

# The Chesapeake Paddler



Publication of the Chesapeake Paddlers Association, Volume 14, Issue 7

August 2004

## Paddle with Pride

by Meredith Peruzzi

Waking up at 4 AM on a Saturday morning doesn't sound like fun to most people, but it was all part of the plan for the 27-mile trip I was going to take. We arrived at the departure point, [Manhattan Kayak](#)'s headquarters, on Pier 63, a little before 5 AM, and had some of the provided snacks before finally getting into the vans around 5:30. We were supposed to leave just then, but we didn't get on the road until about 5:45. The van ride seemed to stretch on forever as we drove through what felt like very

secluded areas—we couldn't believe that every mile we drove in the van, we'd have to *paddle* back!

We finally reached the launch site, [Nyack Beach State Park](#), around 6:30, and began putting on sunblock even though the sky was barely light. We discovered that the event coordinator would be paddling with us rather than watching from one of the first aid boats, because one of his guides had called in sick the night before. So after months of preparation and stress getting ready for the event,

and less than two hours sleep, he was going to paddle close to 30 miles with the rest of us! My friend C. and I would be paddling a [Necky Amaruk](#) together, which weighs more than 90 pounds, so a member of the support crew helped C. carry the boat from the rack down to the beach. There were less than a dozen of us launching from Nyack, and C. and I were the first double to hit the water. Except for a terrible trip one freezing Halloween, I had never really paddled a double before, so we just did a few strokes and turns around while waiting for everyone else to get in the water. There were only two women in our group: me and a young woman in a single kayak.

We finally set off around 7:30. Because none of the support boats had arrived yet, we all had to stay behind the coordinator and in front of the other guide. This proved to be rather difficult as we wanted to go faster than some of the other paddlers, and eventually the leader gave up and let us go a little bit ahead of him as long as we stayed close by. There was one canoe in the pack,



*On the ground at Nyack*

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## CLASSIFIEDS

Ads dated 3 months before the date of this issue will be pulled unless a new request is received by the 15<sup>th</sup> 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 interests of our readers. Monthly rates are as follows:

Size	cost	wide x deep	(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/accessories are printed for members at no charge; non-members pay \$10 for 3 months.

### FOR SALE

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### SCHEDULE FOR 2004 CHESAPEAKE PADDLER

The 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, as follows:

Issue	Deadline for copy
September 2004	August 15, 2004
October 2004	September 15, 2004
Nov/Dec2004	November 15, 2004

### THE CHESAPEAKE PADDLERS ASSOCIATION

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

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**MEMBERSHIP:** Subscription to The Chesapeake Paddler is 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.

**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

Good news! We got the volunteers we need to keep the newsletter going. You will hear more about that in the next edition, but I do want to thank Bernadette Knoblauch and Andy Vaart again for all they have done to keep the newsletter flowing.

Andy also helped get the logo gear started. Barry Marsh is

now accepting orders and making distribution through the piracys. If you would be willing to help with mailing out logo gear orders, please contact Barry.

There are several more challenging trips coming up like the Tangier Island crossing. Are your skills up to longer trips or bigger waters? There are many

opportunities to improve your skills such as the recent (and very successful) rescue and rolling clinic at the POG. If there is interest, we should be able to put on a rough water training trip on the bay (assuming conditions cooperate). If you are interested, why not put something on the forum and see what happens.

*Brian Blankinship*

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## Swim Support: Past and Future

*Editor's Note: "The Swim That Almost Wasn't" (July 2004), mentions "two groups participate in the Annual Potomac Swim: swimmers and paddlers." However, we overlooked another group that serves a critical role in making the swim safe and possible: the Chesapeake Bay Boston Whaler Club, which has consistently supported that swim event year after year.*

Below is a photo of Scott Leidig, who is responsible for getting members of the Boston Whaler Club down to Point Lookout every year. This shot was taken during the May 2004 Chestertown Tea Party and Boston Whaler Rendezvous. Scott is in a "half-shell," an actual Boston Whaler cut in two to show the world that these boats can't sink!

