

The Chesapeake Paddler



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July 2003

The Wicomico Rivers of Virginia

By Greg Welker and Jenny Plummer-Welker

Preparations

Given the rainy outlook for the first week of June, Jenny and I decided to skip our planned week of sailing and go kayaking instead. After all, kayaking in the rain is a lot better than sailing in it. So we set about deciding where we could go for three of the days.

With the upcoming Potomac River swim in mind, we searched the home bookshelves to see what paddling possibilities existed in Virginia, near the mouth of the Potomac. Out came the books: ADC's *Chesapeake Bay Chart Book*, *The Virginia Atlas & Gazetteer* by DeLorme, and *Cruising The Chesapeake* by William H. Shellenberger, 1990. (The 1990 edition is latest incarnation of the *Chesapeake Cruising* guides that we own. We also have the 1962 version, which provides an interesting perspective.)

Our books got us started, but we got lucky when we searched the Northumberland County, VA. Web site. There we found a strategically located campground on the shores of the Little Wicomico River. From the campground we could paddle the 11-mile length of the

river, we had access to the Bay via one of the Little Wicomico's inlets, and we were within striking distance of the Great Wicomico River and all its creeks. The campground was also convenient to an interesting little town called Reedville.

The proximity of the two Wicomicos on the chart gave us an idea: we could paddle out the Little and into the Bay, then paddle down the coast to the Great, tour the Great, and return.

Out came this year's *Reed's Nautical Almanac* for a check of the tides. Serendipity! Our paddling days aligned with the tide so that on June 6 we could paddle out of the Little Wicomico and down the coast on a falling tide, then catch the incoming tide back up the coast after paddling around Reedville.

Our plan depended on the weather, of course, given the exposed nature of the Bay coastline. Further study of the nautical chart showed the Smith Point Lighthouse approximately three miles offshore. This is one of the Bay's few remaining lighthouses, and one that neither of us had seen

up close. With the right weather conditions, a side trip to the lighthouse might be possible. Jenny exchanged emails with Barry Marsh, CPA paddler and lighthouse connoisseur, to ask if he had ever paddled that lighthouse and see if he had any tips. By chance, this was one lighthouse that Barry hadn't paddled. We made tentative plans for him to join us and to add the Smith Point Lighthouse to his list.

Day One

With camping reservations made and the truck packed, we headed down US-301 from Bowie, with a stop at Wall's Bakery in Waldorf so Jenny could get an eclair ("World's Best!" the sign exclaimed). Once we crossed the Harry W. Nice Bridge, we hit the back roads. Both of us enjoy back road travel. If you carry enough maps and have a good navigator to help the driver, you don't get lost too often.

Jenny keeps a detailed log of all our outings. Here's her account of our back road expedition:

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I navigated Greg to the Sunnybank Ferry, which crossed the Little Wicomico. The Scenic Driving Virginia Guide Book by Bruce Sloane (libraries are wonderful) noted it as a free, state-run ferry. As we made the last turn, a road sign said the ferry wasn't operating, but we drove to it anyway ... We talked to two local men at the ferry, who were waiting for a replacement engine to arrive. I mentioned that we planned to kayak the river and asked how far we might get up the river. One man said he had never been further than the next point up the river. The other gave us the name of a local road that he thought would be the furthest we could go.

We arrived at the campground – Chesapeake Bay/Smith Island KOA Campground – and got sticker shock. The site cost \$33 per night (including electric and water), and there was a \$3 surcharge per kayak per night, whether we used their ramp or not! This has to be the most I have ever paid to camp on the Chesapeake, and the only place I've heard of a boat charge like this. Three dollars, simply for bringing the boats into the campsite!

We couldn't remember if that was the same price they had quoted earlier on the phone, but it was cheaper than a B&B. And the site had good access to the water: it was perched on a slight hill overlooking a creek. The shore was also bulkheaded, with the ramp only fifty feet from the campsite. And there were trees for our new hammocks!

