

The Chesapeake Paddler



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November 2002

Skegs and Rudders (Part 2)

By Greg Welker

The second of three articles

Skegs

A skeg is a plastic or metal fin that hangs inside a skeg box. This box, usually 8" – 18" long and ½" wide, is mounted inside the kayak's stern. Skeg boxes usually sit in the back hatch and occupy prime storage space. Paddlers who camp with skegged kayaks become very ingenious in how they pack around this major space waster.

Skegs deploy by means of a cable that runs from the skeg box to the side of the cockpit. The cable is usually enclosed in a tube. Pulling back on the cable lowers the skeg blade, while pushing forward raises it. Most systems provide enough friction to allow you to adjust the amount of blade you present to the water. Your skeg can be fully retracted, fully deployed, or positioned somewhere in between.

If you feel too much friction when working your skeg, then STOP! You're probably encountering the most common problem with skegs – jams caused by pebbles lodging themselves between the blade and the inside wall of the skeg box. Three out of ten skegged kayaks developed such jams on my last three outings. To avoid this problem, some people launch their boats backwards, while others carry their kayaks over the beach and launch in the water.

Here's an easy way to clear a skeg jam while you're on the water: Have a friend paddle next to you and reach under your stern. He'll tug on your "skeg line", which is a loop of line that you previously rigged to your skeg for just this kind of a situation. To prepare a skeg line, thread some fishing line through a small hole at the bottom front edge of your skeg. Then loop the free end and attach a small bead to it. Doing this makes it easy for your friend to grab your skeg line. One gentle pull on the loop will usually loosen the stone.

If you haven't prepared a skeg line, a butter knife will do. Have your friend slide the knife from the front end of your skeg blade to the rear. Doing this along both sides of the blade will usually dislodge the stone. No butter knife? You can use lots of other items – sharp knives, multi tools, needle nose pliers, sticks, etc...it all depends on your creativity and desperation.

Whatever you do, *never* turn your kayak bottom-up when you're trying to clear a pebble from a jammed skeg! You'll only dislodge the stone, allowing it to drop deeper into the skeg box.

A few paragraphs ago I mentioned that you should stop pushing when you feel too much resistance in your skeg system. Pushing too hard on a jammed skeg will often kink the cable, and you'll need to replace it. If this happens to you, take your boat home and dismantle the skeg

(refer to your owner's manual or find a knowledgeable friend). Take the bent cable to a good boat store – try Fawcett's, West Marine, or maybe even Boat US. Tell the clerk that you want a stainless steel cable exactly like the one you brought along (but without the bend!) The new cable will cost about \$7. Buy two, and save one for the emergency repair kit that you should keep in your boat.

While installing the new cable, notice how the cable tube attaches to the skeg box. In many boats this is only a friction connection glued into place. If you ever notice loose glue or caulk in your rear hatch, or any unexplained water in the area, check your cable connection and re-glue if necessary. My wife Jenny and I have both had leaks for this reason.

Skegs can also become damaged if you forget about them while you're kayaking. You may land on a beach and forget to retract your skeg, for example. In this situation, your skeg blade may bend or break when your boat rocks to the side. If you're lucky, the skeg will be pushed back into the skeg box and you'll only need to replace the kinked control line.

The same thing can also happen to rudders, but rudders are much simpler to fix in this situation. If your rudder ever gets bent, just unbend it. Been there, done that.

Next month we'll present maintenance tips for rudders, and we'll discuss two situations where rudders can actually become dangerous...

Updated 2002-2003 Pool Session information is available on Page 5

An Unexpected Scouting Trip

By John Blackburn

The third week of July, I got lucky!

I was invited to join a film crew that was shooting a documentary about the J. Strom Thurmond Dam. The dam lies about 20 miles north of Augusta, Georgia on the Savanna River. The Savanna forms the border between Georgia and South Carolina. The lake behind the dam is the largest man made lake east of the Mississippi River. It has, if I remember correctly, over 1,200 miles of shoreline. I say lucky because ... I got to bring my kayak!

