

The Chesapeake Paddler



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July 2002

CPA Is Looking for Trip Leaders

By Joy Hecht

You've been paddling for a while. You like being out on the water. You like taking your friends out paddling. You like to help new paddlers enjoy kayaking the way you do.

A New Crew

As you may already be aware, the newsletter is now being produced by a small team of paddlers. After a long and dedicated service, Joan could no longer afford the time necessary for turning out the monthly publication, so the responsibility has been assumed by several new volunteers. The new team consists of: Tom Crabill who is the article editor and coordinator, James Song, who coordinates advertising, and Geoffrey Marsh, who is the overall coordinator and the layout person. Also lending a hand where needed is Bernadette Knoblauch. Andres Vaart will continue his duplication and distribution assistance.

This issue is our first attempt. We are probably guilty of many transgressions. Perhaps we missed an ad we should have carried. Or we over-edited someone's prize article. Or we put something on page 5 when it had always been on page 8. Please bear with us as we work through the growing pains and try to turn out a newsletter that serves the interests of our club.

Thanks for everyone's support and patience. And thanks to Joan for her selfless dedication to the task.

Have you thought about leading kayaking trips? For love, not money?

CPA is building a program to help people like you go from taking a friend out from time to time, to feeling confident that you can lead group trips. We're making a distinction between leading trips and organizing them, because some people want to organize trips to neat places, but they don't feel they have the skills needed to promote group safety. In that case they're the trip coordinator, and part of what they do is find others with more on-water skills to help ensure the group's safety. Those are the on-water trip leaders. We need more of both - but especially of trip leaders. If you're interested, keep reading!

Being a trip leader requires a mix of paddling skills, rescue skills, practical knowledge, and judgment. We're in the process of defining all of that more precisely, so you can see where you stand and what you need to learn. In the process, we've defined a lot of what the trip coordinator has to do as well. This article provides some information about both. We're working on a more detailed handbook that will tell you much more about what you may want to know, and will set out some CPA procedures more explicitly. But you don't need to wait for the full handbook -- you can get going right now!

PADDLING SKILLS

First things first. If you want to take other kayakers out on the water, you must be able to take care of yourself.

That means you are very unlikely to go over. And if you do, you can do a wet exit and a self-rescue without even thinking about it. It means that you are comfortable paddling and taking care of yourself in any conditions the group might be likely to encounter. You should also be a solid paddler yourself, in terms of both speed and endurance, so that if you have to sprint to shore and back, or tow someone for a few miles, you can do it without trouble.

We are proposing two categories of trip leaders, for sheltered water and for open water. Roughly speaking, sheltered water trips are upstream on rivers and open water trips are on the Bay, the ocean, or at the mouths of wide rivers like the Patuxent or the Potomac. To be a trip leader on open water, in addition to the skills above you must have a reliable roll and a reliable re-entry and roll in rough conditions.

RESCUE SKILLS

Great, you can take care of yourself. Now how about others? To be a trip leader, you need to be able to perform an assisted rescue and to talk other members of the group through rescuing each other. There are many different ways to do assisted rescues. You don't need to be a whiz at all of them -- you just need to get the job done. However, different paddlers might find it easier to be rescued in different ways, so as you are practicing your skills, it's good to try lots of different ways of rescuing your friends. At least if they'll let you!

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Trip Leaders

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You also need to be able to perform a tow with a long towline and perform a contact tow (where you are right next to the boat you are "towing"). You also need to be able to talk other members of the group through towing each other using either of these methods. Your friends may prefer letting you practice tows on them than rescues!

You must be able to perform all of these skills in the worst conditions that you might encounter on your trip. That means practicing when the water is rough, not just on lovely calm days! After all, paddlers don't flip on calm days, they flip when the unexpected happens and a sudden squall blows in.

PRACTICAL THINGS

Between the trip leader and the trip coordinator, you need an array of practical knowledge. If two of you are involved, these tasks will probably be divided between you. But if you're both the coordinator and the trip leader, you need them all yourself, so read on!

TRIP PLANNING

If you're organizing a trip, you need to consider all of the following:

- Know your launch area. This includes parking capacity, public facilities (toilets, places to change clothes, availability of drinking water), needed permits, ownership of the facility, rules for use of the facility, accessibility of the facility at high and low tides and during adverse weather and sea conditions.
- Plan your lunch and break spots. Where are they? Are they private or public? If private, are they respectful of private property? (This includes bathroom breaks). Are they adequately spaced for the capabilities of the group? What are the spots like at high and low tides, and during adverse weather and sea conditions? That lovely beach you once saw paddling Wye Island might be submerged at high tide, you know!
- Know where you can bail out. If you

need to bail out due to weather or water conditions, illness or injury, how would you handle it?

- Under what weather and sea conditions will the planned route be unsuitable for the group? What will be the go/no go criteria for the route and the group?
- Know the intensity and location of commercial or recreational boating areas, routes, and channels along the route.
- Make sure you can accurately chart your trip, measure the distance, and estimate paddling time.
- Determine the appropriate seasonal clothing for your trip (cold weather gear, that is).

Determine how many assistants you'll need for the size and skill level of your group and identify them. Trip assistants might be other trip leaders, or people who are "studying" to become trip leaders and need on-water experience.

