The Chesapeake Paddler

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CPA 2024 Kent Island Paddle Series (KIP)

By Jim Zawlocki

If you have thought about joining an unusual and challenging paddle series, we will be starting The Ken Island Paddle (KIP) series April 20th, 2024. This series is not for everyone. It is a significant paddle series for committed intermediate paddlers dedicated to developing their paddling skills. It will change you as a paddler by developing the tools to do any kind of paddle you want to do…well almost! You will build up confidence in yourself and your skills as the sessions progress. KIP meets every month from April to September to paddle a section of Kent Island developing skills with the final target to paddle around the island in one day.

The Kent Island Paddle is not just a distance paddle, but an opportunity for paddlers who want to build their skills and knowledge of all facets of paddling the Chesapeake Bay. KIP provides paddling goals, skills, leadership, and gear knowledge to be successful in your kayaking journey. KIP helps develop paddling discipline by providing teaching aids, gentle pushes into unfamiliar conditions, group dynamics development, and caring leadership with many fun new experiences. It is a big commitment once a month, but you will look forward to each monthly paddle.

Your speed and distance are up to you. However, we all launch at the same put-in and time, dividing into fast, medium, and scenic groups depending on size.

The KIP paddle series consists of six practice paddles, Kent Island Practice Paddles (KIPP), once a month, from April thru

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Coordinator's Column – Navigating NOAA Part 2

By Paula Hubbard

In the last newsletter we learned about using NOAA for tidal data to help plan a paddling trip. In this column we will explore currents. Currents can be a challenge when we paddle, they can assist or make paddling a planned route impossible.

Learn about Currents

NOAA provides a tutorial on currents (https://oceanservice.noaa.gov/education/tutorial_currents/welcome.html) that is very detailed. To summarize, currents describe the horizontal movement of water across the surface of the earth. We have two basic types of currents.

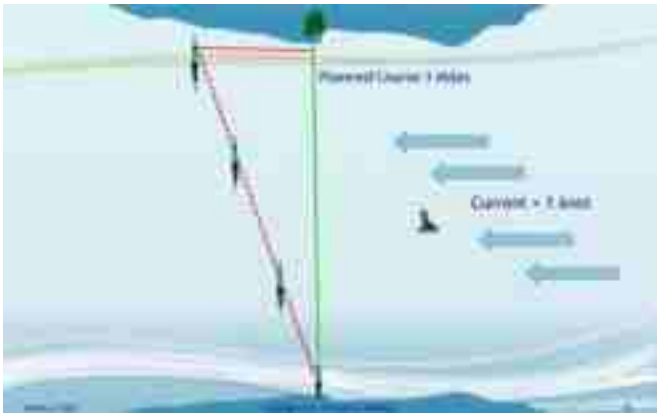
Some currents are caused by the movement of water from a higher elevation to a lower elevation and is based on gravity. This is typical of the currents seen in rivers or streams. River currents are frequently measured by volume, for example cubic feet per second. The actual velocity or speed of the current will depend on several factors including the width and depth of the river which can vary significantly and the steepness of the vertical drop. Remember that water must move more rapidly when flowing through a constriction either horizontal (narrowing of the river) or vertical (changes in depth).

Ocean currents are caused by several factors. Tidal currents are driven by the changes in water level caused by gravitation forces of the sun and moon on the oceans. Tidal currents are what we see when paddling in bays, estuaries and along the coast. These are the only currents that can follow a regular pattern and can be predicted. A second factor driving the motion of water is wind. Winds create movement of water at or near the surface. These currents are localized and can be a significant factor when kayaking. The third factor in generation of ocean currents is driven by different densities of water called thermohaline (thermo for temperature, haline for salinity) circulation. These factors are the cause of the deep ocean currents such as the Gulf Stream.

Paddling in Currents

I would rather paddle with a 1 knot current than paddle against it. I hear trip leaders looking at current charts and saying it's only a 1 knot current, but consider what a 1 knot current does. Paddling against the current the typical paddler at a paddling speed of 3 knots will cover only two nautical miles in an hour instead of three. To complete a 12 nm paddle all against that current will take six hours instead of four. If you were paddling with the current you would cover that same 12 nm paddle in three hours.

