century later, the canal was modernized, eliminating any need ships had to make port there, and a decades-long economic downturn began. ¶ The seeds of recovery were planted in the 1970s and '80s, when a group of concerned citizens made an all-out effort to bring life back to their once-active maritime village, and now, the renaissance is in bloom. Convenient to the region's major metropolitan areas, today's Chesapeake City feels a world apart. It's a perfect spot to spend a couple of laid-back days.



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DAY 1

Lunchtime is a good time to start a Chesapeake City visit.

In 1974, the town's Victorian-era southern district was placed on the National Register of Historic Places, and The Bayard House, (410-885-5040, bayardhouse.com) c.1780s, located waterside at 11 Bohemia Ave., is said to be Chesapeake City's oldest existing building. The Hole in the Wall, the Bayard House's downstairs bar, and the Canal's Edge Umbrella Bar give diners indoor and outdoor seating options to take advantage of the best views of the canal. Both spaces are casual and serve from the upstairs dining room's full menu. Appetizers run the gamut from a gnocchi-Tasso mac-and-cheese to shaved octopus, and popular sandwiches include a classic Maryland crab cake. Rockfish BLT tacos are another good choice. Because relaxation is the objective here, a cold regional brew or one of the Bayard House's signature cocktails might also be of interest.

A midday alternative, particularly if it's before noon and you're craving

breakfast, is the Bohemia Café & Bakery (401 2nd St., 410-885-3066), a crowd-pleasing spot for residents and tourists alike. The neighborly atmosphere is a draw, as are the fresh baked goods (strudel!) and such favorites as creamed chip beef, cinnamon bun French toast, and pork schnitzel sandwiches with Austrian potato salad.

Afternoon sightseeing should involve some quality time at the Chesapeake and Delaware Canal Museum (chesapeakecity.com/cd-canal-museum). Owned and operated by the Army Corp of Engineers, the 14-mile C&D Canal connects the northern Chesapeake Bay with the Delaware River. Tens of thousands of watercraft utilize the passage every year, including almost half of all commercial shipping traffic in and out of the Port of Baltimore.

The self-guided museum inside the canal's original pumphouse showcases the C&D's history and operations through traditional displays, multimedia, and hands-on exhibits. The contrast represented between the

huge antique waterwheel and steam engines from the canal's long-gone early days and the modern fiber optics and microwave systems which now allow all canal activity to be viewed through a TV monitor provides perspective into the scope of technological advancements through the years. Outside, there's a modest park setting next to the C&D, and a full-sized replica of the Bethel Bridge Lighthouse, which used to inform ship captains of the operational status of the old canal's locks and drawbridges.

If being near the water is good for the soul, being on the water is even better. Daily canal tours, happy hour cruises, and sunset cruises are available through MV Bay Breeze Boat Cruises (410-885-5500, mvbaybreeze.com), embarking from Schaefer's Canal House, and Chesapeake City Ferry and Water Tours (443-566-3386, chesapeakecitywatertours.com), ported at the historic district's public dock. For extra fun times, both vessels can be reserved for special celebrations with friends and family, corporate outings, crab feasts, and booze cruises.

1 The Chesapeake & Delaware Canal Museum shows off the history and operations of the waterway.

2 The Hole In the Wall pub, in the basement of The Bayard House, Chesapeake City's oldest building.

3 Bethel Bridge Lighthouse was one of the original markers along the canal.

4 The Blue Max Inn's honeymoon suite is guarded by a fearsome pirate for no extra charge.

5 Bay Breeze Boat Cruises offers tours of the canal as well as happy hour and sunset cruises.



Lodging is limited in Chesapeake City. It's a small town, and rooms tend to book early, so make reservations as far in advance as possible. When it's time for you to check in, it's time to return to the historic district.

The elegant yet cozy Inn at the Canal Bed & Breakfast (410-885-5995, innatthecanal.com) at 104 Bohemia Ave., the largest of three 19th century homes within a block of one another that have been converted into inns, was built by a prominent businessman in 1876 to commemorate the birth of his son. Well-appointed and immaculately preserved, the Inn at the Canal is full of intriguing history,

stately architectural details, and an inviting spirit. Cordial hosts put out a hearty breakfast.

Doc Smithers B&B (410-885-3820, 204 Bohemia Ave.) is just down the street. With a reputation for old fashioned hospitality, tea is served every afternoon, and each evening the proprietors host an ice cream social.

Fans of The Blue Max Inn (410-885-2781, bluemaxinn.com), c.1854, recommend "the house with the generous porches," at 300 Bohemia for its comfortable accommodations, appetizing breakfast choices, and luxurious attention to detail. For the ultimate in romantic pampering, try the

honeymoon suite's plush king canopy bed, private balcony, fireplace, and whirlpool tub for two. For fun-filled adventures of a less amorous kind, see the Blue Max's website for info on their Murder Mystery Weekends.

The highly rated Ship Watch Inn (401 1st St., 410-885-5300, shipwatchinn.com) is the sole B&B in Chesapeake City on the canal. Guests here can unwind on the outdoor decks with no other intention than taking in the scenery and keeping an eye out for the occasional ocean liner or cargo ship passing.

