

Chesapeake Paddler



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August-September, 2014

It's CPA Election Time Again

By Ralph Heimlich

CPA is an all-volunteer organization. That means that CPA is only as good as we members make it. The members that have the most to do with what CPA is and does are those who volunteer, particularly those who volunteer and are elected to serve as officers of the club. Now it's time again for our annual elections. Here's your chance to contribute to CPA.

Nominate. Nominate officers (see list of officers on Page 4). At press time, two members of the current steering committee will not be running for reelection, but nominations are accepted for any of the officer positions. What do steering committee members do? They pay attention to what members are saying in person and on the message boards and come up with ideas to meet the members' needs. They take a lead position in some area of club activities that interests them, such as pool sessions, certain events, or the web-site. They are active in a Piracy. They raise issues for discussion, read the steering committee message board, discuss topics that are open for a vote, and then they vote. If you think that you or someone you know would make an involved, energetic club leader, then please submit a nomination at <http://www.cpakayaker.com/index.php?page=nominations>.

Innovate. What is it you want from the club in 2015? Come up with a great idea and execute it. We need people to make things happen. If you want a certain type of training or a certain type of event, figure out the basics, clear it with the steering committee, get some people to help you, and make your plan happen. We're a volunteer–fun organization, so volunteer.

Vote. With our electronic voting system, there is no reason not to vote – it's so easy. If you don't vote because you don't know the nominees, then start a thread on the Forum or on Facebook and ask them some questions.

Lead. We always need trip leaders. We have a lot of trips on the schedule, but most are run by the same few individuals. If just one or two of those people leave the club, the calendar isn't going to be as interesting.

Participate. We need people to participate! How easy is that? Come and have fun. Come to your local pirate paddle, come on a trip, come to an event, come to a presentation. There are club activities throughout the year, so come out and make some new paddling friends.

Ralph Heimlich is the Coordinator of the CPA. What does the Coordinator do? See Page 4.



Incident at the Inlet

By Rick Wiebush

During the weekend of June 28-29, 2014, we had quite the “incident” at the entrance to the Ocean City inlet. A paddler in our group capsized and came out of her boat, necessitating a rescue attempt in three-four foot standing (and pretty confused) waves and a two-three knot ebbing current. Everything worked out fine, but the experience left me a little rattled. The purpose of this report is to tell the story, relay some lessons learned and to invite reflection by other rougher water paddlers, instructors and group leaders.

The context was a BCU 3* training course run by Cross Currents Sea Kayaking. The course has several components but it is basically about building surf, current and open water skills. It was a two-day course with instructors Rick Wiebush, Mike Kunselman

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CLASSIFIEDS

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Public service announcement and personal ads to sell kayaks/accessories are printed at no charge; non-members pay \$10 for 3 months.

SCHEDULE FOR THE CHESAPEAKE PADDLER

Chesapeake Paddler is published 10 times a year, with combination issues in November/December and January/February. The deadline for submitting copy is usually the 15th of the preceding month. Have an idea for an article, or is there information you would like to see in the newsletter? Email Jenny Plummer-Welker at news_editor@cpakayaker.com or call 301-249-4895.

THE CHESAPEAKE PADDLERS ASSOCIATION, INC.

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MEMBERSHIP: Subscription to the Chesapeake Paddler is included with membership.

NEW: Membership is \$10, \$18, \$27, \$35, for 1, 2, 3, and 4 years. Sign up for membership online at <http://www.cpakayaker.com/join-cpa/become-a-member/> or send checks or changes of membership information to CPA, P.O. Box 341, Greenbelt, MD 20768. Do not send them to the newsletter team.

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Caledon State Park, Ribbon Cutting for New Kayak-in Campsite: Dick Rock, Ralph Heimlich, and Greg Welker

Photograph by DJ Manalo



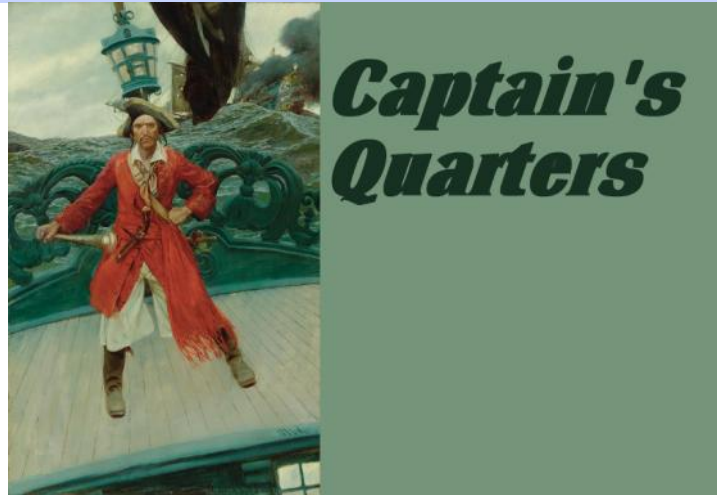
Kayaking along Caledon State Park, Virginia

Photograph by DJ Manalo

Privilege and Responsibility

The dog days of August (named by the Romans for the bright star Sirius in the constellation *Canis Major*) and September's sweet song are often hot, sultry and lazy days, perfect for the paddler's avocation. This year, the weather has been cooler, but much happened in August to expand our privileges on the water. According to the club calendar, September is not only the month to return to school, but the time for nominations for CPA officers, so I want to challenge you to think about your responsibilities to our club.

