

The Chesapeake Paddler



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August 2022

Dog Days Dawn Paddle at Fort Smallwood Park

By Lisa Arrasmith

The new-in-2021 “pocket-change” launch from the west side of Fort Smallwood Park onto Rock Creek was perfect for a dawn paddle during these dog days of summer. A neighborhood friend and I took advantage of Fort Smallwood Park’s 5:30 am opening for a casual early morning peer paddle. We got out on the water for a short and interesting paddle and back before it got too fiendishly hot. Bonus: Breakfast snowball at the park concession stand upon our return.

We unloaded our boats—my 17’6” fiberglass kevlar sea kayak and my friend’s 10’ inflatable kayak—and easily made our way from the fishing pier parking lot along the flat carry to the well-signed put-in right across from the concession stand. Most of the carry is on the wide paved fishing pier path with the last bit across grass to a narrow sandy beach. Although it’s not far, you’ll need a kayak cart or a friend for the carry. A couple with a canoe loaded with fishing gear and crab traps launched just ahead of us.

Once launched from the nice sandy put-in, we paddled past the adjacent Rockwood Beach community and turned left into White Pond, a large, circular bay with Rockwood Beach on one side and the wooded north side of Weinberg Park on the other. Weinberg Park, the rustic companion park to Fort Smallwood Park, has 235 acres fronting on White Pond, Rock Creek and Wall Cove. Whites Pond has low tide beaches that make good landing stops. Weinberg



Sign for the new “pocket-change” launch at Fort Smallwood Park photo by Lisa Arrasmith

also has miles of old dirt roads and trails though the woods, perfect for cooler weather exploration.

We paddled back out to Rock Creek and landed on the Weinberg beach on the west side of Weinberg Park (watch for old erosion control structures in the water at low tide) and dragged over the sand bar to Yates tidal pond. If you time it right the shores of the pond are lined with white swamp mallow in bloom. It looked like we just missed the peak bloom.

We dragged back over the sand bar and kept following the Rock Creek shoreline left around the Maryland Yacht Club point to Wall Cove. Look for the white MYC letters on the blue beach pavilion roof and keep an eye out for boat traffic from the MYC fuel dock on the far side of the point. Although Wall Cove looks like it dead ends at the covered docks at Fairview Marina, that’s an optical illusion. We kept going past the docks and ended up on the secluded part of Wall Cove, with the wooded south side of Weinberg Park on the left and houses on the right. The usual Wall Cove herons were hanging out at the end of the cove.

By then it was past 8 am and already steamy so we headed directly back to Fort Smallwood. There isn’t

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What’s a “pocket-change” launch? A pocket change launch is a put-in created at minimum expense – pocket change – in an existing county park or publicly owned land. The new Fort Smallwood put-in was created by mowing a short path to the water and putting up a sign.

From the CPA Coordinator

PADDLERS BEWARE

If you're like me then you realize that summer is flying by at a rapid pace. The heat of late July and August brings warm water to the Bay along with jelly fish and a few other unseen hazards. I really don't like playing in warmer water, but I am addicted so I will still play regardless. I do take more precautions such as an immediate shower as soon as I get home. The warm water is an open invitation to certain bacteria, so we all need to be cautious especially if you have any cuts or open wounds. Any contact with an open wound should be immediately cleaned with soap and water.



Bill Smith

I just read that Triadelphia Reservoir in Prince George County is currently under a health advisory due to blue-green algae bloom contamination; blue-green algae are a bacteria called cyanobacteria and not an alga. People are being warned to avoid contact with the water including pets and to avoid eating any fish caught in the reservoir. If you do decide to paddle in the reservoir, then take the necessary precautions.

One common and frequently advertised precaution is not to swim or have contact with the Bay water within 48 hours of a rainfall with ½" or more rain. The rain significantly increases the bacteria level. Recreational water illnesses are bacteria/germs that increase the chances of cryptosporidium, giardia, shigella, norovirus and E coli from contact with contaminated water or vapors. The main reason that bacteria levels increase during significant rainfalls is because the excess water can infiltrate the sewage system and overwhelm it so excess flows into the Bay (the combined sewer problem)—yikes. The runoff from farm fields also adds to the nitrogen levels.