WEATHER, TIDES AND CURRENT

The trip coordinator or trip leader must be able to calculate the tides and current and assess their possible impacts on the trip. Well upstream, for example on the Potomac at Gravelly Point, tides may be unimportant, but further downstream they can play a big role. The trip coordinator or trip leader must also understand relevant weather forecasts as related to the trip. On the Bay or the

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THE CHESAPEAKE PADDLERS ASSOCIATION

The Chesapeake Paddlers Association is an association whose mission is to provide a way for people to safely enjoy sea kayaking within the Chesapeake Bay area and to promote safe sea kayaking practices through the education of the local sea kayaking community and the interested public.

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DEADLINES: Closing date for articles, trip reports, information and advertisements is the 15th of the month prior to the next issue. The editors retain the right to edit or not to print any submitted material. See advertising information in the Classifieds section.

The Chesapeake Paddler is published monthly, approximately March-December and may be reprinted whole or in part if credit is given to this newsletter and any identified author (unless an article is specifically copyrighted), and a courtesy copy is sent to the Managing Editor.

Trip Leaders

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ocean this means marine forecasts; upstream on rivers it might mean ordinary weather reports.

TRIP ADMINISTRATION

Trip coordinators or trip leaders need to handle some CPA paperwork. You need to leave someone on shore a float plan that specifies where you are going, when, with whom, and so on. You need to make sure everyone on the trip fills out CPA waivers. You need to identify someone on shore you will contact at the end of the trip to let him know all was fine. If you don't call that person, s/he needs to know whom to contact for emergency assistance. (And if you forget to call that person and s/he calls out the Coast Guard, you will be shot! Or at least your boat will be taken away, which is at least as bad.)

We are still working out the precise details of CPA trip administration, especially with respect to what a float plan covers and where you should leave the information. By the time you're ready to lead trips, we hope we'll have it all worked it out. If you have any insights into the matter, please enlighten us!

SCREENING POTENTIAL PARTICIPANTS

The trip leader and coordinator must screen everyone interested in joining the trip to make sure her or his skills are adequate. That can be a touchy thing to do, especially when it means screening your friends, or screening a husband and wife separately to make sure both are comfortable with the planned trip. We've put together a suggested list of questions to ask of *each potential participant*. Yes, that means that spouses are asked separately! It can also mean screening children separately; use your judgment about whether that is appropriate, based on age of the children, type of trip, and how well you know the parents.

GEAR:

What kind of boat do they have? They must have a sea kayak - no wide open cockpit boats

Does their boat have bulkheads or flotation in both bow and stern? Do they have a spray skirt, paddle float, pump, and pfd? All of these are required for any CPA trip.

If relevant, what cold weather gear do they have, and do they have a light?

PADDLING EXPERIENCE

Can they do a wet exit and self-rescue? For open water trips, can they roll? If wet exits and self-rescues are not required (as on novice trips), they must be taught during the trip; otherwise they are required. Whether a roll is required for open water trips depends on the trip and the weather.

- For how long have they been paddling?
- What distances do they usually paddle, at what speed?
- What is the longest they have paddled?
- Under what conditions do they usually paddle?
- Under what conditions do they feel comfortable paddling?

What do you do once you've asked these questions? Here's where your judgment comes in. You must feel comfortable assessing whether each paddler will be able to handle the conditions of the trip you are organizing. If not, you must be able to graciously tell them they may not come along.

Yup, that means you might have to be the meanie here! But it's certainly better to screen them by phone in advance than to have someone show up and be turned away for lack of gear. Or worse yet, have them join the paddle and then have

some kind of accident because they weren't up to it.

PRE-LAUNCH BRIEFING

Before the group launches, the trip coordinator or trip leader must hold a pre-launch briefing, touching on:

Judgment

Finally, what you've been waiting for! Paddling skills are easy to identify, so are rescues and practical knowledge. But what about judgment?

Well, it has to do with a few things. One is managing the group on the water; maintaining only modest distance between lead and sweep, periodic boat counts, assessment of individual paddlers status, proximity of commercial and recreational boating. More difficult is maintaining control in certain specific situations. For example, one paddler may be significantly slower or faster than the rest, or someone may capsize. Other examples include a channel crossing with boat traffic or a disabled paddler who needs towing.

But the most important is simply to be aware. Good judgment means always knowing your surroundings and always knowing the condition of the trip participants, so you can identify potential problems before they become serious. It means watching the weather all the time for signs of change. And most of all, it means knowing when to say no - when to turn a paddler away or cancel the trip because of weather, even if it means ruining everyone's fun, including your own!

HOW DO YOU KNOW WHEN YOU ARE READY?

If you'd like to lead CPA trips, start with the practical stuff. Practice your on-water skills. You can do that on your own, with your friends, through

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You can find bylaws and more on the web at CPAkayaker.com

Trip Leaders

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CPA classes, at Pier 7 or other piracy activities, on paddles, or in commercial courses (if you really want to pay for it!). One good way to hone your own skills is to teach them to others. So if you've learned to do rescues or tows and you've practiced a bit, try teaching your friends. Offer to teach at Pier 7 or other piracy events. Teaching something is the best way to really learn it - and you'll be helping other paddlers at the same time!