After lunch we were ready to paddle. We thought we heard the rumble of thunder, but we decided

it was only the military bombing Bloodsworth Island. We outfitted our kayaks, donned our drysuits, and launched from the ramp. NOAA was calling for late afternoon thunderstorms, so we planned a short paddle.

Jenny and I prefer to wear drysuits until it's warm enough for swimsuits. By using light layers under the suits, and roto-cooling we find the drysuits more comfortable than clammy, cold wet suits, especially on rainy overcast days, or when

having to put on wet neoprene the morning after a paddle.

Jenny: We passed the two Smith Island tour boats docked near the campground. We waited for a boat to go out of the marina, before crossing the channel. We proceeded to the shoal area, where we again waited for the boat to pass, as it followed the curve of the deep-water channel. We paddled up the south side of the Little Wicomico River, and passed the cable ferry.

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THE CHESAPEAKE PADDLERS ASSOCIATION

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

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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.

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

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

Coordinator's Column

Recently on a nationwide kayaking newsgroup, a paddler told of capsizing in San Francisco Bay. He didn't say what caused him to go over, but his disbelief that this could happen caused him to blow his roll. He wet exited and did a paddle float reentry. Upon getting back in his flooded kayak, he found his pump had come out from under his deck bungies and the current carried it away.

Trying to paddle the flooded kayak to the pump caused him to capsize again. This time he lost his paddle float. The confusion distracted him and he

let go of his boat, which floated away faster than he could swim after it.

His luck changed and he and his boat both drifted to a construction platform. The rear hatch cover was gone but he was able to walk to shore.

Most kayaking disasters start like this, a series of small things cause a big thing. How prepared are you to handle the small things when they occur? How often do you practice your roll in "combat" conditions, like having someone surprise you? When

did you last try a paddle float reentry? In rough water? High winds? Do you have your gear attached to your kayak or just tucked under the bungies? Can you rescue yourself without a paddle float?

Dave Biss and Cyndi Janetzko are hosting a rescue clinic on July 13. If you have not learned self and group rescues, this would be worth your time. If you can't make that, come to one of the Pirate groups and learn these important skills.

*See you on the water,
Brian Blankinship*

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Cable ferries present a different hazard than regular boat traffic. Such ferries move across the water by using a steel cable, laid from one side of the river to the other. As the ferry crosses the river, it pulls the cable in front of it taught, raising it to the surface of the water for sometimes several hundred feet in front. Try never to cross in front of a cable ferry, or directly behind one. Nautical charts indicate the presence of cable ferries.

Jenny: *We kept to the river – didn't explore any side creeks. On the left was an industrial seafood place. On the right was a marina with a miniature bugeye sailing boat. Residences were pretty common. Further up the shoreline was forested. We*

explored up the river to the point where it was about one foot deep, passed around a small island shown on the chart, and came back down the north side of the river. The afternoon was sunny – we actually wore sunglasses and sunscreen! Paddle time 3.8 hours, 10.8 statute miles.

Day Two

This was the day to explore the Smith Point Lighthouse and play the tides. Shellenberger's *Cruising the Chesapeake* offers this description of the waters off Smith Point, where the Smith Point Lighthouse stands:

"As you pass Smith Point, just below the mouth of the Potomac River, note the wind and current conditions. A significant current can develop in this area, passing

over or near shoals, sometimes with an opposing wind. Some rather impressive, although localized, seas have been encountered just outside Smith Point Light under these conditions."

The forecast for that morning predicted north winds of 5-10 knots, changing to the southeast, 5-10 knots. Waves one foot or less.

