

# The Chesapeake Paddler



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## SK102 – Newcomer Gains Greater Appreciation of Kayaking and the Arc of Learning

By Melissa Eichner

The organizing committee at SK102 created a wonderful, welcoming atmosphere and there were plenty of people around ready to assist with unloading kayaks. Our hosts, Theresa and David, were delighted to have everyone camping on their Lake Anna hillside. The peaceful vibe and scenic view quickly melted my urban “residual.” The occasional baritone voice bellowing “be ready to paddle at 7pm” reminded me I was here to do more than chill. I’ve been paddling for two seasons, mostly on Rocky Gorge Reservoir. Even if I was paddling all wrong, I had fun. Purchasing my Delta 14 has been a godsend during this COVID era.

Friday night’s sunset paddle was exhilarating. It was the first time I’d ever paddled with a group. As a relative beginner, I was relieved that we could pick the group that fit our pace: scenic, intermediate, and fast. Each group had a lead and a sweep. Seeing lots of kayakers at once, it was easy to notice how differently they moved in the water—part boat, part paddler. It was dark when we got back, and everyone pitched in to quickly relay the kayakers on shore. I was smiling ear to ear—it was the first time I’d been in my kayak



Saturday morning briefing by SK102 originator Brian Blankinship *photo by Jeff Wal-*

since the end of November.

Saturday morning, my group of six students met our amazing, generous trainers. We went around and shared our experience and goals. They assessed the fit of our kayakers and gear, lent gear as needed, and helped me with pedal and seat adjustments. We learned and practiced new strokes, and encouraged each other as we made noticeable improvements. I learned to push off from my pedals and really turn my core in a rhythm as the paddle blades move through the water. After making gains with my strokes, my trainer lent me a shorter paddle. Instantly, my performance was dramatically better. I thought, “This paddle is already warmed up!” It was as if the paddle was powered by another source. But no, it was power control from improved ergonomics.

In the afternoon, we practiced our wet exits, i.e., capsizing and



Where the boats are *photo by Melissa Eichner*

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## From the CPA Coordinator

### Marshall Woodruff Memorial and Low-Head Dams

On May 14<sup>th</sup> a beautiful celebration of life was held on Kent Island to say good by to long time CPA member and founder of the KIPP Kent Island Practice Paddles, Marshall Woodruff (see [page 3](#)). The ceremony was held on the beach at Ferry Point Nature Park. The day started with a group of nine paddlers who launched from Kent Narrows and paddled through the fog around to the Ferry Point Park beach to meet several family and friends who walked to the beach. A ceremony was conducted by Pastor Susan Walker and concluded with the paddlers carrying Marshall's ashes out to deeper water and spreading them. For me I doubt if I can ever paddle past this place and not think of Marshall. Rest in Peace Marshall.



Bill Smith

**Low-Head Dam Safety**—This past Memorial Day a group of twelve kayakers and paddle boarders accidentally went over a low head dam in the James River near Richmond. The river had been running several feet above normal levels due to recent rains, so the speed and hydraulic force of the water is tremendous. At last report ten of the paddlers were rescued, one of the kayakers was deceased and the other kayaker is still missing. It is sad when people go out for a fun day on the water, and it ends in tragedy.

If you're not familiar with low head dams, they look innocent, but they are extremely dangerous and are often called drowning machines (leave it to mankind to invent such an awful way to die).

You may be wondering how a low head dam differs from a waterfall. A waterfall is much safer to run since the area above and below the waterfall are irregular so the hydraulic force below the waterfall is rarely constant enough to hold a person in place. A low head dam is a continuous shape shore to shore so the hydraulic force can hold a person indefinitely. The water flowing over the dam is aerated by the dropping water forcing oxygen into the water which means your PFD will not float high enough for you to breath. The water flowing over the dam is



also circulating upstream to fill the void behind the drop, so you always have water pressure holding objects in place. I read that as a last resort a person stuck in a hydraulic like this can remove their PFD so they can swim below the circulating upstream flow of water and be pushed out of the hole by the water traveling downstream under the hydraulic-not a good thing to tell a person fighting for their life. I have found very few low head dams in Maryland, but they do exist and are much more common in Virginia and Pennsylvania. Over the past few decades, the Europeans have been redesigning low head