Vibrio or vibriosis (AKA a flesh-eating bacterium) is another nasty infection you can get from contact with warm salt or brackish water especially if you have any open wounds or compromised immune systems; you can also get it from consuming raw oysters harvested during warmer water periods. For most people vibriosis is an annoying skin rash lasting a few days, for others it can be much more serious. If you are uncertain about what might be lurking, then check with your local health department. I live in Anne Arundel County where they do frequent water testing and post any hazardous levels.

FALL OUT OF YOUR BOAT/SKILLS RETURNS

The annual fall out of your boat and skills session returns at a new location, (AUGUST 20, 2022) check the MeetUp site for more details. The reason for the delay was due to an electric

shock hazard at Truxtun Park and finding a new suitable location. The new location is at the **Selby Clubhouse**, located at 3715 1st Avenue in Edgewater, Maryland on the South River. This event, as always, is open to all skill levels, especially beginners who still need to learn how to do a wet exit and self-rescue. There will be plenty of paddle opportunities with Turkey Point Island a short paddle away or other areas of the South River to explore. This will be a great opportunity to practice rescue, paddle strokes, try other boats and socialize. The in-water tasks will be performed inside jelly fish nets.

WANTED: VOLUNTEER INSTRUCTORS FOR THE FALL OUT OF YOUR BOAT AND SKILLS SESSION, please contact me if you are interested in helping with the skills session, this is your chance to pay it forward and help new or less experienced paddlers, especially if you learned your basic skills at SK102 or from other CPA events. A **Gear Swap** will take place so if you are looking for some gear or looking to get rid of gear this is your chance, CPA merchandise will be available for sale as well. This will be a rain or shine event since we will have a clubhouse to retreat to in case of rain. This location has a nice sandy beach to launch or play in. Come check out this beautiful facility.

See you on the water!

Bill Smith
Coordinator



Self-rescue instruction at Fall-Out-of-Your-Boat Day, 2019 photo by Ralph Heimlich

Pocket Change Launch (Continued from [page 1](#))

yet a blue public water access waterside sign at the put-in and the narrow beach in the middle of tall phragmites was hard to see from the water. We finally went as far to the right as we could and the narrow beach appeared. We landed easily and then loaded up. I was delighted to see that the concession stand was open and treated myself to an orange breakfast snowball.

Our short paddle was just one of the possible paddles out of the new Fort Smallwood pocket change put-in. You can paddle up under the Fort Smallwood Road bridge to the top of Rock Creek, passing “bubbler” aerators in the creek along the way, or over to Mike’s Crab House North for early lunch (land at the little boat ramp on the upstream side of the marina) or out to and among White Rocks in the open waters of the Patapsco River (watch out for wind and waves). No matter which way you go, getting started early lets you enjoy the water while avoiding the heat and pop-up thunderstorms of late summer on the Bay.

Getting there—The new pocket change launch at Fort Smallwood is near the 380-foot Bill Burton fishing pier, the new-in-2016 public boat ramp and the renovated historic concession stand. Head towards the boat ramp side of the park, not towards the swimming beach. Park in the fishing pier parking lot, not the trailer boat parking lot. The county charges \$6 per car to use Fort Smallwood Park, with a variety of permits and discounts available.

Fort Smallwood Park is an Anne Arundel County park located in Pasadena, MD. Fort Smallwood Park website:

<https://www.aacounty.org/departments/recreation-parks/parks/fort-smallwood/>

Weinberg Park is an Anne Arundel County park located in Pasadena, MD. Weinberg Park has no admission fee. Weinberg Park website:

<https://www.aacounty.org/locations-and-directions/harry-and-jeanette-weinberg-park>



The “pocket-change” launch at Fort Smallwood Park *photo by Lisa Arrasmith*

More Blasts from the Past from Dave Mood

Last month I featured some photos from CPA Dave Mood from 1994 and 1995. Here are a few more with folks you may know.

Here is Dave in his 1993 P&H Sirius, which I now paddle, from June 1995.



Here's a picture of a younger Greg Welker, probably at Westmoreland SP, in August of 1994.