Using *Reed's Nautical Almanac*, Jenny calculated the tides:

<u>Little</u>	<u>Smith</u>	<u>Fleeton</u>
<u>Stage</u>	<u>Wicomico</u>	<u>Point</u>

High 7:36 am	5:24 am	4:53 am
Low 2:08 pm	11:58 am	11:37 am
High 8:12 pm	6:00 pm	5:29 pm

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The "Rapide" Drysuit by Ravenspring, Ltd

By Rob Castle

Following the 2003 CPA Cold Water Workshop last March, I decided to invest in a drysuit. Since my physical dimensions aren't well represented in the market, I realized I'd have to have one custom made to find a suit that fit well with the features I desired. But since my budget wouldn't allow for a custom drysuit *and* a kayak, I began to investigate drysuit alternatives.

I looked at the offerings of Ravenspring, Ltd., a British company. (www.ravenspring.co.uk). I called the company and spoke with Anne Morley, one of the directors of the family-owned and -operated business. She told me about Ravenspring's line of "breathing" drysuits.

Ravenspring uses a single layer of fabric with a hydrophilic coating, while most US manufacturers use a multilayer technology (Ravenspring uses double layers in the seat, knees, and elbows, however). The single-layer process results in a lightweight, flexible suit that still lets moisture escape.

Ravenspring offers three styles of suits. The style I purchased, the Rapide, is their top of the line single-piece model. Their two other styles include a single-piece basic and a two-piece model. Ravenspring uses the same breathable material in all its drysuits, including the individual tops and pants.

Features and Options

A standard feature of Ravenspring single-piece suits is adjustable internal elastic suspenders, which prevent the suit from sagging around the arms and neck when worn.

When you order a suit, you'll need to provide measurements from six areas of your body, which allows the company to give you a customized fit. There are several other ways to customize your drysuit as well: You can choose between front- and rear-entry models, you can specify a color scheme, and you can specify the type of ankle seal.

Add-ons are also available, which increase the cost. For example, I had a front "relief" zipper installed. By using the available options, the cut and fit of my drysuit is very good. It's about as close to a custom suit as I can afford.

The "Rapide" model also features:

- Protective neoprene over-cuffs at the wrist and ankles
- A fabric neckband with a hook- and-loop-type closure over the neck gasket
- Pockets on the upper-left arm and right thigh, both with hook-and-loop closures
- Sturdily constructed entry and relief zippers
- A small amount of heat-activated repair tape and instructions for applying it

Ravenspring offers pre-glued, heat activated replacement

gaskets with installation instructions. Or, you can send them the suit for repair.

The Float and Leak Test

I first tested my suit at the weekly gathering of CPA's Pirates of Pier 7, so I'd have others to act as safety observers. On that late April afternoon the air temperature was in the low 60s, and the water temperature was about 50° F. Winds were gusting to around 20 knots.

Since this was my first experience with a drysuit, I was as concerned with donning it correctly as I was with its comfort and fit. Beneath my suit I wore a thin polypro top and bottom. Neoprene gloves protected my hands, and on my feet were neoprene booties and mid-weight wool socks.

Once in the water, I floated on my back and moved my arms and legs to circulate the water completely around me. Besides feeling the water's chill against the outside of the suit, I was very comfortable for the 10 minutes I floated around. I could have gained more warmth by adding additional layers beneath my suit, but that's true with any drysuit.

There were no leaks at the gaskets or seams, and the suit felt flexible and comfortable. The overall construction looked sound. The materials seemed durable.

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Mastering the steps for wearing a drysuit was easy, and I learned a few things about buying a suit in the future. For one thing, the zippered neoprene boots I bought were too small to fit easily over my latex socks.

The “Real” Test

The second test of my Ravenspring “Rapide” came later that month, at the ACA Level 1 Coastal Kayaking course I attended. I thought this test would be fair only if the suit was “paddled,” not merely “floated,” as I had done at the Pirates meeting.

I wore the suit, with the same insulating layers, during the entire eight hours of class. In class I engaged in a full range of paddling activities, including rescues. The air temperature was in the low- to mid-60s, and the sky was overcast with occasional light rain and very light breezes. The water temperature was around 50° F. These conditions were similar to those of the first test.