When crossing current, if you cross a 1 knot current the same paddler will be pushed with the current 1 mile for every 3 miles they cross. Paddling and allowing the current to push you with it will add 1 mile to a 3 mile crossing. Even when using ferry angles, some energy will be expended going against the current



When paddling in the real world, we are not paddling against, with or across constant current. There are many other factors involved. So how can we predict where we will have currents and how that current will affect us.

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The 120° Rule
A Rule To Live By Or Die From?
By Rich Stevens
(Reprinted from April 2023 Paddler)

By Rich Stevens

This supposed rule, formerly the 100° rule, says that cold water gear, such as a wet suit or dry suit, is not necessary if the sum of the air and water temperature adds up to 120° or higher. This "rule" has absolutely no scientific basis but has long been promulgated by the American Canoe Association (ACA). The ACA was

founded in 1880 in Lake George, NY, and for many years has been considered the leading authority for information regarding safety for canoeing, kayaking, and the operation of other manually propelled small craft. Until a few years ago the 120° rule could be found throughout their web site and in many brochures and other publications regarding safety on the water that they made available.

Unfortunately, this rule and others like it have been widely adopted by many other organizations including the United States Coast Guard (USCG). When I queried the USCG on this issue, they cited ACA as the source and said that they are starting to review their publications. Trying to get the USCG to modernize their publications is like trying to do a U-turn with a supertanker and the same can be said for the information that is available on the web from many other government and state agencies, not to mention outfitters and other well-meaning sources. It's a zombie rule that seemingly won't die.

I spent a fair amount of time trying to research the origins of the 120° rule without success, thinking that there must be some sort of study that formed its basis. But the earliest mentions seem to come from ACA. I contacted ACA and a number of people there looked into it. Robin Pope, the immediate past president, eventually got back to me and said it may have started with rafting companies on the Nantahala River in North Carolina. The Nantahala River, one of the most popular rafted rivers in the US is a dam-controlled river. The water is being pulled from the bottom of Lake Nantahala about 250 feet below the surface. The temperature is about 48°-52° year around. This rule must be used only by the guides because none of the outfitters that I looked into make any mention of the water temperature or suggest that their clients dress for it. This origin story is anecdotal at best and if anyone else has another possible origin for the 120° rule I'd like to hear it.

Finally, this is starting to change and ACA has pretty much removed all mention of the rule from their website and hopefully all of their current publications. The ACA, having moved their headquarters in 2008 to Fredericksburg, Virginia and not far from the Chesapeake Bay, should have known better sooner than they did. Every year there are a number of deaths resulting from people subjected to sudden immersion in cold water on the Bay, surrounding rivers, and beyond.

The leading contributing causes of death for kayakers, canoeists, paddleboarders, and other small craft operators are the failure to wear a lifejacket (PFD) and cold-water immersion, often in combination. The Chesapeake Bay, especially in the Spring, is infamous for having water temperatures on the 40°s or 50°s while the air temperatures can be in the 80°s or higher. Once you are in the water, the air temperature is completely irrelevant.

This so-called rule would have you believe that if the air temperature is 80° and the water temperature is 45° it's perfectly safe to go out on the Bay or other bodies of water wearing shorts and a t-shirt. Unfortunately, many people do. If they capsize or otherwise fall in the water, the results can be tragic. At the Chesapeake Paddlers Association cold water gear is mandatory for water temperatures below 60° in most cases and may be required for higher water temperatures depending on location and conditions.

There are several causes of death from sudden cold-water immersion. The first is the "gasp reflex". When suddenly immersed in cold water with no protective gear there is a totally involuntary reaction by the body that causes one to take a sudden and very deep breath. If this happens while the head in under water, that's it, the person is essentially dead unless immediately rescued and resuscitated. This is the cause of what is known as "sudden disappearance syndrome" where a perfectly healthy person is seen

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CPA Cold Water Safety Workshop in the News

Photos by Rich Stevens

On February 18th Chesapeake Paddlers Association hosted another annual Cold Water Safety Workshop at Cult Classic Brewery and at the Kent Narrows Public Boat Ramp . Event organizers **Randi Kruger**, **Catriona Miller** and **Jim Zawlocki**, gave presentations of cold water gear options, various cold water safety rules, and guidance and for selecting appropriate immersion gear. Morning Classroom sessions and afternoon supervised testing of cold water immersion equipment were well attended.