On August 15, nonprofit Triatlantic will be hosting its 2<sup>nd</sup> Annual Son of Spud Triathlon in Indian Head, MD. Son of Spud consists of a 1-mile swim, 25-mile bike, and a 6.2-mile run. Kayak support is needed to help ensure safety during the swim portion.

In exchange for your help, Triatlantic will pay for the traveling gas of volunteers, provide food, a race t-shirt, and a free entry into another Triatlantic race. (The Susquehanna Adventure Race may be of particular interest as it includes a 3-mile canoe/kayak portion.)

Volunteers are needed from 6:45AM–9AM on Sunday, August 15, to be positioned along the swim to guide athletes and help a swimmer if needed.

For more information on Triatlantic Association and the Son of Spud Triathlon, please visit [www.triath.com](http://www.triath.com).



*Photo courtesy of Joe Stewart*

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a father-son team who did *very* well. Nobody was certain how well a canoe would manage on the trip, but they were quite successful. Our support boat, complete with Coast Guard, ham radio operators, medics, and experienced guides from Manhattan Kayak, turned up about a mile before we reached the Tappan Zee bridge, and after that we were allowed to go at our own pace. C. and I had been having a bit of trouble going in a straight line because I couldn't seem to learn to steer the boat from the front seat (I'm used to being the master of my own destiny!), and we didn't put the boat's rudder down, which meant that C. ended up doing all the ruddering, slowing us down considerably. Of the three doubles to leave from Nyack, we were the last to reach [Piermont Pier](#), which extends a full mile into the Hudson River. The current wasn't quite with us yet, as the tide didn't start turning until around 9 AM. One of the other doubles had stopped to use the restroom, and the other was far gone almost all the way to the *east* side of the river! We didn't stop at Piermont, so we got to see a small dinghy launch from the support boat to keep an eye on the double kayak that had gone out so far into the river.

After Piermont, we had a great view of the Palisades, and I took several pictures there. There were also members of the event crew at various points along the route, whistling and waving from wherever we

might be able to see them. I got tired several times but kept drinking from my hydration pack and I ate an entire Powerbar very quickly—I'd never had the vanilla flavor before, but it was pretty good! C. also paddled for a while, as he's a much stronger paddler than I am. We chatted a few times with others in single kayaks along the way, and every so often we'd wind up near enough to the canoe to see how those two paddlers were doing. The coordinator came over to us at one point to relay a funny story about a paddler in one of the other doubles. The guy is known for being an aggressive paddler, so he insisted that he wanted to be out in the middle of the river to take advantage of the current. What he didn't realize, though, was that the tide was turning late, and he was paddling *against* the current! We stuck close to the west bank and avoided that problem.

By the time we approached the [Englewood Boat Basin](#), I was becoming exhausted. We'd already put more than 15 miles behind us in just a few hours, and I wasn't the only one tired. I could see one of the single paddlers ahead of us veering a lot from side to side as he made it up to the beach. I couldn't steer very well at all by that point, and we ended up pointed in the wrong direction from the beach, at which point I panicked and just about cried from the fatigue. But C. got us turned back in the right direction and we managed to make it up to the beach together. There were a lot of rocks there, and a member of the event crew dragged us up out of the water. After what felt like just a few minutes, the coordinator said it was time to get back into our boats so we wouldn't

miss the tidal window to arrive back at Pier 63. I quickly finished refilling my hydration pack from the water bottles the crew provided, and got my PFD and skirt back on. We were told to paddle down to a flagpole just before the George Washington Bridge, and then cross the Hudson, aiming for the famous [Little Red Lighthouse](#).