CPA is planning another rescue skills training day, probably the week-end of August 4-5 - see the article about that upcoming event in this newsletter. If you've already been taught these skills and you want to practice, please volunteer to help that

day. We're hoping that people like you will teach the novices, with supervision from some of the more experienced paddlers and trip leaders. It's a great way to reinforce what you know!

Once you feel you have some experience, volunteer to assist with some trips, helping people who already are trip leaders. The trip leaders will let you take as much responsibility as you are ready for. They will advise you, help out if needed, and evaluate whether you seem able to handle leading a group. You will want to assistant lead on at least two trips, with two different trip leaders - but if you're new to this, you might want to assist for longer, depending on how ready you feel. You must assist on the kinds of trips you hope to lead. So if you want to be trip leader on open water trips, those are the type on which you much assist.

Once you feel you are ready, the trip leaders you're helping will consider how you are doing. If they think

you still need some more practice, they'll tell you, and they'll suggest where you need more experience. If they think you're ready to take groups out on your own, go for it!

DO YOU THINK WE'VE GOT IT ALL WRONG?

Could be! We're figuring this out as we go along. For this season, we're going to try out this list of skills and knowledge, and this process for evaluating prospective new trip leaders. Next winter, when it's too cold to practice rescues anyway, we'll step back and see how it went. So let's all see how this goes for now, and talk about it again in January or February.

Please report....

sightings of dead, injured, netbound or stranded whales, dolphins, or sea turtles to the following telephone number: (757) 437-6159.

This is the Virginia Marine Science Museum Stranding Emergency number and will be followed up within 24 hours by rescue crews.

As you may know, Humpback and Fin whales are at the mouth of the Chesapeake Bay. Bottlenose dolphins are throughout, seals are present at certain times of the year, as are sea turtles.

ALL sea turtles are threatened now with possible extinction (IUCN red list), even though sea turtles have lived on earth since before the dinosaurs (about 400 million years.)



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Padding Florida

By Frank Sharkowicz

I vacationed on the west coast of Florida during the winter holidays. The Tampa Bay area proved to be an excellent base for kayak day trips. The area is quite developed, so there are almost limitless places to stay and eat. Non-paddling

family members who accompany you will find plenty to entertain themselves.



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Fort Desoto (map provided by www.mapquest.com)

Launch sites are plentiful and easy to find. I searched for a Tampa Bay paddling guidebook, but after a little exploring I decided that I wouldn't need one. There are lots of causeways, parks, and public beaches that offer parking, restrooms, and perfect paddling places. The water is clear and warm, and there's always a choice between paddling on protected water and open ocean.

In the rest of the article I'll describe the paddling places that I visited on my Tampa Bay trip.

Fort Desoto Park – Tierra Verde (NOAA Chart 1411_1)

Fort Desoto Park is located on Mullet Key, just outside the entrance to Tampa Bay. Because of 40-knot winds, wicked rough water and cold temperatures on the day I visited, I didn't paddle there.

I could have paddled in the protected area formed by a V-shaped island just off the coast, but instead I explored Fort Desoto and walked along the beach. I also checked out the museum and a walking trail that illustrates the history of the fort.

Ft Desoto Park offers some excellent launching options – you can paddle either on the ocean or on the protected bay. Along the causeway between the park and

Tierra Verde I noticed other launch sites as well.

The park provides a beautiful view of the Sunshine Skyway Bridge, which lies to the east and connects Tampa to St. Petersburg.

A few miles southwest of Fort Desoto Park, across Tampa

Bay's main shipping channel, lies Egmont Key. Crossing Egmont Channel to the Egmont Key would make a challenging and interesting paddle. You would definitely want to prepare for such a crossing by checking the tides and weather. I understand that Egmont Key has a nice hiking trail, and its own fort as well.

Fred Howard Park – Tarpon Springs (NOAA Chart 1411_2)

On my trip to the Tampa area I also paddled from Fred Howard Park near Tarpon Springs. Tarpon Springs is about 30 miles up the Gulf Coast from Tampa.

It was cold and breezy the day I visited the park, and I was glad to have my paddling

gloves. I also wore a full wetsuit and heavy fleece beneath my paddling jacket.

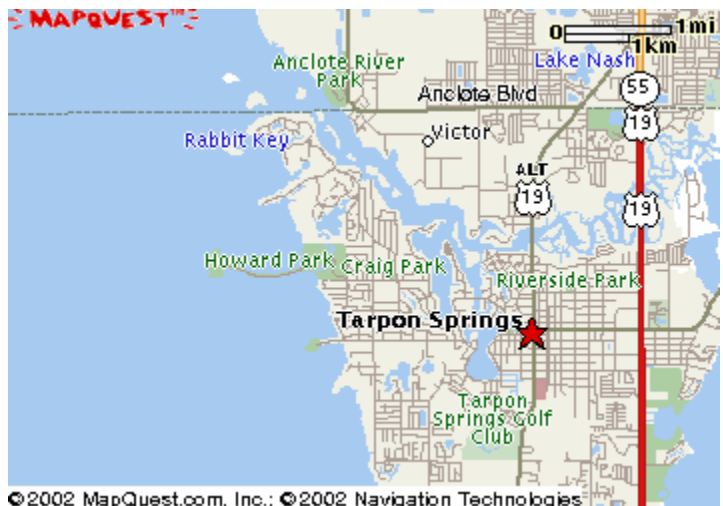
The water near the park was shallow and fairly well protected. I explored a creek that led to a thicket of mangrove trees, and I checked out several of the small islands that lay nearby.