Mark, the producer, decided to drive down in two cars rather than fly the crew and equipment down and rent a big van. Guess who volunteered to drive the second car? Mark had also rented a house right on the lake to put up the crew for the four days of shooting. Guess what? It had a sand beach. Couldn't have planned it better if I tried. All this and it's all paid for! Plus, I was making money, and didn't have to pay for gas. Is this a great country or what?

Between thunderstorms and work I did manage to get in one evening paddle of about six miles. The GPS track is figure 1. The lake was quiet, with only small wind-driven waves. Very little powerboat traffic. In fact, I was looking for wakes to play in.

The shoreline is almost all in the hands of the Corps of Engineers or Georgia and South Carolina State parks, so there's very little privately held land. The water was clear and the shoreline was very clean -- I saw absolutely no trash on my paddle.

The lake had plenty of camping places. And because of the three-year drought, the lake level is way down. Every foot of shoreline I saw had at least 20 yards of sandy beach between the tree line and the water. No problems finding places to take-out, picnic and rest. Also, many "new" islands appeared that were not on my charts. All in all, a great place for camping, exploring, or touring from campsite to campsite.

EXCEPT in the middle of July! God was it hot! When I went paddling at 5:00 pm, the temperature was 95 degrees -- a drop of only five degrees since noon. Best go earlier in the year or wait for fall.

Don't forget the annual meeting on November 10!!

CPA Holiday Party Reminder

CPA will hold its annual Holiday Party on Saturday, December 7th, at 7 o'clock at the home of Alan and Shirley Avery, 352 Derbyshire Lane, Riva, MD 21140.

Everyone is requested to bring either an entrée, salad or dessert to feed 6-8 people. Beverages will be provided.

RSVP's would be appreciated after November 5th at 410-956-3299 or aandsavery@yahoo.com.

We look forward to a good response.

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.

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.

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.

2002 CPA Candidate Speeches and Endorsements

*Break out the soapbox and soft money!
It's election speech and endorsement
time!*

*On the following pages are the election
speeches or vignettes provided for each
of the candidates who chose to submit
one. The speeches are listed in order of*

*position, and, within each position, al-
phabetically by last name.*

*Additionally, other endorsements or kind
words that other folks have submitted are
also included.*

*These speeches and endorsements come
from the CPA website at*

*http://www.CPAKayaker.com and are
current as of noon on October 27, 2002.
See the website for more recent updates.*

*Enjoy! And don't forget to either submit
your ballot by mail or bring it to the an-
nual meeting!*

Position: Coordinator Candidate: Brian Blankinship

A club member since 1995, Brian helped run both cold water clinics and SK101. He has helped at numerous demo days and Bay Bridge swim supports. He started and directed the annual SK102 skills clinics at Lake Anna for the last five years (with great assistance from instructors and Laura B), and has led multiple club trips. This year Brian spearheaded the training for new club trip leaders.

BCU and ACA certified, Brian is the Sea Kayaking program director for a local kayaking instruction company. He is the volunteer Director of the Kayaking Camp for the West River Center which provides kayaking introduction to middle school students. Brian has appeared in several kayaking publications and frequently contributes articles to the club newsletter.

Now that the club has the necessary administrative details resolved, Brian feels the club emphasis for 2003 should be on scheduling more trips. He has already started recruiting additional trip leaders for 2003.

—Brian Blankinship

Position: Secretary Candidate: Steve Lindeman

Speech Pending

Position: Treasurer Candidate: John Blackburn

CPA Member 2 years, Kayaking 2 years, current treasurer of CPA. I took over in May of this year when Joy Hecht moved

to New Jersey. Under my "most excellent" administration our bank account has continued to grow. Credit however belongs to 3 other people, Andy Vaart for keeping the newsletter costs down, Brian Blankinship for making money on SK102, and Mike Vandamm for the work he has done on the Bay Swim support. The Club received a \$500 dollar donation from the Swim this year. I've very much enjoyed my term as treasurer and would like to continue. I'm asking for your vote.

There are two initiatives I would like to see the club explore this year; (1) increase in the number of trips posted in the newsletter and; (2) increase the use of the web site and the web as a tool/method/practice for communication by the membership. Three examples of this are, boards to post last minute trips that are now announced on the list serve, voting on the web site, and how about a data base to hold all the tips that are constantly being shared on the list serve. Put-ins, neat paddles, etc.