This is one of Jenny Plummer-Welker (may have only been Plummer) in July 1995. She is still paddling her North Shore Calypso...old boats never die.



These last two are of various people practicing skills in the "Rolling Hole" under the Route 2 bridge at Pier 7 Marina, our long-time home, from July 1995.



Always remember, today's paddling pictures will be somebody's "Good Old Days" eventually.

Letter to the Editor: Likes CPA Web Site

I hope it's not weird to reach out like this but my daughter and I wanted to send the CPA family a personal note to express our gratitude! During the pandemic she got super into kayaking and canoeing (I don't know what any of this stuff is so she has been teaching me, hah!). She's only 11 but wants to improve so I let her use my computer to research, which is how she discovered your site, she loved reading about the CPA's adventures! And your recommendations here- <https://www.cpakayaker.com/resources/>

Those gave her many awesome references to save so you have our thanks. She's also interested in paddle boarding too. She printed out this page that has a lot of information on paddling and kayaking, and she likes that it has safety tips for newbies like us: <https://www.seattleyachts.com/basic-safety-tips-for-boating-and-kayaking>

Hailey thought you might enjoy it too, and even thought it could be a good contribution to your list there- would you consider

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Letter to the Editor (Continued from [page 4](#))

adding it maybe? I'd love to surprise Hail and show her that it's cool to be into this stuff! Especially since there doesn't seem to be any local organizations in our area where she can learn (I was hoping to find a summer program).

Thanks again for your help! All the best

Hailey and Roger Jarvis

Memories of Beechwood Park



Beechwood Park today is an Anne Arundell county launch site on the Magothy River, whose opening for water access was spearheaded by our own Lisa Arrasmith and Paul Spadero, President of the Magothy River Association

However, back in the racially-segregated era of the late 1940's, Beechwood Park was acquired by a black pastor who opened up one of the few outdoor water access sites available to black Maryland residents.

Paul Spadero is distributing a new video documenting the history of Beechwood Park. The newest Living History Video: Memories of Beechwood Park is a wonderfully produced 12-minute video. The historic pictures and interviews are inspirational, so please take a look and share it with your friends.

Memories of Beechwood Park in on U-Tube: https://www.youtube.com/watch?v=faXzk9y_yZg

News from Linda Delaney



Linda Delaney on the beach at Caledon SP, VA, on a kayak camper, 2017 photo by Ralph Heimlich

CPA Paddler Linda Delaney wrote recently. Here's her news:

From: Linda Delaney <hhlleo23@icloud.com>

"I'm living on the West Coast near Seattle- I finally retired from Federal Service on 5/27/22, so I've been busy kayaking, cruising, exploring the west coast. I hope you and everyone are doing well!

I remember hearing stories about kayaking into caves near California, and I'm considering going on the [[Sea Trek Channel Island Tour](#)] in September. Do you know if these are the caves that we used to hear about? I'm just curious. Have a great weekend!

Chat soon, Linda Delaney"

I referred her to Paula Hubbard, who was involved in the sea cave rescue Linda was referring to in California before moving to Maryland. The sea caves in the Channel Islands are not the ones involved in that rescue.



At Linda's Going Away Party in 2019 photo by Ralph Heimlich

Well-Loved Boats Up for Adoption

Hello CPA paddlers,

We are two Current Design Solstice GT S, and GT composite kayaks looking for a new home. We were bought new at Annapolis Canoe and Kayak Company in Annapolis, MD and have been on many CPA paddles, Lake Anna, moonlight on the Potomac, kayak camping on the Patuxent River, and even a weekend at Blackwater. We miss it all and wish to return. However, our current owners are no longer able to paddle us.

We are up **FOR ADOPTION** and looking for new paddlers. We have been garage—stored, come complete with skirts, cockpit covers, paddles, PFD's (Kokatat Tributary's), and safety equipment. Each of us come with a **Thule Hullavator** with straps, **Uniden 2-way VHF Marine radios**, 1 (to first adopter) **Garmin GPSMAP 78sc with software**, and 1 (to first adopter) set of Thule bars and mounts for a Toyota Tacoma Truck. Adoption fee for each boat package is **\$1700, each..** Please contact our parents; Georgia and Larry Hewitt in Fredericksburg, VA at **301-653-3001 or 240-419-7350**. Email lhewitt@outlook.com

We want to be back in the water again. [Editors note: The current MSRP for these boats is \$4400 each, so this is really good deal].



