

The Chesapeake Paddler



Publication of the Chesapeake Paddlers Association, Volume 12, Issue 10

December 2002

A Message from the New CPA Coordinator

I would like to thank the membership for according me the honor of being the new coordinator of our 439 member association. I am excited about our plans for the coming year.

Before going any further, I would like to thank Joy Hecht and all the others who helped write the bylaws over the past two years. I would also like to thank John Blackburn for stepping in as the acting coordinator when Joy moved.

There are many people whose contributions are vital to making the club run. Several of them are in the newsletter masthead, but many are not. Every trip or event occurs because someone was willing to volunteer their time to make it happen. I know I owe a lot to the club, and I bet many of you do as well. If you don't, you are not taking advantage of the events our volunteers are offering.

This year the focus will be on scheduling more paddling trips. A number of people have committed to leading trips this year, but we can always use more. This year we will have two trip planning meetings instead of the normal one, to make it more convenient to attend. We will try to fill the calendar at those two meetings. The Maryland meeting will be on January 18, 2003 and the Virginia meeting will be on February 1, 2003. Directions and more details are elsewhere in this newsletter. Please feel free to attend either one or both of the meetings. We will also discuss potential trips at the holiday party.

Anyone can organize a trip and gain the assistance of an experienced kayaker to lead the on-water part. If you are interested in paddling with the club, please come to these meetings, find out what we expect of trip coordinators, and

give your input. If you can't make either meeting, send an email to blankibr@aol.com with the date and place of the trip you will lead or coordinate and I will bring it to the meeting for you.

We are also planning more special events. We will have a kayak navigation class on February 2 and a Cold Water Clinic, probably March 15. These events will occur indoors and those with cold water clothing can then practice what they learned. Look for more information elsewhere in this newsletter.

I believe this is going to be a very successful year for the club. The deciding factor will be the participation of people like you. Everyone has something they can do to help the club. How will you contribute?

Brian Blankinship

CPA Holiday Party Reminder

CPA will hold its annual Holiday Party on Saturday, December 7 at 7:00 pm at the home of Alan and Shirley Avery, 352 Derbyshire Lane, Riva, MD 21140. Everyone is asked to bring either an entrée, salad, or dessert to feed 6-8 people. Non-alcoholic beverages will be provided. BYOB.

RSVPs would be appreciated by December 5 at 410-956-3299 or aandsavery@yahoo.com.

Directions to the Averys: (If you get lost, call 410-956-3299)

From Rt. 50 East: Take exit 16 (Rt. 424) to Davidsonville Road. Go south on Davidsonville Road about 1 mile to a flashing amber light at the intersection with Governor's Bridge Road. Turn left and go about 2½ miles to Riva Road. Turn left and go about ½ mile to Westbury Drive (*Annapolis Landing*). Turn right and take the 3rd right onto Stonehenge Drive, then the 3rd right onto Walpole Way. Walpole dead ends at Derbyshire where you will turn right. Number 352 is 2nd house on the left.

From Rt. 50 West: Take exit 22 (Rt. 665—Aris T. Allen Blvd.) to Riva Road. (This is immediately after the I 97 exit.) Stay in right lane and turn right at Riva Road South. Follow Riva Road over the South River Bridge approximately 1½ miles to

Westbury Drive (Annapolis Landing). Turn left and follow directions from Annapolis Landing.

Heading north on Rt. 2 (south of the Edgewater area and Annapolis): Turn left on Rt. 214 (Mayo Road). Go about 2 miles and turn right onto Riva Road. Go about 2 miles to Westbury Drive. Turn right and follow directions from Annapolis Landing.

From Baltimore: Take I 97 South to Rt. 50. Exit immediately to the right off of Rt. 50 to Aris T. Allen Blvd. (Rt. 665). Keep right and follow signs to Riva Road South. Follow Riva Road South over the South River Bridge approximately 1½ miles to Westbury Drive (Annapolis Landing). Turn left and follow directions from Annapolis Landing.

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.

