Coastbusters

The Cross Currents Newsletter for Mid-Atlantic Paddlers

May 2021

Shitstorm!

Mark Whitaker

This article originally appeared in the author's blog, Red Alder Ranch. It has been edited for length and photos not from the incident have been added for illustration purposes. Ed.

What follows is my incident report for what happened during a symposium surf class at the mouth of Netarts Bay, Washington. First off, this is by no means a comprehensive incident report. There were four instructors, twelve students, and countless first responders from multiple agencies, and each one of those people will have their own perspective on this incident. This is simply the clearest picture I can put together, based on what I remember about that day. I'm aware that my memories are not going to be perfect. Time, for example, got bent all out of shape. If you had asked me when I landed how long I had been out there, I would have said maybe a half an hour or forty minutes, when, in reality, it was nearly two hours from the time things started going bad to the time I landed on the beach again.

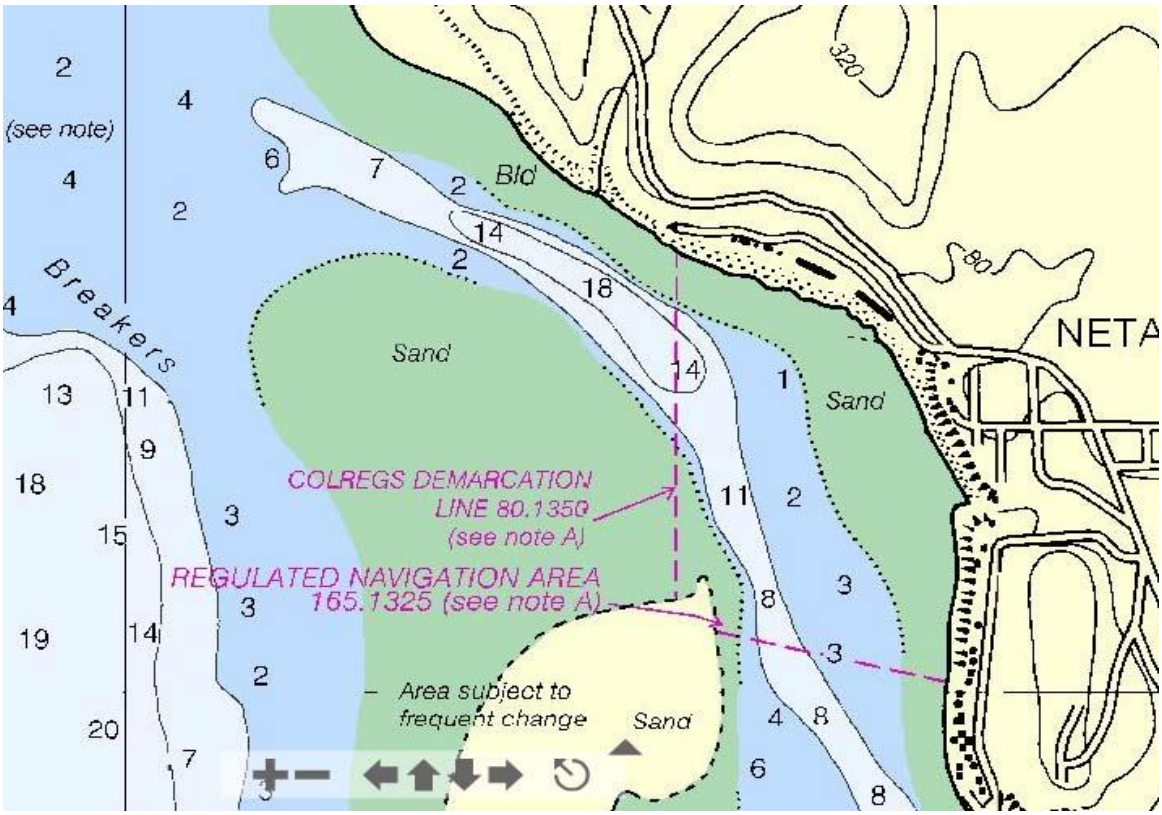
A Bad Feeling About The Plan

I arrived at the symposium HQ at noon on Friday, just in time to make it to the coaches' meeting, where we got the basic layout for the weekend, and were shown a variety of available venues on Google Earth. As soon as the meeting was over, Sean, the other lead instructor for the class that I was to be teaching that afternoon, introduced himself, and said that we were going to take our Long Boat Surfing class to the mouth of Netarts Bay, a venue I had never been to before.

Since it was brought up in the coaches' meeting that the tide was going to be ebbing that afternoon, I was concerned, since river mouths are known to be unfriendly places to be on an ebb tide, but I assumed that these guys must have known something about this particular situation and venue that I didn't. So I didn't challenge the choice of venue any further. This was a huge mistake on my part. I should have realized that I didn't need to be an expert kayak surfer to know that the mouth of a river or bay is a dangerous place to be on an ebb.

Even though I didn't speak up out loud, in my head I was already getting concerned. I went and picked up the laminated charts and satellite photos of the venue. What I saw wasn't making me feel any better.

We arrived at the beach venue somewhat before 2 PM. I wanted to spend a few minutes watching the surf on the spit across the water from where we were parked. I would have rather spent a lot longer doing that, but it seemed like people were eager to get going, since it was the afternoon, and the first session of the weekend. I'm used to getting out of the vehicles as a group, observing conditions for a



The Netarts Bay Inlet. NOAA chart 18250

while, and then making a decision about the venue before even unloading the trailer, but two participants who had left ahead of us were already unloaded, geared up and ready to go when we arrived. That added to the feeling that I needed to hurry up and get this class started. I did look at the tide book and to my dismay, I realized that we would be starting our class just after the tide had turned and was starting to ebb.

I got down to the beach and met up with my group of five students, and Richard, my assistant, who, as it turned out, was the only one of the four coaches who had been to that venue before. I did the usual introductions, checking on prior experience and medical issues with the students, but didn't get to do the whole pre-trip protocol that I am used to doing.