I also strongly support Woody's proposal to somehow recognize the work that CPA volunteers do.

—John Blackburn

Position: Steering Committee Candidate: Alan Avery

Speech Pending

Position: Steering Committee Candidate: John Blackburn

See speech under Treasurer Nominations.

Position: Steering Committee

Candidate: Susan Blackburn

Speech Pending

Position: Steering Committee Candidate: Brian Blankinship

See speech under Coordinator Nominations.

Position: Steering Committee Candidate: Joe Dement

Joe is a long time, active member with a willingness to lead and serve. He also has a good personality for serving on a committee.

—Joe Dement

Position: Steering Committee Candidate: Bill Dodge

Speech Pending

Position: Steering Committee Candidate: Stephen Edmondson

Speech Pending

Position: Steering Committee Candidate: Robb Holt

Speech Pending

Position: Steering Committee Candidate: Steve Lindeman

Speech Pending

(Continued on page 4)

2002 CPA Candidate Speeches and Endorsements

(Continued from page 3)

Position: Steering Committee

Candidate: Barry Marsh

I've been kayaking for three years and in the CPA for two, and in that time I've come to believe that our club's main focus should be the safe enjoyment of the Chesapeake Bay and local waters through organized trips. I led eight CPA trips in 2001 and 2002, and want to find ways to encourage experienced paddlers to announce and lead more trips open to kayakers of all levels. This year I founded the CPA's newest Piracy - the "Pirates of Baltimore" - to get Baltimore-area paddlers together; next year we'll be expanding and branching out to explore more trips outside our weekly paddles and also to offer skills sessions. I'd like to work toward an expansion of the CPA to cover the entire Chesapeake region, as we're little known outside the DC/NoVA/suburban MD area. The club should represent the paddling interests of all Chesapeake Bay area kayakers, from the Susquehanna to the VA Capes, and expansion can open up many more possibilities for trips and other activities outside our current core area. I've been on the Interim Steering Committee since last year, and hope to be able to continue to serve club members through continued participation in 2003 and beyond.

—Barry Marsh

Position: Steering Committee

Candidate: David Moore

I have served CPA as one of the leaders of the Georgetown paddling group for three seasons. Leadership of this group has required a great deal of flexibility as we are the only "piracy" in the CPA that has rental boats and total beginners. Our group has introduced people to the sport and to the CPA. Many of them are now active in larger club activities.

I have also helped at the annual paddling weekends at Lake Anna, teaching strokes and rescues. I also lead trips (2 last season).

As a "Pirate King" I have been an ex officio member of the steering committee prior to this election and have enjoyed assisting in the leadership of our club. If I am elected to a position on the new steering committee I look forward to continuing to serve our members as the CPA continues to grow as more and more folks discover the sport of sea kayaking.

—David Moore

Position: Steering Committee

Candidate: Theresa Pendleton

Speech Pending

Position: Steering Committee

Candidate: Don Polakovic

Speech Pending

Position: Steering Committee

Candidate: Joan Spinner

Speech Pending

Position: Steering Committee

Candidate: Rich Stevens

I have been a member of CPA for 3 years and kayaking for a little bit longer than that. I have served on the Interim Steering Committee since the annual meeting last year. During the last year the ISC has studied the issues of incorporation and liability insurance, as well as held several discussions regarding trips and trip leaders. We have also seen the loss of a couple of our officers, as well as our newsletter and web site staffs, due to the pressures of jobs, families, and other personal commitments. These were all long time members and I would like to publicly thank them for their time and invaluable help. Hopefully they will be able to return to a more active role soon. One of the major accomplishments was the writing and adoption of the Bylaws. I voted against incorporation, with the majority, because I felt that incorporation represented an excessive degree of structure

and was not what the members, as a whole, wanted. I do think, however, that the Bylaws provide a minimal, but necessary, degree of structure that will help to insure the continuity of the club in the future. More importantly, I hope that the Bylaws will enable and encourage a greater participation in club affairs and decisions by the membership as a whole. If reelected, this is one area that I would like to continue to work on. I applaud the founding and interest in new pirate groups and will do all that I can to further and encourage this. I would also like to see CPA have a more visible presence at various area waterfront events to help increase membership and encourage the growth of the sport. Finally, I would like to do what I can to encourage and facilitate the posting of official and non-official trips on the web and in the newsletter. This, after all, is what CPA should be all about, friends and paddling.