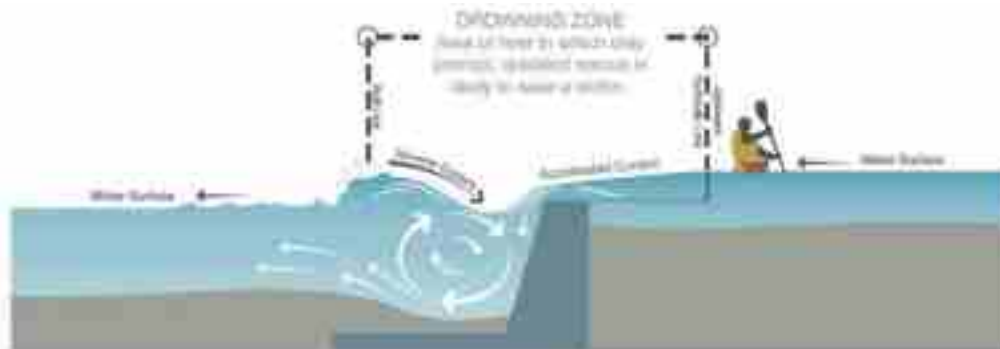
dams to make them safer by adding baffles above or below the dam to break up the constant hydraulic.

Several years ago, I attended a river rescue

clinic taught by the Ohio Department of Natural Resources. The Ohio DNR started this program after an incident at a low head dam that left several fireman and police rescuers needing rescued and a few of them drown. The mission of the Ohio DNR training was to train rescue personnel in the dangers of low head dams. The dam that caused all this misery was only a few feet high, but it had enough force to cause this tragedy.

Paddle on-the season is here!

**Bill Smith**





## Marshall Woodruff Memorial Paddle May 14, 2020

by Sue Stevens

*"I would like to say that the Celebration of Life and Memorial Paddle on May 14 turned out to be a wonderful tribute to Marshall and his life. The event included friends and family from high school days on up to current friends. Words shared by his friends gave great insights into the legacy he leaves behind. Even the overcast and rainy day was one Marshall would have approved of for the paddle. I am very grateful for everyone's participation and help in making it so special. I'd especially like to thank Bill Smith of CPA, Cult Classic Brewing, and*



**Kayakers gather at Ferry Point Park photo by Sue Bauer**

*my friend Susan Walker, for leading the celebration on the beach at Ferry Point Park, now know as Marshall's Beach. "*

*Margaret Pully*

It was so peaceful, as the pod of kayakers pulled into the long curved sandy beach while the morning fog lifted. Surprisingly, there was no early morning bustle of Saturday boat traffic, and the tall span of the Bay Bridge was completely engulfed in fog. Ferry Point Park and its wide, sandy, protected beaches are a favorite stopping spot for the KIPP (Kent Island Practice Paddle) gang, and their many training trips around Kent Island. As the day warmed, it was also a fitting place for his friends to come remember and celebrate the life of Marshall Woodruff.

Soon, a second group of walkers, along with his longtime partner Margaret Pully, arrived by the park trail, including several of Marshall's oldest friends and more local paddlers. Their pastor led a short, thoughtful, beach-side funeral service for Marshall, as quietly ebbing tide pulled back revealing more oyster shells and sand.

Afterwards, the pod of kayakers escorted the urn of Marshall's ashes out into the deep water. They raised the paddles in salute together – the paddlers' signal to come together now. Marshall's friend Bill Smith had the honor to be with Marshall one last time on the water. They had to go far outside the cove for deeper water, fairly far away from the remaining group watching from the beach. The pod of kayakers dispersed – some to paddle a longer time along the quiet shore, and recalling the times paddling.

The rest of the paddlers and friends gathered for a celebration of his life and reception at Cult Classic Brewing. They had set out a large collection of Marshall's photos of nature and the Arctic, and played his favorite music CDs. A good number of his oldest friends had lots of additional stories about Marshall's life and other talents as a leather worker, cobbler, business owner, photographer and friend.