Anclote Key is about a two-mile paddle to the northwest of the park. From the park you can also paddle up the Anclote River and see the sponge docks at Tarpon Springs. Called the Sponge Capital of the World, the Tarpon Springs sponge docks are a nice place to visit. The Greek community at the heart of the area lends a Mediterranean feel. There are also interesting shops and restaurants to explore.

South Ledo Beach – Sarasota (NOAA Chart 11425_3)

Sarasota is a very nice city just south of Tampa Bay, and Sarasota's South Ledo Beach makes a great put-in. I drove to Ledo Key, where South Ledo Park is located, and launched into Sarasota Bay.

I circumnavigated Bird Key, in the center of Sarasota Bay, and admired the beautiful homes. The intercostal waterway passes through the bay and I enjoyed watching the pleasure boats motoring along the water highway with the tall buildings of downtown Sara-



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sota in the background. Across the bay, west of Bird Key, is a marked water

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Paddling Florida

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trail through a thicket of mangroves.

From Sarasota Bay I paddled into the *Fred Howard Park* (map provided by www.mapquest.com)

South Lido Beach (map provided by www.mapquest.com)

Gulf of Mexico through the chop of Big Sarasota Pass, which separates Ledo and Siesta Keys. On clearing the Pass I headed north, paralleling the beach. Dolphins are said to play in the area, but I didn't see any that day.

On the north side of Ledo Key is another park that would make an excellent starting point for an expedition to Longboat Key, which lies just to the north. Near the park is an aquarium and a nice area with restaurants and shopping called St. Armond's Circle.

shells, I decided not to launch from the park beach due to the crashing surf and rocky bottom. Instead I chose a nearby beach that had parking, restrooms, and a snack stand.

Caladesi Island Park is a short paddle across the bay from the beach. The bay side of the island offers

quiet paddling along mangrove forests. Paddling on the ocean side of the island, with its exceptionally beautiful and unspoiled beach, was an excellent excursion.

During low tide there were breaking waves in Hurricane Pass, near the tip of Caladesi. The waves were entertaining as well as good practice. Since it was a warm and sunny day, getting wet in the waves was refreshing.

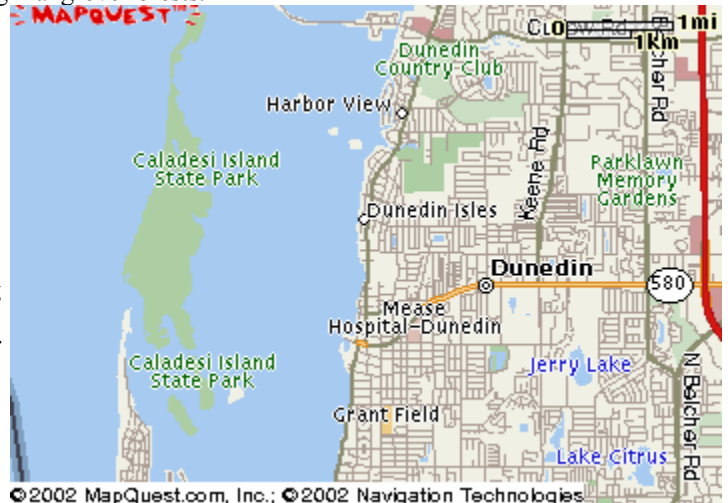
Fort Island – Crystal River

Fort Island Park near Crystal River is about an hour and a half drive north of Tampa. The coast there is quiet and much less developed. There are few beaches, and launch areas are less abundant. The dominant feature is grassy marshland and protected water, dotted with many tiny islands. It reminded me of Janes Island in the Chesapeake Bay.

Manatees are especially abundant in the area. I expected to see more wildlife than I did; perhaps the time of year and the cool temperatures that day kept them in hiding.

The water near Fort Island Park is very shallow and I unexpectedly ran aground on a coral head. Near the entrance to the park is a water trail that I would like to follow on a future trip.

After paddling, I visited the Homosassa Springs Wildlife Park in nearby Homosassa



Springs. The zoo-like park features close up views of local critters.

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Honeymoon Island -- Dunedin Causeway (NOAA Chart 11411_2)

Honeymoon Island is located in Dunedin, just north of Clearwater, and about 20 miles due west of Tampa. At the end of the Dunedin Causeway you enter Honeymoon Island Park.

The park is large and features a hiking trail and a beach covered with shells. After walking the beach and collecting

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Safe Paddling: Rules of the Nautical Road

By Brian Blankinship

Members of the newsgroup have recently discussed the rules of the nautical road, and this article has been written as a result

Paddling Florida

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Parting Thoughts...

The west coast of Florida offers diverse and entertaining paddling, as well other recreation. For those accustomed to the Chesapeake, the crystal clear water and sandy beaches are a welcome change.