—Rich Stevens

Position: Steering Committee

Candidate: James Song

Vote for me if you:

...believe real kayakers paddle all season.
...believe one should be able to carry your own boat
...believe rudders are menace to kayakers.
...believe kayak seats are meant to be uncomfortable; if you want comfort, get a canoe.
...believe BCU rules!
...believe sailors should sail and kayakers should paddle.
...believe everyone should learn to roll.
...believe CPA is a club and should act like one.

—James Song

Plenty of great kayaking experience and certified instructor background. Avid about being on the water and practicing skills. Shows up at paddling events with great regularity, and loves to share knowledge. Sensible, rational, yet not afraid to express opinions or argue a point.

(Continued on page 5)

2002 CPA Candidate Speeches and Endorsements

(Continued from page 4)

-- Gina Cicotello

Position: Steering Committee

Candidate: Robert Woodward (aka Woody)

Whether serving on the Steering Committee or just being a vocal pain in the tush (or both), I plan to advocate three initiatives this year with CPA:

1) More club trips. We've made a lot of progress as a club over the last two years in teaching rescue, safety, and trip leader courses. We've also had a group of folks work through the tough bylaws issue and the piracy groups have expanded. It's time to focus now on getting our membership on the water. Whether 'official' club trips

or less official 'peer paddles', we need to let folks know where they are and how to get involved.

2) Recognition for club volunteers. Let's face it, if you've ever participated in a skills workshop or read the newsletter, you know they ooze with professional quality and genuine enthusiasm. These events are *always* done by volunteers within our organization who receive nothing in return for their hard work other than a handshake and a thank you. We need to encourage this volunteerism and recognize them for their hard work. Certificates, plaques or other small tokens of the membership's appreciation would go a long way in recognizing those who serve our club.

3) And finally, but not least, I'm interested in knowing what the membership

wants to see in our club. I would like to see a comprehensive survey of our membership to find out what you want, and potentially help us craft a road map for the future of CPA. I can't guarantee we'll be able to implement a single idea from the survey, but I think I can at least promise that if we collect the information, we can see if we have the volunteers to take a few of the ideas on as projects.

—Robert Woodward

You need to ask? Woody is expected back from Japan in January, and would be an enthusiastic asset to the Steering Committee.

-- Joy Hecht

CPA Pool Sessions 2002-2003

These are open sessions, not lessons. You must bring your own boat and gear.

RESERVATIONS ARE REQUIRED

CPA Indoor Pool Sessions at the Fairland Aquatic Center

Dates: Saturdays Nov. 9, 2002 to Memorial Day weekend 2003

Hours: 4-5:50 and 5:50-7:45 pm

Fee: \$7 per person. Pay at FAC door (pool level).

Required: Boats and gear must be clear of leaves, mud, grass, etc.

Reservation Procedure

1. Confirm that pool is open. FAC pool: 301-206-2359.

2. Telephone Joan Spinner at 301-559-3345 or email JSpinner@peoplepc.com; leave message with this information:

- A. Your name
- B. Date of session
- C. Number of boats
- D. Your phone number

3. You will receive a return phone call confirming your reservation.

Reservations will not be accepted more than 2 weeks in advance with few exceptions, and then for only one extra week.

Directions: Take your best route to I-95 between Baltimore and Washington. Exit at MD-198 West. Turn left at 2nd light, Old Gunpowder Road. The pool will be about a half mile down on the right. Boat entrance is around to the left side of the building.

***You are confirmed ONLY if a slot is available. You will receive a return phone call confirming your reservation. If you do not receive a phone call, you DO NOT have a reservation.**

Evaluations of Lighting Systems for Paddlers

By Ralph Diaz

Reprinted with permission from the author.