PRIVILEGE—In August, the Mother of all Piracies (Pier 7) ended a 30-year run at the Pier 7 Marina on Annapolis' South River when new owners vacated our lease. While we were all sad to lose our "home" on the river, this event added new importance to the work of CPA member Lisa Arrasmith with the Anne Arundel County Water Access Committee. As I've mentioned before, Lisa has taken on a crusade to open water access to the large inventory of water front park property in Anne Arundel County. She's had considerable success accelerating the opening of launches at Beverly Triton Beach Park, Homeport Farm Park, and a new launch recently dedicated at Shady Side Park (see article on Page 8). While certainly valuable in itself, these new launches have become the salvation of the new roving Pirates of Arundell (using the spelling of the original Lady Anne Arundell) who are now sampling them on a rotating basis for the rest of the season. Lisa's sights are now set on opening South River Farm Park, Spriggs Farm Park and Beachwood Park on the Magothy River, Bodkin Creek at Downs Park, and Weinberg Beach Park. Please add your voice to Lisa's in ASKING for these water privileges, especially if you live in Anne Arundel County.



Meanwhile, along the Potomac River we are trying to highlight the need for paddle-in campsites for kayakers at several new Maryland Department of Natural Resources properties, and a new state park in Virginia. Paddles at St. Inigoes and Chapel Point State Park highlighted how CPA members and other paddlers value and use these beautiful sites and would use them even more with some minimal site development (see <http://www.cpakayaker.com/forums/viewtopic.php?f=25&t=8296> and <http://www.cpakayaker.com/forums/viewtopic.php?f=25&t=8436>). I'm participating in a planning process for New Towne Neck State Park (near Leonardtown in St. Mary's County) to help establish a paddle-in site there (see article on Page 7). Finally, six CPA members camped at Caledon State Park (VA) to help dedicate the brand new paddle-in site with Virginia's Governor Terry McAuliffe (see <http://www.cpakayaker.com/forums/viewtopic.php?f=2&t=8425&p=30392#p30392>). Virginia's Department of Conservation and Recreation is also working on a new kayak launch to be completed this year at Crows Nest Natural Area on Potomac Creek (http://www.dcr.virginia.gov/natural_heritage/natural_area_preserves/crowsnest.shtml), just upriver from Caledon State Park, and a kayak launch and paddle-in campsite at Widewater State Park at Aquia Creek with construction beginning in 2015 (see http://www.dcr.virginia.gov/recreational_planning/documents/mp4wwexecsum.pdf).

RESPONSIBILITY—All of these efforts take work (duh!). In fact, just keeping CPA moving down the road takes a lot of work, all of which is done by volunteers. Nominations are open until October 1 for ALL CPA officers, but at the core of the volunteers is the backbone of CPA governance, the Steering Committee. The Steering Committee (SC) does exactly what its name implies: wields the steering oar of our organization's boat. Everything I do as Coordinator, every proposal for a new trip or event, and every change in policy and procedure for CPA has to have the approval of the SC. The SC members do not just stay in the background, however. Individually, they play important roles in CPA (web site, instruction, communications, membership, treasurer, logo wear sales, trip leading etc.), as you can see by looking at who makes up the current SC on the masthead page.



Ralph Heimlich at the Caledon State Park Event,
August 2014

photograph by DJ Manalo

Like any volunteer organization, other commitments tug at SC members, and every year we lose a few and need to elect new Steering Committee members. If you have been actively participating in CPA activities over the last few years, you have a responsibility to consider becoming part of the SC and guiding the club's future. You can read the formal responsibilities of an SC member and other officers at <http://www.cpakayaker.com/about-cpa/bylaws/>. Per the bylaws, we are actively seeking nominees **until October 1** (see the link at <http://www.cpakayaker.com/index.php?page=nominations>) in preparation for the election at the Annual Meeting in November, so start composing your "Stump Speech" for the *Chesapeake Paddler*. Please give the opportunity some thought—while you paddle on our privileged waters.

Ralph Heimlich
Coordinator

Call for CPA Officer Nominations and Announcement of CPA Annual Meeting

By Ralph Heimlich

The Chesapeake Paddlers Association is a volunteer organization, and the people who volunteer the most are the elected officers: Coordinator, Treasurer, Membership Secretary, and the Steering Committee members. Now is the time to tell us who you think should play an active part in steering the club's activities. As always in recent years, in addition to balloting at the **Annual Meeting on Sunday, November 2, 2014**, you will be able to nominate and vote online. Nominate someone who you think will help play an active role over the next year to vote on issues, create fun activities, and keep the participation of the club lively through 2015. The descriptions of the officers in our By-Laws read as follows:

The Steering Committee. The property and business of the club shall be managed under the direction of the Steering Committee. The Steering Committee will make all decisions about operational activities of the club, unless specified otherwise in these bylaws. As a rule, routine decisions about specific club activities will be the responsibility of the individuals managing those activities, but they may be overridden by the Steering Committee if needed. The Steering Committee will determine which events are to be considered official CPA activities. If appropriate, it may set standards for such determinations so that it need not consider each activity, and it may then delegate to individual club members the responsibility for applying those standards to determine whether specific activities are official CPA activities.

The Coordinator shall have overall responsibility for administration of the club and will be a primary point of contact for the club. S/he shall chair general club membership meetings and meetings of the Steering Committee. The Steering Committee may direct the Coordinator to perform other duties consistent with the bylaws. The Coordinator is the only person authorized to speak for the club. This authority may be delegated by the Coordinator.

The Treasurer shall perform all the duties generally incident to the office of Treasurer, subject to the control of the Steering Committee and the oversight of the Coordinator. The Treasurer shall have custody of all the funds and securities of the club, and s/he shall keep full and accurate account of receipts and disbursements. Such records shall be the property of the club. S/he shall deposit all such moneys and other valuables in the name and to the credit of the club. The Treasurer shall disburse the funds of the club consistent with Section seven of these bylaws. S/he shall provide financial information to the Coordinator or the Steering Committee in a timely fashion as requested.