Honeymoon Island (map provided by www.mapquest.com)

The area has an abundance of launch sites that offer parking and other facilities. In fact, good launch sites are so common that you don't need local knowledge or even a guidebook. The wide array of choices also provides you with options to accommodate weather conditions.

The water temperature was in the 60's when I went during the winter holidays, so a wetsuit is a good idea if you plan go at that time of year. Also, be prepared for variable weather -- one day you'll need gloves and a jacket, while the next day will be sunny and hot!

of those discussions. Apparently some kayakers aren't aware of those rules, so they unwittingly endanger themselves and others when they're out on the water. By filling that knowledge gap, this article hopes to provide a safer boating environment for everyone.

There are two sets of rules that govern the nautical road: The Inland Navigation Rules and the International Regulations for Prevention of Collisions at Sea 1972 (72COLREGS). The Inland Rules are based on the 72COLREGS. In our area, the 72 COLREGS apply on the ocean and the Inland Rules apply everywhere else.

Unfortunately, neither set of regulations is clear about where kayaks fall in the Responsibility Between Vessels or right of way. I addressed this question to the Division of Maritime and International Law, Headquarters, US Coast Guard (USCG) who stated:

- "Kayaks have rights and responsibilities as vessels, despite not specifically being addressed in the definition.
- "Kayaks must obey the law (Inland Navigation Rules) whenever it says for 'vessels' to do something or avoid doing something.

"When the rule says 'power-driven' or 'sailing' vessels, it does not apply to

us."

In this article I will try to simplify these rules. To shorten the article, I only included the points most relevant to us. The source document (.pdf) can be downloaded at the USCG website: www.uscg.mil/vtm/pages/rules.htm or a simpler to read version is at www.boatingsafety.com.

Rule 1 Application

Kayaks are included and so are the waters we travel in (except lakes or ponds that can't be navigated to the sea).

Rule 2 Responsibility

If you operate your kayak in a negligent manner, or violate these rules and cause an accident or incident, you can be held accountable. You must take actions, including those not in the rules, to avoid an accident.

Rule 3 General Definitions

The term "vessel" includes kayaks. "Power-driven" or "sailing" vessels do not include kayaks unless under power motor or sail.

Part B - Section I - Rule 5 Look-out

You must keep watch for hazards or collision at all times.

Rule 7 Risk of Collision

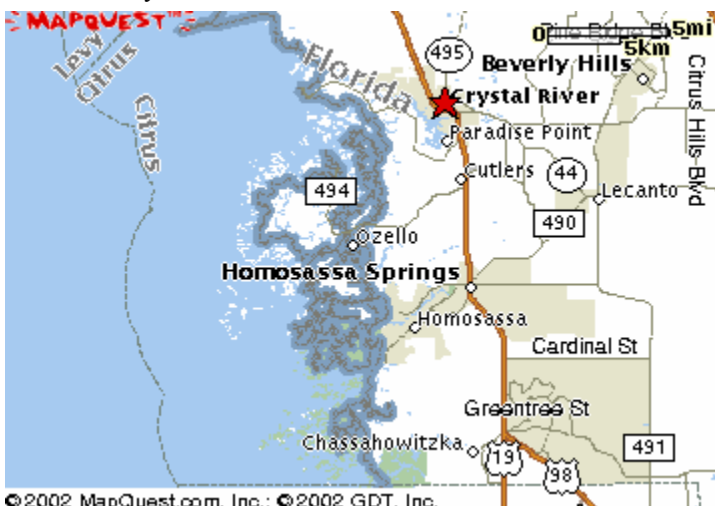
EVERY vessel has a duty to avoid collisions, including us.

Rule 8 Action to Avoid Collision

You are required to take action to avoid collision early enough, and with sufficient change in direction, that the other vessels can clearly see you are changing course. The vessel you are avoiding may have to maneuver closer to you in order to avoid other larger and faster vessels. Keep your head on a swivel and be aware of your surroundings.

If you have right of way, you must still act prudently. Either maintain course

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Fort Island (map provided by www.mapquest.com)

Safe Paddling: Rules of the Nautical Road

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or turn away from the vessel that does not have right of way. The boat without the right of way is called the “burdened vessel.”

Rule 9 Narrow Channels and Rule 10 Traffic Separation Schemes

Kayaks should never travel in channels or traffic lanes unless there is no way to avoid it. If you must paddle in a channel, stay to the right. If you interfere with a large ship while traveling in a channel or traffic lane, you are violating the law!

Only cross channels when it is safe to do so, as close to a right angle to the channel as possible. It is safest to cross from marker to marker and you are the burdened vessel. This means that you must yield the right of way to vessels following the channel.

Section II - Rule 13 Overtaking

If you pass another vessel, you must yield right of way. If being passed, maintain course.

Rule 14 Head-on Situation

When meeting head-on, alter course to starboard (right) so that each vessel shall pass on the port (left) side of the other, just like driving a car. While this specifically applies to two power-driven

vessels, this is the way most boats will react. You should do the same.

Rule 15 Crossing Situation

Just like driving a car, the vessel on the right has right of way.

Rule 16 Action by Give-way Vessel

When yielding the right of way, do so early and clearly.