Chesapeake Bay Magazine Article, “DRYSUITS PUT TO THE TEST: PADDLERS UNDERGO COLD WATER TRAINING” By Meg Walburn Viviano / February 21, 2024

Drysuits Put to the Test: Paddlers Undergo Cold Water Training | Chesapeake Bay Magazine

Tragic story of lost life while fishing in Chesapeake. Our condolences to family of Brent King his wife Caley and their two children: “KAYAKER FROM MD DIES WHILE KAYAK FISHING ON SUSQUEHANNA RIVER” By Meg Walburn Viviano / Feb 23, 2024 Kayaker from MD Dies While Kayak Fishing on Susquehanna River | Chesapeake Bay Magazine

More Rich Stevens Photo’s from 2024 Cold Water Workshop:

2024 Cold Water Workshop - Google Photos

Mobile Home Park Firm Fined $1.1 Million For Pollution Violations In Patuxent River Watershed

by Bay Journal - Timothy B. Wheeler February 14, 2024

Big news, and good news, and a culmination of many years of work by our decade-long *Patuxent Riverkeeper* Fred Tutman who, behind the scenes, in Annapolis., via media, via social media, and right "out there" at the wastewater outflow pipes at places like **Wootons Ldg.**

Follow below link for Timothy Wheeler's February 14, 2024 Bay Journal Article for story of this "Historic" enforcement action:

"ANNAPOLIS, Md. – A Maryland-based company that manages mobile home communities faces more than $1 million in penalties for pollution and other violations at four privately owned wastewater treatment plants that discharge into the Patuxent River and its tributaries. "

https://thebaynet.com/mobile-home-park-firm-fined-1-1-million-for-pollution-violations-in-patuxent-river-watershed/

Patuxent Riverkeeper Fred Tutman checks out a pipe discharging treated wastewater from a mobile home community along Sands Road in Anne Arundel County, MD. Dave Harp

MAGOTHY RIVER ASSOCIATION PRESENTS THE STATE OF THE MAGOTHY

Annually each Spring, the Magothy River Association delivers a "State of the Magothy" address.

Please save the date for April 5, 2024!

The event will be held at Anne Arundel Community College in the Health and Life Sciences Building. Please park in Lot D. Doors will open at 6:30pm for viewing of displays and talks will begin at 7:00pm. Main speakers this year are Dr. Sally Hornor, who will present the Magothy River Index, and Caitlin Sporik of Bayland Environmental Designers, who will speak on the multi-faceted restoration projects for Mill Creek.

For questions or more information, please contact president@magothyriver.org

BALTIMORE COUNTY ANNOUNCES PLANS TO ACQUIRE MAJOR PORTIONS OF FORMER C.P. CRANE POWER PLANT IN MIDDLE RIVER TO PRESERVE AS PARKLAND

baltimorecountymd.gov website – March 4, 2024

Editor Note: In case you missed it, the following March 4th news release on the baltimorecountymd.gov website, announces an "agreement in principal" to purchase waterfront property that was formerly the site of the C. P. Crane Power Plant located on the Middle River Neck Peninsula adjacent to the Seneca Creek tributary of the Gunpowder River. The 57 year old coal burning C.P. Crane power plant was closed in June 2018 and demolished via building implosion in August 2022.

The acquisition of "significant portions" of the 157 acre C.P. Crane waterfront property, by Baltimore County, for use as open space parkland, represents a big win for the Chesapeake Bay water quality, wildlife and people of the region. For additional background and a brief history of the C.P. Crane Power Plant demolition follow link to the You Tube video by the Seneca Park Community Association .https://youtu.be/WnthYfz2vvk?si=WF18DxryB3sFcl8F .

Congratulations to the County Executive Olszewski, elected officials, Seneca Park neighbors and Bowleys Quarters community leaders and all others advocating for the demolition of the Power Plant and purchase of this property, this is a significant milestone for all involved.

Make your voice heard, continued support for the planning and development of this project will reap benefits to CPA paddlers for years to come.

March 04, 2024 Baltimore County

TOWSON, MD – Baltimore County today announced it has entered into an agreement in principle with Charlotte-based Forsite Development to acquire major portions of former Charles P. Crane generating station in Middle River and preserve the majority of the site as future parkland.