I reiterated the risks of the ebb tide, and laid out the plan for our group. We would stay in close to the bay, at the north end of the spit, surfing into the bay right up by the spit, and using the deeper green water to return back to a starting position to surf again, always being aware of position and what the ebb was doing to us. The plan for any wet exits and swimmers was to wash up on the spit, sort one's self out and start out again, as is usually the plan at more "normal" surf venues. It was likely that we would be ending the class session somewhere near the peak of the ebb current, and I said it would be very important to be mindful of that. This day was shortly after the full moon, so the tides would be especially strong.

As I got in my kayak, I had a very clear, bad feeling about this place, and reminded myself that I would have to be VERY careful to keep everyone as tight to the end of the spit as possible, and to keep very close tabs on the group. We got on the water right around 2:15 PM.

As soon as we crossed the deep channel and arrived on the "surfy" side, I realized that I had my work

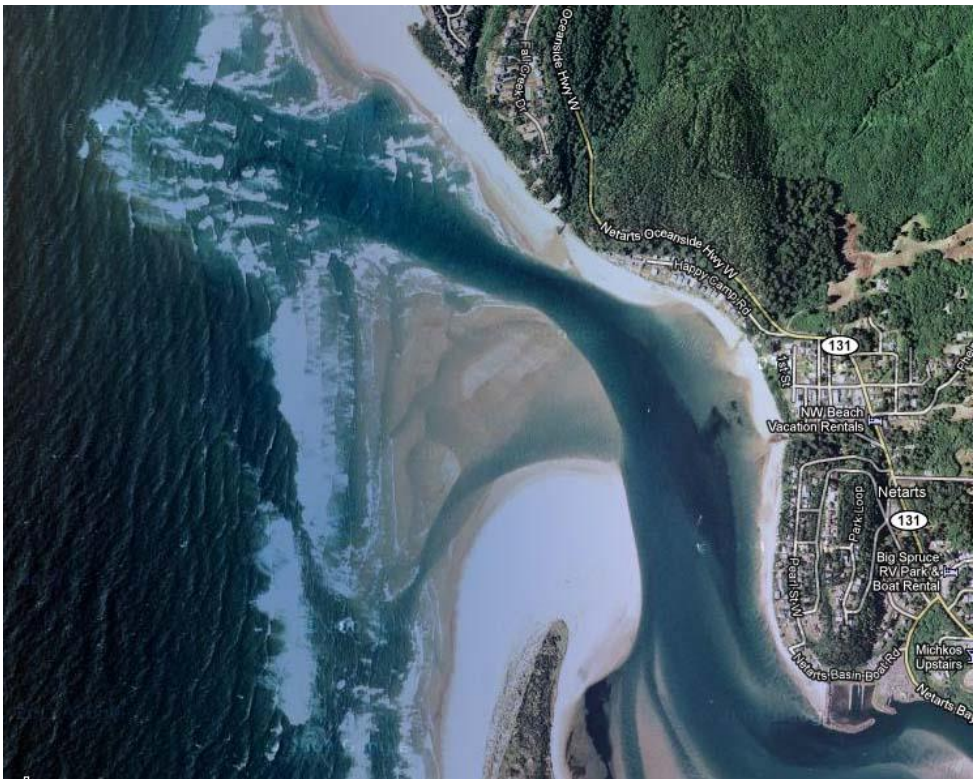
cut out for me. Richard (my assistant) and a couple of the students caught a couple of rides, and I positioned myself about in the middle of the area we were going to surf, along the edge of the deep water, where I hoped I could keep an eye on things and catch anyone who was getting drifted out towards the sea, and the much larger surf break on the outside.

It was obvious right away that this was going to be a very hard job to do. I was doing head counts repeatedly, but often was having a hard time seeing many of the students since they were hidden on the fronts of waves that I was looking at the backs of. The conditions were a little bigger than many of the students were able to manage well. It was around this time, maybe near 2:30 or so, that Sean's group got on the water, and headed towards the bigger waves outside of us, to the west of our position.

Trouble Starts Quickly

One of my students went upstream, into the bay around this time, and I saw Richard go after her to see what was up. Another student had a minor capsize nearby, his second already, and I went to rescue him. I had just gotten him sorted out when Richard came back and said that the upstream student had gone over there to pump some water out of her cockpit. She was fine. I turned around to see that two of my students, Dave and Steve, had moved pretty far to the west while I was doing the rescue. One seemed to be headed that way intentionally, so Richard said that he would go out and bring them back inside. I realized that we were all drifting to the west much faster than I had expected, and I turned around to see if I could see Richard, Dave and Steve behind me, when I saw a much larger set of waves come through and capsize multiple students from both classes all at once.

I'm not sure how many people ended up in the water at that time, but I remember thinking that it looked like a lot of loose boats and swimmers. I could no longer see many of the students from either group, including Steve and Dave, or Richard. I started heading out to see if I could pick up any swimmers and hopefully land them on the spit. I saw Shay and Donna's boats go surfing past me, empty. Donna's boat was closer to me, so I headed in that direction, hoping to find her. She still had her



and was waving it in the air. I found her pretty quickly. She was actively swimming with her paddle towards shore, and I picked her up and started towing her, with her hanging onto my end toggle. This was the beginning of a long, hard pile of work for me that wouldn't end for nearly two hours.

Getting Surfed and Fighting Panic

Donna and I were trying to get back to the smaller surf, and the north end of the spit, but by now we were well outside of where we had intended to stay. The waves were bigger out there. I did what I could to back off of the waves and not surf them, but every now and then I would get caught on one and surf down it at high speed, either right side up, or often upside down after getting broached. Donna would let go and I would eventually get to the end of the ride, roll up if I was upside down, and go back to find her and start it over again.

These upside-down sessions were frequent, and I often had to stay under for much longer than I am used to. It was hard to stay put and not panic. But I always managed to stay in and roll back up. One particularly big wave surprised me and as I surfed away the end toggle on my stern broke away and stayed in Donna's hand. Now I had no good way for her to hang on and be towed, so I asked her if she was comfortable climbing on the back deck of my kayak, but she didn't seem too keen on that. Given how often I was already getting knocked down, I didn't force the issue, and we kept plodding on, with her now just holding onto my rear perimeter lines.