Rule 17 Action by Stand-on Vessel

If you have right of way, keep on your course, but you can, and must, maneuver to avoid collision. If you have to yield right of way, you must keep out of the way. This may require stopping.

Rule 18 Responsibilities Between Vessels

Power vessels are NOT required to yield to kayaks as a class. ALL vessels (including kayaks) must avoid impeding a vessel that must stay in a channel or otherwise can't maneuver because it is not deep enough. An example would be a large ship or barge.

The rules aren't clear whether kayaks are required to yield to sailing vessels, like power boats must. Since the rules are based on the concept that more maneuverable vessels should yield to the less maneuverable, it certainly would be good seamanship to yield to sailing ves-

sels. I strongly encourage it.

Section III - Rule 19 Conduct of Vessels in Restricted Visibility

When in restricted visibility, be ready to avoid all ships. You will not show up on their radar and they won't be able to see or hear you. A VHF radio might alert them to your presence, but large commercial ships most likely won't be able to maneuver to avoid you. Therefore, it's best to stay in the shallows during times of limit visibility.

Final Thoughts...

If you remember nothing else from this article, follow Rule #2 (all must act to avoid collision) and the law of gross tonnage (the biggest vessel is going to win). By following these rules, you will not only avoid citations and accidents. You will also be a better ambassador for the sport of sea kayaking.

Nav-Aids Available

CPA has sets of Chuck Sutherland's Nav-Aids available for \$5 each. The Nav-aid is a compass rosette on rigid clear plastic, which is used to assist with chart and compass navigation when out in a kayak. It comes with detailed directions for how to use it and a variety of other information about navigation in open water. If you would like one, please call Alan Avery, 410-956-3299. He can mail it to you.

If you pay by check, please make your check out to CPA, not Alan.

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Kayaking Keeps My Soul On Fire

By Tom Rose

Joy Hecht's article MOVING ON in the May 2002 Chesapeake Paddler reminds me of how much CPA members help each other.

In 1995 I bought a glass Mariner kayak that came with a Lightning Paddle, joined CPA, and became a regular at Pier 7 on Wednesday nights. The relationships and skills I developed with CPA members have forever changed my life.

A Wye Island trip in the winter of 1996 introduced me to cold water paddling with a group of CPA members. I thought I was going to freeze to death at lunch! I just needed to keep paddling to stay warm. Nick Meman wasn't sure I could make it because of the quad bypass I had had a couple of years earlier (Nick hooks me up for my annual stress test). Beth Morris also encouraged me that day.

On the same trip, Joy Hecht introduced me to watching birds and other wildlife with a professional environmentalist's sensitivity. Joy reminded me recently that the group got lost that day. In retrospect, I was developing good paddling skills, but I was slow at learning about the proper cold weather gear.

In June 1997, when I told Nick Meman that I wanted to circumnavigate Kent Island with the CPA, he wasn't sure I was up to it. But I knew I was. Back then I was paddling with the Wednesday Pirates every week, where I was learning to keep up with Mike Vandamm (who was also giving me technical pointers). Besides, I was paddling at the crack of dawn on the South River for two hours, and I was developing upper body strength and more control of my paddle and boat.

Early into the Kent Island trip, Vince Dalrymple asked if I minded some suggestions about paddling technique, and I said thanks. Because of ongoing instruction from Vince, and with a little help from Mike Vandamm and Nick Meman, my paddling skills have improved tremendously.

I switched to my Lightning Paddle during our first break on the Kent Island trip. I thought I'd have to give up at the Kent Narrows, but my speed increased so much that I made it to Love Point. It was there that Neysa Narena met me with her truck. I once thought I could never paddle for 25 miles, but now it feels comfortable!

On a later CPA trip to Poplar Island, Brian Blakenship gave me some pointers. Brian and I were together at the Wye Island race, where he beat me big time. But I've raced every year since, and have won lots of ribbons.

After watching Jenny Plummer and Greg Welker at the 1997 annual meeting gracefully climb into their dry suits, I purchased one myself. Over the years I've continued to learn about the appropriate kayaking gear. For example, I always paddle with a hydration system that leaves my hands free.

CPA members sold me both of my Seda kayaks, an Impulse and a Glider. I'm very tall, and I can pull up my knees in the Sedas, which is comfortable and something I can't do in most other boats. I also sold my Mariner kayak to a CPA member.

All of 1998 was a blur. We moved into a wonderful 1940's beach house near Sandy Point, and had to face a six-month renovation. So as you can imagine, kayaking took a backseat. I was also busy with real estate, and the erratic life of a Realtor makes it hard to plan trips.

In the summer of 1999 I paddled to Rock Hall and Gratitude and back, all by myself. I made lots of other solo trips that year. I paddled almost every creek, inlet, and pond on the Magothy River. I especially liked paddling to the tip of Kent Island, then across the Chester River to the Black Water National Wildlife Refuge.

In 1999 I also paddled to meet Jim Ferguson at Chesapeake Harbor. Jim and I have made many trips together.

Paddling in 2000 with Jim Ferguson

and Nick Meman, I tried Jim's Epic Paddle. I bought one immediately afterwards, and I'm so happy I did! I'd been having rotator cuff problems, but thanks to the Epic, plus help from Chiropractor John Mitchie and paddling lessons from Jim, I'm a changed man.