The Secretary shall perform all duties generally incident to the office of Secretary, subject to the control of the Steering Committee and the oversight of the Coordinator. S/he has primary responsibility for maintaining club membership records, but may delegate day-to-day administration of that task to another club member. S/he shall give notice of all meetings of the general membership or the Steering Committee and all other notices required by these bylaws. The Secretary shall record the proceedings of all meetings of the general membership and of the Steering Committee. All records of the Secretary shall be the property of the club.

Our webmasters, have created an online form you can use to enter nominations. Nominations must be entered **BEFORE OCTOBER 1, 2014**. Use it at <http://www.cpakayaker.com/index.php?page=nominations>. Any qualified member can run as a write-in candidate up until the actual vote at the annual meeting.

Persons nominated can use another online tool to accept or decline their nomination, and to post a "Stump Speech" giving their experience and reasons why members should vote for them. These will be printed in the October issue of the *Chesapeake Paddler* and viewable online. If you see someone already nominated who you would support in November, then second their nomination by clicking on the text at the bottom of their nomination that says *Second Them!* For each additional confirmation, the nominee will get a blue star to show their popularity. Note that nominations are NOT the same as voting. Nominations will show who is favored for an office or for the Steering Committee, and will eventually lead to the ballot for voting on positions in the coming year. This year, in addition to mail-in ballots and voting at the November Annual Meeting, there will be an online mechanism for voting, and you will need your CPA member number to authenticate your vote. The votes will be tallied at the Annual Meeting and will determine which individuals will hold which positions for the coming year. So, throw your paddling hat in the ring, or throw someone else in the ring, but let the best candidates win!

(Continued from page 1)

and Paula Hubbard. We have successfully run this course for the past four years. The seven participants were all known to Rick and all had very solid flat water skills – good strokes, decent bracing, competent in rescues and almost all have a roll.

On Saturday, we went out the inlet in the morning shortly after high tide. There was some current and maybe three-foot waves right at the entrance, but they weren't steep or very confused and everyone handled it well. After working on surf launching and landings, rescues, etc., we planned to end the day by going back in through the inlet to the take out. When we got there, however, the ebb was running pretty strongly (which we knew would be happening) and the water at the mouth of the inlet was really lumpy with standing and breaking waves. We decided to not take any chances and instead landed on the beach at the north end of Assateague and walked our boats the 200 yards over the beach to the inside (and calm waters) of the inlet. Although everyone absolutely hated having to carry the boats, all agreed that it was an excellent decision to avoid the inlet.

On Sunday, we planned to go out to the ocean earlier and come back in earlier to try to avoid the strongest ebbing current, which was expected around 3 or 4 PM. Somewhat ironically, after doing some more surf work, we spent about an hour doing scenarios and "incident management" before heading back in at around 1:30 or 2 PM. Well, we were about to get a real incident to manage.

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As we approached the inlet from the south, Mike and I went out in front of the group to have a look before leading people through. From our vantage point (right at the tip of the southern jetty) the inlet looked a little dicey, but not as bad as it had appeared the previous day. I had some doubts, but did not voice them or act on them. We decided to go for it, but in a very controlled way.

The plan was for Mike to go through the bouncy stuff and position himself at the bottom of the “chute” where the water flattened out a bit. There was a stretch of about 50 yards of rough water that people would have to get through (what I’m calling the chute). I stayed at the top of the jetty and at the beginning of the rougher water. Paula had the whole group organized in protected water on the outside (south side) of the jetty. We had decided that we would send people through just two at a time. What a great decision that turned out to be!

I signaled for the first two paddlers to come over and told them to just take their time, keep paddling, and be ready with their bracing. They took off one behind the other (about 15-20 yards of separation) and were doing fine for the first 25 yards. Then they seemed to slow down quite a bit and (as Mike pointed out later), it was because a set of bigger swells came through and made things rougher than they had been. The first person going through kept on paddling and eventually made it through. But meanwhile, right in the middle of the rough water, the second paddler seemed to stop paddling and capsized. Trooper that she is, her first reaction was to try to roll, but that failed, and she came out of her boat.

That’s when things got crazy. Mike directed the first paddler to an eddy, and immediately took off from his position toward the swimmer. I told the next two paddlers who were getting ready to go through to go back to the rest of the group with Paula. Mike got to the swimmer in less than a minute and attempted a t-rescue. The first attempt failed when Mike got hit by a wave and lost his grip on the deck lines while the swimmer was doing a heel hook re-entry. The boat went sideways, filled with water and the swimmer came out again. They were now about 15 yards further out toward the end of the jetty and into even rougher water. Mike started a second t-rescue.

Just to be clear – this was happening in four foot, steep, confused and breaking waves.

At this point, a couple of bigger power boats swept in to see if they could help. But they were too close to Mike and the swimmer, and were endangering them because the current was taking the rescue operation directly toward the boats! Mike yelled at them and told them to get out of the way and give him some room, which they did. (I’d love to have heard what the power boaters had to say about that little exchange.)

Mike finished emptying the boat again and in spite of the incredible conditions (the two boats were bouncing around in the stuff and at times were on about a 45 degree angle up on the waves), successfully got the swimmer back in her boat. Thinking that the swimmer was probably rattled, he then attempted a contact tow. After about four to five strokes (and while I was yelling “try a contact tow”), Mike reported later that:

It quickly became apparent, however, that given the current and the swells, I didn’t have the wherewithal to keep us upright and make any significant progress. At that point I thought that by pointing her into the swell she might be able to paddle out by herself. No dice, as she immediately capsized when I let go of her boat.

That’s when I took off toward them (and that’s when Mike started yelling “tow us out!”). Unbelievably, Mike got the swimmer back into her boat yet again while I was on my way to them. I got there, made contact and, after fumbling around with my tow line for about a minute (which seemed like an hour), hooked up the tow. During that time, while getting bounced all over the place and just trying to hold on to the boats, I was like: “I can’t believe this sh*t is happening and that we are actually doing this.”