The most unique place to stay is the Old Wharf Cottage (410-885-5040)



1

1 Schaefer's Canal House, on the canal's north shore.

2 Schaefer's award-winning crabcake.

3 The Tap Room is the place to go for cold beer and steamed crabs.



2

located along the water's edge at the foot of Bohemia Avenue. This perfect, little, private escape has a sitting room, kitchen, and bath on the cottage's first floor, and an upstairs bedroom that boasts a singular up-close and panoramic canal view.

Traditional dinner and entertainment options in Chesapeake City focus on Schaefer's Canal House Restaurant & Bar (410-885-7200, schaeferscanalhouse.com) and Chesapeake Inn (410-885-2040, chesapeakeinn.com). Schaefer's has been a boaters' north-shore favorite since 1935. Chesapeake Inn is a well-known mainstay on the south side harbor. Both landmark restaurants offer service in their respective water-view dining rooms, as well as at their casual dock bars, which feature specialty menu items, frozen drinks, and live entertainment.

If there's gas left in the tank, how about a nightcap at the Tap Room Crab House, (210 Bohemia Ave., 410-885-2344, taproomcrabhouse.com), the neighborhood hotspot, if what you've really been hankering for is comfort food and steamed crabs.



3

DAY TWO

Exercise can be relaxing. After all of yesterday's indulging, not to mention today's late start and generous breakfast at your B&B, it's time to hit the Ben Cardin Recreational Trail. Named for Maryland's U.S. senator who supported its creation, the 1.8-mile trail on the canal's northern bank is friendly to walkers, runners and bicyclists, and links to Delaware's Michael Castle Trail for a total distance of 17 miles. The Chesapeake City trailhead begins at the ferry dock on Lock Street, near Schaefer's. The trail is mostly flat and sticks mostly to the canal, but there is a small climb where the path traverses through a wooded patch for a stretch. Be mindful of the sun and don't forget to stay hydrated.

After a rest, perhaps a massage pre-scheduled through an innkeeper followed by some shopping in the eclectic stores on Bohemia Avenue will be part of your leisurely itinerary. A diverse array of nautical and country-themed home furnishings, Christmas ornaments, gourmet food, and more can be found at The Old Gray Mare Gift Shoppe. Chick's, a trendy boutique, features jewelry, clothing and accessories. Evy & Ro, "where boho meets chic," specializes in gifts, jewelry, and wedding rentals. Besides a vast selection of their namesake wares, My Jewelry Place sells extraordinary gifts and décor.

Belle Connell's Emporium has two floors full of such "Niceties, Necessities & Needful Things" as collectibles, clothing, jewelry, and toys, plus personal and travel necessities, which are otherwise hard to come by in the historic district. In the back of this fascinating shop is a Northeast Chocolates candy counter displaying rows and rows of handmade fudge, brittles, and confections, and delicacies



1 Glass baubles decorate the window of My Jewelry Place.



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like Fisher's Popcorn. Even sugar-free items and doggie treats are available, while the true sweet-tooth connoisseur will be enticed by the shelves of vintage goodies such as old-fashioned rock candy, wax bottles filled with colorful liquid, and candy cigarettes.

One-of-a-kind treasures handcrafted by local artisans can be purchased at the Silver Saltbox, the tiny shop adjacent to the Inn at the Canal. Originally built because homeowners within city limits were not permitted to operate businesses out of their residences, the 10- by-10 foot auxiliary structure at 104½ Bohemia Avenue is the last of its kind remaining in Chesapeake City. Having served many uses over the years, the pint-sized building was even utilized as a jail for a time.

Antiquers will love the furniture, stoneware, decoys, oyster tins, and country store memorabilia at Black Swan Antiques. Classic and newfangled playthings are for sale at Toy's from the Attic & More, and Canal Lock Antiques not only markets antiques and curios, but also conducts walking tours spotlighting area history.

It's dinnertime, and after all the partying the evening before, it's time for a more intimate and softly lit dining experience. Prime 225 (410-885-7009, prime225.com), at 225 Bohemia Ave., is a high-end restaurant designed to combine top-notch food and drink with upscale ambiance and service in an unexpected location. Though the menu changes regularly to accommodate the freshest ingredients and the chef's endless creativity, Prime 225 always features the finest cuts of meat and a variety of seafood choices, including a popular sea bass cioppino in a lemon-saffron broth. Culinary inventiveness extends into the sharable starters, à la carte sides, and desserts, and there are world-class wine, beer, and cocktail lists to choose from. An ever-evolving infusion jar tempts with whatever current elixir is being dispensed.

Afterwards, you should call it a night.

Maybe a quiet walk down to the docks, or a sleepy respite on a balcony overlooking the C&D and the serene village below, but little else should be planned.

It's late. Chesapeake City is tranquil. You're carefree.

And life doesn't get much better than that. ↓

Brent Lewis, who lives on Maryland's Eastern Shore, has written two nonfiction books on the history of Kent Island and the down and dirty crime novel, *Bloody Point 1976*. He blogs regularly at easternshorebrent.com.

IF YOU GO

Chesapeake City is just over an hour's drive from Baltimore, Philadelphia, or the Chesapeake Bay Bridge, and is located at either end of the Chesapeake City Bridge on Maryland Route 213.

For boaters, Chesapeake City's Back Creek Basin has recently been dredged and is now much easier to navigate and provides better anchorage than it has in years. Town Docks (443-350-2442), on the west side of the basin near the historic district, grants free dockage with a 24-hour limit on a first-come first-serve basis for up to four boats. Schaefer's Canal House (410-885-7200) has deep-water slips, fuel and a marine supply store. From April through October the Chesapeake Inn & Marina (410-885-2040) keeps transient slips and provides a free water taxi to their restaurant from the boat basin.

