

# The Chesapeake Paddler



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## What to expect on a CPA club trip or how to make it a nice trip for everyone

By Greg Welker and Suzanne Farace

When you see a club trip listed in the CPA calendar that looks interesting and you would like to attend, the first step is to read the trip description. The description will tell you the experience/skill level you need to have to go on the trip. It will also tell you how many miles the paddle will cover. If you have the experience/skill level, and have paddled the distance of the trip before, the next step is to contact the trip leader. Email or call the trip leader at least several days in advance and tell them you are interested in attending their trip. Many trips fill up quickly, so it is best to sign up as soon as possible when the trip is announced in the calendar.

Clear your calendar for the day of the trip. Most CPA trips are full day trips with no convenient or safe way to cut the trips short, so having a firm deadline for when you have to be somewhere else can be problematic.

When the trip leaders get your phone call or email, they will ask you several questions. The typical questions are:

1. Can you do a wet exit? This means capsizing and being upside down in your boat while wearing a spray skirt, and getting out.
2. Can you do a self rescue? This means can you demonstrate a paddle float re-entry by yourself.
3. Do you have the following equipment: Bilge pump, paddle float, spray skirt, PFD, whistle?
4. What type of boat do you have? Give them the manufacturer and model of your sea kayak. They will want to know this to make sure the boat is capable of handling the conditions on the trip. Some trip leaders will ask for the color of the boat and the color of your PFD for their emergency float plans.



Pre-Trip Briefing

By Catriona Miller

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## CPA Leadership

by Ralph Heimlich

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

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

### Annual Meeting

Sunday, November 1

Chesapeake Bay Foundation HQ in Annapolis  
Philip Merrill Environmental Center  
6 Herndon Avenue, Annapolis, MD 21403

Note: Morning paddle, see Ralph if you are able to lead.

**Innovate.** What is it you want from the club in 2016? Come up with a great idea and execute it. We need people to make things happen. If you want a certain type of training or a certain type of event, figure out the basics, clear it with the steering committee, get some people to help you, and make your plan happen. We're a volunteer-fun organization, so volunteer.

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

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

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

[Continued on p. 9. Nominations](#)

# THE CHESAPEAKE PADDLERS ASSOCIATION, INC.

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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We accept display advertising that relates to the interest 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 at no charge; non-members pay \$10 for 3 months. Ads dated three 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!

## THE CHESAPEAKE PADDLER

The Chesapeake Paddler is published 10 times a year, with combination issues in Nov/Dec and Jan/Feb. The deadline for submitting copy is the 15th of the preceding month. Have an idea for an article, or is there information you would like to see in the newsletter?

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# News From the CPA Coordinator - Ralph Heimlich

## Clean Water and Clear Opportunity

**Clean Water**—I just got back from a week paddling the Bay...the Narragansett Bay, not our own Chesapeake. A paddling friend's sister has a house on Jamestown Island, which sits like a plug in the "bottle" of the Narragansett, and she was gracious enough to invite a few of us to paddle with her there. I can't recommend the refreshing New England waters highly enough (if you're interested in paddling there, check out <https://www.google.com/maps/d/edit?mid=zGmrBjs1Ko58.k6O77qSLjS9s> which I created mostly from *Day Paddling Narragansett Bay* by Eben Oldmixon (2004)). We paddled the West Passage down to Beaver Tail Point, Jamestown and Newport Harbors on the East Passage up to Gould Island, the Sakonnet River and the Great Salt Pond at Point Judith, and also biked on the terrific East Bay Bicycle Trail.

I lived on Aquidneck Island back in the 1970's, when the cry to "Save the Bay" was just being heard in RI, and not much yet on the Chesapeake. To my delight on this trip, Rhode Island's waters are clean and clear and you can see rocks and weed on the bottom in 20 feet. I'm sure they still have water quality challenges remaining (see <http://snapshot.narrabay.com/app/>), particularly in the upper Bay, but I couldn't help but compare the high quality of Narragansett Bay waters to our own Chesapeake Bay.

One of the fears of Chesapeake Bay water quality advocates is that Bay users will come to accept the current condition of the Bay as "normal". It is NOT. Our Bay is dirty...clogged with sediment, spawning algae blooms that color the water brown and choke fish and bottom-dwellers, and overloading oysters and clams that attempt to filter the gook out. By paddling in a place like Rhode Island, you remember what great quality water is supposed to look like. It SHOULD make you angry that despite all the money that's been spent, laws that have been passed, and talk that has been talked, OUR Bay is far from the way it should be. The new agreement between Bay states in 2014 is yet another attempt to focus on cleaning up the Bay (<http://www.chesapeakebay.net/chesapeakebaywatershedagreement/page>). If YOU who are out on and IN the Bay's waters so often aren't concerned about its quality, and communicate that concern to your legislators and government officials, you may just have to travel to be able to paddle in cleaner waters.