I got them on a short tow while Mike and the swimmer supported each other. As I was taking off to get out of the current and the inlet, I noticed that we were no longer even in the inlet but actually almost out by the green buoy. We were getting swept out directly toward that (massive) buoy pretty quickly. Needless to say with that buoy looming ever larger, I did some digging to get us out of its way. I’d estimate that from the time the paddler capsized until I started towing (maybe three to five minutes?), the whole operation had been swept seaward about 50-75 yards.

Once out of the current and away from the jetty, we turned toward the beach and now had to deal with some pretty big following swell, so I switched over to a long tow until we were in calmer water and could take the tow off.

Everyone’s eyes were like saucers. No one had any trouble with the suggestion that we go to the beach and carry the boats once again.

Paula, Mike and I have talked about this, and here is what we think we learned:

When checking out conditions like that, spend more time looking and don’t make too quick a decision that things are ok. We saw the inlet and made the decision that it was doable apparently when smaller sets were running through. We didn’t think to wait a while to see if bigger sets came through and what happened to the conditions when they did.

This seems weird – especially in light of the confident decision the day before to not attempt the inlet – but I should have trusted that slightly nagging feeling that things weren’t ok and that we shouldn’t try to run it on this day either.

Mike suggests that in the future – if we are with students – we should operate under the assumption that the inlet will always be bad news on the ebb, assume that we will not go back in if it’s ebbing, and only attempt it if it looks totally calm. I like that.

Once we decided to go for it, the plan we worked out was a pretty good one. Set up the strongest paddlers (Mike and I) at each end of the trouble spot, send people through just two at a time, and keep the rest of the group safely tucked away until the next pair’s turn came up. I shudder to think what kind of carnage would have happened if we tried to take the whole group through at once. It very well may have required a rescue call to the Coast Guard.

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What we failed to incorporate into our plan was exactly what we were going to do if someone capsized. I think the attempt at the t-rescue was a reasonable approach, but we should have also decided at what point we should start towing. I let the rescue stuff go on too long before acting. I think a reasonable plan would have been to say: we make one shot at an assisted rescue and if it doesn't work – for whatever reason – we will then go immediately to a tow.

Mike disagrees with me, and I see his point:

The default rescue option should, I think, have been to immediately call for a tow if anyone capsized in the inlet. With the numerous factors working against us (current, swells, and boat traffic), it was unreasonable to expect any one person to effectively manage a situation like that. It's also unrealistic to expect that if someone goes over in there that they are going to be able to paddle self-sufficiently when put back in their boat. I should have recognized both of those immediately but failed to do so, thinking that I could "sort everything out" by myself. That wasted a lot of time.

Summary

This was quite an exciting, scary and challenging incident to manage. We could have avoided it completely if we had a totally risk-averse mindset or if I had trusted that little nagging feeling. Given that we went for it, I think we had a pretty solid plan, except for not being clear about what we would do in the event of a capsize. Once the stuff hit the fan, Mike's efforts were quite incredible (as were the swimmer's). I should have decided to tow earlier, and when I did go in I should have had my tow line more ready than it was. Once they were hooked up to the tow, everything went fine.

Paula provided a reassuring assessment and overview: *Something happened, we dealt with it. We won't be featured in the next edition of Deep Trouble, no Coast Guard involvement, no May Days. There are lessons learned, and next time we will do better, but we succeeded. Everyone in the group felt that they were in a place where they could challenge themselves, and if something went wrong, the instructors could manage the situation. We did that. Hindsight is always 20:20. We managed the incident, and we will do better next time.*

Comments and Feedback from Tom Noffsinger

(Tom is an ACA Advanced Open Water Instructor)

Nice write-up. Here are a few thoughts...

- 1) You're absolutely right about listening and reacting to what your intuition was telling you. One other thing to keep in mind, which I'm sure your gut was aware of -- the end of two days on the water means people are more tired, and their focus is starting to wane.
- 2) Some of this reminds me of the conversations we had before calling off the Delaware Bay crossing last year. There's nothing wrong with telling people "no" and giving them a rational explanation. The students will always want more challenge, and will always underestimate what they see, and what the consequences can be.
- 3) For the on-water communication, having radios on and prepped may have been a good idea, even if it was just to hail boats or communicate with Paula, who may not have been able to see all that was happening. (*Rick Wiebush adds: Incredible though it may seem, turning on the radio never even entered my mind in the middle of this! The things we are trained to do can get lost in the heat and adrenalin of the moment. Tom's point is on the money, and this was an important oversight on my part.*)
- 4) Would it have been possible to just let Mike and the student wash out of the slop? Even if they were carried farther out, if there wasn't an offshore wind, they may have gotten through the rough stuff and then been able to recover. (*Rich Wiebush adds: In many situations yes, that might be the simplest and safest solution. However, given the direction the current was taking Mike and the swimmer, they ran the risk of colliding with, or even getting pinned on, the green buoy.*)
- 5) Contact tows are all but useless in conditions, as you and Mike found.

Overall, I think you both handled it very well, and sounds like the student did, too. I think the only things I would have considered differently are things you addressed -- an "oh sh*t" plan before going in; getting on the "rescued tow" faster; and perhaps a security or pan pan call while they were in the channel.

Just a few thoughts. Great work getting everyone safe and sound and covering the lessons learned.

CPA Annual Meeting

Come join us for a late season day paddle and then the Annual Business Meeting and Election of Officers. Moyaone Community building in Accokeek, MD, courtesy of Mike Cohn. The paddle will be from Farmington Landing on Piscataway Creek and, in a change, will be after the meeting. Because of the cooling water temperatures, at least a wet suit and splash top are required for the paddle. There will be pizza, and you are invited to bring food to share at the Annual Meeting. Ralph Heimlich, heimlichfamily@comcast.net, 301-498-0918 (leave a message).