I thought that a mayday call to the Coast Guard was in order. I had no idea how many, if any, students had made it to dry land, but I knew that those of us who were still out here were probably going to need outside assistance. I pulled out my radio a couple of times, but immediately had to drop it again to paddle or brace, and after a couple of tries I gave it up and put it away again. I knew that if I did make contact with the Coast Guard, they would want to keep talking to me, and I knew that was not going to work in the situation I was in.

Illustrative photo (not from incident). Photo: Keirran Tistagh

By now, I could see Jamie a little way off to the north, carrying Shay on his back deck, and also getting thrashed and surfed and frequently capsized. He was trying to make it back to the beach on the north side of the river, paddling a steep ferry angle to the ENE, a path that hopefully would get us out of the surf zone and into deeper water. I tried that for a while, too, but we were near a crab buoy that showed us the unhappy fact that for a long time, we were making no headway at all. So I decided to go back to trying to paddle to the end of the spit, a path that took us back into heavy breakers, where Donna and I took more heavy beatings from the sea. I repeatedly spent untold long seconds upside down wishing desperately for air to breathe. But, I could see that we were slowly pulling away from the crab buoy at last and actually starting to make some forward progress towards dry land, so I kept at it. Sometime in this time frame, I heard sirens over by Netarts and eventually saw flashing lights approaching the beach.

Shortly thereafter, Sean appeared, towing Shay's empty kayak. We were pretty far from Shay and Jamie now and he offered Donna the empty kayak. She was only too happy to accept. I warned her that Shay's kayak was an LV model, meaning lower volume and smaller cockpit opening, but she said something to the effect of "I don't care, at least it's a kayak!". I carefully brought her alongside, and left her in Sean's care, while he helped her into the

kayak, and I went back in the direction of where I had last seen Jamie and Shay, hoping to help them.

Getting Thrashed

I found them pretty close to where I had left them, but in some much, much larger breakers than before. I was trying to figure out how to help, and if it would even be possible to tow them, when a very large wave broke on them, capsizing Jamie and burying Shay in a mountain of water. Jamie came up pretty far down the wave, and so I went to Shay to pick her up to try to keep her moving towards the beach. She was exhausted and sounded scared, so I tried to sound calm myself, although I doubt that I did a very good job of it. By now, I was pretty scared too. I had never been in this kind of large, heavy and unfriendly surf for so long before, and had never had to rescue anyone out of conditions like that, and I was not really sure what to do now except for "keep trying", so that's what I did.

Shay couldn't climb on my back deck anymore. She said her legs were cramped, and her drysuit had leaked somewhere and had water inside of it. She has a lean build, and I knew that if her suit had leaked, she was not likely to be able to weather that kind of cold and wet very well, for very long. So I paddled and towed her, and pretty soon Jamie was back and clipped a tow line onto my kayak and we started to make a little better progress. But we were still getting thrashed pretty regularly, and Shay came loose several times. Then I saw Jamie get surfed away, felt a lurch and then there was no more tow line attached. He had clipped into my front toggle, and not the perimeter lines, and now my front toggle was gone as well.

I kept on paddling, and soon Jamie was back, and was getting into position to clip on again, when large wave picked me up pretty high, and the last thing I saw before I was broached and capsized, was the bow of my boat pointing down the wave, right at Jamie's back. I didn't have time to yell before I was upside down, and felt myself sliding down the wave, and then I felt my boat stop for a second, before going on. This was one of the most horrible moments of the day for me. I knew that I had hit Jamie, or his kayak, and I was hoping that I had not badly injured him, or worse. This also was one of my longest rides upside down, and I had to fight the urge to panic and come out really, really hard. Eventually I was able to brace up enough to grab a mouthful of salty, foamy air, which let me hang on until I could roll all the way up. I saw Jamie upright and felt a wave of relief, although I could tell that he was hurting. I knew I must have hit his body somewhere.

Illustrative photo (not from incident). Photo: Keirran Tistagh

It Just Gets Worse

This time, he was closer to Shay, and he picked her up and continued paddling, and I stayed close, but not too close, as a backup. I was getting really tired by this point, and my throat was burning from the salt water that I had been swallowing and breathing in. By now, I had been capsized by large surf waves at least a dozen or more times, and had had to force myself to stay in, ride it out and roll, and not become another swimmer without a kayak. I knew that if I could stay in my kayak, I would be able to take care of myself, and still possibly be able to help other people, but if I flinched and came out, I would be useless, and in big trouble myself. So I just kept staying in.

It was around this time that I had the second awful moment of the day. Off to the south a little way, I saw Sean's green kayak floating upside down. This meant that Sean was also now a swimmer, and possibly Donna, too, who he was with when I had last seen him. I didn't see them anywhere. But, awful feelings aside, I saw his kayak as something I could maybe use to help Shay and Jamie, so I flipped it upright, clipped into and towed it back towards them. I was really hoping we could put Shay in this boat, hand her my spare paddle, (which was miraculously still on my front deck), and we could all get the hell out of there. But when I got back to them I realized right away that Shay was in no condition to even sit upright in a kayak anymore, let alone paddle one in these waves.

As I was sitting there for a moment, trying to decide how I could be most useful, a large wave came up under me and I instinctively backed off of it, but of course the empty, now-capsized kayak that I was clipped into couldn't do that, and it was instantly caught and surfed by this large wave. Since the line was wrapped under my kayak I was instantly capsized. Now I was upside down and being dragged sideways underwater. This, of course, is EXACTLY why you're not supposed to tow a kayak in the surf. I knew this, intellectually. Now I know it for real. Fortunately, I've actually practiced releasing a tow while upside down, and I popped my tow belt loose and rolled back up. Jamie, Shay and the green kayak were all nowhere to be seen for a few long moments.

Finally!

After clearing my head a little, I saw Jamie and Shay back behind me, and I started back to help, or at least be a backup if she fell off again. The green kayak came into view again, too, with my towline attached, but now I was very reluctant to get anywhere near it if it wasn't going to be an asset somehow. Then Sean suddenly appeared again, paddling Shay's kayak. He asked me how I was doing, and I told him I was tired. He told me to head for the beach and he would go with me. I told him I was fine to make the beach alone, and that he should try to help Jamie and Shay instead. So he headed back towards them, and I headed for the beach. As I got clear of the breakers and into deeper water, I could finally see the scene on the beach, and I was very much relieved to see many kayaks there, and many people at the water's edge in kayaking gear. And sheriff's vehicles. And flashing lights.