C. and I actually crossed a little before the flagpole, because we could see the boat traffic had picked up considerably. We waited for a break in the pleasure crafts—some of which included waving children, so I waved back—and then sprinted across the river. We headed down along the east side of the Hudson, with C. pointing out various landmarks such as a big church (he thought it might be St. Patrick's, but I think it was the Riverside Church) and Grant's Tomb. We hoped to see some of the rafts or kayaks that had launched from Englewood (for an 11-mile trip), but we never did get to see them as they had left before we even arrived at their launch point. As we approached the [North River Treatment Plant](#), one of the support boats came over with its Coast Guard staff and called to us through a bullhorn that we needed to move away from the plant. C. and I weren't too sure what they were so concerned about—their explanation was kind of garbled—but we angled away from it anyway.

I was very impressed by the trip down the west coast of Manhattan. Most of my urban paddling

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has been in Georgetown, whose view gets old after a while. But the remaining miles of the trip were filled with interesting things to look at, from electronic billboards to old buildings. We did have one mishap, though. I suddenly felt my back getting very wet, and I assumed C. had splashed me with his paddle (water that made it past his drip rings had been collecting behind me in the sprayskirt the whole time). He took a closer look at my back, though, and discovered that the hose of my hydration pack had come unscrewed, and the water was spilling out all over! I rested my paddle on the deck in front of me, and struggled to get the pack off, but by the time I had it in my lap it was too late. I opened it up to see what the damage was, and was impressed that the t-shirt I'd had in there stayed mostly dry. My remaining Powerbars, wrapped in foil as they were, naturally survived just fine. I put the Powerbars into my PFD pocket and the t-shirt into my drybag, stuffed the useless hydration pack under my decklines, then picked up my paddle and continued paddling. The coordinator, who had been hanging back with the last paddlers, caught up to us briefly to tell C. that he trusted C.'s experience in the Hudson and that we should go ahead and paddle all the way in; the support boats would be mostly watching the last paddlers.

We paddled by the [79th Street Boat Basin](#), where several people were playing in the sit-on-tops that are available for rental there. They are supposed to stay within

certain markers, though, so we didn't get close enough to wave at any of them. As we passed the large port, we paddled behind two cruise ships: the Carnival Miracle and the Celebrity Zenith. After that we went behind the [USS Intrepid](#), and we were surprised by how small the Concorde seemed compared to the massive aircraft carrier. We were a little concerned about passing the ferry terminal, but Eric Stiller, owner of Manhattan Kayak Company, was nearby to greet us. We chatted with him for a moment, then proceeded to cross the terminal. We'd timed things very well and didn't have to wait at all.



*Two tired paddlers*

The last moments of our long paddle were spent racing another double that had launched from Nyack with us. We started out ahead of them, but they were much faster than the two of us and pulled ahead. We made the left turn in front of the [Frying Pan](#) and set ourselves up to slide right into the dock. There were several

crew members standing on the dock cheering and clapping as we approached, and before I even got out of the boat I wanted to know what time it was. A man told me it was about 12:20, which shocked me, I thought it must be at least an hour later! C. hopped right out of the boat onto the dock, but I was pretty weak by that point and I couldn't remember *how* to get out. My recent launches and arrivals had all been beaches, and I forgot how to climb onto a dock! A support crew member was about to assist me when I finally remembered what to do, and I made it onto the dock myself.

Shortly after changing into dry clothes and getting something to eat, I had a moment to chat with the coordinator. He said that we had actually paddled twenty-eight miles, not 27! Everybody made it back with no problems, and it was a really interesting journey.

## NAVIGATION: You CAN Get There from Here!

by Greg Welker

This is a continuation of various exercises in navigation.

### Question 3:

Given:

- **Compass heading from Maryland to the Virginia shore is 270 degrees.**
- **It is 6 miles from Maryland to Virginia.**
- **Paddling speed is 3 mph.**
- **There will be incoming tide for the first half of the trip, 0.5 mph heading north.**
- **There will be outgoing tide for second half of the trip, 1 mph heading south.**

What should your compass read as you paddle across? [Hint: The range will tell you when to change.]