"I am proud of the ways in which our administration is preserving cherished open space and creating new parks and recreational opportunities – a core component of our ongoing efforts to improve the quality of life for all Baltimore County residents," **said Baltimore County Executive Johnny Olszewski.** "I applaud Councilman Marks and the Bowleys Quarters Improvement Association for their advocacy on behalf of this historic waterfront property along Seneca Creek, which we believe can and should be enjoyed by the community for generations to come."

"Forsite Development specializes in remediating, repurposing and redeveloping Industrial Real Estate including Coal-Fired Power Plants. During any redevelopment, we strive to find the highest and brightest use for the facility," **said Forsite Chief Operating Officer Ryan Ford**. "I would like to acknowledge the local communities and Councilman David Marks for their willingness to discuss the future use of the Charles P. Crane facility for its redevelopment as a park and a future, low-traffic use. I also would like to thank the Olszewski administration for its hard work and support of this transaction that will provide for the property to transform from a coal-fired power plant to that of preserved, waterfront open-space to be enjoyed by generations of Baltimore County residents and infrastructure that will contribute to the renewable energy goals of Baltimore County."

"I would like to thank the Olszewski administration for moving forward with this critical land acquisition in Baltimore County, and I would like to acknowledge all our elected officials and community leaders for their support," **said Councilman David Marks.** "This will not only preserve one of the most beautiful waterfront regions on the Eastside, but will lighten potential traffic and other activity along Eastern Avenue."

The former 400-megawatt coal plant was closed in 2018, acquired by Forsite in 2021, demolished in 2022. Forsite has been actively performing environmental remediation in coordination with the Maryland Department of Environment (MDE) since its acquisition.

Under the terms of a signed letter of intent (LOI), Baltimore County plans to acquire considerable portions of the 153-acre former C.P. Crane Plant site which the County plans to protect and preserve the majority of as a future park site.

Located in close proximity to multiple County parks, approximately six miles from the Gunpowder Falls State Park, and adjacent to the Seneca Creek tributary of the Gunpowder River, this site provides potential connectivity in supporting a regional park network with a connected water trail access.

To complete this acquisition, Baltimore County plans to leverage Maryland Program Open Space funding. Established under the Maryland Department of Natural Resources in 1969, Program Open Space provides financial and technical assistance to local jurisdictions for park acquisition, development and enhancements.

With the support of this funding, Baltimore County has secured, expanded and improved a wide range of public parks and recreation sites including Oregon Ridge Park and Nature Center, Cromwell Valley Park, Benjamin Banneker Historical Park and Museum, seven regional parks and athletic facilities and nearly 100 neighborhood and community parks.

Forsite Development is retaining a portion of the former C.P. Crane site and considering the redevelopment of this area that is outside of the County parkland acquisition for low impact uses that support the resiliency of the regional power grid. Additional infrastructure is critical to broader efforts to provide for reliable power to the region as the usage of renewable energy is increased, and will advance County efforts to help the State of Maryland reach its goal of reducing greenhouse gas emissions 40 percent by 2030.

Under the terms of the LOI, final details, including total purchase price, will be determined subject to negotiation and signing a definitive agreement in the coming months.

(Continued from KIP page 1)
September, culminating in a final paddle in September all the way around Kent Island.

KIP-19 2024

4/20/2024 5/18/2024 6/1/2024

7/13/2024 8/3/2024 9/14/2023 9/28/2023

After the paddles, we visit local establishments to eat, share stories, and to discuss the days paddling event. If you miss two paddles it breaks up the group and self-development needed to successfully complete this event, so you need to commit to the series.

Kent Island is located just across the Bay Bridge from Annapolis, surrounded by the Chesapeake Bay and the Chester River. The distance comes in increments as we progress throughout the season. Your personal paddling goal, in distance may be 15, 20, 25 miles, or to circumnavigate the entire Island (34 miles).

The first two sessions are where we "get to know each other" with different exercises working together to develop our skills while increasing our mileage. Each paddler will be expected to have the minimum requirements of PFD, spray skirt, bilge pump, whistle, paddle float, spare paddle, water, food, and appropriate clothes for weather and water temperatures. This is a BIG commitment, and is NO EASY to do. But, it is worth it! Ask any KIPPER! Sign up on meetup or post questions.

Wanted: More Paddler Profiles

Paddler Profiles are a newsletter feature designed to feature...YOU! We'd like to know more about CPA members and this is your chance to tell us more about your paddling experience, what draws you to the water and what else is going on in your life.