Again the suit breathed adequately, and it felt comfortable when I paddled. With my drysuit, I had a definite advantage over the students with wetsuits. I had some difficulty with the neck seal, though: it was a little tight, and it kept rolling down into a band. The seal probably needed some trimming.

During class I struggled with the fit of my PFD, which was also

brand new. As a result I took longer to complete some of the rescues, and I spent more time in the water than most of my classmates. Of course, this is one of the scenarios in which most of us would wear a drysuit!

That day my suit retained moisture only in the seat; the rest got vented through the fabric. I attribute this to the molded plastic seat on my boat: even if the moisture could have escaped, it got trapped in that area. I discussed the situation with an instructor who wearing another brand of breathable drysuit. He said he noticed the same thing in his suit.

On land I discovered other advantages of wearing a drysuit over a wetsuit. For one thing, I only had to open the entry zipper when I wanted to cool off. And thanks to my “relief” zipper, I didn’t need to completely undress to relieve myself — unlike my wetsuit-clad male colleagues!

The Bottom Line

A British company, Ravenspring states its prices in pounds (£), but its website provides a convenient currency converter.

Here’s a breakdown for what I paid for my “Rapide” drysuit (based on an exchange rate of £1.00 per \$1.596):

Base price	£268.09	\$427.23
Relief zipper	£38.30	\$61.04
Shipping fee	<u>£30.00</u>	<u>\$47.81</u>
Grand total	£336.39	\$536.88

Also included was express shipping to the US, which took only four days!

Of course, there is an import duty that is imposed by US Customs, and collected by the US Postal Service. The folks at Ravenspring indicated that US customers generally pay about \$30 duty on their suits.

I should also note that my duty was considerably higher, and that I have an appeal underway at this time to have the excess duty refunded.

My overall impression is that the Ravenspring, Ltd. products are well made, they include many useful standard features, and they appear to be backed by a quality organization. In all respects, I would rate this product as a very good value.

Perhaps I will provide an end-of-season follow-up to this brief review. Then I’ll be able to give a better assessment of the durability after a season of training and recreational paddling.

Contact Information:

Ravenspring, Ltd.
 Ford Road
 Totnes Industrial Estate
 Totnes Devon TQ9 5LQ
 Phone/Fax (from US): 1-44-1803-867092
 Website: www.ravenspring.co.uk
 Email: sales@ravenspring.co.uk

CALENDAR

Participants in CPA events must read and comply with the statement of CPA trip requirements and ratings on p. 11.

Please contact the trip leaders in advance, even if you are familiar with the area being paddled. They need to have contact information in case of changes. Also, there may be space limitations or other trip restrictions.

Note: As always, you can get the latest information about the CPA Calendar at our website: www.cpakayaker.com. Many of the non-CPA-sponsored events have websites with full information on them. Links to these sites are available on the CPA website calendar.

JULY

Jul 4 (Fri) Alexandria to DC Fireworks (*Advanced Beginner*). Oona Pilot (703-503-8884; opilot@loudoun.gov), Barry Marsh (410-728-4016; circus_cyaneus@hotmail.com). Paddle from Alexandria to DC to watch the fireworks!

Jul 4 (Fri) Jack's Boathouse to DC Fireworks. (*Intermediate*). David Moore. Details to come.

Jul 5 (Sat) Zekiah Swamp/Allen's Fresh (*All*). Ralph Heimlich (301-498-0918; heimlichfamily@comcast.net). Day trip to Zekiah Swamp on the Wicomico River, MD.

Jul 6 (Sun) Patuxent River (*Advanced Beginner*). Barry Marsh (410-728-4016; circus_cyaneus@hotmail.com). 10-NM round-trip from Selby Landing on Jug Bay, including Lyons Creek and Mattaponi Creek. Protected water; great nature-watching.