Chesapeake City offers a boater's guide on the web page—chesapeakecity.com.

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Doves Afield

Opening day marks the turn of seasons
and the return to wing shooting.

by Captain Chris D. Dollar

As if from nowhere, a light breeze would spring up, teasing with relief. Though humid, it wasn't brutally hot for a September day, but a puff of wind was welcomed all the same. Throughout the afternoon, doves flew in concentrated and unpredictable intervals, and you had to be on your toes or likely miss an opportunity. For my money, an unpredictable flight pattern makes for an exciting wing. But the action had lulled for the better part of an hour, so my eyes wandered, and my mind followed. I glanced skyward, away from the rows and rows of yolk-colored sunflowers resting on green stalks that spread out before me like commuters waiting for the morning train.

Several large birds, turkey buzzards, circled effortlessly high above the field. I became mesmerized by the concentric paths they carved into the blue sky. Viewed up close, it's easy to see why some think vultures are harbingers of death, with their red-hooded mask and sinister scowl. But they too play a role in the Chesapeake's ecosystem.

"*MARK!*" rang out across the field, snapping me out of the day dream. Fifteen or so doves streaked from left to right, dive bombing into the black seedheads scattered across the dirt. How could they not be aware of the danger, I wondered. Yet they came. Graceful and deceptively quick, mourning doves can make an expert marksman seem average, sometimes even inferior.

More often than I can recall, I've fallen for doves' feints and dips. If it's true that you play how you practice, and I believe it is, I suppose I was lucky to have ever downed a single dove up to that point in my wing-shooting career. I can't explain where my unjustifiable confidence came from to think I could knock down such a sporty flyer as a mourning dove with a 20-gauge, a side-by-side no less, without practice. The foolishness of youth, I suppose. In the years since this hunt, I dedicate enough time in August at the sporting clays range to reach nearly average status before the September 1 opening day.

On this day however, I whiffed on every type of shot imaginable—passing- shots, arcing-fades and in-my-face lay-ups. I missed thirteen straight times. I was quickly slipping into unredeemable territory. I desperately tried to repel negative thoughts by staying out of my own treehouse and reminding myself I was out there for the fun of it. After all, my walnut brain offered, didn't baseball Hall of Famer Reggie Jackson strike

out a ton? And he was clutch when it counted, wasn't he? Later, I looked it up—Jackson fanned an eye-popping 2,597 times. Comparing my futility to Mr. October's penchant for swinging for the fences is ludicrous, I realize, but desperate times breed desperate analogies.

After that unlucky thirteenth miss, my host and longtime bird hunting coach had seen enough. Kevin Colbeck double-timed over from his spot and swapped out my 20-gauge for his 12-gauge auto-loader. By contrast, he had found his rhythm early after only few misses and hit his limit of 15 doves without burning through a full box of shells.

Almost immediately, I cashed in on this strategic shift. No longer was I behind or below the bird, and I scratched out a respectable (for me) eight doves, reversing a ghastly

Grilled Doves

INGREDIENTS

10 dove breasts, clean & thoroughly rinsed

5 strips of bacon

1 cup teriyaki marinade

1 heaping Tbsp. fresh, grated ginger

½ tsp. ground pepper

½ tsp. garlic powder (or Chili flakes)

½ tsp. Old Bay (optional)

Lump mesquite charcoal (briquettes OK, if you play jayvee)

Mix ingredients and marinate dove breasts for several hours (or brush on if short on time). Wrap a bacon strip around each breast and secure with a toothpick or skewer. (Note: if you use turkey bacon, not only are you missing the point, but it hasn't enough fat to keep doves from drying out.) Clean and spray grates with cooking spray and bring charcoal to temperature. Bank the coals. Grill doves no more than four minutes each side. Serve with grilled vegetables and premier lager. Grilling doves for your friends might make them forget you whiffed on that in-your-face layup. But I doubt it.

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performance. I guess I shot well enough to garner return invitations in many seasons that followed, much to my benefit. Those Opening Days remain some of my fondest memories.

Tired yet oddly content, I bounced along the dirt track in the back of an ATV, my buddy's brother at the wheel. We met up with the rest of the hunters where, after a long day in the field, we shared cold drinks and tall tales of excellence and pitifulness and everything in between. Truth be told, I have always found the after-hunt commiserating just as satisfying as the hunt itself.

Shooting hours are leisurely—in Maryland you cannot start shooting until noon until October 21. The 15 bird bag limits are generous. Dove hunting is like setting off fireworks from your front porch used to be—the epitome of relaxed excitement. But it is anything but leisurely for those who toil long days to get the dove patch ready for a few hours of fun. These folks are usually driven, industrious, and smart, like my buddy Kevin, who still puts in long days to get his fields ready for family and friends.

It is a brutally hot July day as I pen this column, and some 20-odd years have passed since that hunt in Southern Maryland. I recall with great fondness that day and all that have followed, and I look forward with eagerness to my next. The camaraderie, laughter and post-hunt cookouts flood my memories much more than the birds I dropped.