**Clear Opportunity**—Managing CPA takes a lot of work, all of which is done by volunteers. Nominations are open until October 1 for ALL CPA officers, but at the core of the volunteers is the backbone of CPA governance, the Steering Committee. The SC does exactly what its name implies: Wields the steering oar of our organization's boat. Everything I do as Coordinator, every proposal for a new trip or event, and every change in policy and procedure for CPA has to have the approval of the SC. They do not just stay in the background, however. Individually, they play important roles in CPA (web site, instruction, communications, membership, treasurer, logo wear sales, trip leading etc.), as you can see by looking at who makes up the current SC on the [masthead page](#). The workload isn't onerous and we do nearly all of it online, but it is critical to keeping CPA running.

Like any volunteer organization, other commitments tug at SC members, and every year we lose a few and need to elect new Steering Committee members. This year Paul Casto, Dave Wilson, and Marshall



Ralph Heimlich

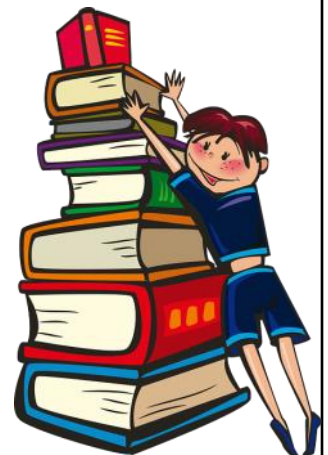
Photo by Suzanne Farace

Woodruff have decided to step down, so there are three open seats on the SC. Of course, any member can run for any office (it would actually be nice to have some contested elections for a change). If you have been actively participating in CPA activities over the last few years, you have an opportunity (and a responsibility) to consider becoming part of the SC and guiding the club's future. You can read the formal responsibilities of an SC member (and other officers) at <http://www.cpakayaker.com/about-cpa/bylaws/>. Per the bylaws, we are actively seeking nominees **until October 1** (see the link at <http://www.cpakayaker.com/index.php?page=nominations>) in preparation for the election at the Annual Meeting in November, so start composing your "Stump Speech" for The Paddler. Please give the opportunity some thought—while you paddle on OUR Bay.

By the way, our Annual Meeting is set for **Sunday, November 1** at the Chesapeake Bay Foundation HQ in Annapolis. The Annual Meeting paddle will be from their beach earlier in the morning. Thanks to SC member Paul Casto for arranging the host location. ☺

## We have a Librarian!

Many thanks  
John Gibbs!





## Paddler Profile by Bob Browning: *Suzanne Farace*

**Name:** Suzanne Farace

**Lives in:** Towson, Maryland

**Real job:** Lawyer, Family Law

**Do you regularly attend a Piracy?** Not recently. I used to regularly attend Pier 7 and occasionally paddle with the Pirates of Baltimore, but in the last couple of years I've had a hard time getting out of work to make any weekday Piracy.

**Number of years paddling:** Regularly since about 2004

**How did you get involved in sea kayaking?** I went on a couple of vacations in Nova Scotia/Bay of Fundy and Vancouver Island that involved sea kayaking, long before I had any idea what I was doing, and loved it. Some friends encouraged me to join the Canton Kayak Club in 2004, and then I joined CPA in 2005.

**What boats do you paddle?** My "go-to" boat is still my 2004 fiberglass Wilderness Systems 165, faded blue over lime green. I also have a fiberglass 17'11" Wilderness Systems Arctic Hawk, white, which is my camping boat, and a plastic 15'3" Necky Eliza, green, which I mostly use as a guest boat.

**Rudder or skeg?** Skeg, although the Arctic Hawk has neither rudder nor skeg, and the Eliza has a rudder.

**Type paddle used:** Greenland for most paddling. Carbon wing for bigger water and conditions.

**Do you do any other type of paddling besides sea kayaking?** Nope. They only time I get in a canoe is to do a river clean up.

**Do you regularly do any other outdoor activities?** Some biking and hiking and a fair amount of cross-country skiing.

**How often on average do you paddle between May and October?** 1-2 days per week, usually on weekends.

**Do any winter paddling?** Hardly ever.

**Favorite local paddling location:** That's a hard one. Probably the St. Michael's, Oxford, Neavitt, Trappe area.

**Favorite CPA trip you've ever been on and why:** Another hard one. Probably our recent Blue Moon all night paddle in Solomons. (See article by Don Polakovics in this newsletter).

**Coolest paddling trip you've ever been on anywhere and why:** Five day kayak camper from the coast to the end of an UNESCO Heritage site fjord, Aalesund to Geiranger, Norway, with my good friend and fellow CPA member, Jennifer Bine, as a celebration of a shared milestone birthday. It is a spectacularly beautiful place and we never saw another kayaker the entire trip. We did see lots of beautiful waterfalls, grass roofed buildings, and adorable tiny dolphins called "Nisse".