I landed on the beach a hundred yards or more to the west of where everyone was, as the current was really strong by now, and I miscalculated my ferry angle. I got out, stood up and nearly fell back down again. My boat had about four or five inches of water in it by now, and I had a hard time lifting it up to dump it out..

It turned out that everyone but all four coaches, Donna and Shay had arrived safely at the beach, pretty early on. Sean had told Fred the photographer to make the call for outside help, which he did when he landed, with a borrowed cell phone.

Soon after I landed, the jetskis from the Netarts Fire and Rescue went zooming past, and in short order they delivered a very wobbly and cold Shay safely to the beach, where she was taken away in an ambulance to warm up. They retrieved Donna from the spit, and managed to recover her kayak, too. But Shay's kayak was not recovered. From what I heard, it had been holed somewhere along the way, and was swamped when Sean paddled it up to us

near the end. He ended up switching back into his green kayak to return to the beach, and let Shay's kayak go.

We eventually were all together again on the beach, the rescuers wrapped up their affairs and departed. All the remaining kayaks were carried back up to the parking lot and loaded up, and we had a short debriefing session in the parking lot, minus Shay, who was in an ambulance somewhere. We returned to the symposium HQ just before 7 PM where everyone was merrily drinking beer and people started asking me how my day had gone. Obviously, very few people had heard about it yet.

Conclusion

I've already debriefed this with many of the participants, in a group and individually. The most important thing I have to say is still, "I'm sorry! We NEVER should have taken you there!" And of course, this apology extends as well to the people who trained me as a leader and coach. I was trained better than this. I know better than this. But I ended up second guessing my own knowledge and experience, and automatically deferring to people of a higher skill level than I thought myself to be. I should have challenged this plan, based only on the simple fact that the mouth of a river or bay is a dangerous place to be on a strong ebb tide. I shouldn't have needed to say anything more than that.

Donna and Shay are both fine, although Shay took a litte while to warm up and return to the event. Donna was back in her kayak the next day with the kayak fishing class, successfully tending crab traps. Shay showed up later Friday night, and was far more forgiving of our serious lapse in judgement than I was, and grateful for our efforts on her behalf. Shay had been a star pupil in our beginning "Fear to Fun" classes the previous year, and I wince inside a little bit when I remember that the very next time I was on the water with her it was not very much Fun and instead a lot more about Fear. Jamie DID get hit in the back, just below the PFD, by the bow of my kayak. By some miracle he was not seriously injured, but he was sore for days. Friday night, I felt pretty good physically, but was very tired. The next morning, though, I felt like I had been run over by a truck. I was sore all over, and stayed sore for a few days afterwards.

I've repeatedly said that I should never lead a trip that I didn't get to plan. For whatever boneheaded reason, I ignored that rule last Friday. We were very lucky that the outcome was not worse than it was.

In This Issue

Photo Essay:

Silver Springs, FL

Rick Wiebush

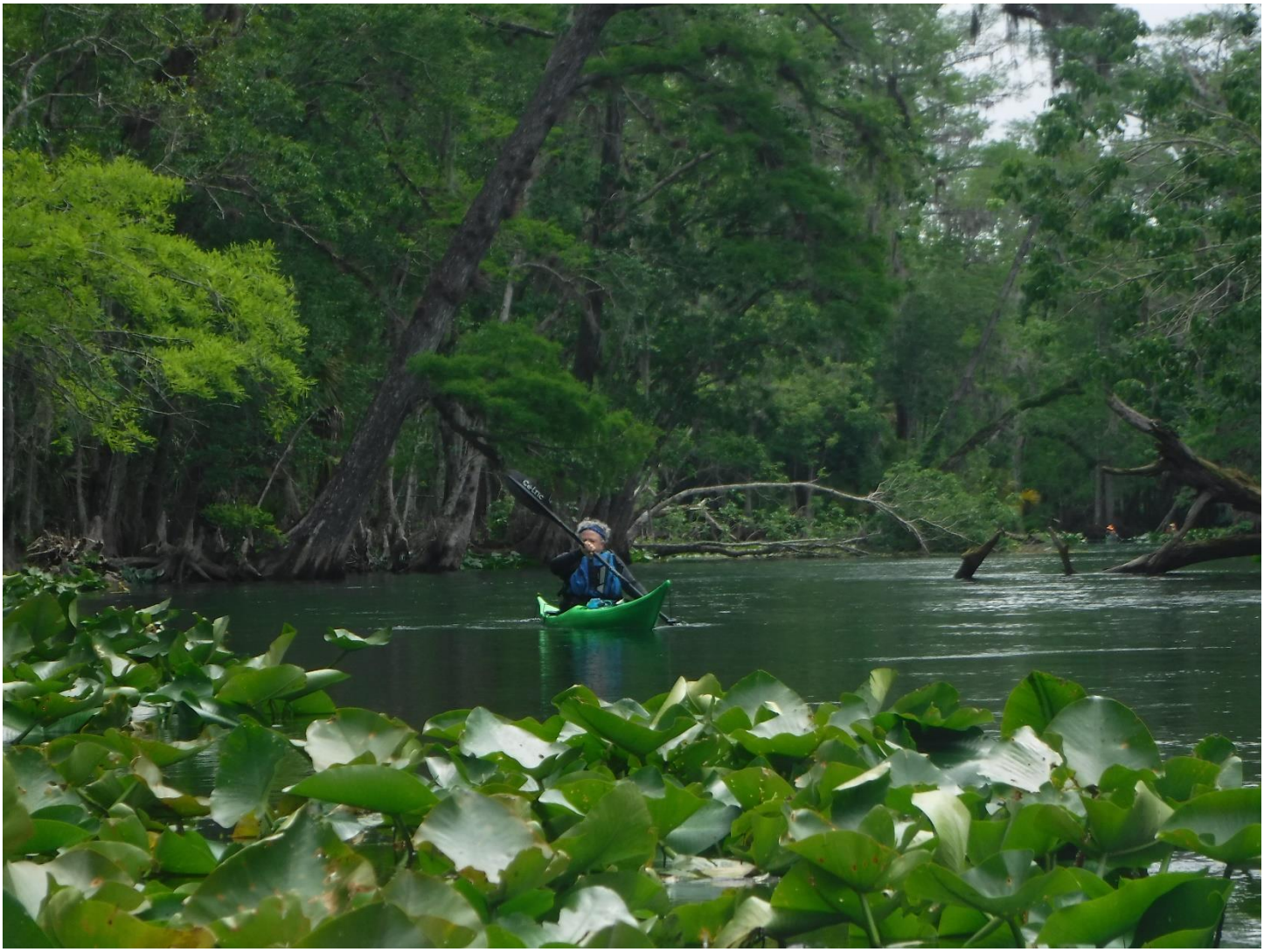


Photo: Rick Wiebush

A Different Place

This place is magical; qualitatively different from other paddling destinations in Florida and, for that matter, from most other places, period.

It's ten miles of attentiveness and presence.

It's something about the variety; the intersection of plants, trees, grasses, mammals, amphibians, fish, birds, flowers, the springs and the river they produce.

There are textures here that envelop you and scenes that entrance. It's calming and exciting at the same time.

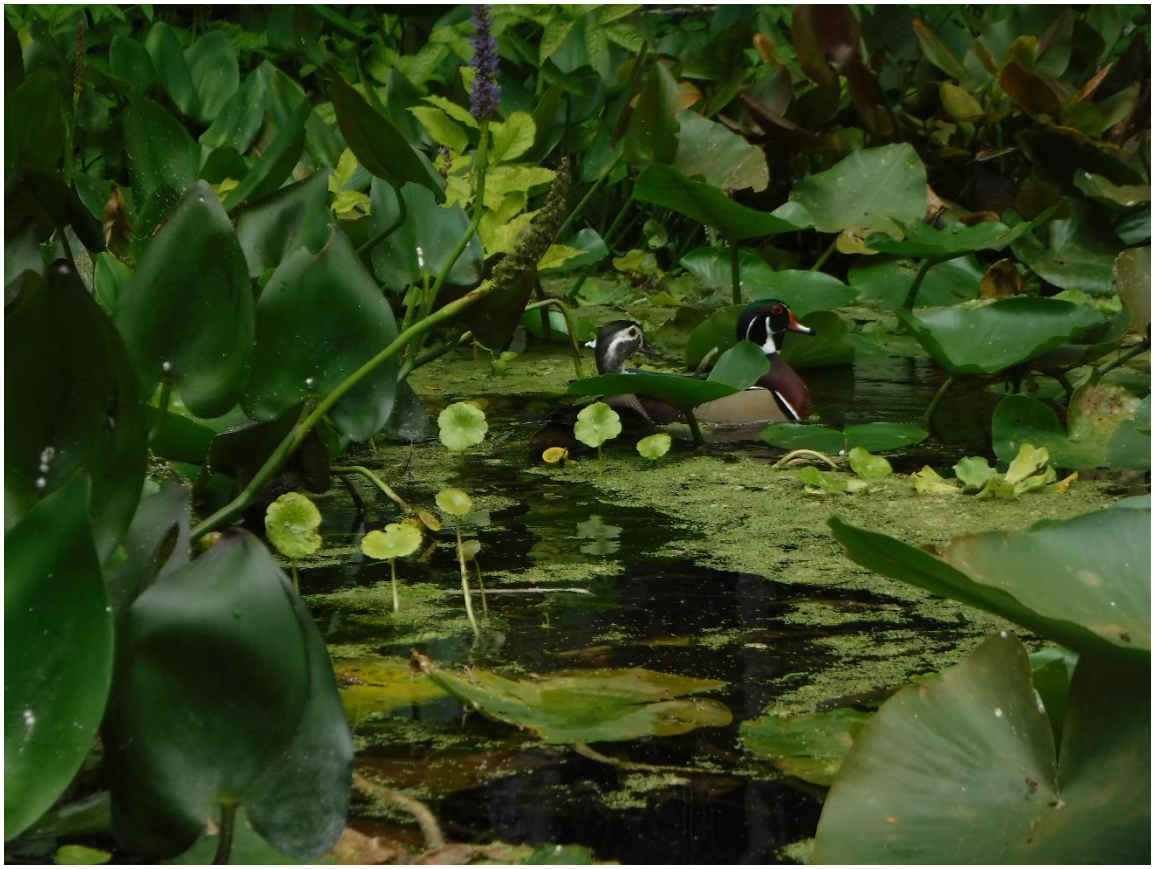
As part of the annual Cross Currents Florida winter trips, we *always* hit Silver Springs. It not only never gets old – it always seems new. For example, this year the current was running a little stronger and the water seemed more clear than ever. No monkeys, but woodland ducks for the first time.

Flowing underwater grasses bend, sweep with the current and turtles can be seen swimming just below the surface. We always see turtles sunning themselves on logs, but how often can we see them paddling along, ferrying across the oncoming current? The clear water – you can see 30 feet to the bottom - affords that opportunity.

Photo: Rick Wiebush

Ibis.