One hunt that's burned into my brain doesn't involve me or friends taking one on the wing, however. A solo dove, having somehow successfully evaded scores of pellets, found refuge on the limb of an oak tree. Or so it thought. It quickly met its fate at the talons of a Cooper's hawk, which tore through the tree limbs

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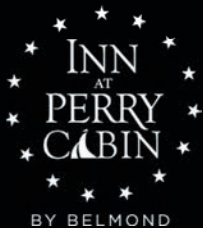
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MARYLAND & VIRGINIA
DOVE HUNTING SEASONS

MARYLAND SEASONS:

Three Splits: Sept. 1–Oct. 20, Oct. 27–Nov. 23, Dec. 18–Jan. 12

Bag Limits and Rules:

Daily bag limit is 15 for doves.
The possession limit is 45.

Shooting hours:

Sept. 1–Oct. 20 —12 noon until sunset. For season dates after Oct. 20 the hours are one-half hour before sunrise to sunset.

VIRGINIA SEASONS:

Three Splits: Sept. 1–Oct. 28; Nov. 21–28; Dec. 22–Jan. 14

Bag Limits and Rules:

Daily bag limit is 15 for doves.
The possession limit is 45.

Shooting hours:

September 1: 12 Noon until sunset. Sept. 2–October 28: One-half hour before sunrise until sunset. Hours for 2nd and 3rd Splits: One-half hour before sunrise until sunset.

with such precision it still doesn't seem possible. Talk about a hall-of-famer; it was incredible. Whether on the water or afield, those moments remind me that the wild remains a vital part of my Chesapeake experience. And, for that, I'm grateful. 🍷



Captain Chris Dollar is a professional fishing guide, tackle shop owner, all-around Chesapeake outdoorsman and writer with more than 25 years experience in avoiding office work.



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Capt. Jody's Guide to Boat Etiquette

by Jody Argo Schroath / artistic asides from Jan Adkins

All right, class, everyone sitting up straight, feet flat on the floor and eyes looking straight down at the page? Good. What? Yes, Rob, you can go fetch your reading glasses, but be quick about it. We have a lot to get to in a short article. Now, the rest of you, all set?

Stop! No one leave! I promise you this is not going to be painful. All the sentences will be short and there will be funny drawings. After all, this is the 21st century. You could practically put this on Instagram. The important thing for you to know, though, is that this is going to make your life on the water better and easier. That's one of Capt. Jody's favorite mottos she just made up: A civilized world is a happy world.

Okay, Rob has finally found his glasses, so let's begin.

BE A GREAT BOAT GUEST

We are going to start off easy with rules that pertain to other people—guests you've invited out on your boat. So, invitees, listen up.

Rule 1—Don't be late.

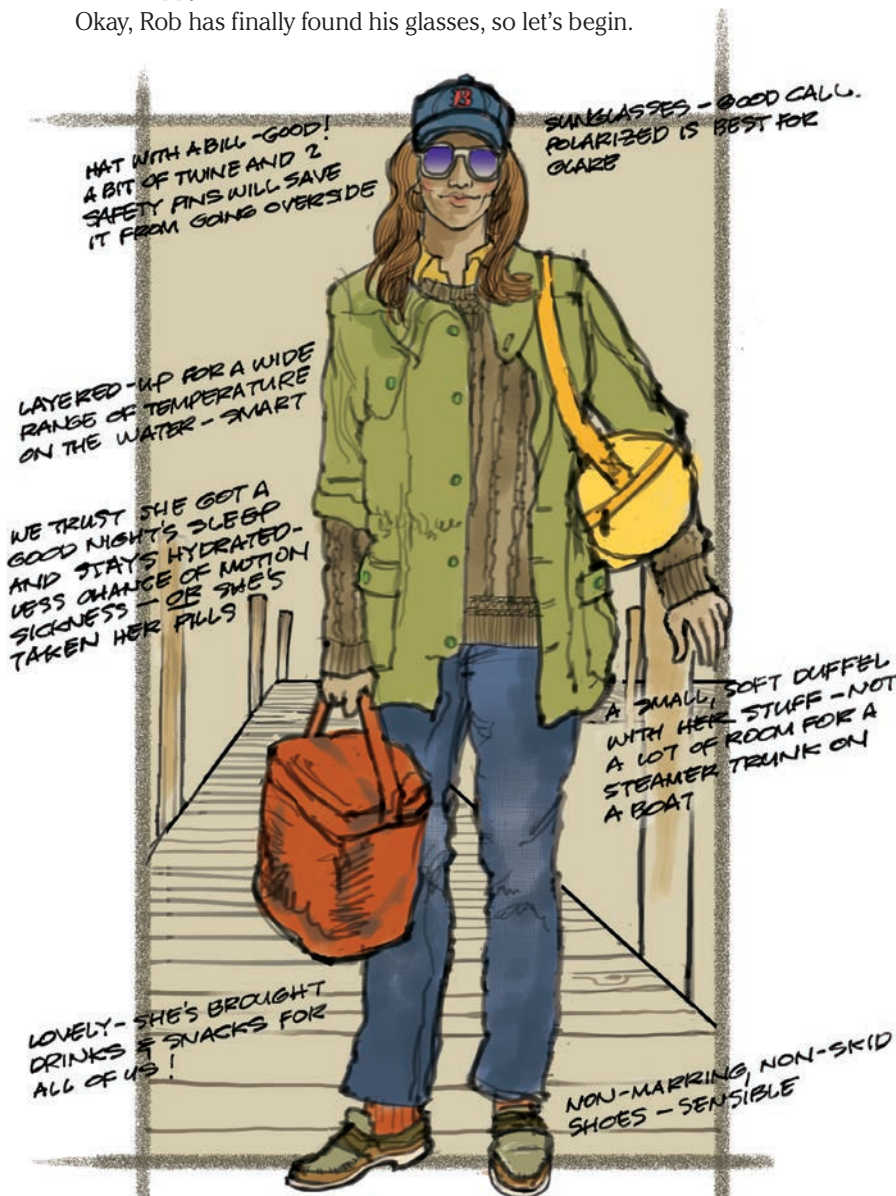
Being late for a cruise or day sail is wrong for a hundred reasons. Distance to be covered. The wind is going to die at noon. The current will turn against us at 2 p.m. The captain got to the boat at 5 a.m. to get everything ready and ran out of coffee at 6:30, but you didn't arrive until 8. Uh-oh. You get the picture.