CPA Membership Expands in Summer

by Sue Stevens

Our hot summer time temps and cool water create more new memberships as folks turn out to find new places to kayak, learn some new kayaking skills, and try to stay cool on the water. Our CPA SK101 Kayaking Basics Class and the annual Spring SK102 on-water skills and training weekend at Lake Anna, VA, always generate the biggest bump in new member participation, with folks eager to get on the water with their new-found skills. This summer, new memberships are growing!

Thanks to everyone who renewed their membership this month including: **Valerie, Sam J, Jon V, Marla, Dan H in SC, Dan and Becky, Nora, Dan, Jack D in SC, and JIM in DE.**

Congratulations to **Marla Aron** and to **Jon Valentine**—CPA's newest 20-year LIFE MEMBERS.



Jon Valentine

Marla Aron

The Chesapeake Paddler Rerun: Close Encounters of the Big Ship Kind

by Jim Ferguson

You are on a Bay crossing from Annapolis on a sunny day with unlimited visibility. You approach the western edge of the ship channel with a large bulk carrier heading north. The ship has been bearing about 30 degrees relative (1 o'clock for all the aviators out there) for about 30 minutes. She is now about 2 miles south of you. You figure you can easily cross her bow with a quick sprint and therefore not have to alter your heading on your trip across the Bay. Bad idea. Please read on.

On a foggy day with about a mile of visibility, no wind, slack water, and occasional rain showers, which cut the visibility down to about 500 yards, you are in an anchorage area off Annapolis Roads heading west. You've just seen a tug off your port bow. The tug is well lit, showing you a red running light and three vertical white lights on its mast. Then, in a rain storm, you lose sight of the tug for about 10 minutes. It reappears on your starboard bow, now showing a green running light in addition to the white lights. Even though the tug has changed course, it appears you can easily pass under its stern on your present heading so you continue on despite a new rain squall that again swallows up the tug. Terrible idea. Please read on.

In the same anchorage on a better day, clear and sunny with a 15 kt SE wind, you are paddling south after enjoying a brief surf in the wake of the pilot boat heading back into Annapolis. You're approaching the port side of a really interesting anchored ship dead ahead of you with her bow heading NE. You can almost read her name on the bow, so you alter course to check it out. It seems like a good idea because the anchor chain is almost vertical so you can get a really close look, and since the ship is perpendicular to the wind, she presents you with a welcome lee and a little easier paddling. Besides, you really didn't want to go under her stern because of all that diesel smoke from the stack. Good idea? Probably not. Please read on.

There probably are no "right" answers to these scenarios. They are intended to stimulate some interest in reading the rest of this article, and some discussion thereafter. There's only one true emergency, and all the information needed for the discussion is contained in this article, which is a follow-up to Greg Welker's earlier excellent article on kayak courtesy. "[Kayak Courtesy](#)".

Herein courtesy becomes synonymous with safety. But, first of all, an in-depth review of the Rules of the Road: Don't start snoring yet, there's only one: *Kayaks better yield the Right of Way*. Or Vince Dalrymple's variation thereof: *I'm fast, but they're big*.

We all know there are many situations where kayakers do have the right of way. Those of you who wish to defend that right of way need read no further. There are also situations where we have neither the legal nor the moral right of way. Examples:



Kayaking with big ships in the American Channel, Thousand Islands, US/Canada photo by Rich Stevens

Encountering vessels with limited ability to maneuver, and/or limited space in which to maneuver (large vessels in the Bay, or 30-foot yachts trying to dock); and vessels engaged in "special operations" (fishing, anchoring or mooring). Stay clear because during these maneuvers, ship's movements become unpredictable, and you don't want to get hit on the head with an anchor.