**Scariest/most dangerous trip/experience and why:** Off the coast of Cape Cod, ocean side, I got unexpectedly picked up from behind by a very large breaking wave, and shot at a high speed along the entire length of the crest of the wave, and then deposited some fifty feet away. Failing to stay balanced on top of that wave



Photo by Yvonne Thayer

would have been really ugly. The tail end of that same wave knocked over another paddler who I then helped rescue. And that was a year when there were a large number of Great White sharks in that area, so we were already all a little jumpy. All ended well, but there was lots of adrenaline expended on that one.

**Future bucket list trip:** There are lots and lots of places I would like to go. The Dalmatian Coast, Croatia. Cobscook Bay, Maine. Florida Everglades. Lake Superior. Scotland. Belize. Galapagos. I would love to go back to Vancouver Island, Nova Scotia, Georgian Bay, and other parts of Norway.

**Three things you like most about paddling?** 1) The "Zen" of paddling: its amazing ability to clear one's mind. 2. Kayak camping: getting off the grid and enjoying undisturbed wilderness. 3. Seeing large fauna on the water: seals, dolphins, whales, etc. All in all, it's just a terrific way to spend time outdoors.

**What do you like about CPA?** The people, their efforts, and their dedication to the mission of the club. I greatly appreciate all the hardworking volunteers who make possible all of CPA's great trips and events. Those who lead trips are very careful and conscientious about doing so. I enjoy leading trips myself because I get to paddle favorite places, spend time with friends, and also meet new paddlers.

**One unusual, non-paddling thing other people might find interesting about you:** I am an avid fan of Formula 1 auto racing, and have been attending races in the U.S. and in Canada with my Dad since I was a kid. Forza Ferrari! 🏎️

**Bob Browning** has graciously volunteered to manage the Paddler Profile Column. When he asks to interview you, please say, "Yes!" This is a favorite column for the Paddler and we want to get to know you!

Thanks Bob!!!

# Trip Report

## Blue Moon Paddle

by Don Polakovics

The sun setting behind the Thomas Johnson Bridge is a familiar end-of-paddle sight for paddlers of the lower Patuxent River, but on this day it marked the start of our second annual Dusk to Dawn Paddle.



Leaving Solomon's Island at Sunset

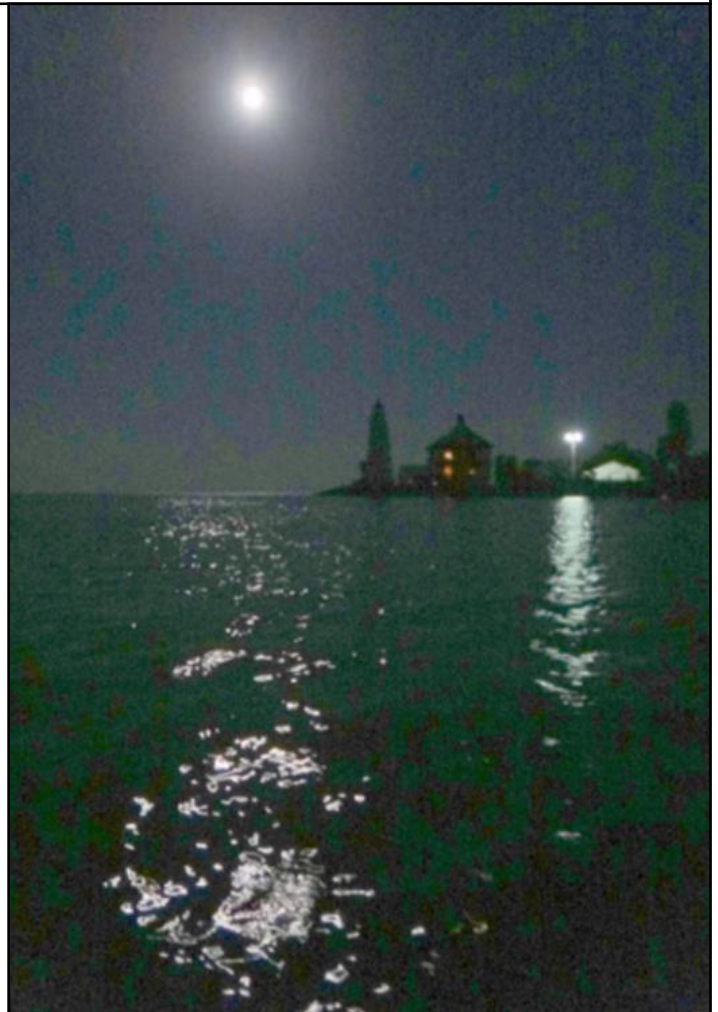
by Suzanne Farace

Greg Welker, Suzanne Farace and I left a boisterous Solomon's Island heading east into an enormous orange Blue Moon (second full moon of the month). Fish greeted the night with frequent jumps, taking a liking to Suzanne, who fended more than one off with her paddle. Night had completely fallen by the time we crossed the busy entrance to Solomon's Harbor and rounded Drum Point into the Chesapeake Bay.