"The more we look like other boats, the more we will be recognized as one by other things out there."

The US Coast Guard requirement that small human-powered vessels have a white light ready to turn on when approached by oncoming traffic is totally inadequate, except on small lakes. Paddlers in the Big Apple know this and have been using different configurations involving light that remains on steadily, rather than intermittently, for approaching traffic.

The task of the Human Powered Boating Group (HPBG) was to size up what lighting systems worked best. Seven configurations were tested on kayaks operating within the Downtown Boathouse (DTBH) embayment and its immediate outer edge bordering the river. The kayaks were viewed from the DTBH pier looking out toward the river and from a small motorboat on the river looking back, which allowed testing against city lights as well as more open water. The kayaks moved back and forth (like shooting gallery ducks) so they could be seen from both sides. They also came at the pier and out toward the motorboat so they could be seen from the front and the back. As an added test, the kayaks moved along the dark background of the derelict Pier 32. The results follow.

What DOESN'T work:

1. Headlamps. Headlamps with a straight focus beam were visible only now and then. They may be great for spotting your campsite after a moonlight cruise out in the wild, but they are not good as navigation lights to make you visible in city waters.

2. Headlamps with red/green lens. To my knowledge these don't exist but they seemed like a good idea to try. One paddler jury-rigged a red/green light to a headlamp, which proved as useless as a focused white headlamp. Any movement of the head throws its port/starboard indi-

cations off. A headlamp works in only one configuration explained later in this article.

3. Chemsticks or chemlights. Many paddlers believe these work because the stick seems to give lots of light when activated. A paddler 50 feet away who has one seems to be visible, but it is an illusion brought on by closeness. At any distance they don't show up at all, as was demonstrated by a kayak in the embayment not that far from the pier.

4. Anything with AAA battery power. We didn't test this, but from past observation, such a lighting system is minimally visible. More importantly, AAA flashlights with cones such as those from Princeton-Tec die in little more than an hour of constant use. At best, consider these a bare minimum if you get caught in encroaching darkness at the end of the day. If you have such a just-in-case light, you may want to upgrade it now to the AA version for more power and longer burning time.

What DOES seem to work:

The best arrangement seems to be a combination of (a) a red/green light system on your bow deck within arm's reach for turning it on and off or replacing batteries if necessary, (b) a white light with cone high on your head, connected to a headband or to the back of baseball cap, and (c) a cone white light behind you on your stern deck, raised a bit if possible.

This system gives you a red/green configuration that definitely identifies you as a boat to others on the water. The cone light on your head provides a constant 360-degree white light, and the cone light on your rear deck sets a pattern of two white lights in conjunction with the cone light on your head.

You can achieve this lighting combination for as little as \$50 retail (not counting batteries) using incandescent bulbs. Upgraded versions might use LED lights. Neither is a lot and anything less won't get you really noticed at night as a boat.

1. The less expensive version involves a split red/green 4 AA light from West

Marine that runs \$19.99. Look for the version that can be put on inflatables. It will require some playing around with it to fit under bungees, possibly creating or buying a plate to put it on; or just use foam. It has the advantage of lots of power, brightness, a degree of water-proofness and it will float. For the cone lights use either Princeton-Tec models or the Mark III from Tek-Tite (around \$13 to \$15 each). For full effectiveness the Princeton-Tec models require some doctoring. The Aqua Flare cone light powered by 2 AA batteries lacks slots through which to attach a strap to secure it to your headband or hat. I have bought the Princeton-Tec Aqua Flash, which does have those slots, and swapped out the flashing light bulb. In contrast, the Tek-Tite Mark III already has the slots for straps and runs on 3 AA batteries for greater brightness and longer burning time. The cones for the two brands differ. The Tek-Tite Mark III is taller and clear with a white plastic strip inside that reflects the light coming up from the bulb. The Princeton cones are shorter but broader and translucent. The edge might be with the Tek-Tite cone as, being taller, it stands up higher.