Jul 11-13 (Fri-Sun) Gwynn Island, VA (*All*). Bill Dodge (703-979-5837). ADC chart 13, 14. Investigate some sloughs and sheltered creeks along Bay shore; also New Point Comfort.

Nice dining at Mathews Courthouse and at other restaurants about 15 minutes from camp.

Jul 11-13 (Fri-Sun) Gulf of Maine Sea Kayak Symposium (*All*). GOMSKS (207-751-8998; info@kayaksymposium.org). GOMSKS is the descendant of the first sea kayak symposium organized by Ken Fink in 1982. There will be speakers, classes and demonstrations as in the past, and there will be exhibitor booths in the field house and space at the beach for demonstrating boats.

Jul 12 (Sat) 2nd Annual Northeast River Regatta (*All*). 10+ mile race. Stay tuned for details.

Jul 13 (Sun) Rescue/Roll Training (*All*). Dave Biss, Cyndi Janetzko. Jack's Boathouse, Georgetown.

Jul 13 (Sun) Havre de Grace Triathlon Swim Support (*All*). Havre de Grace, MD. Stay tuned for details.

Jul 18-20 (Fri-Sun) Pocomoke River/Nassawango Creek (*All*). Ralph Heimlich (301-498-0918; heimlichfamily@comcast.net). Camping on Pocomoke River and Nassawango Creek, MD.

Jul 20 (Sun) Eastern Neck Circumnavigation (*Intermediate*). Wendy Baker Davis. Stay tuned for details.

Jul 26 (Sat) Shore Tour of the Patuxent River & St. Leonard Creek (*Beginner*). Greg Welker (301-249-4895; gwelker@erols.com), Jenny Plummer-Welker (plummer@chesapeake.net). 5-mile shoreline tour of the Patuxent River and St. Leonard Creek guided by an archaeologist. Sponsored with Jefferson Patterson Park and Museum. Limited number of participants, sign up early! RSVP trip.

Jul 27 (Sun) Riverwatch Triathlon Swim Support (*All*). North East, MD. Details to be announced.

AUGUST

Aug 1-3 (Fri-Sun) St. Clements Island Kayak Camp (*Advanced Beginner*). Bill Dodge (703-979-5837). ADC Chart 23. 2003 is the 6th year for this event. Most historical site in Maryland. Adding Friday, 1 August gives another chance to paddle around the island in moonlight.

Aug 2 (Sat) Tred Avon (*Advanced Beginner*). Susan Blackburn (301-587-7142; sblackburn@cmc-management.com). Launch from the Belleview side of the Oxford/Belleview ferry at 10 AM. A leisurely paddle along the shoreline.

Aug 9 (Sat) Son of a Spud Triathlon Swim Support (*All*). Indian Head, MD

Aug 9 (Sat) Havre de Grace/Susquehanna River (*Advanced Beginner*). Barry Marsh (410-728-4016; circus_cyaneus@hotmail.com). 8-10 NM round trip from Havre de Grace to Susquehanna State Park OR Susquehanna Flats and Fishing Battery Island. Protected water, with open-water crossings of up to 3 miles.

Aug 10 (Sun) Corsica River (Chester) (*Beginner*). Robb Holt.

Aug 16 (Sat) Potomac River/Nice Bridge Area US-301. (*Advanced Beginner*). Greg Welker.

Aug 21-24 (Thu-Sun) Tangier Island B&B. CANCELED.

Aug 23 (Sat) 4th Annual Broadkill River Canoe and Kayak Race (*All*).

Aug 30 (Sat) Galesville (*Beginner*). Susan and John Blackburn (301-587-7142).

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This meant if we left the Little Wicomico after 6:30 AM, we could use the outgoing tide to head south along the Bay to the Greater Wicomico and Reedville. Then, if we left Reedville (near Fleeton Point) after noon, we could ride the incoming tide up the Bay and back to our starting point.