New Towne Neck State Park Planning Process: Potential for Paddlers

By Ralph Heimlich

In 1640, shortly after the Calvert Colony established Maryland, William Bretton was granted 750 acres on a neck of land between what would become Breton Bay and St. Clements Bay near Leonardtown, Maryland (see <http://dnr.maryland.gov/land/stewardship/province/NewTowneNeck.asp>). In 1668, he sold the land to the Catholic Diocese for 40,000 pounds of tobacco, and the church held it until the State of Maryland acquired the land in 2009 for a new state park.

Planning a new park is a complicated endeavor, with many interests demanding many things, often incompatible, from the land. Constraining these demands are the laws and regulations (Maryland's Chesapeake Bay Critical Area Protection Act, wetlands regulations, archeological heritage protection laws, threatened and endangered species laws and regulations, etc.) and very real physical limitations (wetlands, soil restrictions, potential sea level change, etc.). The planning process will likely take several years (<http://www.dnr.state.md.us/publiclands/pdfs/newtowneplan.pdf>), and implementing the plan will take even longer as funding for development is limited.



Launch at New Towne Neck State Park

Photograph by Ralph Heimlich

I've been representing CPA and the paddling community in general in this process because this park has great potential for water access and is a keystone in a string of Maryland park properties stretching along the Potomac from Washington, DC to Point Lookout that are part of the John Smith Water Trail (http://www.smithtrail.net/files/boatersguide/07_Potomac.pdf). One of our CPA members, Melissa Boyle, is a Park Ranger at Point Lookout State Park, who oversees New Towne Neck, and is also key to the planning process. CPA members could envision a string of launches and paddle-in camp sites within a day's paddle of each other along the river, and New Towne Neck is one of the important ones, as well as Smallwood State Park (MD), Caledon State Park (VA), Cedar Point Wildlife Management Area (MD), Chapel Point State Park (MD), Westmoreland State Park (VA), St. Inigoes State Forest (MD), and Point Lookout State Park (MD).



Potential Paddle-in Campsite Camping Area

Photograph by Ralph Heimlich

The New Towne Neck State Park is currently open in an undeveloped state. There is an existing kayak launch site with parking, a port-a-potty, and a small beach opening onto Breton Bay. An issue with unexploded ordinance from a Johns Hopkins experimental program during WWII that helped develop the proximity fuse has resulted in several temporary closures, and park users should be alert to ordinance washing out of beach areas (<http://www.dnr.state.md.us/publiclands/pdfs/newtowne7.2.2013.pdf>).

The planning committee is preparing for an open house on Saturday, September 27 from noon to 3 PM at the park to inform citizens of the opportunities and get their feedback on what activities people want to pursue on the property. I'll be organizing a demonstration at the kayak launch site with participants on the Point Lookout Camper to show people what we do, talk about what opportunities for paddling the park accommodates, and advocate for the vision of a camping water trail on the Potomac. Bring your kayak and join us, and fill out the questionnaire about what **YOU** want to do at New Towne Neck.



New Town Neck State Park, Launch onto Saint Nicholas Creek and Breton Bay

Photograph by Ralph Heimlich



Potential Paddle-in Campsite Landing (Dave Isbell)

Photograph by Ralph Heimlich

Shady Side Park's New Cartop Boat Launch Opens

By Lisa Arrasmith



Shady Side Ribbon Cutting, Lisa Arrasmith third from right *Photograph by DJ Manalo*

Shady Side Park formally gained a new cartop boat launch on Wednesday, July 30, 2014. Anne Arundel County Recreation & Parks, the West Rhode Riverkeeper, the Anne Arundel County Water Access Committee and local kayakers cut the ribbon on the new water access point in front of a crowd of 75 people. Chuck McMillin and the Chesapeake Kayak Adventures Meetup led 40 kayakers in a post-ribbon cutting paddle.

Shady Side Park was an existing park with 27 feet of overlooked shoreline buried in the tree line beyond the ball fields. Water access had not been a formal amenity in the park. A group of kayakers found that waterfront in summer 2013 and took a launch site proposal to the county through the Water Access Committee.

Recreation & Parks created the access point by moving a chain link fence, putting down mulch, filling some holes, trimming branches, installing a cartop boat launch sign and eradicating a bumper crop of poison ivy. Shady Side Park already had parking for over 100 cars, a trash can and a seasonal porta-potty. A kayak cart is handy for the 100 yard flat carry from the parking lot to the water.

Although the Shady Side launch site is a modest shoreline, the put-in opens up a wealth of paddling destinations in South County. Shady Side itself is the last working watermens village on the western shore of the Chesapeake Bay, and the workboats are docked all along Parish Creek and Hopkins Cove in Shady Side. The beach at Shady Cove Natural Area is ~1 mile round trip, the beach at Jack Creek Park is ~5 miles round trip, the beaches of the Columbia Beach area of Franklin Point State Park are ~9 miles round trip and the Deep Creek area of Franklin Point State Park is ~12 miles round trip.

A colorful mob of 40 kayakers toured all of these points in a happy paddle after the ribbon cutting. The conditions were perfect for this paddle out onto the unprotected Chesapeake Bay. The paddlers landed at the Columbia Beach area of Franklin Point State Park for a lunch rest stop and playtime in the shallow water.

It turned into a busy first day for the new launch site. The CKA ribbon cutting paddlers returned to Shady Side in late afternoon. As they were loading their boats, the Chesapeake Paddlers Association Pirates of Arundell arrived at the park for an evening paddle. About 20 CPA paddlers launched out of Shady Side for a casual evening paddle.

The ribbon cutting also immediately benefited local restaurants. The CKA group went to a local Irish pub for a post paddle happy hour and early dinner. The CPA paddlers went to the Brick House in Shady Side for dinner after their paddle.