Rule 2—Bring snacks and drinks to share.

If you do arrive at 8, but bring with you hot coffee and doughnuts for everyone, plus sub sandwiches, chips and two six-packs of craft beer, you can be pretty sure the captain's mood will brighten considerably. Arrive with all that at 6:30, and you may be made an honorary admiral.

Rule 3—Pack light and don't bring a wheeie bag.

If you are coming onboard for a weekend or a week, bring only the essentials. Check the weather forecast for the route. (Ha-ha, just had to throw that in.) Check with the captain on social plans. (Dress flip-flops required?) And then pack it all in a flexible, stuffable bag, like a duffel or sail bag. Then take half the stuff out and put it back in your closet. Unless you are setting off on a Nordhavn or a houseboat, you are not going to have much room. (Capt. Jody's tip: If you are setting off on a houseboat, unpack everything and stay home.)



Extra credit

Ask permission to come aboard. Before you set foot on your host's boat, say, "Permission to come aboard?" It might seem silly, but it's tradition, and it's good manners, like ringing the doorbell. See Capt. Jody's motto above.

BE A BOSS CAPTAIN

Time to turn the tables and look at the skipper's responsibilities toward guests (in addition to not sinking off Hoopers Island, of course).

Rule 1—Share the trip.

Suggest clothes for the trip, including anticipated tiki bar tours or wine-tasting dinner at the Tides Inn, if applicable. Suggest food, drinks and personal snacks, as appropriate. You get the idea. Anything that will make your guests feel more comfortable. Don't forget to bring up wheelie bags.

Rule 2—Share important information.

Before leaving the dock, explain to your guests where to find the safety equipment, like life jackets and fire extinguishers. Slowly and carefully explain the fine art of using the head. Then slowly and carefully explain it again. Discuss the evils of long showers. If you are the only one familiar with your boat, explain to your guests how to stop the boat and call for help if you should suddenly become catatonic.

Rule 3—Set the stage.

Also, before you leave the dock, put your guests at ease by telling them where to sit or stand while you are pulling the boat out of the slip and getting underway. If they are keen to



help, put them in the stern and hand them a boat hook. We all feel more Captain Ahab-ish holding a boat hook. And, who knows, you might be the better for a nudge off that pesky starboard outboard piling. Just don't make it anything you can't live without. Too much pressure on everyone.

BE A GOOD MR. ROGERS: At the Dock

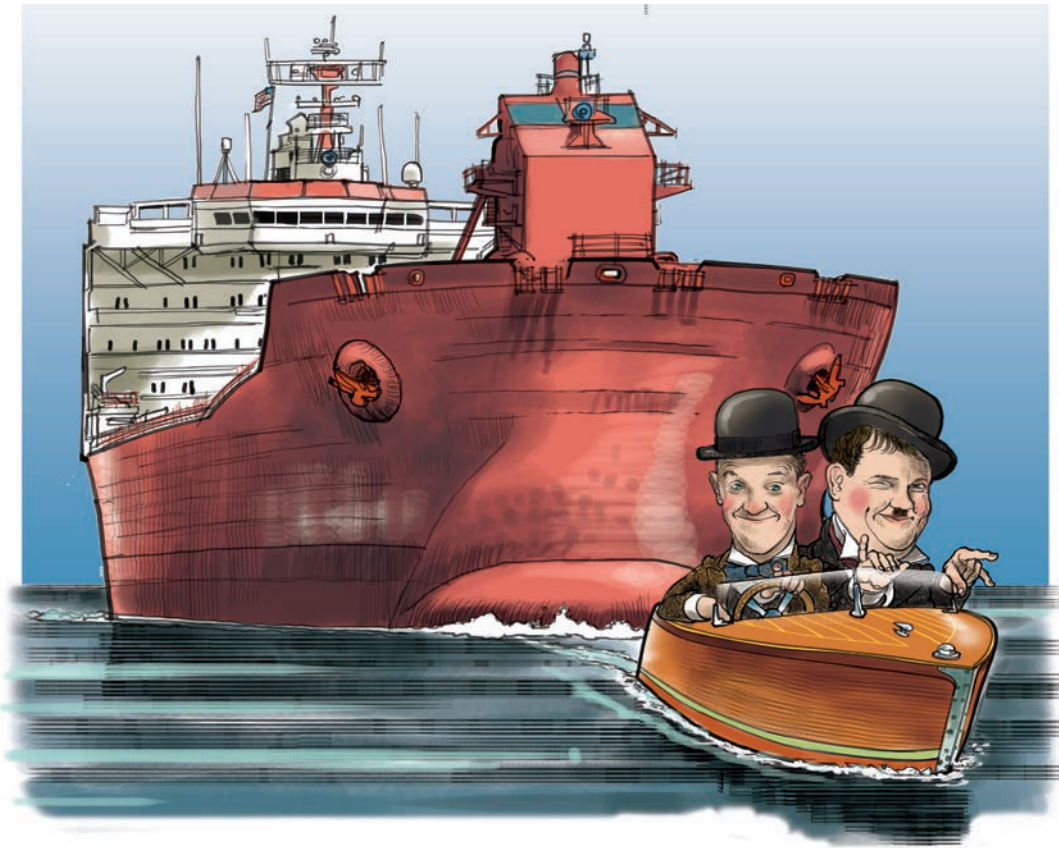
Capt. Jody, you've written 700 words and we still haven't left the dock! Patience, readers, you will thank me for this.