A few notes for you technical types:

- We should have included the currents in our calculation to be more precise, but tidal times were close enough for what we wanted to do.
- Given the predicted south wind incoming tide, the problem of waves generated by the opposing wind and tide, mentioned above in *Cruising the Chesapeake*, would be minimal.

Jenny: *Kayaked out of the inlet. Standing waves on the Bay side.*

The outgoing tide was producing standing waves, which Shellenberger also mentions.

“The current at the entrance is often strong. I recommend entering on an incoming tide.”

Yeah, but Shellenberger was in a sailboat! We had kayaks, and decent skills, so the ride through two-foot waves was nice for us.

Jenny: *Reached Fleet Point in two hours. Paddled up Cockrell Creek to Reedville. Ate lunch on the shore by the ruins of a menhaden factory, now just a furnace and chimney. Saw a dead puffer fish*

washed ashore. Big thrill for Greg – said he had always heard they were in the bay, but had never seen one. On the way back, we waited at Fleet Point while ten of the 120-foot long menhaden fishing fleet ships returned to port, each in line astern, making the turns of the channel in from the Bay to the creek.

Coming round the point, we assessed the wind and seas. The wind was out of the southeast, the tide was coming in, and waves were from the east at less than one foot. Good conditions to visit the lighthouse. Jenny used her Navaid to calculate a 60-degree course. We fudged the route a little to the east, to allow for the wind and current.

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Greeting the menhaden fleet at Cockrell Creek

Weekly Pirates Paddling

We now have six pirate groups paddling every week! Join one!

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 south, over the South River. Take first left after crossing the bridge. Follow road to Pier 7 Marina. Contact: Alan Avery, 410-856-3299 or pirates_pier7@cpakayker.com.

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



Pirates of the Potomac

Tuesday nights, 5 PM. Belle Haven Marina. \$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, 703-780-6605 or pirates_potomac@cpakayker.com. In case of inclement weather, call Belle Haven Marina, 703-758-0018 after 3:30 PM to confirm launch cancelled.

Pirates of the Patuxent

Thursday nights, arrive 5-6 PM. 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 pirates_patuxent@cpakayaker.com; or Jennifer Elmore, 301-862-2398 or pirates_patuxent2@cpakayaker.com.

Pirates of Georgetown

Thursday nights, 6:30 PM. Jack's Boats (202-337-9642), 3500 K Street, NW in the Georgetown area of Washington, DC under the Whitehurst Freeway. Plenty of parking. Rental kayaks available. Contact: David Moore, 301-445-3273 or pirates_georgetown@cpakayaker.com; website: <http://www.scienceapplications.com/pirates>.

Pirates of Baltimore (the roving Piracy!)

1st, 3rd, and 5th Tuesdays at Canton Waterfront Park, 3001 Boston St., Baltimore; 2nd and 4th Tuesdays at Rocky Point Park, Essex, MD. Meet at 5:30 PM for paddling and skills practice and to meet other paddlers. PFDs, sprayskirts, and a waterproof light required. Contact Barry Marsh, 410-728-4016 or 703-837-3017.

Pirates of Algonkian (upper Potomac)

Tuesday nights, 6 PM until sunset. Paddlers from VA and MD paddle along the upper Potomac shores between Virginia and Maryland. We raid unsuspecting canoes and fishermen for food, drink, and catch-of-the-day. AAARRRRRG! We also portage and paddle down along the C&O Canal. We often explore Seneca Creek and elongated islands as well as practice skills, rescues, and rolling workshops. Two launch points: Algonkian Regional Park in Sterling, VA, and Riley's Lock in Potomac, MD. Contact: James Song, james.song@verizon.com or tsongus@yahoo.com or 703-375-4754.