Steering Committee:

Coordinator—Brian Blankinship, Blankibr@aol.com

E-Mail List Administrator—Greg Hollingsworth, 301-854-5153, greg.hollingsworth@jhuapl.edu

Membership, subscriptions—Steve Lindeman, PO Box 341, Greenbelt, MD 20768, cpamembership@dmv.com

Treasurer—John Blackburn, 301-587-7142, digipixs@erols.com

Newsletter Team:

Managing Editor—Geoffrey Marsh, 301-937-2546, geoffrey.n.marsh@verizon.net

Article Editor—Thomas Crabill, tcrabill@hotmail.com

Layout and Design—Bernadette Knoblauch, knobbee@aol.com

Advertising Coordinator—James Song, James.Song@verizon.com

Mailing and Distribution—Andres Vaart, vaart.a@comcast.net

MEMBERSHIP: Subscriptions to The Chesapeake Paddler are included with membership. Membership is \$10/year or \$20/2 years. Send checks or changes of membership information to: CPA, PO Box 341, Greenbelt, MD 20768. DO NOT send them to the newsletter editors.

Pirates:

Pier 7 Pirate King—Alan Avery, 410-956-3299, aandsavery@yahoo.com

Potomac Pirate King—Bill Dodge, 703-979-5837

Patuxent Pirate King/Princess—Don Polakovics, 301-866-0437, doooobrd@erols.com; Jennifer Elmore, 301-862-2398, JSElmore@erols.com

Georgetown Pirate Kings—David Moore, 301-445-3273, dtmoore@clark.net; Stephen Edmondson, 703-461-1748, SEdmondson@vts.edu

Baltimore Pirate King—Barry Marsh, 410-728-4016, circus_cyaneus@hotmail.com

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.

Maryland Trip Planning Meeting

The Maryland CPA trip planning meeting will be held on Saturday, January 18, 2003, 10 am at Alan Avery's house in Riva, MD. A paddle will follow the meeting. For directions to the meeting, please see p.2 of this newsletter (*CPA Holiday Party Reminder*). Also check the CPA website for updates: www.cpakayaker.com.

Virginia Trip Planning Meeting

The Virginia CPA trip planning meeting will be held on Saturday, February 1, 2003, 10 am at 1222 N. Meade Street., #17 in Arlington, VA across from the Iwo Jima Memorial. A paddle will follow the meeting.

If coming from I-495, take the GW Parkway south for about 10 miles. Take Rt. 50 west to the Rosslyn exit (it's the first exit). At the top of the ramp turn left onto N. Meade Street.

From Rt. 66 East, take the Rosslyn/Key Bridge exit (exit 73). Turn right on Fort Myer Drive. Stay in the middle lanes and go through the underpass. Cross over Rt. 50. Fort Myer Drive will turn into N. Meade.

From DC, take Rt. 50 west and exit at Rosslyn. At the top of the ramp, turn left onto N. Meade.

1222 N. Meade is one of the four-story red brick condos on the right and #17 is on the top floor.

Call Cyndi or Dave at 703-276-2728, or janetzk@hotmail.com if you need further directions.

KAYAK NAVIGATION: A COURSE FOR TRIP LEADERS

On Sunday February 2, 2003, CPA will hold a kayak navigation course at the West River Center in Maryland, from 12:00 to 4:00 pm. This course is designed for those who want to lead trips for CPA. Other members may attend if space is available.

The course will cover: Basic rules of the road, chart reading, plotting a course, the Small Craft Nav-Aid, and other navigation skills relevant to the trip leader.

For those with cold water gear, there will be a paddle trip following the course to practice the skills just learned.

The cost is \$11 to cover materials, including a Nav-Aid to keep. Class size will be limited and pre-registration is required. Directions will be provided to those who register.

If you wish to attend or need further information, send an email to CPAEvent@yahoo.com with "Kayak navigation" in the subject line. If you don't have email, call Brian Blankinship at 410-867-1051 between 5:00 pm and 9:00 pm.

THE TENTH ANNUAL WYE ISLAND REGATTA

By Tom Rose

Fifty single and double kayaks gathered on September 14 for the Tenth Annual Wye Island Regatta, a 12-mile race around the island. The field also included shells, canoes, dories, and an assortment

of other human-powered boats. The event was sponsored by the Annapolis Rowing Club.

Single kayaks started as one big group. Conditions at the 9:45 am start were hot and humid, but things cooled as the winds picked up and clouds gathered. The field was crowded at first, but the experienced paddlers pulled ahead after the first mile. Finishing times for the 12-mile course ranged from under two hours to over three for single kayakers.