In good visibility, the water horizon is about 6-8 miles away. If a ship's bow appears on the horizon and it appears to be heading your way, plan on about 30 minutes of maneuvering time. Know where you are relative to the channel. Take set and drift into account, these affect you more than they do that ship. To get away, choose a course perpendicular to the course you think the ship is on. Then watch that ship very closely. Remember, a constant relative bearing equals a collision course. Remember that forever. If the ship starts off in the 1 o'clock position relative to your kayak, and never progresses to 1:30 or 2 o'clock, unless you change course you're going to collide. That's a constant relative bearing. If your aim is to get away, your course will be 90 degrees to the ship's course. If your aim is to surf the wake, that's an entirely different course and it will not be addressed here. There is plenty of time to paddle clear, and a good initial heading is one perpendicular to the ship channel away from the approaching vessel. Then, watch that ship. As she closes, remember these should signals:

- 1 short blast means she's coming to starboard,
- 2 means she's turning to port,
- 3 means she's reversing her engines, and
- 4 means danger.

But when you see the bearing start to change rapidly, and it seems safe, you might want to stop and watch. It's worth it. In deep water, a half mile to a mile is usually a safe distance if you want to escape the wake, but beware if you ventured into shallow water. In shallow water, wakes can become very large, very suddenly, so know the waters in which you paddle.

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Close Encounters (Continued from [page 7](#))

Tugs are different. Their speeds are much slower, their wakes may be much larger, or nothing at all. They tow all sorts of things, not just barges. If you see a tug, followed closely by a big ship, check it out. There might be a tow line. Even if a tug is towing astern, that tow might be anywhere relative to that tug depending on set, drift, and the tug's heading. Tugs tow astern, alongside, or ahead. Yes, a tug can tow ahead. I didn't invent this language, but we can agree to call that a "pusher tug". Pushers and tows alongside usually act pretty much like slow moving ships with bizarre and potentially dangerous wakes full of whitewater-like phenomena. Tugs are basically huge engines surrounded by a hull. They can make water do all sorts of funny things, and it may be best to just stay clear of those wakes.

Methods of towing vary widely between open water and restricted or shallow water. In open water (and my experience is in open water around Puget Sound, the Pacific, and the Gulf of Alaska), the tows may be hundreds of yards behind their tugs. Towlines are frequently weighted with one or more shots (90 feet each) of heavy chain called a towing bridle. This is for shock absorbency, and the effect is to completely sink the towline out of sight. In some cases the towline might be as much as one hundred feet under water. Obviously this would not be a good plan for towing in the Chesapeake Bay, so ocean tows shorten up somewhat close to the mouth of the Bay. I've never seen a sunken towline from the mid-Bay north, but check the tug-tow combinations out closely if you're paddling in open water. Tandem tows may not look it, but both barges are towed from the tug, so there are 2 tow lines. Remember, the tows may act independently of the tug and each other.

Another thing to be aware of as the tows pass close aboard is something we used to call a "panic line". This is a line rigged as an emergency towline from the bow of the barge. It is normally at least as long as the barge, carried along the side of the ship to it can easily be broken free and trailed from somewhere abaft the beam (behind the middle of the hull) with one or more floats. Its purpose is to recover the barge if the main tow line is lost for any reason. It's usually 3 ½-inch braid attached to a 2-inch wire and it's not a good thing for a kayak to get snagged on. I have seen short versions of these in the Bay.

Tugs with tows on the Bay seem to be making between 6 and 10 knots. Signals are 2 or 3 vertical white lights on the tug's mast, and a black diamond rigged on the towed vessel during the daylight. At night, the towed vessel shows red and green running lights and a normal stern light.

So, when you see a tug, be sure to identify the tow(s) and the towline(s). Then check them out from a safe distance, probably ½ to 1 mile as stated earlier because they are pretty interesting, in my totally unbiased point of view.

My last courtesy/safety point is this: After you've spotted the other vessel and decided on a course of action, telegraph your intent to yield the right of way to the other skipper. Even if a 5-

degree course change would be enough to safely avoid a collision, the other skipper can't detect that small a change in course. It's best to make a big change, like 45 degrees (or even stopping), and then hold the new course for a few minutes



Close encounter of the wrong kind source: <https://windagainstcurrent.com/tag/ships/>

so the skipper will know for certain that you are yielding the right of way. The skipper is then much more likely to have a decreased anxiety level and therefore maintain the current course and speed while thinking laudatory thoughts about you, the courteous kayaker. Your life is also easier now because you can much more reliably predict the skipper's actions and you can both go about your business of having a good day simply messing about in boats.