Little Blue Heron Photos: Rick Wiebush

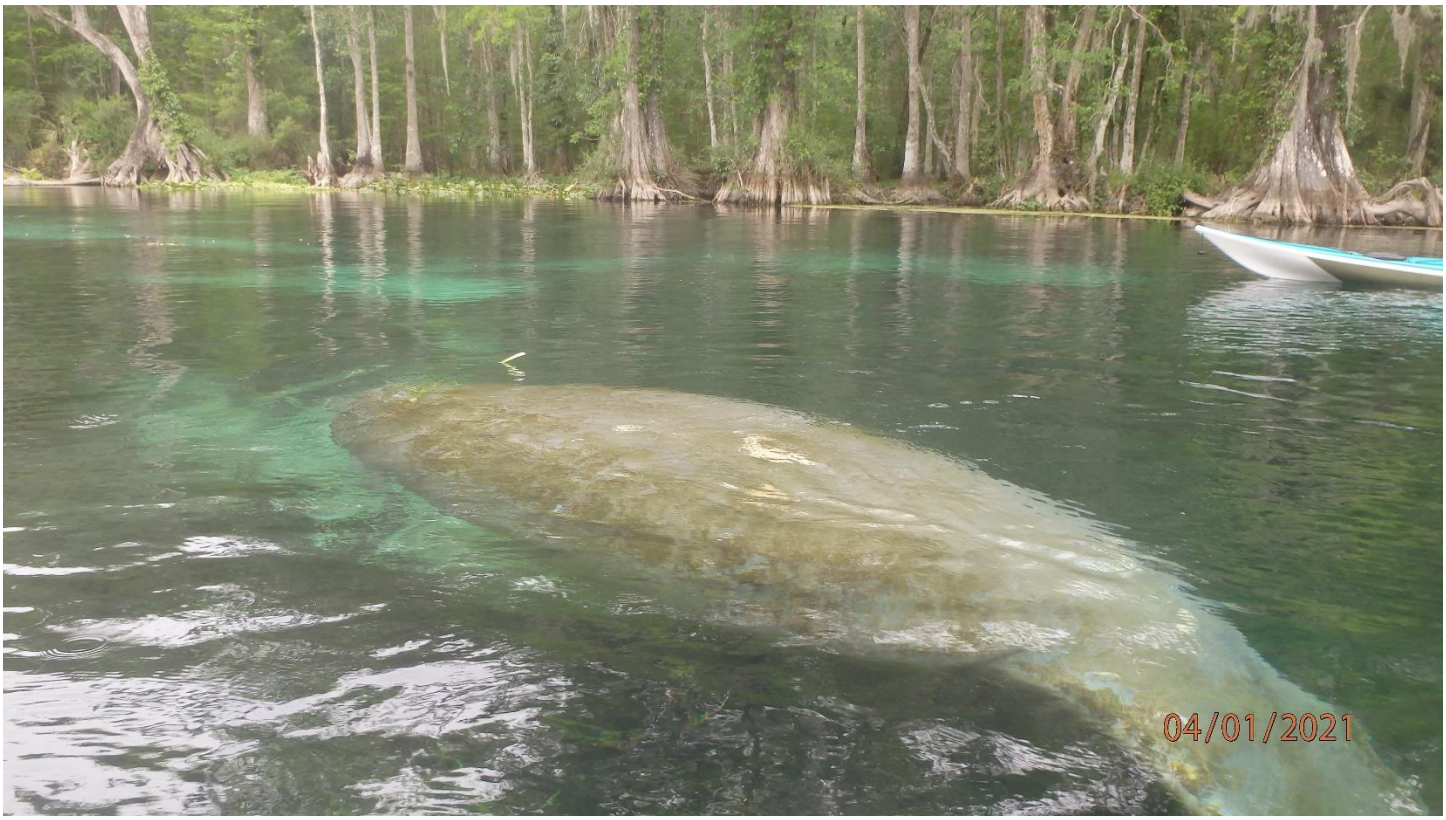


Woodland ducks. Photos: Rick Wiebush

Anhinga – hunt underwater and have webbed feet. They dry their feathers like cormorants.

Dozens of Anhinga nesting in the same tree. Photos: Rick Wiebush

Can you say “big”? It’s not guaranteed to see Manatees, but we lucked out this year.



Photos: Gene K

Photos: Rick Wiebush

Big boy

Monkey from a previous trip, Photos: Rick Wiebush

The Navigator's Challenge, Part Two: Chart Updates

Mike Hamilton and John O'Hara

"Wild nights - Wild nights! Were I with thee
Wild nights should be Our luxury!
Futile - the winds - To a Heart in port -
Done with the Compass - Done with the Chart!
Rowing in Eden - Ah - the Sea!
Might I but moor - tonight - In thee!"
- Emily Dickinson (1891)

Understanding how coastal areas and the charts which describe them can change over time is important to kayak navigators. Knowing where to get the most current information is critical to the understanding and practice of navigation. In this, the second part of a two-part series, we'll examine the evolution of charts and where to find current chart updates. Finally, we'll look at strategies to keep your navigational information up to date.

The Chart Makers

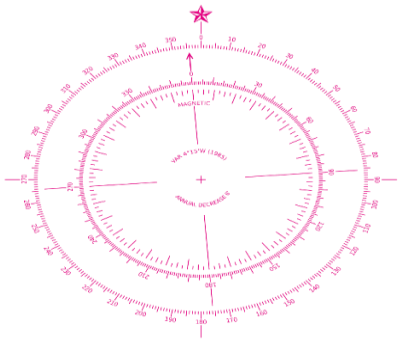
The National Oceanic and Atmospheric Administration (NOAA) defines a chart as "a map that depicts the configuration of the shoreline and seafloor. It provides water depths, locations of dangers to navigation, locations and characteristics of aids to navigation, anchorages, and other features."

A nautical chart is not a snapshot in time, but rather a collection of information gathered over time, reflecting data from multiple eras. The earliest charts of North America were constructed by Europeans for exploration, colonial commerce, and for the Revolutionary War efforts. The information was very limited, and shipwrecks were common. Each subsequent survey improved the chart information: adding detail, correcting the mistakes of previous versions, and incorporating changes to the shoreline which occurred since the last survey.

The first survey of the Chesapeake Bay and its tributaries was performed by Captain John Smith in 1608 and published in 1612 (see Fig. 1 on the following page). Exploring the bay in a 15-man shallop and using a crude compass, sextant, a lead line to measure depth, a quill pen and paper, Smith and his crew made the first useful chart of the region.

In 1807, Thomas Jefferson created the Office of Coast Survey, or just "Coast Survey", which has played a vital role in the exploration, growth, and development of the United States. Though its activities have expanded over the past 200 years, the production of accurate nautical charts to support maritime commerce, promote safety at sea, and aid national defense has remained its core mission.