Just fill out the few simple questions here and send us a recent photo of you in paddling mode. We'll do the rest, and soon all your CPA paddling buddies will know more about you.

For a complete roster of past Paddler Profiles, see the CPA Website here.

(Con't from NOAA page 2)

Predicting Currents

NOAA provides current predictions on their web site. https://tidesandcurrents.noaa.gov/currents_info.html. Look for the Tides and Currents pages > Products > Currents. From here you can go to the Current Predictions page. From here you can select the region and browse through the current stations, search for a station if you know the name, or select the map to find a station.

I will be using Woods Hole in Massachusetts as an example. This is an area where there are significant currents that can be very confusing. It's also a beautiful place to paddle. It's helpful to get an overview of the area. The red rectangle is the area we will be looking at.

First, I selected Massachusetts and searched for Woods Hole. Here are the predictions for March 2. This page gives a lot of information. There is a graph of the current predictions, with 0 slack being in the middle of the vertical axis. Flood currents are measured as positive numbers, Ebb currents are negative numbers. There is station information listed including the depth at which currents are measured, the latitude and longitude of the station (in degrees decimal). Finally, a very important piece of information is the **mean direction of the ebb and flood**.

When looking at the overview map of the area, I originally thought that the flood would be moving from Vineyard and Nantucket Sound into Buzzards Bay, and conversely the ebb would be moving from Buzzards Bay out into Vineyard and Nantucket Sound, but in reality, it is the opposite. Without paying attention to the direction of the current, you could find that you are unexpectantly fighting significant current.

What makes predicting currents so challenging in this are is the presence of many islands and bays with narrow channels

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between. There is also the Cape Cod Canal that connects Buzzards Bay and Massachusetts Bay.

Local Factors that Affect Currents

While the NOAA current predictions are helpful, they are intended to provide information for commercial shipping, ferries, etc. and not kayakers. The current stations tend to be located in channels and in areas where there is a high volume of commercial boat traffic. How can we predict currents in the places we actually paddle?

First, look at the tide data. A larger tidal range will produce more current. For example, Spring tides generally result in more current. In places where there is a large tidal range, for example, Tybee Island in Georgia, there will be generally much stronger currents. This is also true when paddling in Maine.

In tidal rivers or where rivers open into bays or the ocean, there may be factors such as river flows that will impact currents. In some cases such as heavy rains, or rivers in flood state, the river flow may overpower the effects of the tides.

Next look at your charts for any constrictions or narrowing of the places you paddle. This also includes identifying changes in depth. Water moves faster in these areas. Inlets and channels between islands are also places where currents may be stronger. Narrow inlets can also cause water to back up making the timing of slack to be offset from high or low tide. This occurs because the same volume of water must go through the constriction so it must increase speed. This is known as the venturi effect or using Bernoulli's Principle.

Finally, look points, and other obstructions that may cause formation of eddies. Essentially obstructions are small constrictions. Water will flow more rapidly around the obstacle and then create an eddy or counter current behind it.

The best way to get to know local currents is to paddle with people who know the area. Learn by observation. Pay attention to changes in water texture and how your boat reacts as you paddle.

Eddies

Eddies are your friend when paddling against current. Eddies are caused by water accelerating around the obstruction and dragging water from behind the obstacle along. That water must be replaced and causing a counter current where the water is moving in the opposite direction from the main current. Even small indentations in the shoreline can cause micro eddies and make paddling against the current much easier.

Look at the texture of the water to identify an eddy. The main current may be more turbulent, the eddy is typically smoother. Eddy lines may be very distinct, narrow and clean. This is typical at the top of the eddy, closest to the obstruction. As you get farther from the obstruction, the eddy widens and there may appear to be small whirlpools and a less distinct line.

A narrow bridge opening forms a tide race with an eddy on either side. Notice the difference in the texture of the water

Currents are complicated. There are many factors and some I have just touched upon.

Happy Paddling.

Paula Hubbard

CPA Coordinator.

(*Con't from 120 Rule pg 3*)
to fall in the water and never resurfaces. If one survives this, it is generally followed by a period of uncontrollable and severe hyperventilation, which can be prolonged. This can take away valuable time that a person could use to attempt to rescue themselves.