Rule 1—Sailors, silence your halyards!
Do whatever it takes, fellow sailors, but

keep your halyards from banging against your mast. No one wants to lie awake listening to the clang, clang clang, clang, clang of your running rigging. Take a few bungies and hold the halyards away from the mast using the stays before your sleep-maddened neighbor plots to use your cranium for the purpose instead.

Rule 2—Keep your stuff off the dock.

I don't have to explain this. Don't leave your cooler, spare anchor, bicycle and two heirloom tomato plants on the dock in front of your boat. Return the dock cart. Tidy up your power cords. Enough said.



properly. Capt. Jody is not going into anchoring techniques, but read up on it and practice. Dragging anchor into your neighbor is social equivalent of yelling fire in a movie theater.

Rule 3—Shhhhhh!

Anchoring is one of the supreme delights of boating. A quiet night, a glass of Pouilly-Fuissé or Yellow Tail in the cockpit, the occasional screech of a disgruntled blue heron and a technicolor sunset. Ahh. Or it can be a happy party of friends and family.

Cannon balls off the

Rule 3—Lend a hand . . . or not.

Ask incoming boaters, particularly if they are transients, if they'd like a hand with their lines. Transients are the ones squinting to make out the slip numbers as they creep down the fairway. Hey, we've all been there! You can ask your fellow dockmates, too, if they'd like you to catch a line, but usually they have a developed a system for getting into their slip and firmly believe that any alteration in it will disturb the delicate balance between a successful landing and holy-cow disaster. In other words, don't be offended if they say no thanks.

BE A JOLLY MR. ROGERS: At Anchor

Yes, we're on the water at last. But before we get to the general coming and going of life on the water, let's pause for a moment on anchoring, because it has a lot in common with life on the docks, but without finger piers.

Rule 1—Weigh your options.

It is the height of bad manners to anchor too close to a boat already on the hook. So, before you drop your shiny new Rocna or trusty old Danforth, make sure everyone near you is going to have plenty of room to swing. Remember too that different kinds of boats will swing in different ways, especially on the Bay where the current is fairly weak. Also boats with lots of windage, such as powerboats like Carvers and Sea Rays, are more likely to swing with the wind. Boats with deep keels, like sea-going sailboats, are more likely to swing with the current. Got all that in your heads, class? The bottom line is: Leave enough room.

Rule 2—Anchor carefully.

Enough on aerodynamics. Let's drop the hook . . . carefully. You've looked over the fleet and made your choice of spot. Now sound it carefully and then take the time to set the anchor

swim platform. Hilarious attempts to teach Spot to stay on the SUP. Everyone at one with a good time. Here's the etiquette part. If everyone else in the anchorage seems to be quietly catching up on their Proust and Pouilly and you want to party, move as far away as possible or, better yet, find an alternate anchorage. The Chesapeake is positively littered with them. On the other hand, if you are the first to arrive, the agenda is yours. Whoop and holler to your heart's content and the white Burgundy-sipping Proustians can find their own alternative.

Rule 3 ½—Generators . . .

The same goes for running your generator all night. Generators make noise and create fumes. They are, however, lovely if it's hot and you want to keep the air conditioner going. Just move well away and downwind from the pack.

BE A WISE GUY ON THE WATER

These are rules more than etiquette, but no less important to maintaining world peace on the water.

Rule 1—Never leave the helm untended.

Sounds like a no-brainer, but Capt. Jody can tell you stories that will make you weep, though sometimes with laughter. In brief, don't put a course into your chart plotter and then go below to make yourself a roast beef sandwich. So bad.

Rule 2—Watch behind as well as in front and to the sides.

True story: Imagine the surprise of the couple sailing up the Severn River who looked behind them to find that a submarine had just surfaced a few feet off their stern.

Rule 3—Might makes right of way.

Yes, you may have right of way in a particular situation, but you never have

the right to hit anybody else. Take early and clear measures to avoid a collision. That's the law, too, Pilgrim. Besides, it gets so messy.