Friendly people ashore asked us where we were going and suggested we stop to view passage of the International Space Station, which we did. After all, we had all night. At times bioluminescence lit the water around our paddles as moonlight accentuated the texture of Calvert Cliffs. The "Redneck Beach" held a short, but impressive aerial fireworks display as we passed unnoticed by revelers clustered around Tiki torches. Our initial destination for the evening, Cove Point Lighthouse, was clearly visible in the moon light, although the light itself had been replaced with something akin to a blinking street lamp. Shame. There was something special about the focused beam sweeping the night. We took a short break on the beach at Cove Point before following the shoreline south back to the Patuxent.

As today faded into tomorrow, most shoreline homes went dark, except for a few with the blue glow of late night television. A ghostly procession of sailboats, silhouetted by the reflected moonlight, passed us on their way down the bay. We felt a special kinship with those Governor's Cup sailboat race participants on water with us that night. Staying awake was beginning to require a little effort, as it took us a while to recognize strange creatures splashing in the dark as a group of skinny-dippers seeking to conceal themselves in deeper water as we paddled among them (sorry folks).

During a shore break on Drum Point, the decision was made to visit the Drum Point Lighthouse at the Chesapeake Maritime Museum and while in the neighborhood seek out the "Schooner Hostel". I suppose you could call it a plan. Solomon's Harbor was silent as we, perhaps inconsiderately, paddled among the moored boats on the way to the museum. Incongruously the most notable feature of the museum after dark was a brightly lit Pepsi vending machine. After a short diversion up Mill Creek to attain photographic evidence of our night recon of Suzanne's friend's boat, Greg hurried us back out to open



Cove Point under a Full Moon

by Suzanne Farace

[Continued on P. 9; Blue Moon](#)



# How to Tame Your Kayak Cart

By Rich Stevens

If you use a kayak cart on a regular, or even occasional basis, you know how irritating and time consuming it can be to fasten your kayak securely to the cart. Most kayak carts come with a single sixteen foot strap, and unless you thread the strap around the cart frame members very carefully, the first rock, root, or pothole you hit, the cart can collapse or twist. Then you have to start all over again, usually when you are blocking the path for the people behind you. And how many trips have you been on when you or someone else realizes that they have forgotten their strap. I now carry a spare strap for others to borrow in my kayak all the time.

But wait! There is a simple solution to these problems! And if you call right now... well you'll have to do this yourself, but it couldn't be easier.

This article uses a WheeEZZ© cart, but many other manufacturers such as Malone, Sea to Summit, Seattle Sports, Harmony, and others make a nearly identical cart, and the general concept can be used for almost any cart.

The parts required are shown below:



They consist of two straps, four 1/4"-20 x 1/2" hex nuts, the corresponding four nylon insert lock nuts, and eight flat washers. The fasteners should all be 316 stainless steel, which you can find at West Marine and other boating supply stores. Most regular hardware stores stock fasteners of 304 stainless steel, which while fairly corrosion resistant and less expensive, is not rated for salt water. You will also need some tools to tighten the nuts and bolts, and finally an awl.

The next question is how long should the straps be? Place the widest vessel in your fleet that you will be hauling on the cart. You always want to position it so that it is slightly bow heavy. You don't want to have to be pushing the bow down while you are pulling the kayak. Measure from three to four inches below the front frame member, across the cockpit rim, to an equal distance beyond the front frame member on the opposite side.

Do the same from the top of the back frame member. Add at least 12" to whichever measurement is longer. In this case, the bow measurement was the longest, and is about 5 feet. I found a store that sold straps in pairs for less than buying single straps, and bought a pair of 6 foot straps. You want to have a bit of extra length, not only to join

what will be the two pieces of strap together, but you give you some adjustment if you have to shift a kayak back or forward if it is loaded with gear. A bit longer is always better than too short.



The next step is to take the buckle end and run it from the top of the front frame member to a bit past the center line of the kayak in front of the cockpit rim.



Pass the strap around the front frame member, and cut the excess about 2" beyond it, about where Sue has her right index finger. Use a match or lighter to heat seal the cut ends to prevent fraying. Next, making a loop which will fit around the cart frame, use an awl or other sharp implement to make a 1/4" hole through the straps. Be sure to make to loop big enough.



[Continue on p. 10: Cart](#)

# Single Blading a Sea Kayak

By Greg Welker

During the last several years a friend has completed two of the Water-tribe challenges, including a Florida circumnavigation. One of the items he used during the last trip was a single blade canoe paddle modified for use with his kayak. The theory is that using a single blade paddle for very long distance days reduces fatigue since you are only lifting half a kayak paddle, and don't have really any windage issues from an upper blade in the air. Intrigued by his comments, and what I had been reading on the long distance paddling networks such as Watertribe, borrowed one of his paddles to use for the summer of 2007. Since then, the single blade bent shaft racing canoe paddle has become my paddle of choice whenever possible.