The next cause of death is from what is known as "swim failure". When a person is immersed in cold water the peripheral blood vessels in the hands, arms, and legs immediately begin to constrict as the body shunts blood to the core to protect the brain, heart, lungs, and other vital organs. The result of this is the person loses strength and coordination in the hands, arms, and legs. This can quickly interfere with a person's ability to rescue themselves by reentering their boat, swimming to shore, or even holding onto their boat. If they are not wearing a PFD as they lose the ability to tread water or hold onto their boat, they soon drown. Even if wearing a PFD, if they are unable to keep their head out of the water and waves, they will drown. In 45° water, swim failure can start to occur in as little as ten minutes.

A third factor is "cold shock". The sudden constriction of the peripheral blood vessels due to cold water immersion is accompanied by a dangerous spike in blood pressure and heart rate. This can cause heart failure or stroke in some susceptible people.

Many people have at least heard of hypothermia; however, it is a less common cause of death in small craft incidents. It takes a while for the body to fall to dangerous core body temperatures, generally below 95°. It can take an hour or more even in fairly cold water. If in the water and you are not wearing a PFD, other effects of cold-water immersion generally cause death first.

It still can be a factor if you manage to get back in the boat or to shore and do not have access to dry clothing and a way to warm back up. As the core cools, mental confusion is common, further complicating things. Hypothermia is not limited to very cold water, although water can cause a loss of heat up to twenty-five times faster than air. It can occur at any water or air temperature where it is below body temperature and the cooling effect exceeds the body's ability to warm itself. It's often a factor of time. Serious hypothermia almost always requires medical intervention as treatment is complicated. Rubbing the extremities or placing a person in a hot shower are not advised. The sudden return of chilled blood from the extremities to the core can cause a dangerous drop in blood pressure and heart failure. This is often called circum-rescue collapse. This phenomenon is complex and not completely understood.

A dry suit by itself in most cases is not enough. It has the insulating properties of a shower curtain. It requires that proper insulating layers be worn underneath it, generally a wicking fabric, wool, or fleece. Never cotton.

For a wetsuit, these work best when you are actually in the water. It must fit snugly to prevent water from flushing in and out. It is suggested that nothing more than a bathing suit or a rashguard be worn under a wet suit. The thickness of the neoprene is important to consider with a wetsuit to keep you warm enough. Be aware that a wetsuit can be too warm when paddling vigorously but not warm enough when not paddling or taking a break on the beach. Having windbreaker or fleece top available is recommended with a wetsuit.

When out on cold water always dress for immersion and dress for the water temperature, not the air temperature. It is recommended that you swim test your gear before setting out to determine if what you are wearing is suitable for the conditions. Just wading out into the water can tell you if you will be warm enough and that there are no problems with your gear. Think about how long you might be in the water if things go wrong. Rescue can take a lot longer than you might think unless you get lucky.

Solo cold water paddling on big open water is not really recommended.

For a comprehensive resource on the dangers of cold water I highly recommend checking out the National Center for Cold Water Safety .

Share your paddling adventures!

Do you enjoy reading about the paddling adventures, local and distant, of other members? Do you like getting new ideas for paddling trips?

Are you advocating for paddling access or amenities in your area?

Have you pondered questions relating to kayak gear? Variety is the spice of life, and of newsletters.

Please write an article reflecting your thoughts, experiences, and discoveries to share with our paddling community.

We all become a bit wiser and excited to be on the water again. We need your input to make *The Chesapeake Paddler* the best it can be.

Submit stories or ideas to news_editor@cpakayaker.com. We look forward to sharing your story.

SK101

Introduction to Sea Kayaking

Presented by

Chesapeake Paddlers Association

Come join us for a day of exploring sea kayaking with local paddlers and instructors, no boat needed! Local paddlers sharing their experiences and expertise on a variety of topics.

Cult Classic Brewery — Kent Island

1169 Shopping Center Rd, Stevensville, MD

Saturday, April 13, 9 am to 3 pm

Cost $40, lunch, snacks and beverages provided

Ticket available at https://sk101_2024.eventbee.com

Topics include:

- **Your first boat: Boat styles, shapes and sizes**
- **Picking the Perfect Paddle**
- **Where to paddle**
- **History of kayaking**
- **Car top or trailer: Getting Your Boat to the Water**
- **Staying Safe on the Water**
- **The three P's (Pump, Paddle Float and PFD)**
- **Fashion show of paddling garb and gear!**

Chesapeake Bay Program

Submerged Aquatic Vegetation Workgroup (SAV)

Non CPA Volunteer Opportunity

The Chesapeake Bay Program is not Affiliated with the Chesapeake Paddlers Organization. The following offer to collaborate with the SAV Watchers community science program was received through a CPA contact form. If this opportunity seems like something you may be interested in, register for one of their training sessions or contact Kaitlin Scowen to learn more. Let us know what your learn.