Today, chart data are collected using sophisticated equipment and techniques and require a cooperative effort to produce and update the charts and other references navigators rely upon. NOAA, the United States Coast Guard (USCG) and the United States Army Corps of Engineers (USACE) work together to maintain and accurately represent the coastal waterways for safe navigation. As a result, over a thousand *charts* covering 95,000 miles of shoreline and 3.4 million square *nautical* miles of waters have been produced. (e.g. see Fig. 2)



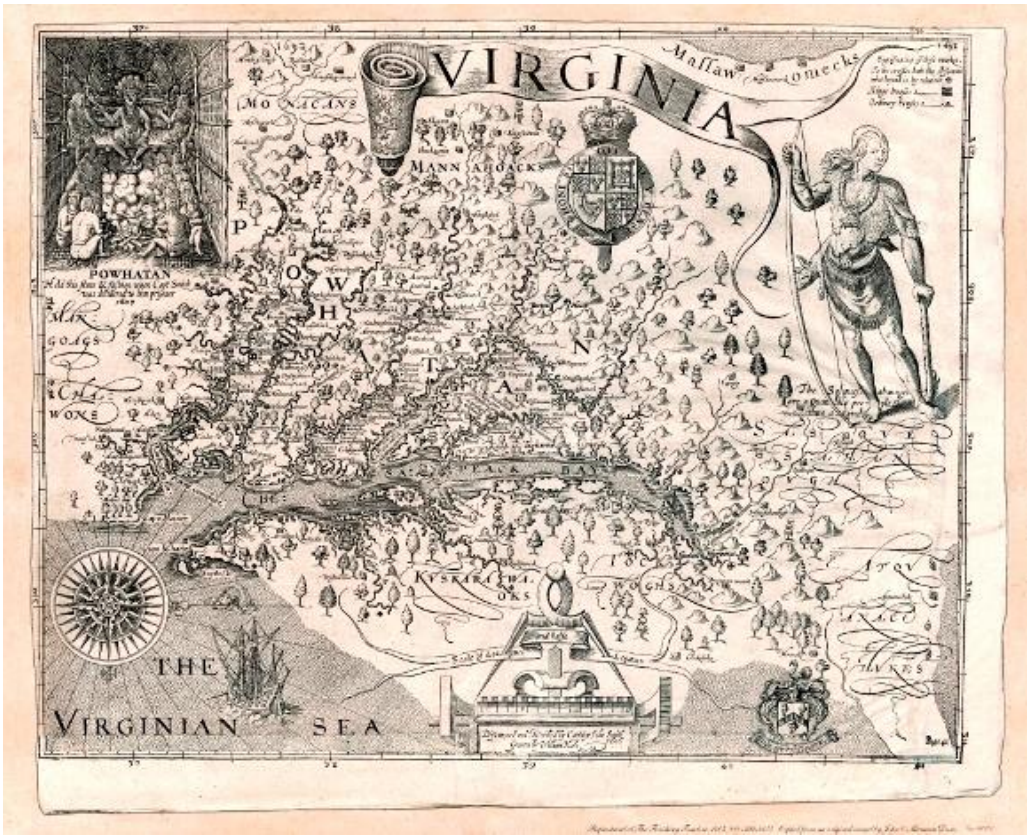


Figure 1. Captain John Smith map of the Chesapeake Bay (1612)

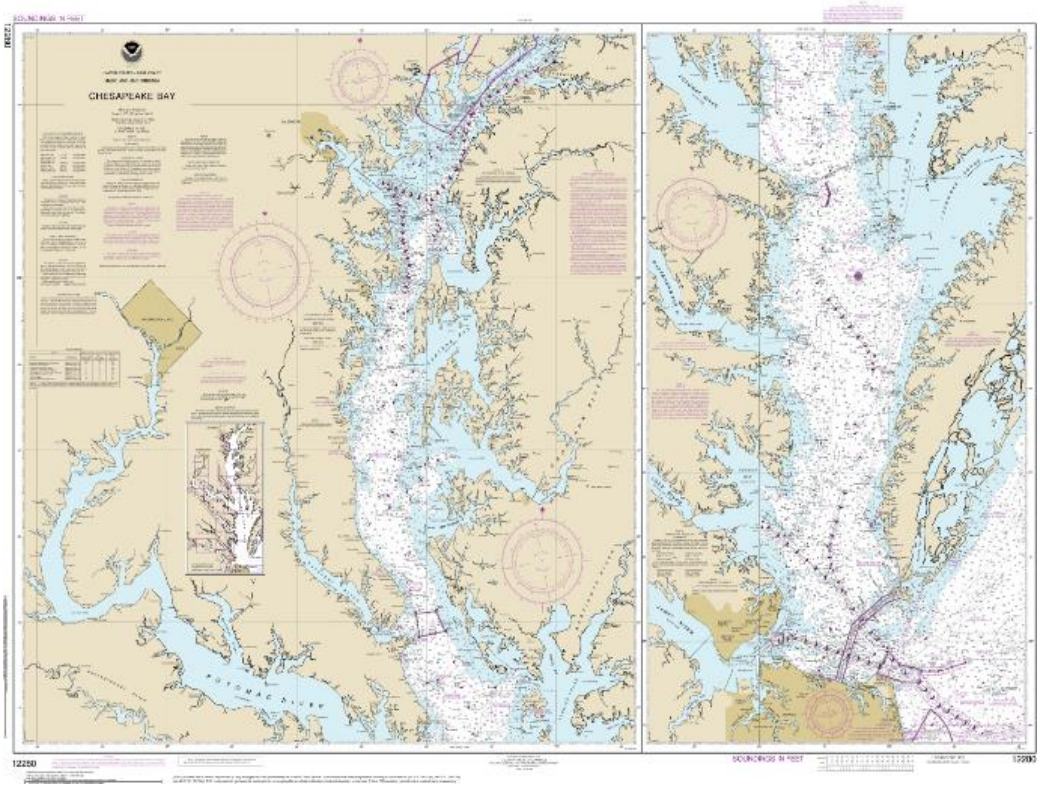


Figure 2. NOAA chart 12280, Chesapeake Bay (2021)

Charts in Transition

NOAA creates three products that are considered certified and meet U.S. Coast Guard carriage requirements for commercial vessels (this means that certain commercial vessels are required to use these in U.S. waters). The three products are 1) **NOAA Paper Nautical Charts,** 2) NOAA ENCs (electronic navigational charts - updated weekly with critical and noncritical information), and 3) the United States Coast Pilot (which is a series of nautical books (not charts) that cover a variety of information important to navigators of coastal and intracoastal waters and the Great Lakes. Issued in ten volumes, they contain supplemental information that is difficult to portray on a nautical chart).