The paddles I have been using are made by Zveral Racing Equipment ([www.ZRE.com](http://www.ZRE.com)). The model is the Power Surge FW-Z Light, though there are other models by ZRE and other manufacturers that would likely work as well. The weight of the paddle is listed as 8.5 ounces for their medium weight paddle. The paddle is short – a 23 inch shaft length - which results in a 44 inch overall length to allow for easier paddling from a kayak's lower seat position. The paddle is a bent shaft at a 12 degree angle and constructed of carbon fiber. The paddle's power face is correctly positioned with the bent blade facing up and away from the paddler, or toward the bow, which gives a clean exit from the water at the end of the stroke.

I have experimented with using the paddle on sea kayaks with skegs, and that is workable but you will end up taking about 6-8 strokes per side before having to switch to the other side to correct the kayak's course. A ruddered kayak works much better. I typically take about 50 strokes per side in my ruddered kayaks, which seems to evenly distribute the effort across the left and right sides of my body. The cadence of strokes is high, as high or higher than with a greenland paddle. The entry point of the paddle stroke begins by rotating and reaching forward, with the body rotating from the hip to shoulder toward the blade. The stroke finishes at the paddler's hip, with no delay in taking the paddle out of the water. The upper hand describes a circle about the size of a dinner plate in front of the paddler for most people.

The "hut" or changeover stroke, begins with a forward stroke that finishes going across the front of the paddler after the blade leaves the water. The top hand releasing as the lower hand slides up to the grip, using the paddles momentum, to the top hand's place and the



End stroke Paddle Recovery

by Jenny Plummer-Welker

free hand taking the lower hand grip, ready to start a forward stroke on the new side of the boat.

The J stroke familiar to most canoeists does not work well with these paddles. The bend in the blade/shaft connection drops your speed quickly when you rudder. Sweep strokes and low braces work well. Side sculling strokes work well. I can roll the kayak easily with the paddle. It is similar to rolling with half of a European style kayak blade. I use an extended arm sweep from a Pawlatta roll. Rolling with the power face down is easier than with the back of the blade.

In terms of speed over a couple of miles I lose about 1/2-1 mph when compared to my normal speed with a greenland paddle. However, as the distances increase that speed differential is offset by the ability to paddle longer distances. For me, a good day with a greenland paddle is 20-30 statute miles. A good day with a single blade is 30-40 miles in my experience.

In cold water paddling the single blade paddle keeps your hands drier and thus warmer.



Boat with Rudder

by Jenny Plummer-Welker

I have found some downsides to the single blade, besides the jokes about "what happened to the rest of your paddle?" In confused water bracing requires some really fast reflexes as you try to get the paddle from one side of the boat to the other. In situations with beam waves over 1-2 feet you end up always paddling on the windward side, which can make a long and uncomfortable day. For this reason, it seems that most people who paddle sea kayaks with single blades use the blades for upwind or flat water paddling, and use a greenland paddle for rough water or downwind when you can surf. Another reason for using a single blade and greenland combination is for self rescues. An outrigger style rescue (with or without paddle float) works much better with a double bladed paddle. The single blade will provide limited outrigger balance, though it can be used for a reentry and roll rescue. On the ego damaging end, getting in and out of a boat at the beach with only a single paddle can be a twitchy experience. The grace of the entry or exit is indirectly proportional to the number of people watching from land. ☹️



Forward Stroke

by Jenny Plummer-Welker



[Expect, continued from p. 1](#)

5. Does your boat have bow and stern watertight compartments or airbags? We want your boat to float if you flip over!
6. What typical distances do you paddle on day trips?
7. In what range of conditions do you normally paddle? Let them know if you only paddle very flat water, or are ok in waves up to a foot high, etc. The trip will not be fun for you unless you can handle the likely conditions.
8. Do you have any injuries or medical conditions that you want the trip leader to be aware of, that might impact you on or off the water? For example, perhaps you have a bad knee that makes getting in and out of the boat difficult. Or you have asthma, and carry an inhaler in your PFD. Or you are allergic to bee stings, and carry an Epi-Pen in a dry bag in your day hatch. Trip leaders will keep this information private.
9. The name and contact information for your emergency contact.

There may also be other questions specific to the type of trip. For instance, if the trip is in cold water, the trip leader may ask what you have for cold water gear. Based on your email responses and maybe a phone conversation with the trip leader, you will both have a better understanding of what the trip will be like and what you can expect. If you are signing up yourself and someone else for the trip it would be best if both you and the other individual each contact the trip leader.

Ok, so the trip leader has added you to the list. At least a day before the trip there are a couple of things you should do to be ready.