That year Jim Ferguson also taught me a stroke he learned at a Nigel Foster workshop. It involves crossing my mid-line on each stroke and keeping the paddle very low. I also keep my forward deck totally clear, and I almost touch the deck with each stroke.

In 2000 I was lucky enough to meet other CPA kayakers, like Joan Spinner at Sandy Point.

In late 2001 I was hit by a car while riding my bike. One month later I bought a Concept Two rowing machine. I wanted to get back on the water, so I also bought a used French rowing shell. It was important to develop skills on the machine before using the shell.

Rowing is lots of fun, and I've met more experienced rowers who give me advice, just like they did at CPA. I still kayak a few times every week, and each time I paddle I remember the help I got from CPA members. Thanks.

Anorak Magazine

For Sea Kayakers

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By Sea Kayakers

Emphasizing Safety,

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Check your ad!!

Ads dated three months prior to the date of this issue will be pulled unless a new request is received by the 15th of the month prior to the next issue.

Advertising Rates

ADVERTISING: Display advertising will be accepted that relates to the concerns and interests of our readers. Monthly rates for advertising is as follows: size cost width X depth (col)

1/8 page; \$20 2.4" X 3.5" (1)

1/4 page; \$32 4.9" X 4.7" (2)

1/2 page; \$50 7.5" X 4.7" (3)

full page; \$80 7.5" X 9.75" (3)

A 5% discount will be given for ads supplied as electronic files in acceptable formats (i.e. tif, gif, jpeg, bitmap). Email or call for more information and for 10-month discount. See advertising contact in masthead.

Public service announcement and personal ads to sell personal kayaks and accessories are printed for members at not charge, non-members \$10 for 3 months.

FOR SALE

Hyside Padillac II, ducky, inflatable whitewater, self-bailer, tandem 11'11"X40" premium foot pump, bow bag, 2 thwarts, \$450, call Fred, 703-360-0670 (05/02)

P&H "Dawn Treader" 16.5" fiberglass sea kayak, yellow. Older boat, heavily used, 1 paddle & 2 spray skirts. \$300 call Dave: 703-527-5526 (05/02)

Neky Looksha IV 17' sea kayak. Kevlar, yellow over white, light use 1.5 seasons, excellent condition, superb stability/handling. \$2000 call Chris: 703-525-4465 (05/02)

Current Designs Solstice SS and ST. Like new, only used a few times. Many

CALENDAR OF EVENTS

Please make yourself aware of the minimum safety requirements to participate with CPA on the water events. They will be enforced. See page 11.

Please be sure to contact the trip leaders, even if you are totally familiar with the area being paddled. They need to have contact information in case of changes and there may be space limitations.

JULY

July 20th Patuxent River and St. Leonard Creek Trip is full

accessories available. (410) 421-9042 or anthonyshort@aol.com

Making way for new toys!

Piranha Mountain 300 creek boat (Complete with fore and aft float bags, Outskirts Sidewinder" neoprene sprayskirt, Impex Rt hd 45 degree 201 cm paddle, Primex "Deluge" Helmet with ear protection) \$500 for all. Accessories used twice.

Mad River "Eclipse" 16' Canoe (Blue Royale with wooden gunwales, cane seats)

2 Canoe Paddles (Voyageur wooden bent shaft - lightweight and beautiful) \$800 for all. Barely used.

16' Day Sailor - Sails, trailer, all running and standing rigging \$1000

3 - Type III Adult lifejackets - comfortable water ski vest style \$15 each

Contact: Wendy Baker Davis or Les Baker. Email: w_davis@fandm.edu or call (717) 293-1086 . (07/02)

WANTED

Wanted: Ocean Kayak Sprinter with rudder. New or used. NO SUBSTITUTES. Contact: Saki email saki@radix.net home phone: 410-242-4739 work phone: 301-688-0308

July 24th (Wednesday): Full Moon

July 26-28 (Fri.-Sun.) Gwynn Island Car Camping Mathews County, VA. Shown on ADC Chart 13. Approx. 160 miles from Alexandria, VA. The objective of this trip is to paddle around Gwynn Island (11 miles) but the weather must be near perfect. Mathews County has 90 miles of water trails so the problem of alternative paddling sites is only one of deciding where you want to explore! Mark Taylor (703) 243-2069 or Bill Dodge (703) 979-5837.

AUGUST

August 3 (Saturday) First Annual CLC Chester River Kayak/Canoe Race as part of Rock Hall Yacht Club's All-Paddle Day. Register the day of the race between 9AM and noon; there is no entry fee. Brandon Nelson, half of Team CLC, will be there with his custom CLC tandem kayak Double Joy. Derek Hutchinson, a friendly and engaging speaker and the father of modern kayaking, is back again with an in-water paddling technique workshop. If John MacGregor and his "Rob Roy" invented what we now think of as touring in a kayak or double-paddle canoe, Derek brought expedition kayaking back to its roots.

August 17-18 (Saturday – Sunday): St Clements island, kayak camping trip, ADC chart 23, paddle to St. Clements Island to camp there. More details to come.

August 22 (Thursday): Full Moon

SEPTEMBER

September 21 (Saturday): Full Moon

September 28 – 29 (Saturday – Sunday): Chicahominy River, car camping, ADC chart 32, more details to come.