**Gathering at the beach to remember Marshall**



**Paddlers salute Marshall as his ashes are scattered photo by Tassie Hanna**

More pictures on [page 6](#).

## Anne Arundel County Executive Responds to Homeport Farm Park Issues Raised by CPA



FOR IMMEDIATE RELEASE

Contact: Jeff Amoros, examor21@aacounty.org, 410-303-7676

County Executive Pittman Issues Statement on Homeport Farm Park

**Annapolis, MD** (May 10, 2022) - Anne Arundel County Executive Stuart Pittman issued the following statement on Homeport Farm Park: "Speculation about the future of Anne Arundel County's Homeport Farm Park has reached a fevered pitch in recent weeks, and was elevated when the May edition of the Chesapeake Paddlers Association newsletter made the charge that there is a "Stealth project underway for Anne Arundel County to give Homeport Farm Park, the only usable public water access point on the South River, to the rowers for an ambitious rowing facility." None of that is true.

Homeport Farm Park was deeded to the county in March 2004 for use as a public park with the following conditions: *PROPERTY shall be held, sold, and conveyed subject to a perpetual restriction that the property shall be used only for parkland, nature preservation and restoration, open space and low-impact recreational uses including, but not limited to, nature study, bicycling, walking and running trails, fishing, crabbing, the storage, docking and launching of non-motorized watercraft, gardening, environmental research and conservation and similar uses and activities. The property shall not be developed or used for intensive recreational purposes including ball fields or basketball courts, equestrian activities, motorized recreation of any type, concerts and/or similar intensive or noise generating activities or uses. The property shall not be developed or used for commercial or industrial purposes. The Grantor, its successors and assigns, shall have standing to enforce the covenants contained herein, at law or in equity.*

I and my administration respect and will adhere to the terms of this easement.

In 2018 county taxpayers invested over a half million dollars to upgrade the park, constructing a locked gate, driveway, parking, kayak and canoe racks, and a gravel road to the water for small boat launching.

I visited the park last summer for the first time. I arrived at the heavy metal gate, checked the padlock to find that it was in fact locked, read the instructions on a sign for how to get the combination, called the number and was thrilled to actually get a combination that worked to open the lock. I felt fortunate to be a tech savvy, able-bodied, English-speaking park user at that moment. Gates like this will soon be upgraded as part of our countywide Americans with Disabilities Act compliance plan, as they should.

We don't have enough public water access in our county, and I've taken a lot of political heat for investing in expanding it. Neighbors of public parks often oppose improvements that

might increase park use, and park users who already enjoy access for their activity often fear that further improvements might bring in other users.

The opposition by some kayakers to sharing existing parks like Homeport with rowers, undermines our public water access efforts. The vicious attacks leveled against the Annapolis Rowing Club and Annapolis Junior Rowing in particular have poisoned the water access movement in this county in a way that will be difficult to overcome.

Anne Arundel County's parks are loved and well-used because the Recreation and Parks staff do the hard work of partnering with the leagues and clubs that use the parks. Kayak clubs have racks to store their kayaks at county parks, including Homeport, and I see no reason why similar arrangements should be denied to rowing clubs.

It's true that the rowers would someday like to raise funds and build a clubhouse on the water, but nobody has proposed doing that at Homeport. Mayor Gavin Buckley is planning a Paddle Park on Rowe Boulevard where such a facility might eventually be constructed, along with a new kayak launch and relaxing space on the water at the gateway to the city. I support that initiative.

If, however, a rowing club presents a proposal to the county for additional boat storage, either at Homeport or other county parks, we will share that proposal publicly and do our due diligence with respect to parking, traffic, and environmental impact. The deed would be honored, and I would meet at the site with neighbors and park users to discuss concerns.

I, my office, and the Recreation and Parks staff meet regularly and discuss openly our water access agenda with the various groups who actually bring the public to the water, as well as neighbors of those sites. We will continue to do so, because that's how we govern."