Shady Side Park is the fourth water access improvement in Anne Arundel County in the past year. Recreation & Parks opened Jack Creek Park in August 2013, removed the expensive permit requirement for Beverly-Triton Beach Park in October 2013, opened Homeport Farm Park in June 2014 and now opened the Shady Side Park cartop boat launch in July 2014.

MD Tide Finder: <http://dnr2.maryland.gov/Fisheries/Pages/Tide-Finder.aspx>

Nearest Tide Point: Western Shore, Galesville, West River

NOAA Chart 12270: <http://www.charts.noaa.gov/OnLineViewer/12270.shtml>

Shady Side Park: <http://www.aacounty.org/recparks/parks/community/shadyside.cfm>

Chesapeake Kayak Adventures: <http://www.meetup.com/Chesapeake-Kayak-Adventures/>



Kayakers at the Shady Side Ribbon Cutting
Photograph by DJ Manalo



Columbia Beach at Franklin Point State Park
Photograph by Lisa Arrasmith

Building *Blue Skies*, the *Patuxent Queen* By Don Polakovics

The designer's catalogue describes her as "...an oddball little boat that we built several years ago with and for our oddball friend Bill Hayward." Bill was looking for a pedal powered boat that could navigate shallow rivers and have live aboard accommodations. Paul Gartside Design #92, "Blue Skies" was the result. Over the course of 15 months Bill pedaled her 7,000 miles from Alberta, British Columbia down the Milk and Mississippi rivers, along the Gulf and Atlantic coasts and up the St. Lawrence back into Canada. My visions were a little more modest, exploring the Chesapeake Bay and its many tributaries free from the nagging concern of whether a suitable kayak campsite could be found ... and after retirement, chasing warm weather south on the Intracoastal Waterway to the Florida Keys. The first step was building the boat.

Patuxent Queen started just before Christmas as a table of offsets recorded in the strange numerical format of "feet, inches, eighths." No doubt in violation of a sacred tradition of wooden boat building, I wrote an Excel routine to convert the dimensions to decimal values and plotted each of her 15 station templates on to poster board. Her curves came from lightly tracing a flexible steel rule bent between nails positioned at the offset points, with subsequent tweaking to please the eye. A boat has to be pretty! The half frame contours were traced to medium density fiber board with carbon paper.

The winter and following spring were spent building a 20 ft. strong back (beam) and the frame templates that defined her hull and deck. It seemed like an awful lot of work for parts that would be thrown away after one use. Finally in the summer of 2008 construction of the actual boat began with the first Midwestern red cedar strips glued to their mates and stapled to the forms. Stripping was the Zen stage of the build. Many quiet evenings were spent gently trimming and fitting 2,000 linear feet of aromatic 3/4 inch cedar strips. A Japanese pull saw, finger plane and stapler were the only tools required. Staples were used to hold the strips tight against the forms. The white (Titebond) glue was terribly forgiving, easy to clean up (just rub your hands together or use water) and it smelled like kindergarten. Usually three planks of cedar and a bottle of beer was the limit for a workday evening. On July 26th, the last piece of cedar was sprung into place.

In preparation for the first of many...many sanding sessions, the staples (over 1,200 if you must know) were pulled. The cedar is quite soft, so a long board with 80 grit paper smoothed the hull in a couple of weekends. At this point I was quite pleased with the workmanship, until a drop light shown from inside the hull revealed multiple areas with gaps between the strips. Sigh. To ensure that the gaps and general porosity didn't absorb too much resin during subsequent fiberglassing steps, the hull was coated epoxy and the gaps filled with resin and filler. This set the stage for yet more sanding. The hull had to be smooth, with no rough spots that could snag the fiberglass cloth. Fiberglassing is one of those short duration "Hail Mary" building stages where everything has to work, and work quickly. The dry fabric is draped over the hull and epoxy resin is poured and quickly spread using a plastic scraper. Since fiberglass fibers are actually transparent, the cloth disappears with the application of resin. After the initial layer has cured, a second layer of resin is applied to fill in the weave and provide a (reasonably) smooth surface.



Right Side Up! Photograph by Don Polakovics

I don't have a heated work space, so it was with some relief that this stage was completed before the weather got too cold for curing epoxy. Sanding can be done at any temperature. Now that the hull was glassed, tooling tolerance was a little less critical and wheels could be added to the strong back, moving the clouds of epoxy sanding dust outside. By Thanksgiving the hull outer surface was faired and ready for the big roll over...another nail biter. With the frame templates in place, the hull was disconnected from the strongback and rolled on to the floor. The templates were then removed (in some cases hammered out) to make the hull light enough to be picked up and repositioned on cradles attached to the strongback.

In preparation for stripping the deck, all of the templates were reinstalled and the hull realigned to remove any twist or sag. The second winter of the project was spent shaving and gluing cedar strips, to make the deck. This was also the time when the bulkheads, hatch covers, dorade box and a host of little bits and pieces got made. By spring the deck was ready to be glassed, as was the inside of the hull. The procedure was the same each time. Lay out the fabric, frantically spread two coats of epoxy resin, allow it to cure, knock off the high spots and fiberglass

"spikes" with a paint scraper and sand liberally. Scraping off the sharp edges first was essential to avoid slicing your fingers while sanding. One May weekend came the realization that all of the pieces were finished. There was a certain comfort in working on pieces. If you messed anything up, you just salvage the material to make something else and start over. No pressure, until it was time to see if they would fit together.

In a burst of progress the bulkheads and deck were glassed to the hull, transforming the flexible hull and a garage full of floppy parts into a rigid structure. One last joint remained, glassing the inside hull to deck joint. This process involved saturating eight or ten foot long, 3 inch wide strips of fiberglass tape, rolling them up, bending over upside down inside the boat and rolling the mess out along the corner between the deck and hull and tamping it in place with a broom handle. This is the closest I've come to throwing up in the boat. The remainder of that summer was spent installing the boat's signature deck house/dorade box and performing the very unnatural act of cutting a slot in the bottom of the hull for the Hobie® Miragedrive®.