The competition was tough, and I thought I might pass out from overheating during the first half hour. But the wind helped cool me off, and a fellow CPA paddler made things more fun. We stayed together for most of the race and had a wonderful time talking. We were both paddling Sedas, too. I definitely needed my Camelback supply of iced Gatorade – I drank almost three liters of the stuff!

Many folks return to the Regatta year after year for the incredible energy on the river. We have lots of fun talking before and after the race, and participants help each other load and unload their boats. Many of us received ribbons in the mail, and it's always fun to return to the event for one more year. Plan on joining us in mid-September 2003!

There is a new CPA email address for upcoming special events such as SK102, the cold water clinic, and the navigation class. For registration to these events, use the new email address:

CPAEvent@yahoo.com

Skegs and Rudders (Part 3)

By Greg Welker

The last of three articles

Rudders

The first thing you should know about rudders is that they have two foot-operated controls. Most controls have a footrest attached to a peg. You adjust the position of the footrest along the peg to accommodate the length of your leg when you're sitting in the kayak. The footrest assembly slides inside a track that is mounted to the inside wall of your kayak, near your foot. When you push on the footrest, it slides along the track and pulls a wire. This wire runs back through the boat and attaches to the rudder. The energy you create by pushing on the footrest is transmitted along the length wire to the rudder, and this causes the rudder to move.

Maintain your rudder system by removing both footrest assemblies from their tracks and hosing down all of the parts. This removes the grit and sand that build up inside the tracks. If you don't do this, the grit can lodge itself in the spaces between the tracks . . . and immobilize the footrests. This prevents the footrests from sliding along the tracks.

If you discover that your rudder cable is beginning to fray, replace it immediately. A broken rudder cable on a trip is a bad thing – it means that you suddenly have no footrest, and paddling becomes more difficult.

Replacing a frayed rudder cable is fairly simple. Remove the old cable by cutting each end from the rudder and footrest and pull the entire cable from its housing. Secure the new cable to the footrest by looping one end through the footrest hold and closing the loop with a swedge. Pull the other cable end along the path of the old cable until you come to the rudder. Loop that end through the rudder hold and secure the loop with another swedge.

If your cable ever breaks during a trip and you need to replace it “on the fly,” you can use high-strength (200+-lb), low-stretch fishing line instead of a rudder cable. Secure the ends with standard boating/fishing line instead of a rudder cable. Secure the ends with standard boating/fishing knots instead of swedges.

Many of the newer rudder designs have eliminated the old spliced and swedged fittings. This makes it much easier to replace a cable.

Rudder cables have a long life and will weather a lot of abuse. I take very poor care of my ruddered boat and I've broken only one cable in 3,500 miles of paddling!

There are two cases where rudders can be dangerous. The first is in surf, when you exit a waterlogged boat. A water-filled boat in motion puts a lot of force behind the rudder's blade. Stay wavy from the stern! You could be hit while scrambling ashore, or even when you've made it to shore and you return to the water to retrieve your boat.

You should also watch your rudder when you're towing another kayak. If you tow with your rudder up, your towline may snag on the stowed rudder. To protect against this, don't let the towed kayak cross your stern unless you can reach back and flip the towline over the stowed rudder. I have never heard of a rudder in the down position snagging a towline, but it's possible.

Remember that rudders are working – whether they're up or down. In the “up” position, a rudder still adds to the silhouette of the stern (remember the table from Part 1?). So if there's substantial wind, dropping your rudder helps to reduce the windage on your kayak.

The advantage of having a boat with a built-in rudder is that it projects a low silhouette, which reduces windage. But the built-in rudders have a drawback: They don't extend below the bottom of the boat, so they become increasingly useless as waves become bigger. To verify this, follow a boat with a built-in rudder on choppy waters. See how often you can spot the entire rudder.

Some people feel that rudders cause “mushiness” in the footpegs, and this impedes their forward stroke and their ability to roll. At least one company makes a “butterfly” rudder control system that eliminates the mushiness.

By the way, if you're using footpegs to help you roll, you probably don't have your thighs padded out enough in the boat.