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### Response to Mr. Pittman's Statement

by Lisa Arrasmith

The intense debate over a rowing facility in Homeport Farm Park should not be a surprise to anyone. The current feasibility study for a rowing facility in Homeport Farm Park is the third attempt to put a rowing facility in Homeport since 2009 and the third feasibility study for a standalone rowing facility since 2019. Although County Executive Pittman's May 10, 2022 press release (link to press release) states that a CPA newsletter article caused the oral testimony about Homeport at the May 9, 2022 County Council Budget Hearing, the fact is that the Homeport testimony was merely the predictable movement of the ongoing Homeport debate from the email inboxes of elected officials and county staff to the more publicly accessible venue of the Council Budget Hearing.

The current debate over a rowing facility in Homeport Farm Park began with the revelation in January 2022 that the Department of Recreation and Parks had requested a feasibility study for a rowing facility in Homeport Farm Park (link to Leys email) that included "a boat ramp, associated piers and docks, boat storage areas, boat house and ancillary utilities". By early

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*SK102 for a beginner (Continued from [page 1](#))*

slipping out of the kayak under water. First, without skirts, then with. Our trainers carefully explained the steps and, on land, tested that we can hold our breath a lot longer than we need to exit. I slowly built up my nerve watching everyone else go first. A trainer was at each end of the kayak and, by this time, I to-



**Wet exit photo by Jeff Walaszek**

tally trusted them. I easily turned over, peeled the skirt off, and surfaced. Initiated! Next, we practiced re-boarding our kayaks in deeper water. I practiced three different ways to re-enter and had success on the third try. I learned the value of slippery clothing, deck lines that don't stretch, and what I need to practice. When I paddled in, someone was waiting onshore, ready to assist as I got out of my kayak. They knew from experience, how tired we'd be. I was glad to have the hand.

Sunday, a variety of classes were offered. I made a tow line and learned what to bring kayak camping and how to pack it. I missed the gear swap but I saw fellow students with gear they



**Paddle-float reentry photo by Jeff Walaszek**

needed. Over the course of the weekend, I had the opportunity to interact with a range of the all-volunteer trainers and ask questions. They shared their knowledge and expertise born of

experience. Sometimes they had different takes on the best gear and techniques. A few referred to when they started 20 years ago.

All the trainers expressed genuine caring for our learning and shared their love of this water sport. Everyone was a beginner once, so they know how much we can grow and enjoy the sport. I left seeing myself as a kayaker with new eyes. There's much more to it than I knew. I came with the goal of learning skills to build efficiency and endurance so that I can eventually join the groups circumnavigating Kent Island and Manhattan. I am excited to practice, and I'm glad I have the whole season ahead of me.



**Getting to know fellow kayakers photo by Jeff Walaszek**



**Camping at Lake Anna photo by Melissa Eichner**



## From the Archives: 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 WheelEZZ© 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 ¼"-20 x ½" 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.



Bill Smith and Carol Collins prepare for the ceremony photo by Carolyn Labbé



Margaret Pully addresses attendees at Cult Classic Brewery reception

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Tame Your Cart (Continued from [p. 6](#))

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.



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 re-



maining 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.



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*Tame Your Cart (Continued from [page 7](#))*

When you 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 maximum allowable pressure, not necessarily the recommended pressure.

*(This Skills and Safety Article is from the September 2015 Chesapeake Paddler)*

*Homeport Farms (Continued from [page 4](#))*

April the ensuing email debate caused County Executive Pittman's Constituent Services staff to create a form email response for Homeport emails:

*"Thank you for reaching out in regards to Homeport Farm Park. We have heard from many residents on this issue. Some ask us to make it the future home of a rowing facility, and others ask for it to remain a public kayak launch. We are keeping track of all of this input and making the County Executive aware of it as well."*

The issue is not "sharing" Homeport – the issue is an organized and heavily scheduled team sport squeezing existing unscheduled passive general public use out of a park designated for passive use. That could happen just through rowers filling up all the parking and "parking out" the general public from Homeport Farm Park.