2. A more expensive version involves LED light modules, preferably a 2 or 4 LED light, for the cone lights. Such modules cost around \$20 but they stay brighter longer and have much greater burning time with your batteries than do incandescent bulbs. LEDs ordinarily have a disadvantage in that their beam does not project far, but this doesn't matter in a cone light when all it is doing is lighting the cone up or reflecting across a plastic strip in the cone. So there is absolutely no disadvantage of LEDs in cones.

I am not certain if Princeton-Tec has a provision for this but Tek-Tite does. The basic cone light comes with either 2 LED or 4 LED. The Mark III 2 LED retails for \$34.95 while the Mark III 4 LED is \$44.95. The Tek-Tite has an advantage in that it is based on a 3-cell battery system, which is ideal for LED lights. In a 2-cell battery system you will get less power

(Continued on page 7)

Evaluations of Lighting Systems for Paddlers

(Continued from page 6)

from an LED (a 4-cell system is too much and you have to have a 3-cell with one dummy cell to operate a LED). The 4 LED is noticeably brighter than the 2 LED.

The only LED red/green system on the market is the Tek-Tite Navlite. It has two Mark III bodies, one with a red cone, the other with a green cone in a special pouch that has a grommet and a means of tying to deck D-rings and bungees. It sells for \$55.95 with a 2-LED bulb in each. Advantages over the incandescent West Marine basic split red/green light are greater waterproofness (really submersible), longer battery life and continued brightness, as well as being unbreakable and bulb life measured in the many thousands of hours. The disadvantage is the initial cost outlay.

C) Other Lighting Systems and Thoughts:

1. One configuration that worked extra well was based on the Princeton-Tec Solo Headlamp. We placed a Princeton-Tec cone over the light, giving the paddler a silly "unicorn" look. At the back of the headband we strapped a Tek-Tite Mark III 4 LED. Two cone lights so high up on the head made the setup quite visible. It also created a pattern of lights that was constant and being so close together seemed to give them even greater visibility. If you can stand having two lights on your head, you will have a distinct visibility advantage.

2. Deck lights provide more of a distinct profile. This is especially true if you can pre-arrange a light at the very end of the bow and the stern as well as on your head or PFD. If you plan to use a red/green

light on the bow deck in front of you, dispense with a white light way up at the bow end. It confuses and diffuses things.

3. Cheaper lights do show up nicely. An Eveready yellow light retails for under \$10 in places like EMS. It has a raised glass portion rather than a cone. However, it is not that well made and can fail, and doesn't have much burn time.

4. Anything at the back of your PFD, unless high up on the shoulder, is limited in how much it can be seen. But, again, it is something that can fool you as you may see another paddler in your group and believe he would be visible from far away when he isn't.

5. Deck color helps in being seen. Lighter colors reflect stern deck lights and lights on your head, to a degree.

Paddling past the Thomas Point Light



Mike Aronoff, Andy Vaart and Chip Walsh met up with Brian Blankenship and Lee Gardner on the bay and paddled a round trip to Thomas Point Light, about 15 miles. A little wind, a few waves, just another great day on the Bay.

—Mike Aronoff

Annual Meeting Reminder—November 10, 2002

By John Blackburn (with assistance from Brian Blankinship)

The CPA Annual Meeting will be held on Sunday, November 10, 2002. It will be held in Cedar Grove United Methodist Church in Deal, MD. The meeting will begin at 2:00 PM, with lunch at 1:00. The club will provide pizza and soft drinks.

And as if food weren't incentive enough, there is going to be a paddle beforehand, too. We will be launching from Galesville at 10:30 AM that morning. So come on out and make a day of it.

Directions to Cedar Grove United Methodist Church are below. Directions to the launch site at Galesville follow that.

So, to summarize the schedule for November 10:

10:30 AM: Galesville Paddle

1:00 PM Lunch at church

2:00 PM Annual meeting at church

Directions to Cedar Grove United Methodist Church from the Capital Beltway.

ADC map page 34, A7.

710 Masons Beach Road Deale, MD
20751 (410) 867-7417

Via Route 4

Beltway to Route 4 (Pennsylvania Ave) South/East.

Route 4 is past both Rt 301 and Wayson's Corner.