The Chesapeake Paddlers Association Presents

A Spring Paddling Workshop

Come learn the risks, challenges and pleasures of cold water paddling:

- * Get an overview of kayaking in the spring weather from experts in cold water paddling.
- * Discuss how to minimize risks and extend your paddling season.
- * Examine and learn about a variety of cold weather and safety gear.
- * Enjoy company of other paddlers during lunch.
- * Test your rolls, wet exits, and rescues in a controlled, but realistic (cold!), environment

March, April, and May beckon you out to paddle — but to the water, it's still winter! Any sea kayaker is welcome, from warm-weather paddlers who'd like to lengthen their paddling season, intermediate paddlers hesitant about their skills in cold water, to the experienced paddler who wishes to hone those skills.

Paddlers with appropriate gear can try out their equipment and skills with experienced cold water paddlers acting as spotters. To play in the water, please bring a kayak (with bulkheads or float bags), sprayskirt, PFD and appropriate cold water clothing including wet or dry suit, hand, head, and foot protection (neoprene or equivalent). Changing rooms (without showers) will be available, so be sure to bring a change of warm clothes and a towel! (Those who don't want to play are welcome to stay and observe and cheer.)

In addition to a great learning experience (whether or not you elect to swim) you'll enjoy the camaraderie of other winter paddlers, and you'll take home information and a set of handouts which will give you a new perspective on an extended paddling season. A hot lunch will be provided as part of the program, and hot drinks will be available throughout the day.

Date: Saturday, March 15, 2003

Time: 8:30 am - 4:00 pm

Location and Fee: TBA (will be announced on the listserve)

The event will include handouts, meal, and beverages. Reservations are required. Please contact CPAEvent@yahoo.com or 434-971-6934 (Laura Butterbaugh) for additional information or to reserve your space now.

Testing the Leonardtown Launch Site

By Rich Stevens

Editor's note: In this article, Rich describes a trip he made last summer.

I finally got a chance to try the new launch site near Leonardtown, Maryland. Remember the discussion about it on the listserv last spring? If not, here's a reprint of Peg Lang's excellent directions:

"Here is the info I found on the Leonardtown Canoe and Kayak Launch site. I visited early this evening after members of the list showed some interest."

"On your St. Mary's County ADC map, it is map 15, coordinates H-3, also known as Rt. 5 and Rt. 243, or Point Lookout Road, and Newtown Neck Road."

"Immediately after turning onto Rt. 243, there's a right turn into the Leonardtown Center shopping center with a McDonald's. On the left is an Exxon station. Just past this on the left is an unmarked road/drive. Nothing is there but two white posts that once held a sign between them. There is a radio tower. This is the old state highway-maintained lot and buildings."

"Drive to the far end, which takes you back toward Rt. 5. There is a bark mulch walk and a little platform at the water's edge. The "beach" area is large enough for 2-4 kayaks at once. Here the McIntosh Run is about as wide as a driveway.

There was no evidence of use. I couldn't determine if the way is clear. It flows into Breton Bay, which empties into the Potomac."

—Peg Lang, Recreational Kayaker

After following Peg's directions, I found plenty of parking when I arrived at the launch site. You can pull right up to the edge of McIntosh Run to unload, but there's a steep 10-foot bank to negotiate. The walkway and platform at the site are pretty useless, because a four-foot high railing runs along both sides of the four-foot wide walk. The platform is 5 feet x 20 feet. The arrangement is a bit small to accommodate a sea kayak!

Because there was a drought at the time, the platform was about 15 feet from the water's edge. McIntosh Run, opposite the platform, was about an inch deep and only a couple of feet wide. The creek bed was muddy but firm, a mixture of sand, gravel, and soil. Navigable water was about 50 feet downstream. Not your ideal kayaking conditions!

A couple of women watched from a parking lot across the creek as I carried my boat and gear down the slippery bank. They looked like they couldn't decide whether to be amused or concerned. Maybe they were trying to recall the number for the Homeland Security hotline!

I started my trip down the river about 9:00 am, three hours before low tide. The temperature was

already in the low 90's, with low overcast skies and not much wind. I cruised along majestically for about 100 feet . . . and then promptly ran aground. Conditions were so bad that I repeated this process four or five times over the next 0.2 mile! Shallow water forced me to either carry or pull my boat for short distances over sand bars.

Given the gravelly nature of the bottom, people with glass boats who treat them as pieces of fine furniture should either watch the tides closely if they hope to launch from McIntosh Run. Otherwise, they should launch from Leonardtown or Breton Bay and travel upstream.