There are only 30 parking spots at Homeport Farm Park. Recreation and Parks tried hard during the planning for the 2018 improvements to put more parking in Homeport. A combination of deed restrictions, a conservation easement, environmental constraints and community opposition blocked a bigger parking lot. It is unlikely approaching impossible that Recreation and Parks will be able to add a significant amount of parking in the future. Realistically, the 30 parking spots that are in Homeport now are the parking spots that will be in Homeport. There is no place nearby outside of Homeport Farm Park for overflow parking and the park, located just off a busy section of Route 2, is effectively inaccessible for pedestrians.

A previous proposal for a rowing facility in Homeport stated that the rowers needed 30 parking spots and access to Homeport from 4:30 am to 9 pm seven days a week eight months of the year. The adult rowers begin practice in the early morning and high schooler rowers begin practice in the afternoon. By getting to the park and filling up the parking spots first thing in the morning and after school, rowing would block people who aren't part of a scheduled team sport practice or event from using the park. Who gets up to get to a park by 5 am to get a parking spot? Who gets off work at 2:30 in the afternoon to get a parking spot before the high schoolers arrive? It would be worse on the weekends with the possibility of regattas and other events on top of the daily

practice sessions. It could easily turn into "sorry, the park is reserved for a regatta this weekend". This is even without considering the possibility of the county letting a rowing facility be the gatekeeper of Homeport Farm Park and schedule use of the park.

Homeport Farm Park is the only usable public water access point on the South River. Thus, if a rowing facility is put into Homeport with daily practices and weekend events, the rowing facility will "park out" general public use of Homeport and "park out" general public access to the South River because the rowers would monopolize the parking. This is without considering the very real danger that the county could let the rowing facility schedule priority use of Homeport Farm Park.

The county should return to the 2017 Water Access Commission recommendation for a rowing facility. That recommendation, industriously sought by the rowers, was for a rowing facility as a cost effective accessory use to a new public boat ramp. The county would reserve a site for a rowing facility next to a new public boat ramp and the rowers would pay for everything else they needed, including bringing their own floating dock. A free building site in a county park is a pretty sweet deal, after all. Although the official Water Access Commission was abolished in 2019, the recommendation is still sound.

Instead, the ongoing approach for a standalone rowing facility has not proved a wise use of public funds. Three costly feasibility studies since 2019 – with the 2021 Quiet Waters Park Harness Creek proposal continuing to the 30% design stage – with nothing to show for it. Indeed, the FY23 proposal to fund a rowing facility out of P567500 Boat Ramp Development stands the 2017 Water Access Commission recommendation on its head. Instead of P567500 Boat Ramp Development paying for a new public boat ramp for the primary benefit of the county's 14,000 trailered boats and accessory use by thousands of county paddlers, with a free site reserved for a rower-funded rowing facility to one side, millions of dollars in "Boat Ramp Development" funds may go for an athletic facility for 200 rowers.

The county should abandon the fruitless quest for a standalone rowing facility, whether at Homeport or elsewhere, and instead return to the 2017 Water Access Commission recommendation of a rowing facility as a cost effective accessory use to a new public boat ramp. Build a new public boat ramp for the county's 14,000 trailered boats, reserve an adjacent site for a rowing facility and require that the rowers pay for all other costs for the specialized rowing facility.

**County Council budget testimony:**

- Summary of written testimony through 5/18/22: <https://www.aacounty.org/departments/county-council/fy-23-budget/20220518-testimony.pdf>
- County Council Budget Hearing May 9, 2022: <https://www.aacounty.org/departments/county-council/Council/county-council-meeting--may-9th-2022> (Opposition to rowing facility in Homeport begins at 26:07, pro rowing facility testimony begins at 32:33.)
- County Council Budget Hearing May 18, 2022: <https://www.aacounty.org/departments/county-council/Council/county-council-public-hearing--may-18th-2022> (Pro rowing testimony begins at 27:23, opposition towards the end.)



# Marshall E. Woodruff

5/2/1944 - 9/24/2021



Marshall was born May 2, 1944 in Washington, D.C. He lived in the metro area for most of his life and at the time of his death lived in Kensington, MD with Margaret his companion of 35 years.