OCTOBER

October 21 (Monday): Full Moon

NOVEMBER

November 2-3 (Saturday – Sunday): Point Lookout, car camping, more details to come.

November 21 (Tuesday): Full Moon

A WORD ABOUT TRIPS & RATINGS

CPA Trips are organized by members of the club for members of the club. When you participate in them, please remember a few things: Trip leaders are “hosts”, not professional guides. They are not necessarily trained in first aid nor CPR, and do not always carry first aid equipment nor safety devices for your use.

You, and you alone, are responsible for your personal safety.

Trip leaders will pre-screen all participants for skills, equipment, and willingness to abide by club rules and policies. If you wish to join a trip, please contact the leader in advance.

While on the water, all paddlers must wear PFDs, spray skirts, and clothes appropriate to the water temperature. Boats must have watertight bulkheads or flotation to prevent the kayak from swamping when capsized. All paddlers must have, and know how to use, a pump and paddle float. On the day of the trip, leaders may refuse to admit participants for non-compliance with any of these, so if you are not sure, discuss it with the leader in advance!

All paddlers must sign a CPA waiver of liability. For the safety of the group as a whole, trip participants must agree to abide by club policies and rules and to follow instructions of the trip leader.

Trip Ratings

First Timers: for those who have never paddled before.

Beginners: for those who have paddled some, taken classes, or been on short (up to 4-mile) trips and are able to do a wet exit and paddle float re-entry.

Advanced Beginners: for those who have been on longer trips (up to 10 miles, full day outings), have some experience with varying conditions such as winds, and waves, and have good rescue and group-paddling skills.

Intermediate Paddlers: for those who are comfortable on longer trips (more than 10 miles), can maintain a steady pace for extended periods, are comfortable with open water crossings of 2+ miles, can handle a variety of water conditions, and have strong self- and group-rescue skills.

Weekly Pirates Paddling

*Pirates at Pier 7**

Wednesday nights, arrive 4-6 PM. Paddling, rolling, rescue practice, boat fitting, BBQs, and hanging out with other paddlers. (PFDs required.) Directions: Take US-50 west toward Annapolis. Exit onto MD-665. Exit onto MD-2 southbound. Continue on MD-2 south over the South River. Take the first left after crossing the bridge. Follow the road to Pier 7 Marina. Contact: Alan Avery at 410-956-3299 or aandsavery@yahoo.com.



Pirates of the Potomac

Tuesday evenings, 5 PM. \$3 launch fee. Seasonal passes \$45. Directions: From Alexandria, VA, take the Mt. Vernon Parkway 1.3 miles south of the Beltway, then left and straight into the marina. Contact: Dick Rock if you are coming at 703-780-6605, dick.rock@att.net. In case of inclement weather, call Belle Haven Marina at 703-758-0018 after 3:30 PM to confirm launch cancelled.

Pirates of the Patuxent

Thursday evenings, arrive 5-6 PM and free parking on the right, just north of the boardwalk across from Our Lady Star of the Sea Church. Contact: Don Polakovics 301-866-0437 or doooobrd@erols.com; or Jennifer Elmore at 301-862-2398 or JSElmore@erols.com.

Pirates of Georgetown

(check website to keep informed)

Thursday evenings, 6:30 PM. Plenty of parking. Home port, the dock at Jack's Boats (202-337-9642), is located in Georgetown, Washington DC under the Whitehurst Freeway at 3500 K Street, NW. Rental kayaks are available. Contact: David Moore 301-445-3273 or dtmoore@clark.net, website: <http://www.scienceappliance.com/pirates>

***Notice re: Pier 7, Annapolis, MD: kayak launching is free on Wednesdays only. All other times there is a \$5 launch fee, even if launching from the beach.**

CPA Policy Re Trip Waivers: It is CPA's policy to require that all participants in CPA-sponsored trips and events sign legal release forms before setting out on the water. Trip leaders and “event organizers” are responsible for obtaining blank release forms from the

Minimum Required Safety Equipment for CPA Trips

The minimum safety gear for participating in a club tripe are (beyond a kayak and paddle) as follows: Personal flotation device (PFD), paddle float, bilge pump, spray skirt, water tight bulkheads or flotation bags (to prevent kayak from sinking when capsized).

You and you alone are responsible for your personal safety.

Coordinator, for securing signatures from participants, and for returning the signed forms to the Coordinator for safekeeping. A fresh signature must be obtained for each separate trip or event, except that only one release per season is required for regularly-scheduled events such as the weekly activities of the “pirates” at Pier 7 and other venues. The legal release absolves all participating CPA members from legal liability for the injury or death of a fellow participant, and allows us to continue to organize and participate in group activities without undue fear of incurring personal legal liability.



Inside:

- Can I be a trip leader?*
- Paddling in Florida*
- Understanding Nautical Rules*

...and more!



The Chesapeake Paddler

Chesapeake Paddlers Association
P.O.Box 341
Greenbelt, MD 20768

REMINDER: Please check your mailing label for your expiration date. If your Chesapeake Paddlers Association membership has expired, or will expire soon, please send in your dues. ****SEE BOX ON PAGE 2 FOR ADDRESS****