Come Vacation and Kayak in North Wildwood/Stone Harbor at the Jersey Shore

Anglesea section of North Wildwood, New Jersey (8 miles from Cape May)

Newly renovated large 2-story contemporary single family house sleeps up to 6: 3 large bedrooms (2 queens and 2 twins); 2.5 baths; and garage to store your kayaks. Living room, large full kitchen/dining area, microwave, dishwasher, refrigerator, washer and dryer, central air conditioning, 2 cable TVs, VCR, stereo, gas BBQ grill, enclosed backyard. No Smoking/No Pets Please.

Anglesea is a residential, quiet shore resort, with activities and fun close by. Two blocks from the ocean and two blocks from the Hereford Inlet between Stone Harbor and the Anglesea section of North Wildwood. Access to fantastic kayaking is just two blocks away. Explore the back bays of Wildwood/Stone Harbor/Avalon. Secure your kayaks in a locked garage while visiting the quaint shopping district of Stone Harbor just 2 miles away. Nearby restaurants and diners are within walking distance or just a short drive away. Kayak rentals are within a mile.

These dates and rates (in US dollars) are available:

6/29 – 8/31, \$1600 per week

Refundable security deposit is \$300.

CPA members receive a \$200 discount.

To see pictures of house, please send email to: cemush@comcast.net
(410) 965-1108, Mon– Fri, 8:00 AM – 3:30 PM; (410) 418-9087, after 6:00 PM/weekends



Greg Welker approaching the Smith Island Lighthouse

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Jenny: *From the point where the shoreline changes its angle, I figured our distance to the lighthouse was 4.75 miles. No threat of an afternoon thunderstorm, tide was rising, and the wind was from the southeast (probably 10 knots or less). We decided to paddle to the end of the pound nets, about a mile offshore, then decide whether to continue to the lighthouse.*

From the pound nets we could just see the lighthouse, looking like a small white buoy on the horizon.

Jenny: *We headed for the lighthouse at 2:38 PM. After about an hour, Greg thought he could discern a window. Our ETA to the lighthouse was 4:18 PM, with a return to the launch point of about 5:15 PM. We arrived at the lighthouse at 3:45 PM, about 35 minutes ahead of schedule, due to the tide and a slightly faster pace. After circumnavigating the lighthouse and taking requisite photos, it was time to head back. I used the Navaid to determine our direct heading to the Little Wicomico River inlet: 192 degrees. We again compensated for the incoming tide.*

The trip out to the lighthouse had taken us across and down current. Our return was cutting straight across the incoming tide, and the wind was on our left stern quarter. If we didn't increase the ferry angle, we'd eventually be paddling up the Potomac!

We could barely make out buildings on shore. Had visibility been worse, the shore would have

been indecipherable. As it was, we were able to pick a treeline feature and head for that as a visual mark.

Jenny: *We returned to Slough Creek, our launch point, after being gone almost eight hours. We walked the boats to the campsite, changed, and showered. 7.9 hours, 24 miles.*

After dinner and resting in our hammocks, we packed everything but the tent. Our new neighbors wondered why we were getting ready to leave. "Because NOAA says heavy rains are coming," I replied.

The rains arrived early in the morning of day three, so we ate breakfast at a local eatery and did some sightseeing.

Jenny: *We visited the Reedville Fisherman's Museum, a very nice place, with a good video and exhibits on the menhaden fishery, several preserved workboats, and*

a fisherman's house, the oldest residence still standing.

The real treat was our docent, Robert Lunsford, who was born in town, lived across the street, and practically furnished the preserved house with family possessions. The museum's web site is www.rfmuseum.com. While waiting for the museum to open, we made a road trip to Christ Church, an intact Colonial church. We stumbled into the Irvington Farmer's Market, an event held the second Saturday of the month. Many more booths there than just the farmers: there were artisans, the Chamber of Commerce, the Rappahanock River Coalition, a Masters Garden Club, and a performance by a musician. A steamboat-era museum will soon open in Irvington. We also stopped by Kinsale and took a look at their nice little museum.

All in all, a recommended place to explore.