### Answer to Question 3:

On your chart, draw a line from your starting point in Maryland to your anticipated landing point on the Virginia shore. This should line up with the house and water tower we are using as ranges. This is line AB, A being on the Maryland shore.

Since the tidal current will change halfway through the trip, mark a point halfway along this line. This is point C.

For the first half of the trip, tidal current is going upstream at 0.5 mph.

Trip length is 6 miles divided by 3 mph paddling speed = 2 hours.

0.5 mph current x 1 hour (half-way) = 1/2 mile for how far the

tidal current will try to push you upstream.

Draw a line perpendicular to your planned range route from the half-way point. Measure off 1/2 mile **downstream** along this line. Mark this as point D.

Use your Navaid to calculate the course along this line from point A to point D. This would be your ferry angle compass reading to hold for the first half of your trip. It should be about 260 degrees.

The tidal current will change at the time you are in mid-river and will begin flowing out at 1 mph.

From point A on the Maryland shore, draw a line perpendicular to line AB.



Outgoing tide of 1 mph x 3 miles distance / 3 mph paddling speed = 1 mile of current pushing downstream. You will need to compensate for the current by aiming 1 mile upstream **from your position at the time the current changes**. This is important.

Let's assume you have done all your calculations and are paddling correctly, and that the current for the first half of the trip was as predicted. You should be at point C in your kayak.

Measure 1 mile upstream from point B along the line perpendicular to AB. Call this point E. Draw a line from point C to point E. This is your new ferry angle course. It should be about 290 degrees.

In theory, you will paddle off the Maryland shore using a ferry angle compass reading of about 260 degrees. Halfway through your trip, when the tide changes, you will change your ferry angle course to be 290 degrees, and end up at your destination on the Virginia side.

Why did we do this navigation calculation along a route that had a range?

The point of this navigation exercise using both a range and a compass heading was not to get across the water with the least strokes, nor in the fastest time possible. When navigating, it is good practice to rely on more than one method of determining your paddled course, and your position. If you rely on only one method (compass only or range only) and that method fails, be sure to have a backup ready.

A more complex version of this question comes from a real situation.

On September 1, 1991 a swim was organized across the mouth of the Chesapeake Bay, from Kiptopeake State Park to Norfolk (ending at the western edge of First Landing State Park), a straight line distance of about 14 nm. Paddlers would be on the water over the duration of about 1.5 tide cycles. Each swimmer was to be escorted by a kayak.

Assuming the swimmer's speed **in the water** (not over ground) will

average 2 miles per hour (including breaks for food, etc), what compass heading should you be using for your kayak as you progress across the race course? Let's assume no wind.

The actual swim was cancelled due to 35-knot winds on shore at the launch point and 5-9 ft seas at the northern shipping channel.

#### Question 4:

How fast do you go in your kayak? If you know the answer, you can begin to apply the principles of dead reckoning to your kayak trip planning and navigation.

In marine navigation, distance is measured in nautical miles (nm), which are 6,076 feet, or about 15% longer than a statute mile as measured over land. Time is measured in minutes and hours, and speed is measured in knots. One knot equals the speed of one nautical mile per hour. The formula looks like this:

$$\text{speed} = \text{distance}/\text{time}$$

If you paddle 8 nautical miles in 4 hours, your speed would be:

$$8/4 = 2 \text{ knots.}$$

How can you calculate your typical paddling speed? Some of us keep logs of our kayak trips, where we record the duration of the trip and the miles we covered. You can measure the miles off a chart after you get home. You can keep track of the duration by using the stopwatch function on most digital watches. Whenever Jenny and I paddle, we start our stopwatch functions when we are both on the water at the launch point. We keep the watches running through lunch stops, water,

and shore breaks. When we return to the launch point at the end of the day we stop the watches. Over several trips, our data looks like this:

5/14/00	10 miles	4.3 hours
6/3/00	14.5	7.0
6/11/00	11.0	4.5

Over these three trips, we have paddled 35.5 miles in 15.8 hours. Our average speed, including breaks, was  $35.5/15.8 = 2.25$  miles per hour, or 2.3 knots. As we add more trips to the list, our calculation of average speed for the two of us paddling becomes more accurate. If you know your average speed, you can figure out how long it will take you to paddle somewhere. Say you want to launch from your favorite put-in and paddle across to a county park. You measure the distance from a chart, and it is 10 nm.  $10 \text{ nm} \times 2$  (you have to get home) = 20 nm.  $20/2.3 = 8.7$  hours of paddling. Can you paddle for almost 9 hours? If not, doing this bit of math just saved you from a really long paddle back to your launch point.