BE ZEN: The Nitty Gritty of Happy Coexistence

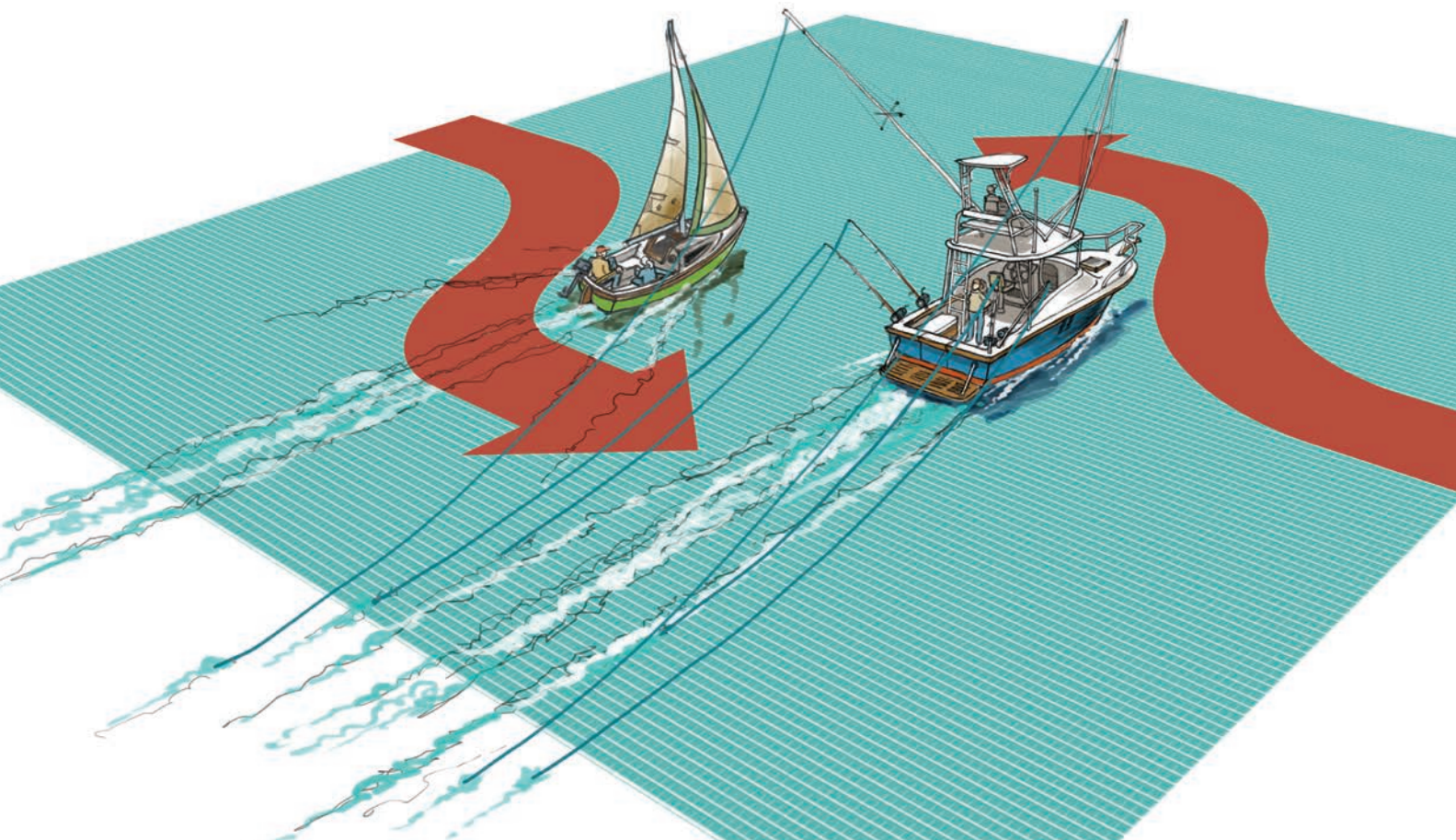
Capt. Jody is not going to sail headlong into the rocky shoals of right of way today. This is about how to do the right thing, thereby making yourself and everyone else happy. Remember, we're all here because we love being out on the water. We just have different ways of going about it. So wake up, class—you, too, Rob—because here comes the most important part of this whole shebang. Whether you are in a recreational powerboat, a sailboat, fishing boat, paddle craft, PWC or waterski boat, you know that you have definite ideas about how you'd like to be treated on the water. But not everyone else knows how that is. Here it is in a nutshell.

Rule 1—What everybody wants:

- Sailboats prefer that you pass behind them. And to leeward.
- Fishing boats with lines and boards out prefer that you pass in front of them. And far away, preferably in the next county.
- Paddlers want you to be very mindful of your wake. Slow down. These are little dudes and easily awash. Pass them on their stern.
- Water ski boats want you to stay well away from their tows.
Tip: In many controlled areas, ski boats must tow counter-clockwise.

Rule 2—What nobody wants:

- Jet-skiers—Nobody wants you riding their wake. It puts a nerve-racking burden on the other boat and restricts its movements, especially in avoiding other traffic. If you feel you must, ask. And remember, just because you are



maneuverable, you are not invulnerable.

- Paddlers —Do not choose the middle of a channel to stop and admire the view. And please don't paddle down the middle of the channel.
- Powerboaters—It's a myth that staying away from a vessel while passing at speed will dissipate your wake. In fact, it gives it a chance to multiply so that the other boat will feel it much longer. Also, look behind you to determine what speed produces the least wake. In fact, make a practice of looking behind you, and not just for submarines.