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CPA Trip Requirements and Ratings

CPA trips are organized by and for members of the club. When you participate, please remember that trip leaders are "hosts," not professional guides, but you must be willing to follow their instructions. They are neither necessarily trained in first aid or CPR, nor do they always carry first aid equipment of 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, you must contact the leader in advance.

REQUIREMENTS:

Equipment: While on the water, all paddlers must wear PFDs, spray skirts,

and clothes appropriate to the water temperature. Boats must have water-tight bulkheads or flotation devices to prevent the kayak from swamping when capsized. All paddlers must have, and know how to use, a pump, paddle float, and whistle. On the day of the trip, leaders may refuse to admit participants for noncompliance with any of these requirements, so if you are not sure, discuss it with the leader in advance!

Waivers: All participants in CPA-sponsored trips and events must sign legal release forms each time before setting out on the water. Only one release per season is needed for regularly scheduled events (e.g., the weekly activities of the "pirates"). The legal release absolves all participating CPA members from legal liability for the injury or death of a fellow participant.

RATINGS:

First Timers: Participants have never paddled before. (No prior skills necessary.)

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

Advanced Beginners: Participants 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: Participants 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.

CLASSIFIEDS

Check your ad! Ads dated 3 months before 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:

Display advertising will be accepted that relates to the concerns and interests of our readers. Monthly rates for advertising are as follows:

Size	cost	width x depth (col)
1/8 page	\$20	2.4" x 3.5" (1)
1/4 page	\$32	4.9" x 4.7" (2)
1/2 page	\$50	7.5" x 4.7" (3)
full page	\$80	7.5" x 9.75" (3)

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

Public service announcement and personal ads to sell kayaks and accessories are printed for members

at no charge; non-members pay \$10 for 3 months.

FOR SALE

Whitewater Kayak and Ducky.

Kayak: Prijon T-Canyon, spray-skirt, paddle, good condition, \$500. **Ducky:** Hyside Padillac II inflatable self-bailer, 1-2 man, premium foot pump, good condition \$450. Fred, 703-360-0670; leave message. (07/03)

Necky Arluk II. Kevlar/Carbon.

18'x22", white/white with teal trim. Includes carbon paddle, skirt, and cover. \$1,600. John McKeever, 202-874-3492 (w) or 410-695-1391 (h). john.mckeeper@bep.treas.gov. (07/03)

Current Designs Gulfstream. 1999, yellow over white. Fiber-glass with skeg, day hatch, 3 bulkheads, custom seat, upgrad-ed bungies and deck lines. Good condition, no skeg problems. 16' 10" X 23.75". Great expedition or day trip boat. \$2000.

Joan Spinner, 301-559-3345, JSpinner2@peoplepc.com. (07/03)

Perception Pirouette S Whitewater Kayak.

Red, 11 ft, good cond. \$200. Bob Brannon, 540-663-2483, rbrannon@crosslink.net. (06/03)

Old Town Loon 160. Tandem recreational kayak. Sliding seat for solo paddling, open cockpit, green, 16 ft, rudder, excellent condition, \$400.

Bob Brannon, 540-663-2483, rbrannon@crosslink.net. (06/03)

SEDA Double Sea Kayak. Kevlar 21' x 29", 62 lbs, rudder, 3 hatches, spray skirt, cover, huge storage compartments, \$2100. Jerry Collins, 301-641-3415 (06/03)

P&H Orion, great condition.

Fiberglass, orange over yellow. Options: 3 bulk-heads, day hatch and Henderson 50 integral bilge pump. Mountain Surf neoprene spray skirt, travel hatch cover, and carbon fiber Perception paddle included. \$1600 OBO. 304-724-1071 cavfam2@citlink.net (05/03)

Inside our July issue:

- *Wicomico Shores trip report*
 - *Ravenspring drysuit review*
 - *Summer trip schedule*
- . . . and more!*

The Chesapeake Paddler

Chesapeake Paddlers Association
PO Box 341
Greenbelt, MD 20768

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