Let's say you shorten the trip to a closer lunch spot that is only 6 miles away. Roundtrip is now 12 miles, and will take  $12/2.3 = 5.2$  hours. This looks reasonable for many people. It's good to know the estimated duration of a trip before you start out for several reasons. Of course, there are the dinner reservations you made, and perhaps you prefer to get back to the car before dark.

If you keep track of your lunch break times, you can add another important bit of data to your personal paddling navigation. Let's assume that on the three trips listed above, each had a 30-minute lunch, and no shore breaks. Our on-water speed is now:

$$35.5/14.3 = 2.5 \text{ knots.}$$

What can you do with this information? Remember Question #3 where we wanted to paddle across a 6-mile wide river and we knew our paddling speed was 3 knots? If you know your on-water paddling speed you can figure out how long it will take to get from one point to a second point. Note that this on-water speed includes any breaks you take on the water to drink, rest, etc. Paddling from Pier 7 to the Thomas Point Lighthouse is about 7 nm (but don't quote me on that).

*If my on-water paddling speed is 2.5 knots, and sunset is at 7 PM, when do I need to launch in order to get back by sunset? (Don't worry about currents or wind.)*

#### Answer to Question 4:

To find the answer:

$$7 \text{ nm} \times 2 \text{ (it's a round trip)} \\ = 14 \text{ nm total.}$$

$$2.5 \text{ knot speed}$$

$$14 \text{ miles}/2.5 \text{ knot speed} \\ = 5.6 \text{ hours}$$

$$5.6 \text{ hours} = 5 \text{ hours, } 36 \text{ min.}$$

$$7 \text{ PM} - 5 \text{ hours, } 36 \text{ min} \\ = 1:24 \text{ PM.}$$

You need to launch by 1:24 PM.

#### Question 5:

Question 4 explained how to use the speed/distance/time formula to figure out how long a trip, or segment of a trip, would be. This information can also be used to

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help you figure out where you are at any point on your trip. If you have a typical paddling speed on the water of 3 knots, you know that you will probably travel 3 nautical miles in one hour. So if you and a friend launched your kayaks from Pier 7 on the South River and paddled down the river for an hour, you can figure that you have probably paddled 3 nautical miles. This is an estimate of your location on the river.

If you know what the tidal current is doing at the time of your trip, you can increase the accuracy of your estimated position by adding or subtracting the tidal current velocity to your paddling speed. So, if the current is going out (ebbing) at 1/2 knot at the time you are paddling, you will have traveled this distance:

$$1 \text{ hour} \times (3 \text{ knots paddling} + 0.5 \text{ knots current}) = 3.5 \text{ nautical miles from your starting point.}$$

If the current was coming in (flooding), your distance would be figured as:

$$1 \text{ hour} \times (3 \text{ knots paddling} - 0.5 \text{ knots}) = 2.5 \text{ nautical miles from your starting point.}$$

If you have a record in your log book of the effects of wind on your paddling speed, you can add or subtract the wind effect in these calculations. Note that a 15-knot wind does not move you in your kayak at 15 knots! Let's say your records show

that a 20-knot headwind reduces your on-water speed to 1.5 knots. Your distance paddled for one hour with a 20-knot headwind and an ebb tide of 0.5 knots would be:

$$1 \text{ hour} \times (1.5 \text{ knots paddling speed in 20 knots headwind} + 0.5 \text{ knots current}) = 2 \text{ nautical miles.}$$

This system works well on a small river or following a shoreline, but it is still only an estimate of how far you have traveled, and where you may be.