The Blue Skies Design, Patuxent Queen
Photograph by Don Polakovics

Homeport Farm Park Launch Officially Opened

By Lisa Arrasmith

Homeport Farm Park officially opened in June 2014, five years after the recession stalled out implementation of a polished 1.5 million dollar 2009 Homeport Farm Park Draft Conceptual Plan for the park. Homeport is located on Church Creek off the South River, and a cartop boat launch was the key feature of the conceptual plan. In summer 2013 a group of us began using the unimproved public parkland at Homeport as a kayak launch site. Our "Kayaker Working Group" soon gave Anne Arundel County Department of Recreation & Parks a proposal to open Homeport immediately as a rustic, functional park rather than wait for conceptual plan funding.

Recreation & Parks took our proposal seriously and largely adopted it. The county mowed overgrown existing gravel parking lots, added split rail fencing and park signage and created an unpaved access lane across the old farm fields. The county thus created the first usable cartop boat launch site on the South River without spending a lot of money. (The kayak launch at Quiet Waters Park is 0.7 miles down a steep hill to the water and very hard to use.)

Kayakers were also involved in the initial planning of Homeport Farm Park back in 2008. The parkland was the result of a developer's deal with the county. The developer gave the county 25 acres of land for Homeport Farm Park and in return was allowed to build the Homeport Farm residential subdivision across the street from the park.

Alan Avery, a long-time Chesapeake Paddlers Association member who passed away in 2009, was a member of the CPA group - the "Pirates of Pier 7" - that paddled out of the private Pier 7 Marina on the South River on Wednesday nights. Alan foresaw a time when the CPA would lose water access at Pier 7 and worked for a public kayak launch on the South River. Alan became involved in the Homeport Farm Park planning process and got the paddling community to participate in the creation of the 2009 Homeport Farm Park Conceptual Plan. Greg Welker, a founding CPA member, served on the Homeport Farm Park Advisory Committee.



Pirates of Arundell's Potluck Picnic

Photograph by Lisa Arrasmith



Homeport Farm Park Sign

Photograph by Lisa Arrasmith

Alan Avery's foresight proved uncannily accurate this summer. In July 2014, a month after Homeport Farm Park officially opened, the marina at Pier 7 changed hands. The new owners wanted an upscale yacht club atmosphere and priced out the CPA Pier 7 Piracy. The former Pier 7 paddlers renamed themselves the Pirates of Arundell and began paddling from the county's public cartop boat launches. They paddled out of Homeport Farm Park for the first time on Wednesday, August 20, 2014 and held a post-paddle potluck picnic. As the photos show, Alan Avery's vision for a public kayak launch site on the South River worked out well.

Homeport Farm website: http://www.aacounty.org/RecParks/parks/community/homeportfarm.cfm#.U_05TvdWSp Plan: <http://www.aacounty.org/RecParks/archive/homeportfarm/resource/homeport0409.pdf> Plan Drawing: <http://www.aacounty.org/RecParks/archive/homeportfarm/resource/HomeportDraftConceptualPlan.2009.04.02.pdf>

MD Tide Finder: <http://dnr2.maryland.gov/Fisheries/Pages/Tide-Finder.aspx>

Nearest Tide Point: Western Shore, Gingerville Creek, South River

NOAA Chart 12270: <http://www.charts.noaa.gov/OnlineViewer/12270.shtml>

(Continued from page 9)

The winter of '09, was a snowy one, perfect for completing the myriad of installations. The electrical work (two pumps, navigation lights, compass light and power receptacle), steering, propulsion, anchor trolley, mast support and bunches of other little parts were installed. It is amazing how many fairleads, turning blocks, cam cleats, pad eyes and cleats are on a boat. By February everything that could be installed prior to painting was.

Spring temperatures finally did arrive, allowing for the painting stage. I hate painting, probably because I'm lousy at it. Since the boat was expected to spend months at a time in the water, the lower hull was given three coats of anti-osmotic blister coating, followed by three layers (most of which were sanded off) of unloaded bottom paint. This may have been overkill, but the original Blue Skies had to be re-glassed about halfway through her Great Loop voyage due to water seeping into the wood core. I didn't want to be doing that mid-trip. The deck was given a couple of coats of semi-gloss mist gray and the middle hull a deep red. The initial build was complete.



Deck Installed Photograph by Don Polakovics

Like any boat, the building never really ends. In the years since "completion" she has acquired a bimini, Tivek tent, mosquito net and fittings for a Balogh sail rig. Stories of PQ afloat will have to await another time. Build, trip and unofficial Pax Pirate event photos at <https://www.flickr.com/photos/dooooo/sets/>. [Editor's Note: Don's article with more photographs is posted to the CPA website: http://www.cpakayaker.com/uploads/online_newsletters/pdf_articles/BuildingBlueSkies-PatuxenQueen,Don_Polakovics.pdf.]