Visit the Chesapeake Bay Program website to learn more of their vision for a "environmentally and economically sustainable Chesapeake Bay watershed "

The Submerged Aquatic Vegetation Workgroup (SAV) website provides a detailed description of the SAV's Goal for the Chesapeake Bay.

The following URL links to Chesapeake Bay Magazine articles help to provide historical background of work done by the Chesapeake Bay SAV Watchers:

Local Boaters Help Map Underwater Grasses in South River | Chesapeake Bay Magazine

VIDEO: Drones Measure Health of Magothy River | Chesapeake Bay Magazine

Subject? Other

Name Kaitlin Scowen

Email kaitlin.scowen@maryland.gov

Comment or Message I wanted to see about the potential of collaborating on a community science program called the Chesapeake Bay SAV Watchers. The program involves taking volunteers out via kayak to identify species of submerged aquatic vegetation in the Bay. If this is something you might be interested in adding into your kayak/canoe trips, let me know! It would be a fun way to keep things interesting out on the water and participate in valuable science.

There are several trainings taking place this summer to become a certified trainer.

Accokeek Foundation - June 11th 2024, from 9-5 https://forms.gle/jf9UkFVHZPFsa9vD7
Marshy Point Nature Center - July 12th 2024, from 9-5 https://forms.gle/gNjDKt2xaXtLpWdYA
Havre de Grace Maritime Museum - July 23rd 2024, from 9-5 https://forms.gle/3LyTSyrjqjezzdUu6
ShoreRivers Sassafras - TBD

Let me know if you are interested in getting involved!

Upcoming Events

See CPA Meetup Page for Details and be sure to RSVP for all events

Cherry Blossom Paddle	March 23, 2024 9:30 AM to 2:30 PM	Columbia Island Marina George Washington Mem Pkwy, Arlington, VA 22202	Ralph Heimlich
Emory Landing Campsite Clean-up and Camping	Friday, April 12, 2024 at 10:00 AM to Sunday, April 14, 2024 at 3:00 PM — RSVP NLT April 8th	Patuxent River Park - Jug Bay Natural Area —16000 Croom Airport Rd · Upper Marlboro, MD	Greg W. and Jenny P.
SK 101: Introduction to Kayaking (indoor workshop)	Saturday, April 13, 9 am to 3 pm	Cult Classic Brewing — 1169 Shopping Center Rd, Stevensville, MD	Laurie Collins, Marilyn Cooper
2024 Kent Island Paddle Series (KIP)	SAT, APR 20 · 9:00 AM EDT	Kent Narrows Public Boat Ramp — 100 Piney Narrows Rd · Chester, MD	Jim Z
Camp and Paddle the Great Dismal Swamp	Thursday, April 25, 2024 at 7:00 PM to Sunday, April 28, 2024 at 9:00 PM	Northwest River Park — 1733 Indian Creek Rd · Chesapeake, VA	Ralph Heimlich
SAVE THE DATE 26th Annual SK-102 2023 CPA On-Water Kayak Skills Workshop NOVICES	Friday, April 26, 2024 at 4:00 PM to Sunday, April 28, 2024 at 6:00 PM EDT	Mineral — Mineral, VA	Catriona Miller
Assateague Kayak Kamper Paddle	Friday, May 3, 2024 at 3:00 PM to Sunday, May 5, 2024 at 5:00 PM EDT		Jim Z
Potomac Passagemaker #1: Dangerfield Island to Belle Haven Marina and back	Saturday, May 4, 2024 9:00 AM to 3:00 PM EDT	Daingerfield Island	Ralph Heimlich
Potomac Passagemaker #2: Belle Haven Marina to Pohick Regional Park (shuttle)	Sunday, May 26, 2024 9:00 AM to 11:00 AM EDT	Belle Haven Marina Inc - Mariner Sailing School	Ralph Heimlich

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

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.

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 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.

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