When I wrote about using a range to help cross a river, I also used a compass heading. The two methods, which work independently of each other, give me two different ways of navigating on my course. The same idea of two independent methods also works when trying to figure out where you are.

Method 1 is the speed/distance/time formula discussed above. Method 2 is to determine your position by the use of compass bearing fixes.

Let's say you've been paddling along, and slowly realize that you're not quite sure where you are. You know your speed/time/distance information, but that only tells you how far you have paddled, not in which direction.

You look around. You see a lighthouse, a green navigation aid marked "41" and a green aid marked "1MH". Assuming you have a deck-mounted compass, point your boat at each item and note the reading on your compass. This is your bearing to each item. You have:

lighthouse: 240 degrees  
green 41: 90 degrees  
green 1MH: 0 degrees

Get out your chart plotting device. You should be able to figure out roughly where you are on the chart and find the three objects on the chart that you see around you. If a person was on the lighthouse looking at you, they would read a compass bearing that is called the **reciprocal** to the one you read looking at the lighthouse. Think of it as the reverse of the number that you read when looking at the object. To find a reciprocal, add or subtract 180 from your bearing. You add 180 if the bearing is less than 180, and subtract 180 if it is more than 180. (Frankly, I just think of it as what is on the opposite side of the compass from me.) Here are the reciprocals:

$$\text{lighthouse reciprocal: } 240 - 180 = 60 \text{ degrees}$$

$$\text{green 41 reciprocal: } 90 + 180 = 270 \text{ degrees}$$

$$\text{green 1MH reciprocal: } 0 + 180 = 180 \text{ degrees}$$

Now, you can draw a line from each of these objects using the reciprocals. If you do this, the three lines from the objects should form a triangle inside the larger triangle formed by the three objects. You are probably some-where inside or very near the smaller triangle. The more accurately you do each of the steps involved (taking the bearings, drawing the lines) the smaller the triangle will be, and



the better idea you will have of exactly where you are. Here are some hints on how to get better accuracy:

1. Whenever possible, pick objects that surround you. In this example, we had objects north, east, and southwest of the kayaker. If you don't have this, try to pick objects that are not all close to each other. The farther the objects are from each other, the better your accuracy.
2. Pick objects that are discrete. Pick navigation aids, radio towers, water towers, the center of bridges, etc. that are shown on your chart. Try not to use hills (hard to define where the top is on the chart), points of land (if you're really lost, they often all look the same, especially in the Chesapeake), or groups of buildings.
3. The farther the object is from you, the greater the accuracy of your compass reading.
4. Take all of your bearings, then do the math and chartwork. This will help keep drift error smaller than if you take one bearing, calculate and plot the reciprocal, and then do the next. Between bearings you may be drifting.

***Now, remember I mentioned using two methods independently? Is the location you just plotted in rough agreement with your speed/distance/time***

***calculation? If you plot your location as 10 miles from your start point, and your speed/distance/time calculation says you've traveled 3 miles, one of the two is definitely out of whack. Recheck each. If they still do not agree, and the difference could not reasonably be due to wind or current effect, you are not out of luck yet. There is at least one thing you and your buddy in your kayaks can do to try and figure out where you are. Assume you each have only a compass, chart, plotter or Navaid, and don't want to paddle any more than you have to in order to determine your position. What can you do?***

***Extra credit for the experienced navigator and navigation geek: what is the height of the lighthouse?***

**Answer to Question 5:**

Possible things to do to verify the accuracy of your position fix:

1. Get both boats side by side, about 3 feet apart, and both aimed at one of the objects on which you can take bearings. Both paddlers should independently read their boats' compass. Do the two numbers agree to within 5 degrees? Repeat for the other two bearing objects. Do the bearings from one of the compasses make more sense than from the other compass? If so, it is likely that the one compass is in error—either it is broken, or

there are ferrous or electrical items packed near it in the boat that are affecting its performance.