Editor's Note: After 4 years of sea duty in the USCG on the Pacific, Gulf of Alaska, and Bering Sea, Jim Ferguson spent 2 year working on ocean-going tugs out of Seattle. Jim currently lives in Annapolis and paddles his Mariner Express frequently on the Chesapeake Bay.

This article appeared originally in the 06-1999 edition of *The Chesapeake Paddler*. Recent close encounters have been with crab boats and someone snagging the line of White's Ferry. Stay sharp and stay clear!

Find more "re-runs" from **The Chesapeake Paddler** at <https://www.cpakayaker.com/about-cpa/community-newsletter/>

Launch of the Month



The launch at Menokin photo by Ralph Heimlich

Water Body: Cat Point Creek; Rappahannock River

Comments https://www.northernneck.org/MAPS/rc_cat_point_creek_water_trail_guide_web.pdf

Cat Point Creek at Menokin Bay

Lat: 38.003632

Long: -76.80598

Address : 4037 Menokin Road Warsaw, Virginia 22572

Type: beach launch

Parking: Moderate

Restroom: Yes

Fee: No

Ownership: Menokin Foundation

County: Richmond

State: Virginia

This launch is located on the grounds of the Menokin Foundation (<https://www.menokin.org/>), the 18th century colonial home of Francis Lightfoot Lee, which is undergoing restoration and preservation under a unique glass structure. The kayak launch is free, and debouches onto Cat Point Creek, a tributary of the Rappahannock River, which is 9.1 miles downstream from the launch.

We visited Menokin on the way home from a car camping trip to Belle Isle State Park in 2020 and paddled the creek. It is a great “plan B” if you are paddling the Bay down at Fleets Island or the Reedville area and have adverse weather, but still want to paddle protected waters.

If you have non-kayaking friends that you would like to introduce to the sport, this is an attractive launch. Rappahannock Outdoor Adventures, in partnership with the Menokin Foundation, have rentals and guided tours leaving from the launch in season. See <https://www.menokin.org/kayak>



Paddling Cat Point Creek above Menokin to Woodville Creek photo by Ralph Heimlich



Paddling on Menokin Bay at Cat Point Creek photo by Ralph Heimlich

Find more launch sites and paddle-in camping sites at the CPA webpage under “Resources” at the [Chesapeake Bay Access and Paddle-in Campsite Interactive map](#).

Paddler Profile: Meet Sophie Troy



Lives in: Cockeysville, MD

Real job: Occupational Therapist. Mostly retired now but I still work a couple of days a month.

Do you regularly attend a CPA Piracy? I started co-leading the Pirates of Baltimore in May 2022.

Number of years paddling? 12 years

How did you get involved in sea kayaking? A couple of friends had purchased 14' plastic boats. I accompanied them on a couple of paddles and was hooked!

What boat(s) do you paddle? I mostly paddle an Impex Currituck and a Necky Eliza. I also have a Necky Manitou 13' (my beginner boat) and a 9' Liquidlogic.

Rudder or skeg? The Eliza has a rudder and the Currituck has a skeg

Type of paddle used? Greenland paddle most of the time and Euro paddle mostly in the winter

Do you do any other paddling than sea kayaking? I purchased the 9' Liquidlogic Remix 9' last summer and started to do some white water class 1 to 3.

Do you regularly do any other outdoor activities? I live outside as much as possible. I hike and ski in the winter, bike and garden in the summer.

How often do you paddle between May and October? 2 to 4 days a week

Do any winter paddling? In the winter I go out about once a month depending of the weather.

Favorite local paddling location? Close to home I favor the marshes at the mouth of the Gunpowder River.

Favorite CPA trip you've ever been on and why? Kayak camper in the Adirondacks with Ralph. I loved paddling the lakes, the remoteness of the camp sites away from cars and people, and the camaraderie of the other paddlers.

Coollest paddling trip you've ever been on anywhere and why? The Myakka River in Florida. Paddling among the alligators, being alone on the river, being surrounded by sub-tropical vegetation, and seeing so many birds I was unfamiliar with. It felt like I was living an adventure thousands of miles from home.