After attending the University of Maryland, Marshall served two years of alternative service as a supervisor at a sheltered workshop for person with disabilities as a result of his conscientious objector stance on the Vietnam War. He then opened the Joint Possession in College Park in 1967. The store was known for selling handmade sandals and purses as well as posters, jewelry and paraphernalia. He also had three other shops; Illusions, Sagebrush and First Impressions, all in College Park. During this period, Marshall was arrested for pornography for selling "The Washington Free Press" in his store which contained a cartoon by Art Crumb. The conviction was reversed on appeal in 1971 and was not retried. The Assistant State's Attorney was Jayson Amster, who after the trial became a lifelong friend of Marshall's and more recently, a student under Marshall's tutelage in leatherwork.

After closing his businesses in College Park, Marshall opened The Cobbler Shoppe in Georgetown. The shop was extremely successful and was voted Best Shoe Repair of Washington for many years running. Marshall repaired and made shoes and other leather items for many notable people including Clint Eastwood and Tom Hanks. He also did leatherwork for cast members of the Kennedy Center, Washington Ballet, Opera Center and for members of the White House.

After closing the Cobbler Shoppe in 1997, Marshall and Margaret moved to a quirky apartment in Pt. Richmond, CA. that overlooked all three bridges leading into and out of San Francisco. It was there that Marshall was diagnosed with neck cancer in 1999. He endured a very rigorous and aggressive treatment of chemotherapy and radiation and was finally able to return to work after eight months of recuperation.

In 2001, he and Margaret moved back to the area to Kensington, and Marshall went to work at Auto Assist/Wheelchair Getaways in College Park, owned by his high school friend, Bob Kitts. Here, he was able to resume his leather crafting. About this time he began his love of kayaking and joined the Chesapeake Paddlers Association. In 2006, he founded the Kent Island Paddles (KIP) which involved a series of distant paddles each year that culminated in circumnavigating Kent Island. He didn't let the cold weather stop him and also led KIPBURRRZ paddles during the winters. Marshall planned these paddles extensively, emphasizing safety, preparation and practice, practice, practice. His love of kayaking led him to do a solo trip to Glacier Bay in Alaska in 2008 and to the Arctic in 2010 with a fellow paddler. His accounts of these trips along with the photos he took are breathtaking. He and Margaret also did a hiking trip in the Isle of Skye in Scotland and a trip to the Azores, islands off the coast of Portugal.

During these times more diagnoses of cancer followed. Lymphoma stage 4 in 2008 right after the Alaska trip and then kidney cancer in 2010 after the Arctic trip. His last cancer diagnosis was this spring, 2021, of recurring neck cancer. Marshall tackled each cancer head on and worked closely with his "team" of doctors and caregivers. He was extraordinary in his ability to survive three cancers for 22 years despite having a feeding tube and tracheotomy. Marshall never stopped fighting and shared his experience with others. He taught us all about survival and the will to live. He never stopped pursuing his interests and renewed his love of photography working with his neighbor, Dave Glasco, perfecting their photos and styles. Marshall was able to host a couple photo exhibits and develop his photos from his Alaska and Arctic trips. Marshall spent his life learning and teaching. He was committed to his beliefs. He lived a full life (some may say more than one life) his own way. He is survived by his daughter, Samantha Stoughton; grandson, Leo Dunleavy; sisters, Rosemary Polons and Anne Brown; several nieces and nephews; his companion, Margaret Pully and many, many lifelong friends. He will be missed.

"Acora imparo". Still, I am learning.

## Paddler Profile: Meet Paul Levine



**Favorite local paddling location?** Jug Bay

**Favorite CPA trip you've ever been on and why?** Kayak Camping from Mallow Bay heading down the Potomac. The Potomac is always interesting as you go down river and the camp sites on the water are fun to explore.

**Coollest paddling trip you've ever been on anywhere and why?** I did a week in Misty Fjord, Alaska. We took a float plane into the wilderness and spent the week kayaking the fjord and camping with the bears.

**Scariest/most dangerous paddling trip/incident and why?** My worst incident was on the upper Pocomoke River. We got dropped off and started down river in a section that had not been cleared. There was dead fall every few hundred yards and it took us about 8 hours of pushing through the muck to our pickup point.