Exit at sign "EAST 258 TO EAST 259, BRISTOL DEALE."

Follow exit ramp over Route 4 and continue on 258 BAY FRONT ROAD.

Continue straight through light at Route 2.

Continue on Rt. 258 for several miles until it ends at a "T" intersection.

Turn RIGHT at the "T" onto Rt. 256 DEALE CHURCHTON ROAD.

Follow past the library on your right, the CHURCH is on the LEFT at the next "T" intersection.

There is a brick entrance way. The Sanctuary is brick with a white steeple.

We will meet in the Education Annex, the first building on the left.

Via Route 50

Take ROUTE 50 East, continue well past Rt. 301.

EXIT onto ROUTE 424 DAVIDSONVILLE ROAD South.

Continue straight across Rt. 214, the road becomes BIRDSVILLE ROAD.

At "T" intersection, turn RIGHT onto Rt. 2 SOLOMONS ISL. ROAD.

In about 100 yards, Take first LEFT turn onto MILL SWAMP ROAD.

At "T" intersection, turn RIGHT onto Rt. 468 MUDDY CREEK ROAD.

Continue straight through light at Rt. 255 Galesville Road.

Continue for several miles around a large bend.

At next light, turn RIGHT onto Rt. 256 DEALE CHURCHTON ROAD.

Follow past the library on your right, the CHURCH is on the LEFT at the next "T" intersection.

There is a brick entrance way. The Sanctuary is brick with a white steeple

We will meet in the Education Annex, the first building on the left.

Directions to Galesville Launch Site from the Capital Beltway

Take Rt 4 East.

Just past the 301 interchange, take Rt 408.

Follow to Rt 2 North.

Take a right on Rt 255 East.

After you cross Rt. 468 the road becomes Galesville Rd.

Follow until you dead end at a little park, beach is next to the pier. You can't miss it. Mind the speed limits!



Weekly Pirates Paddling

**We have five weekly paddling groups! Join one and be a pirate!
Given lateness of the year, check before going, however.**



*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, bitmap). Email or call for more information and for 10-month discount. See advertising contact in masthead.

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

Don't Forget!

The CPA Holiday Party is on December 7, 2002.

See Page 2 for details.

FOR SALE

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).

Wilderness Systems Piccolo, Yellow. Perfect Condition. \$400. 703-620-2884 (09/02).

Pacific Water Sports Osprey, 17', 23" beam fiberglass boat. Good boat for advanced beginner with room to grow. Barely used, \$2,000/OBO, jselmore@erols.com or call (301)994-3169 (09/02).

Seeking Florida Paddling Partner

Wanted: Retired intermediate or expert paddler as partner for paddling from 3 room cottage on sand beach facing Florida Bay in the Florida Keys. I will provide free transportation and lodging on way down and back, plus two Kevlar Caribou S kayaks. We share expenses in Florida. The trip is scheduled for the second and third weeks of January 2003.

Call Vincent Gerardi, 410-822-5916.

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.

NOVEMBER

November 8-10 (Fri-Sun) (Veteran's Day Weekend). Point Lookout State Park, MD. Car camping at its finest. ADC Charts 9 and 24. Paddle on the open Potomac, Point Lookout Creek, or easy drive to other sheltered locations. Bill Dodge 703-979-5837 or mobile 703-201-8636 (usually turned OFF).

November 10 (Sunday). CPA Annual Meeting, Deale, MD. Paddle and lunch before meeting. See reminder on page 8 for details.

November 21 (Tuesday): Full Moon

DECEMBER

December 7 (Saturday). CPA Christmas Party, Riva, MD. See announcement on page 2 for details. Please RSVP.

December 19 (Thursday): 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 or CPR and do not always carry first aid equipment or 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: CPAKFUL302 to recruit@llbean.com (please use text or MS Word format). Or mail to L.L. Bean, Inc., Job Code: CPAKFUL302, 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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Find CPA at: <http://www.cpakayaker.com>

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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 November issue:

- Candidate Speeches and Endorsements*
 - Lighting System Evaluations*
 - Skegs and Rudders, Part 2 of 3*
- ...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****