Scariest/most dangerous paddling trip/incident and why? I was caught against a strainer on a fast-moving creek a few years ago. I eventually capsized and was sucked down under water. I came up for one breath of air but went down again. Eventually I got hold of the coaming of my boat and pulled myself up enough to be helped by the trip leader. Scary! I

Bucket list trips? San Juan Islands, WA, Glacier National Park, MT.

Find more Paddler Profiles on the CPA Webpage at <http://cpakayaker.wpengine.com/about-cpa/community-newsletter/community-newsletter-paddler-profiles/>

Submit your own Paddler Profile by filling out the form at <https://www.cpakayaker.com/wp-content/uploads/2022/07/Paddler-Profile-Form-.docx>

and emailing with a good picture of yourself in kayak mode to news_editor@cpakayaker.com

Membership News Continued from page 6)

Three great ways to keep up to date on club activities and related Chesapeake Bay area news—and safety tips are through MeetUp, Face Book, and our web page.

MeetUp—CPA shows online numbers of 1,000+ folks checking on MeetUp events. A lot of new members join the [CPA MeetUp group](#) during the summer to find favorite kayaking launch locations, pop-up day trips, and other special events.

Face Book—More than 2,000 people are checking our [Face Book community page](#)—Take a gander:

Webpage—Your [CPA webpage](#) has gobs of handy kayaking resources, including [Places to Paddle](#), [Interactive Launch Site](#) info, and [current weather and tide](#) links.

NEW—Fall-Out-of-Your-Boat Day and Gear Swap August 20

We are all looking forward to having a bunch of new faces turn out for the **CPA Fall-out-of-your-Boat/ Skills Day, Gear Swap and picnic** on August 20. We will be at a brand-new location on the South River. Long-time CPA members, Jess and Lise Parker are graciously hosting us at the private **Selby Bay Community Beach** club house (3715 1st Avenue in Edgewater, Maryland), which boasts an inside space with restrooms and a beach front view. There is space for skills and practice inside its jellyfish-netted protected swim area. For details, see <https://www.meetup.com/the-chesapeake-paddlers-association/events/287271338/>



Selby Bay Community Beach Club House

Upcoming CPA Events

Piracies!! Check Out the One Nearest You!

[Piracies](#) are back, your destination for “hump day” paddling near you. Check out the plans for the season. Check the [CPA Meetup page](#) for details and for notices of CPA events such as trips, classes, Piracy paddles and registration info.

All participants should download the [updated CPA Waiver](#) and read the [CPA COVID-19 event guidelines](#) before participating in any in-person Club activity.



Brush Up on Skills in Print



Now that the season is in full swing, you can brush up on essential skills from the archives of *The Chesapeake Paddler*. CPA Skills articles are descriptions of essential skills shared by knowledgeable

readers. Did you know that you can look up archived Skills Articles at <https://www.cpkayaker.com/about-cpa/community-newsletter/community-newsletter-skills-and-safety/>

If YOU have a skill or safety tip, write it up as an article to share with other paddlers. Just contact Ralph Heimlich (heimlichfamily@comcast.net) and ask how to submit! The CPA Website, it's more than you think!

Become a CPA Newsletter Editor!

Now's your chance to get in touch with your inner writer and graphic artist and put he or she to work editing the *Chesapeake Paddler* newsletter!

Current co-editor Bill Upton moved on to bluer waters after the April 2022 issue. Primary duties involve doing the layout of each issue, writing stories, editing submissions and working with co-editor [Ralph Heimlich](#), CPA Officers, the Steering Committee and members to cover CPA events and issues.

We use MS Publisher for PC, which is part of the MS Office Suite, for layout. I can provide hands-on or remote training and supervision for the first few issues.

If you are interested, contact CPA Coordinator Bill Smith at: coordinator@cpkayaker.com or me at heimlichfamily@comcast.net.

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.

Websites: www.cpakayaker.com, [CPA Facebook page](#); [CPA Meetup page](#)

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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. Articles and illustrations (graphics, photos) should be submitted as separate attachments to: news_editor@cpakayaker.com

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