McIntosh Run, 20 feet wide at the launch site, winds its way through pristine woodlands and features abundant wildlife. The county has done an excellent job of clearing the deadfall that had been blocking the creek. For the first two miles this is the only sign of human presence.

McIntosh Run runs through a hardwood forest at the launch site, but the scenery changes to pine as you proceed downstream. Finally, as the creek widens and deepens, the landscape becomes a grassy marsh as you approach Leonardtown, 2.5 miles from the starting point.

The waterfront at Leonardtown has several long-abandoned wood buildings and a pier that has been largely destroyed by fire. There's also a free public boat ramp, but it's made of rough concrete and is

a bit steep and narrow. There's ample parking, and the ramp appeared unused on the cloudy weekday that I passed by.

The main part of the town is a short walk up a hill. Above Leonardtown, where the creek leaves the marsh, is broad and very shallow near low tide. I traversed it with difficulty. There's probably a winding channel visible at dead low tide, but I couldn't find it. The bottom in the area is soft mud. The shallow water is not a problem near high tide.

Pay close attention where you exit the marsh. There are several channels that lead into the marsh, but only one leads to McIntosh Run. At high tide, I believe it was the second from the right as you go upstream.

A slight drizzle, which had begun in the marsh, steadily increased as I entered Breton Bay. The wind picked up to about 10kn from the SE, and waves built to about one foot because of the long fetch across the Potomac and the Bay. The rain was soon a downpour, but it felt refreshing in the heat.

I slogged along the south side of the Bay, into the wind, exploring the nearby creeks. Development varies along Breton Bay. There are forest and farms, and groups of smaller, older homes grouped on small lots. Also present are the ever-encroaching newer mansions on large plots of land. As I approached the head of the bay, the rain tapered off, the sun began to shine, and the wind eased somewhat.

No one had predicted the rain; most sources had called for sunny

weather throughout the morning and afternoon. Everybody, that is, except NOAA. NOAA had forecasted that a major front would come through around 1 pm. And in usual NOAA fashion, they predicted 80 mph winds, violent lightning, and hail the size of Crenshaw melons — blown sideways at the speed of sound!

The weather was looking excellent as I left Breton Bay entered the Potomac — hot and a little windy, but the skies were clear and blue. I decided to continue to St. Clements Island, a 2.75-mile crossing from the east side of Breton Bay.

If you follow this course, you'll find Heron Island Bar about a mile before St. Clements. Take care if you encounter any kind of sea in this area — much of the bar is only inches below the water's surface. When I crossed the area, an hour or so after low tide, there were only a few isolated clumps of sand visible. But Heron Island Bar stretches for about a thousand feet. It's very popular with aquatic birds.

I arrived at St. Clements around 1:45 pm, landing on the island's south side. Landing sites lie on both the north and south sides of the island, with piers, beaches, and some picnic facilities. The west side has a collapsed pier and beach. Steep stone bulkheads protect the rest of the island's shore.

A large concrete cross, surrounded by signs that tell the island's history, dominates the south side of the island. You may want to visit St. Clements soon, before the state of Maryland

changes it. You see, with the continuing controversy over political correctness, Maryland plans to pave over the island and enlarge it to include statues representing all of the religions of the world.

Among the edifices planned are the Star of David, a replica of Mecca, Beelzebub, cows, the gods of classic mythology, giant stone heads, Buddha, a real working volcano, an experimental black hole, and a billboard-sized dollar bill made with red, white, and blue glitter — illuminated at night by a replica of a flaming Texas oil well!

Please minimize your impact on the island and leave no trace of your visit...

Camping is available for groups by prior arrangement only. If you plan to camp on St. Clements, be aware that there *are* biting flies, at least on the north side, when I've been there.

While eating lunch I almost choked on my sandwich when I heard the sound of some mighty impressive thunder, even though the skies were mostly clear. This continued, intermittently, for some time. A few days after my trip, at Solomon's Island, a naval weapons expert told me that I had undoubtedly heard heavy weapons testing at Dahlgren Naval Proving Grounds. The sound carries easily down the river, even though Dahlgren is about 20 miles from St. Clements Island.