**BE A SUPERSTAR:
The Ultimate Etiquette
of the Slow Pass**

The slow pass is familiar to those who go up and down the Intracoastal



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Waterway, at least until they get to Florida, when all bets are off. When properly done, it's a beautiful thing and everyone feels happy and perhaps a little bit self-righteous about it. It's one of the secret joys of the ICW. But it works sometimes on the Chesapeake as well. Here's how it's done:

Overtaking another boat:

Call the slower boat on VHF 16 and say, "If you slow down, I'll give you a slow pass." The slower boat responds, "Thanks, I'll pull back." Immediately, the slower boat backs down—way, way down—so that the faster boat can back way down as well, thereby greatly reducing the size of the wake. The slower boat must play its part by slowing enough. Otherwise the

faster boat has to keep up speed, and its wake.

Being overtaken by another boat:

It can work the other way as well. See that you are being overtaken at close quarters? Call on 16 and say, "I'll slow down if you'll give me a slow pass." Desired response: "Yes, that's fine."

Being Douglas Fairbanks and Mary Pickford:

Okay, that reference was even too old for Capt. Jody. The silent screen version of the slow pass is simply that the slower boat sees it's being overtaken, slows way, way down, and the overtaking boat reciprocates. Or vice versa. Everyone is happy and a little bit smug because nobody had to say a word.

That's it, class, Capt. Jody thanks you for your attention. You are now free to get up and move about the magazine. And remember, etiquette is just the 18th century French way of saying "ticket." No, wait, the modern English word for, "have a care for the other person." Or, put another way, when Mama's happy, everybody's happy. And everybody is somebody's Mama. Um, well, you know know what I mean. ⚓



Cruising Editor Jody Argo Schroath, with the help and not infrequent hindrance of ship's dogs Bindi & Sammy, goes up and down bays, rivers and creeks in search of adventure and stories.

An advertisement for Switlik Survival Products. The background is a photograph of a boat deck at sunset. A yellow and orange inflatable life raft is on the left. A white cooler and a red bag are on the right. The Switlik logo, featuring a stylized figure holding a life raft, is in the top right. Text includes: "SWITLIK SURVIVAL PRODUCTS", "DON'T LET THE UNKNOWN STOP YOUR ADVENTURE", and "LIFE RAFT ON BOARD?".

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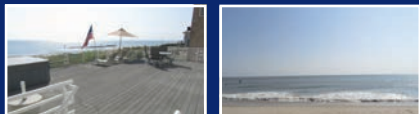
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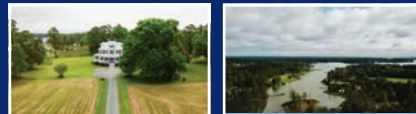
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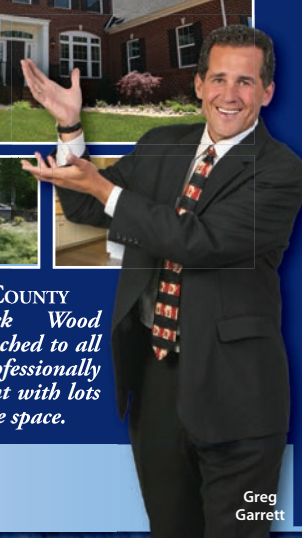
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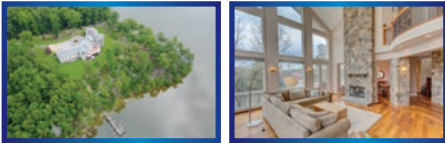
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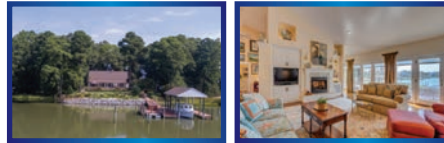
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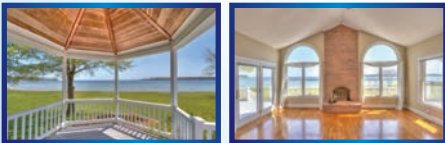
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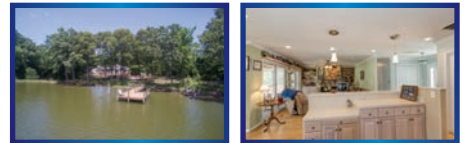
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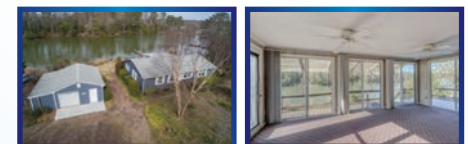
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42' 1989 Catalina 42	\$63,000	37' 1977 Pacific Seacraft Crealock 37	\$65,000	33' 2015 Tartan 101 #20 - Trades?	\$185,000
42' 1988 Nautique 42' Cockpit MY	\$59,900	37' 1996 Pacific Seacraft Crealock 37	\$134,000	33' 2015 Tartan 101 - TN	\$169,000
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41' 2013 Hanse 415	\$220,000	37' 1988 President Double Cabin	\$58,000	32' 2003 C&C 99 - Ohio	\$69,500
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“Carving this crab impressed me about how amazing and complicated the blue crab is.
It took me about a month to make it.” —Eddie Wozny



Eddie Wozny is a self-taught Eastern Shore carver and wildlife conservationist in Cambridge, Md.

After getting his biology degree from Salisbury University, he began carving with a knife given to him by his wife and found that he loved it.

His work includes lifelike replicas of waterfowl, upland game birds, birds of prey, reptiles, shorebirds, dogs, folklife, fish, and this remarkable blue crab. Wozny will show his work at the 78th National Folk Festival, September 7-9 in Salisbury (story, page 14).

View his work at eddiewozny.com. ↴

Photograph by Brian Wozny



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