**Bucket list trips?** I was looking at a Nova Scotia trip prior to the pandemic.

**Three things you like most about paddling?** I like exploring, being out on the water in a natural setting, and I also like to push hard and get a good workout.

**What do you like about CPA?** I like going out with experienced paddlers

**What other paddling clubs/groups do you belong to?** Team River Runners

**One unusual non-paddling thing we'd be surprised to know about you?** I was a cheer leader in college.

**Lives in:** Rockville, MD

**Real job:** Retired ARCHITECT

**Do you regularly attend a CPA Piracy?** Yes, Pirated of Sugarloaf

**Number of years paddling?** Started in college in the sixties.

**How did you get involved in sea kayaking?** My wife highly recommended I start sea kayaking as an alternative to road riding my bicycle after I broke my hip while racing.

**What boat(s) do you paddle?** Epic 18X

**Rudder or skeg?** rudder

**Type of paddle used?** Euro white water paddle

**Do you do any other paddling than sea kayaking?** I have been volunteering with Team River Runners in White Water boats.

**Do you regularly do any other outdoor activities?** I hike and casually bike with my grandkids.

**How often do you paddle between May and October?** A couple of times a week.

**Do any winter paddling?** No



## What Do I Do if Something Happens on a Paddle?



We spend a lot of time learning and practicing safe paddling techniques and self- and group rescues, but as an organization, your responsibility doesn't end at the water's edge. Chesapeake Paddlers Association, Inc. has an incident reporting procedure that ALL members and trip leaders need to be aware of. INCIDENT REPORTING protocols are on our website at <https://www.cpakayaker.com/trips-events/#incident>

Although they occur very infrequently, accidents and incidents that occur on CPA trips and events must be reported in detail to the Coordinator and Steering Committee as soon as possible. Fillable .pdf forms for reporting incidents are online [here](#). It is suggested that trip and event leaders keep a copy of this document, plus extra copies of the witness form, on hand. If you heed this advice, you'll come up SMILING!!

## 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.cpakayaker.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](mailto:heimlichfamily@comcast.net)) and ask how to submit! The CPA Website, it's more than you think!



## Upcoming CPA Events

### Piracies Are BACK!! Check Out the One Nearest You!

[Piracies](#) are back, your destination for "hump day" paddling near you. Check out the [plans for the season](#) from the April 24th Planning Meeting. 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.



## 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@cpakayaker.com](mailto:coordinator@cpakayaker.com) or me at [heimlichfamily@comcast.net](mailto:heimlichfamily@comcast.net).



CPA Safety Boating at the CLC Big Little Boat Festival on May 30



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

## Officers

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Paula Hubbard 407-619-2896  
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**Gear Volunteer** — Marla Aron [Gear Page](#)

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Sue Stevens — Digital Distribution

## Pirate Groups

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Sophie Troy  
Suzanne Farace

**Pirates of Eastern Shore** [pirates\\_easternshore@cpakayaker.com](mailto:pirates_easternshore@cpakayaker.com)  
VACANT — Please consider volunteering

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Laurie Collins, Marilyn Cooper

### Email Distribution, Dues Payments and Ad policy

All *Paddler* newsletters are sent via email with a link to the current monthly issue. Please be sure to keep your email address current to keep receiving the *Paddler* newsletter and for reminders of when your membership is up for renewal by contacting the CPA Secretary at [membership@cpakayaker.com](mailto:membership@cpakayaker.com).

If your CPA membership has expired, or will expire soon, please send in your dues to: CPA, P.O. Box 341, Greenbelt, MD 20768-0341 or use the [Online Membership](#) option to use PayPal or find more information about membership.

Display advertising that relates to the interests of our readers is accepted, contact the editor at [news\\_editor@cpakayaker.com](mailto:news_editor@cpakayaker.com) for ad rates and specifications. Public service announcements and personal ads to sell kayaks/ accessories are published at no charge; non-members pay \$10 per ad.

### 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](mailto:news_editor@cpakayaker.com)

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