Chesapeake Paddlers Association Tentative 2014 Calendar

Date	Title	Summary
9/11/14 to 9/13/14	Chesapeake Bay Voyagers Series #7 - Wenona to Harborton	This is the seventh paddle of a series covering the entire east shore of the Bay from Elk Neck to Kiptopeke. David Wilson, davidwilsonmd@gmail.com, 443-962-7612
9/13/14	Star-Spangled Spectacular Air Show and Fireworks-NON-CPA EVENT	Celebrating the 200th Anniversary of our National Anthem. Star Spangled 200, info@starspangled200.com, 1-800-266-5699, www.starspangled200.com
9/13/14	Kent Island Paddle {KIP-9 14} Final	The KIP series is for paddlers who want to have a distance challenge, build their skills and knowledge of paddling. Marshall Woodruff, 202-345-0606, marshall.woodruff@gmail.com
9/18/14 to 9/21/14	4th Annual Kiptopeke Sea Kayaking Symposium-NON CPA EVENT	Three days of skills classes, trips and related events at Kiptopeke State Park on the VA Eastern Shore. Cross Currents Sea Kayaking (Rick Wiebush), rwiebush@gmail.com, 410-788-1241
9/20/14	St. George's Island	Explore the St. Mary's River and Potomac River in vicinity of the Piney Point Lighthouse. Greg Welker and Jenny Plummer-Welker, plummer_welker@verizon.net, 301-249-4895
9/20/14	Wye Island Circumnavigation	Day paddle around the Island, 12-13 mile tour. Rich and Sue Stevens, susiegreenthumb@verizon.net, 410-531-5641
9/21/14	Cantler's for Lunch	Mill Creek from Jonas Green Park. Chip Walsh, chip@chipwalsh.org, 410-562-3466
9/26/14 to 9/28/14	Point Lookout Camper	Car camp and paddle in the vicinity of Point Lookout State Park at the mouth of the Potomac. Ralph Heimlich, heimlichfamily @comcast.net, 301-498-0918 (leave a message)
9/27/14	Kent Island Paddle {KIP-9 14} Final	Your personal paddling goal, in distance may be 12 to 15 miles, or 15 to 20 miles or 20 to 25 miles or to circumnavigate the entire Island of 34 miles. Marshall Woodruff, 202-345-0606, marshall.woodruff@gmail.com
10/3/14 to 10/4/14	Sail Angels Kayak Sailing Event NON CPA EVENT	A car camping weekend at a campground at Cedar Island, NC for kayak and canoe sailing enthusiasts. Larry Miller, lmrtrimd@embarqmail.com, Greg Welker, gdwelker@verizon.net
10/3/14 to 10/5/14	Mid-Atlantic Small Craft Festival NON CPA EVENT	32nd Annual Festival of small maritime craft and craftsmanship. Chesapeake Bay Maritime Museum, havefun@cbmm.org, 410-745-2916, http://www.cbmm.org/mascf/
10/3/14 to 10/4/14	Chesapeake Bay Voyagers Series #8 - Finishing Paddle	This is the last paddle of a series covering the entire east shore of the Bay. Harborton landing VA to Kiptopeke State Park. David Wilson, davidwilsonmd@gmail.com, 443-962-7612
10/9/14 to 10/12/14	Delmarva Paddlers Retreat NON CPA EVENT	26th Annual DELMARVA Paddlers Retreat at Camp Arrowhead on Rehoboth Bay, Lewes, DE. All Greenland, traditional paddling event. http://www.delmarvapaddlersretreat.org/ . Chris Beckman, 302-542-0818, info@delmarvapaddlersretreat.org
10/10/14 to 10/12/14	Elk Neck Car Camper	Camp at Elk Neck State Park and paddle the surrounding waters. Because of cooling waters, at least a wet-suit is required. Ralph Heimlich, heimlichfamily @comcast.net, 301-498-0918 (leave a message)
10/25/14	Fall Colors of Fountainhead Paddle	The paddle is a leisurely scenic round trip lasting 3-4 hours up the Occoquan River with maple, dogwood, and oak trees lining the banks and coves. Jim Zawlocki, jimzz1@cox.net, 703-376-8268
10/29/14	Pirates of Arundell (Formerly of Pier 7) End of Season Dinner - Annapolis MD	CPA Piracy of Arundell Committee, Sue Stevens, susiegreenthumb@verizon.net, 410-531-5641
11/2/14	CPA Annual Meeting	Come join us for a late season day paddle and then the Annual Business Meeting and Election of Officers. Moyaone Community building in Accokeek, MD, courtesy of Mike Cohn. The paddle will be from Farmington Landing on Piscataway Creek and, in a change, will be AFTER the meeting. Because of the cooling water temperatures, at least a wet suit and splash top are required for the paddle. There will be pizza and you are invited to bring food to share at the Annual Meeting. Ralph Heimlich, heimlichfamily@comcast.net, 301-498-0918 (leave a message)
11/7/14 to 11/10/14	Chickahominy River Car Camper	Come camp with us in the season closer, down on this lovely tributary of the James River. Ralph Heimlich, heimlichfamily@comcast.net, 301-498-0918 (leave a message)
12/6/14	CPA Holiday Party	We will invade some willing souls home for this annual holiday pot luck and gift exchange. How about yours? Ralph Heimlich, heimlichfamily@comcast.net, 301-498-0918 (leave a message).

Visit the CPA Web page, <http://www.cpakayaker.com/>, for more events, details and trip leader/organizer contact information. For a full listing of upcoming Club events, visit the CPA Calendar, <http://www.cpakayaker.com/index.php?page=calendar>.

CPA Classifieds

See Page 2 for details on placing a classified advertisement in the *Chesapeake Paddler*.

Pirates of Arundell (formerly of Pier 7) Go A-roving!

Check the CPA website, the Pirates of Arundell's forum discussion for the location schedule for the remainder of the 2014 season: <http://www.cpakayaker.com/forums/viewforum.php?f=10>.



Kayaking along the Potomac River shoreline from Caledon State Park, Virginia, which just opened a new kayak-in campsite

Photograph by DJ Manalo

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- [CPA Tentative 2014 Calendar](#)

The Chesapeake Paddler

Chesapeake Paddlers Association, Inc.

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REMINDER: Please check your mailing label for your membership expiration date. If you receive the newsletter electronically, you will receive an e-mail reminder prior to your membership expiring; please notify the Secretary for changes to your email address. If your CPA membership has expired, or will expire soon, please send in your dues. SEE BOX ON PAGE 2 FOR ADDRESS.