2. Are both charts the same? Jenny and I often paddle with two different makes of charts or maps. Often one chart will show details that the other does not. For instance, we have used marine charts as well as MDE fishing charts; or marine charts in conjunction with topographic maps. Also, check the reference dates of the charts, and use the newer chart!
3. Put a greater reliance on the objects that can change the least. Lighthouses are rarely relocated by man or mother nature. On the other hand, buoys and day marks may be relocated by man, ice, or storms. Brian Blankenship and I paddled the Core Banks area of North Carolina several weeks after a hurricane passed through the area and noticed that many buoys were well off their charted positions, if they could be found at all. In question 5, I would place a greater reliance on the location of the lighthouse than any of the other bearing objects.

***Extra credit for the experienced navigator or navigation geek: what is the height of the lighthouse?***

52 feet. There is only one spot on the bay where this combination of lighthouse and navigational aides exist.

## 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 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, 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 needed.

**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.

## CALENDAR

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

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

The latest information about CPA trips is at [www.cpakayaker.com](http://www.cpakayaker.com).

### AUGUST

**5 (Thurs) Max's Birthday paddle at Jacks Boathouse, Georgetown. (First Timer).**  
*Anna Popov*

**6-8 (Fri-Sun) Elk Neck State Park car camping.** Bohemian Creek. *(Beginner) Ralph Heimlich*

**22 (Sun) Havre d' Grace, Susquehanna Flats** *(Advanced Beginner)*  
*Barry Marsh, 8-10 mi.*

### SEPTEMBER

**5-11 (Sun-Sat) Adirondacks. Week-long paddle.** *(All) David Moore.* Lodge and camping.

**11-12 (Sat-Sun) St. Clements Island Kayak Camp.** *(Advanced Beginner) Bill Dodge*

### OCTOBER

**28 Halloween Paddle, Jack's Boathouse.** *(Beginner) Dave Biss*

**29-31 (Fri-Sun) Chickahominy River Paddle and Camp** *(Beginner)*  
*Bill Dodge*

**31 (Sun) Day light Savings ends**

### NOVEMBER

**7 (Sun) Annual Meeting**

### DECEMBER

**4 (Sat) Holiday Party,** Alan Avery's house. *(All)*

*Editor's note:* It has been my pleasure to serve as your newsletter editor for the past two years. Danielle Ring will take over as managing editor and Rob and Jackie Castle will be your new distribution managers.

*Bernadette Knoblauch*

## *Weekly Pirates Paddling*

CHECK THE STARTING DATES FOR EACH GROUP ON THE CPA WEBSITE:  
<http://www.cpakayaker.com>

### *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](mailto: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*

Wednesday 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](mailto:pirates_potomac@cpakayker.com). In case of inclement weather, call Belle Haven Marina, 703-768-0018 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: Dan Wells, 410-414-2660 or [pirates\\_patuxent@cpakayaker.com](mailto:pirates_patuxent@cpakayaker.com); (alternate) Don Polakovics, 301-866-0437, [pirates\\_patuxent2@cpakayaker.com](mailto:pirates_patuxent2@cpakayaker.com).

### *Pirates of Georgetown*

Thursday nights, arrive between 6-6:30 PM. Jack's Boats (202-337-9642), 3500 K Street, NW in the George-town 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](mailto:pirates_georgetown@cpakayaker.com); <http://www.jacksboathouse.com/POG>.

### *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. We raid unsuspecting canoes and fishermen for food, drink, and catch-of-the-day. AAARRRRG! 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 Fountainhead Regional Park in Clifton, VA. Contact: James Song, [james.song@verizon.com](mailto:james.song@verizon.com) or [tsongus@yahoo.com](mailto:tsongus@yahoo.com) or 703-375-4754.

*Inside our August issue:*

- *Paddle with Pride*
- *Navigation Exercises*

**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\*\*\*