1. Find a chart of the area of the paddle trip. Sometimes the trip leader will email these out, other times, you can find online charts you can print out. Bring it with you on the trip.
2. Use MapQuest, Google Maps, etc., and make sure you know how to get to the launch site. Figure out how long it will take you to get there. You will want to arrive with at least 30 minutes before the launch time to have your boat and gear ready to go.
3. Sort out your gear to make sure you have the gear needed for the trip, and it is in working order. You shouldn't count on someone having gear to loan at the launch site, and you must have the minimum CPA gear listed to go on the trip.
4. Print and fill out the [CPA Trip Waiver](#). You can find it on the CPA web page. Note the emergency contact and medical questions.
5. If you need to take medications during the trip, or you need to carry an inhaler, Epi-pen, etc., make sure you pack them.
6. Put together your snacks, drinking water (you can never have enough), and a lunch if needed. It is always nice to pack something to share as a snack or lunch treat. Leave the alcohol behind – it will dehydrate you. CPA does not allow alcohol on its trips, and DUI applies to boaters as well.
7. Pack a dry set of clothes for after the paddle. Driving home in wet clothes is not comfortable. Also, depending on the time of day and the wishes of the group, some paddlers may head for a local restaurant after the paddle and you will want dry clothes for that.

Watch your email or voicemail the night before the trip in case the trip leader needs to alter or cancel the trip due to worsening weather. It will save you a drive to the launch site!

If something comes up at the last minute that you cannot go on the trip, please let the trip leader know as far in advance of the trip as possible.

On the day of the trip, arrive at the launch site at least 30 minutes before the launch time. It is likely the trip leader will already be there. If so, check with the trip leader on where they want you to park. We want to make sure that we don't take up all of the limited parking spaces at the launch sites. Give the trip leader your waiver, and ask where the boats should be placed to load gear prior to launching. The trip leader will likely have you put them near, but not on, the boat ramp. There is less of an issue when there is a sandy beach for launching.

Feel free to ask for help unloading your boat from your vehicle, and it's nice to offer to help others do the same as they arrive.

After everyone has their gear in their boats and their sprayskirts and PFDs on, the trip leader will gather everyone together for a pre-trip briefing. Besides getting to know the names of your fellow paddlers,

this is where the trip leader will go over the plans for the day, talk about the weather and waves, and let you know about any changes in the trip. After the briefing, everyone will launch. If you are an experienced kayaker, it is nice to help others if they need it. Once you are on the water, wait for everyone to get on the water and the trip leader to verify the "count" or the number of boats in your group and start the trip.

On trips with large numbers of paddlers the trip leader will typically designate a "lead" and a "sweep" kayaker. The "lead" kayaker's job is to navigate at the front of the group. No one gets lost if you stay behind the lead kayaker, and everyone will be able to be within hearing distance on the water. The job of the "sweep" kayaker is usually given to a more experienced kayaker. This person will paddle at the end of the group. Their job is to make sure we don't leave anyone behind. They are often good resources for on-water instruction in paddling technique and other kayaking-related information. Everyone should paddle somewhere behind the "lead" and in front of the "sweep". If you stop to take a photo, they will wait for you. There may be times when they ask you to keep paddling, however, if there is a reason such as darkness is falling or there is a storm coming in. This will keep the group together, and is especially important in areas where there is a lot of boat traffic or in challenging weather conditions.

What should you as a trip participant be doing while paddling? Every once in a while take a look at the group. Do you still have the same number of boats you started with? Is the group staying together? If not, say something to the others on the paddle.

Sometimes you may need to make a quick shore landing or stop and fix something, for example, if your footpeg needs adjusting or you drank too much coffee on the drive to the launch site. Let the trip leader know before stopping or landing, so the whole group can stay together.

Also take a look at your surroundings. Can you figure out where you are on your chart? Could you find your way back to the launch site? Trips are great places to learn navigation.

If you see something interesting on the trip – a bird, animal, etc., share your sighting with the group. Some great conversation starters with fellow paddlers are asking them why they like their boat, paddle or PFD. Everyone likes to talk gear.

The trip leader will designate the locations for landing for breaks and lunch. These spots will be picked so that they don't intrude on private property and are safe. Typically, the trip leader or lead kayaker will land and then coordinate the landing of the group. Help out in lifting boats out of the water if needed. Port-a-potties are rare on kayaking trips, so the discrete use of bushes and trees out of sight of your fellow kayakers or other people and houses is acceptable. Where no bushes are available, go for a swim or float in your PFD not too close to your fellow kayakers. 'Nuff said on that.