Since I was expecting a weather front that evening, I didn't stay on the island for long. I finished my lunch and launched my kayak,

circling the island before heading back to Breton Bay.

Along the way I explored the creeks on the north side of the bay. I was able to find the house of a friend who lives on Combs Creek. He now lives in constant fear, because he knows that I might – without warning and at any time of the day or night – swarm up to his back yard and pillage his beer supply (pirates always swarm, they never run).

Further along, I checked out a boat ramp and beach that I saw on my earlier trip down the bay. It turned out to be Abell's Wharf, just above Lovers' Point. Abell's Wharf has a boat ramp, an excellent beach, a grassy field, and plenty of parking. Like other St. Mary's County parks, it's well maintained and there are no fees for using it.

I later used this launch site to explore St. Clement Bay. The Wharf is also nice because it's situated midway between St. Clements Island and the Rt. 5 launch site. This lets you divide the long trip I've described in this article into two trips of a more reasonable length.

The launch site has a handicap accessible Porta-John, as do most other public launch sites in St. Mary's County.

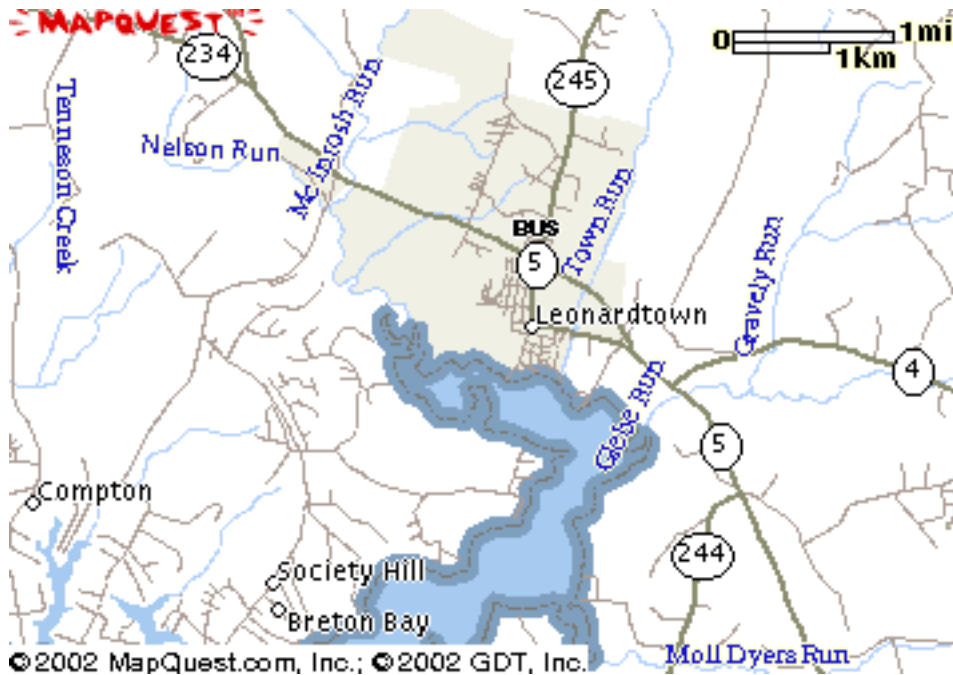
For more information, see: <http://www.co.saint-marys.md.us/recreate/facilities/publiclandings.htm>

There's also a huge sand and gravel conveyer belt on the premises, used for loading barges alongside the park. You can't miss seeing it from the bay.

From there I continued back up the bay, and into McIntosh Creek. It was about dead high tide and I had no trouble is paddling back all the way to my launch site. No sand bars, but the creek still ceased to be navigable about 50' from the platform that the county has built. This may be different outside of this extreme drought.

As I finished loading up the boat and gear, the fabled front finally came through. There were a few wind gusts of about 25kn followed by torrential rain lasting about 15 minutes before the sun reappeared with much cooler temperatures. At Solomon's Island, about 10 miles away, they got nothing.

Total trip length: 30.4 miles



Weekly Pirates Paddling

We now have five pirate groups paddling every week! Join one and be a pirate!