Occasionally, things don't go as planned. Someone may capsize. If this happens, alert the trip leader immediately (**SWIMMER!** good use of whistles!). Once the person is out of their boat and floating alongside, it may be a great time to practice or learn rescue skills. If you know how to do rescues, volunteer to help. Trip leaders rarely DO rescues, they direct others - **Maybe YOU!**

Sometimes, the weather and waves are worse than predicted. Unlike being on a hiking trip, where a hike rated as "easy and flat" is always at least flat, the difficulty level of kayak trips is more dependent upon the wind and waves than upon the route. What would be a paddle for experienced beginners on a calm day could keep the experts off the water on a really bad weather day. If you are starting to feel uncomfortable, or feel that you may not be able to handle the conditions, let the trip leader know. They will make adjustments to the planned trip to keep the group together and safe.

At the end of the day's trip, help out by moving boats from the ramp or launch beach, and pack up your gear. And it's always nice to thank the trip leader for organizing such a nice trip!

Thanks, and see you on the water! 🦋



[Nominations, continued from p. 1](#)

### CPA Annual Meeting: Nominations for CPA Officers Due

The Chesapeake Paddlers Association is a volunteer organization, and the people who volunteer the most are the elected officers: The Coordinator, Treasurer, Membership Secretary, and the Steering Committee members. Now is the time to tell us who you think should play an active part in steering the club's activities. As always in recent years, in addition to balloting at the **Annual Meeting on Sunday, November 1 at Chesapeake Bay Foundation HQ in Annapolis**, you will be able to nominate and vote online. Nominate someone who you think will help play an active role over the next year to vote on issues, create fun activities, and keep the participation of the club lively through 2015. The descriptions of the officers in our By-Laws read as follows:

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

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

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

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

Our webmasters, have created an online form you can use to enter nominations. Nominations must be entered **BEFORE OCTOBER 1** Use it at <http://www.cpakayaker.com/index.php?page=nominations>

Persons nominated can use another online tool to accept or decline their nomination, and to post a "Stump Speech" giving their experience and reasons why members should vote for them. These will be printed in the October issue of *The Chesapeake Paddler* and viewable online. If you see someone already nominated who you would support in November, then second their nomination by clicking on the text at the bottom of their nomination that says *Second Them!*. For each additional confirmation, the nominee will get a blue star to show their populari-

ty. Note that nominations are NOT the same as voting. Nominations will show who is favored for an office or for the Steering Committee, and will eventually lead to the ballot for voting on positions in the coming year. This year, in addition to mail-in ballots and voting at the November Annual Meeting, there will be an online mechanism for voting, and you will need your CPA member number to authenticate your vote. The votes will be tallied at the Annual Meeting and will determine which individuals will hold which positions for the coming year. So, throw your paddling hat in the ring, or throw someone else in the ring, but let the best candidates win! 🐾

[Blue Moon, Continued from p. 5](#)

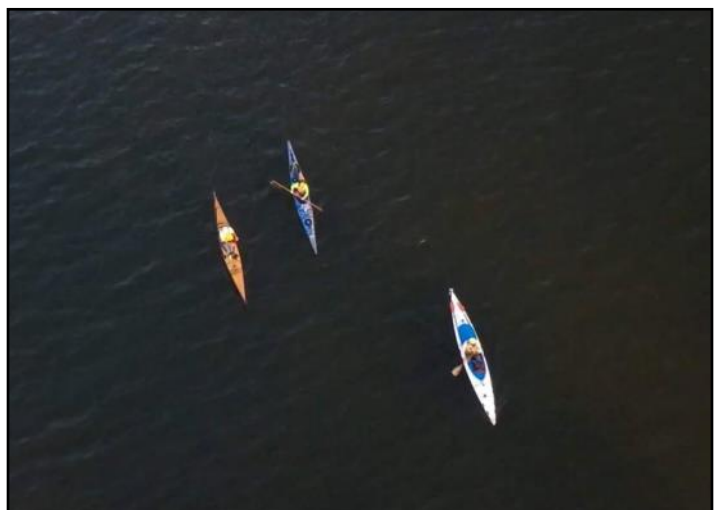


Sunrise from Myrtle Point Park

by Don Polakovics

water. We still had a few miles to paddle to Myrtle Point Park before rush hour on the Patuxent River. It seems that 0430 is the magic time for fisherman to run to their favorite spots.

We lounged on Myrtle Point until the bright yellow sunrise announced ...breakfast! On the way back, people that Suzanne knew aerially videoed us paddling beneath the Thomas Johnson Bridge ([https://m.youtube.com/watch?feature=youtu.be&v=fELXA\\_oaRx\\_8](https://m.youtube.com/watch?feature=youtu.be&v=fELXA_oaRx_8)). Laurie Collins was waiting for us on the beach in Solomon's after graciously driving down to deliver food that she and Terri Lehman volunteered to bring before they had to back out of the trip. Blueberry pancakes with red potatoes and humungous ham steaks capped a memorable and unusual paddle. 🐾



Blue Moon Drone Shot, courtesy of Aram Nersesian and Ryan Henderson. Balance Productions, LLC

[Cart: continued from p. 6](#)

A drill or punch can be used to make the hole, but these tend to cut or shred the strap fibers, rather than force them apart. Attach the strap to the frame using the nut and bolt, with washers on each side. Be sure to place it such that the buckle faces the right way without twisting the strap. Repeat this process on the other side of the kayak and the corresponding front top frame member with the remaining piece of cut strap, making the loop in the cut end and leaving the beveled end to go through the buckle. Repeat this process with the other strap on the top of the rear frame member and around the aft cockpit rim. If either of the non-buckle strap ends is too long, they can be further trimmed at the non-beveled ends, but generally, you can just throw these free ends in the cockpit and out of the way when hauling. As mentioned, a little too long, is always better than too short. Someone else with a wider boat may need to borrow your wheels.



Secure both straps firmly around the cockpit rim, front and back. With this method, much faster than using one long strap, the cart cannot collapse or twist. The cart will stay firmly attached if the kayak has to be carried for a short stretch or even if it tips over.

When are done with the cart, the straps stay with the cart and pack up neatly. No more lost or forgotten straps.



A final tip if your cart has pneumatic tires, always check the tire pressure before leaving on a trip where you anticipate using it. Small tubeless pneumatic tires are notorious for losing pressure over time. A cart with a flat tire is no fun. Most of these tires require 14-30 psi. Go by the cart manufacturer's recommendation or the information on the tire. The information on the tire is the maximal allowable pressure, not necessarily the recommended pressure. 🚫

## Noteworthy Sunsets



Wednesday, July 29<sup>th</sup>, was my first time out with the Arundell Pirates. We put in at Jonas Green Park and paddled 8 miles on Weems Creek and College Creek. After we got back and loaded our cars I noticed the sun was just ready to set. I hung around and got this picture with my phone.

**By Lisa Streckfuss**



**Pirates of Baltimore**

**Photo by Greg Welker**



## Chesapeake Paddlers Association 2015 Calendar

Date	Title	Summary
Sept. 5 - 12	<a href="#">Loons of the Adirondacks</a>	12th Year of kayaking on Blue Mountain Lake in the upper Adirondacks.
Sept. 5	<a href="#">Potomac Passage Maker #6</a>	One day paddle from Chaptico Wharf to Newtowne Neck SP (17 NM)
Sept. 12	<a href="#">Kent Island Paddle #6</a>	Training paddle to prepare for the paddle around the island
Sept. 19	<a href="#">Kent Island Paddle Final #7</a>	Paddle completely around the island.
Sept. 25 - 27*	<a href="#">Kiptopeke Sea Kayaking Symposium</a>	Cross Currents Sea Kayaking Symposium for all levels.
Sept 26	<a href="#">Wye Island Circumnavigation</a>	Rescheduled from a weather cancelation. Paddle around Wye Island.
Sept 26*	<a href="#">Chestertown Riverfest</a>	A weekend filled with races, an expo, displays and fine arts and crafts.
Sept 27	Potomac Passagemaker #7	One day paddle from Newtown Neck SP to Piney Point Lighthouse (15NM)
Oct 3 - 4*	<a href="#">Mid-Atlantic Small Craft Festival</a>	Small craft festival at the Chesapeake Bay Maritime Museum in St. Michaels, MD.
Nov. 1	<a href="#">CPA Annual Meeting and Paddle</a>	Paddle; Annual Meeting; Election; Pot-luck Lunch

[September Calendar](#)

\* Non CPA Event



Chesapeake Pickers Association

Photo by Suzanne Farace



Pictured Rocks National Lakeshore in Michigan's Upper Peninsula Photo by Mark Fisher



Mattawoman Creek

Photo by DJ Mandalo



Photo by Suzanne Farace



# Photos

If you have photos you have taken while paddling send them in. We all love to see where you've been paddling!

Include:

Title of photo (location)

Photographer

Send to: [news\\_editor@cpakayaker.com](mailto:news_editor@cpakayaker.com)

## Inside this issue:

[What to expect on a CPA Trip](#)

[CPA Leadership](#)

[Club Information](#)

[Coordinator Column](#)

Paddler Profile: [Suzanne Farace](#)

Paddler Trip Reports: [Blue Moon](#)

[Tame your Kayak Cart](#)

[Single Blade](#)

[Calendar](#)

### Paddler related articles:

Entering your kayak from a dock: [http://www.paddling.net/guidelines/showArticle.html?show=889&utm\\_source=FBfeed&utm\\_medium=socialfeeds](http://www.paddling.net/guidelines/showArticle.html?show=889&utm_source=FBfeed&utm_medium=socialfeeds)

Buy a radio!: <https://www.youtube.com/watch?v=yKNcXSInnDo>

Really cool aerial video: <https://www.facebook.com/pauljacksonart/videos/10206144889554158/>

NOAA Charts: <http://www.nauticalcharts.noaa.gov/staff/BookletChart.html>

## The Chesapeake Paddler

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REMINDER: Please check your mailing label for your membership expiration date.

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