*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 JSEI-more@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>

Pirates of Baltimore

Tuesday nights, meeting at 5:30 p.m. Rocky Point Park: I-695 (Baltimore Beltway) to Rt. 702 South (Exit 36), which merges with Back River Neck Rd. Follow Back River Neck Rd. 2.3 miles from the merge and turn left on Barrison Point Rd., then turn right onto Rocky Point Rd. The Park is at the south end of Rocky Point Rd. We meet at the boat ramps on the right just inside the park gate. Paddling, skills practice, and meeting other paddlers. PFDs, sprayskirts, and lights required. Contact: Barry Marsh, 410-728-4016, circus_cyaneus@hotmail.com.

***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.**

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. Bottle-nose 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.)

...also report...

...sick or injured birds to Tri-State Bird Rescue and Research, Inc. They can be reached at 302-737-9543 or on the web at <http://www.tristatebird.org/>

Tri-State has several volunteers throughout Maryland along the Potomac River and Chesapeake Bay area. Most importantly, some of the volunteers will do an "on the sea" rescue, which few, if any, other organizations do. And, they answer their phone calls on the weekends.

Classifieds



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. **And if it has sold, tell us!!!!**

Advertising Rates

ADVERTISING: Display advertising will be accepted that relates to the concerns and interests of our readers. Monthly rates for advertising are 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, bit-map). 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 no charge, non-members pay \$10 for 3 months.

FOR SALE

SEDA Double Sea Kayak. Kevlar, 21' x 29". 62 lbs, rudder, 3 hatches, spray skirt, cover, huge storage compartments, \$2100. Jerry Collins, 301-641-3415. (12/02)

Chesapeake Light Craft Pokomoke, 19'10", 28" beam, 52 lbs., double (an open cockpit, round bottom wooden kayak built using the "compounded plywood" technique). A picture of a Pokomoke can be found on the CLC website (www.clcboats.com), in the boat kit plans archive section. A beautiful boat in excellent condition. Float bags, wood paddles, and car carry kit included. \$1,000. Contact Mark Delfs, Phone: 410-266-5622, in Annapolis, MD (10/02).

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 9.

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.

DECEMBER

December 7 (Saturday). CPA Christmas Party, Riva, MD.

December 19 (Thursday): Full Moon

JANUARY

January 18 (Saturday): Maryland Trip Coordinator's Meeting. (See article).

January 18 (Saturday): Full Moon

FEBRUARY

February 1 (Saturday): Virginia Trip Coordinator's Meeting. (See article).

February 2 (Sunday): Kayak Navigation Class. (See article).

February 16 (Sunday): Full Moon

MARCH

March 15 (Saturday): Cold Water Clinic. (Tentative—stay tuned for details!)

March 18 (Tuesday): Full Moon

APRIL

April 16 (Wednesday): Full Moon

MAY

May 2-4 (Friday-Sunday): SK102, Lake Anna Skills Clinic. Registration forms will be in the March Newsletter. For more information, see the web site or email aakayak@hotmail.com.

May 16 (Friday): Full Moon

Note: Full moon dates are provided for the information of those wishing to plan night paddles and do not necessarily indicate a trip on that date.

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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.



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Kayak and Fly-Fishing Instructors

It has been over 20 years since the first days of L.L. Bean's Outdoor Discovery Schools, but each new season seems as fresh and invigorating as the one before. When you love the outdoors as much as we do, the reward is often in the sharing. L.L. Bean is looking for seasonal instructors for our Kayaking and Fly-Fishing programs in Maine, Maryland, Virginia and New Jersey.

Kayak instructors should have certification in First Aid/CPR and 2+ years experience in paddling. ACA certification is a plus.

Fly-Fishing instructors should have a vast knowledge of fly fishing and casting and certification in First Aid/CPR. Federation of Fly Fishers Instructor Certification is a plus.

Please email your cover letter and resume indicating Job Code: CPAKFML302 to recruit@llbean.com (please use text or MS Word format). Or mail to L.L. Bean, Inc., Job Code: CPAKFML302, Employment Department, Casco Street, Freeport, ME 04033. So we may review your resume faster, we thank you for not calling. L.L. Bean is an equal opportunity employer.

Go to llbean.com/ods for more information about our Outdoor Discovery School

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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 trip 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 our December issue:

Skegs and Rudders, Part 3

A Hello from our new Coordinator

Cold Water Clinics, Trip Planning Meetings

...and more!



The Chesapeake Paddler

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