The data from the **NOAA Paper Nautical Charts** is currently used to create General Use Charts. These are geared for recreational boaters (including kayaks) where U.S. Coast Guard carriage requirements are not required. Products from NOAA such as the NOAA Raster Navigational Charts (RNC®), Full-sized Nautical Charts, and Booklet Charts™ are ways in which a kayaker can get a "paper chart" in various formats and are available for your use, free of charge, at https://nauticalcharts.noaa.gov/.

Types of Charts

NOAA Raster Navigational Charts are full-color, geo-referenced, digital images of NOAA paper nautical charts. RNCs can be used with global positioning system (GPS) enabled electronic chart systems or other "chart plotter" display systems to provide real-time vessel positioning. (Raster images on a computer are a like a photograph using a rectangular array of colored dots – pixels, as opposed to vector images which are like line drawings that are easily repositioned on a computer) The raster products are currently updated weekly with any new critical information.

Full-sized Nautical Charts are Adobe Portable Document Format (.pdf) images of NOAA paper nautical charts. PDFs may be viewed with free .pdf readers such as Adobe Reader. Most, but not all, charts may be printed at true chart scale on plotters that accommodate 36" wide paper; these are the long, rolled up charts in my closet!

Booklet charts are reduced scale copies of NOAA paper nautical charts divided into a set of a dozen 8.5" x 11" pages that show different portions of a chart. These pages can be printed at home (double-sided or affixed back-to-back) and assembled into a booklet. Other pages in the booklet include excerpts from the U.S. Coast Pilot®, other information such as descriptions of navigational aids and hazards in the area, and emergency information for the charted area.

Some kayakers prefer to download the Full-sized Nautical Chart .pdf files and use common software to create custom laminated charts in a size that fits the deck and shows just the part of the chart where they will be kayaking. Others prefer hand-held GPS navigation units, which take the guess work out of position fixes and give information about speed and direction. Paper vs electronic charts? I prefer a paper chart, since the batteries never fail!

No matter how you like to get your chart, the important thing is to keep up to date.

In 2017, NOAA announced that **NOAA Paper Nautical Charts** will be phased out via a "sunsetting" process by January 2025. (see: https://nauticalcharts.noaa.gov/publications/docs/raster-sunset.pdf). To meet the navigational needs of boaters and to streamline the production of charts with the most accurate and up-to-date information, NOAA is creating an **ENC** product called the NOAA Custom Chart (NCC). Still in the prototype phase, the NCC chart application will allow users to create custom paper charts, from home, using the latest ENC information.

Until the sunsetting process is complete, we can continue to buy, download and print charts as usual. New chart editions may still be produced but they will be few and far between.

For now, let's proceed "business as usual". To find the year of the chart in your possession, look in the bottom left corner, next to the chart number.

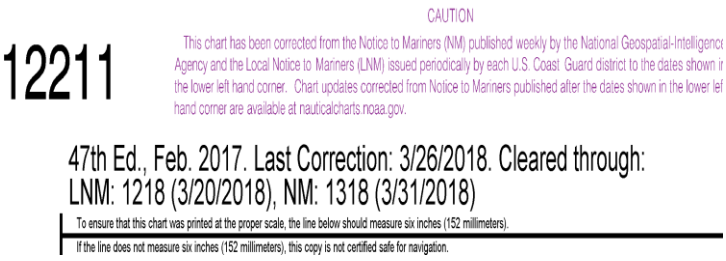


Figure 3. Chart number and Edition with correction information for NOAA chart 12211 (2017)

The prudent mariner should be asking: "How can I keep track of all of the changes in this highly dynamic environment that have occurred since my chart Edition was printed?" The federal government has devised a series of communiques to inform you about changes to your chart that occur between major chart revisions. These updates, issued by the U.S. Coast Guard, are called the *Light List* and the *Local Notice to Mariners* (LNM).

The Light List
(https://www.navcen.uscg.gov/?pageName=lightlists)

The *Light List* is published annually and updated weekly. There are nine volumes, one for each Coast Guard district. Volume II is for the 5th district, which extends from the NC/SC border northward to just south of the Shrewsbury River in NJ. It contains a listing of all aids to navigation for all charts in the United States and is arranged by waterway and references the chart number.

The term "aids to navigation" includes buoys, day beacons, lights, radio beacons, fog signals, marks and other external devices used to act as "street" signs on the water (by contrast, "navigational aids" are on-board items like a compass or chart plotter).

Aids to navigation include all the visible, audible and electronic symbols that are established by government and private authorities for piloting purposes. The most common navigational aids that we encounter are day markers (sign on a post or piling) or floating buoys (green cans or red nuns), but lighthouses are perhaps the most iconic.

On the *Light List*, each aid to navigation has a unique identity number, name and location position coordinates, light characteristics, height, range, structure type (e.g. green can) and remarks. When planning a trip, you can check the portion of the *Light List* corresponding to the area that you wish to travel and determine which aids to navigation should be there. For example, if you were going to be paddling in Tangier Sound on the Chesapeake Bay, you would check the *Light List* for that area. One of the entries that you would see is shown in Figure 4 below. The aid to navigation shown in Figure 4 is found on chart 12231 – see if you can locate it on your chart (hint: it's in the water!). If you don't have your chart handy, visit https://charts.noaa.gov/OnLineViewer/12231.shtml and see if you can find it.

Light List corrected through LNM week: 04/21
CHESAPEAKE BAY (Maryland) - Fifth District
TANGIER SOUND - NORTHERN PART (Chart 12231)

No.	Name and Location	Position	Characteristic	Height	Range	Structure	Remarks
22815	JANES ISLAND LIGHT	37-57-48.189N 075-55-06.511W	Fl W 4s	37	W 8 R 6	NB on skeleton tower on cylindrical base.	Red from 195° to 246

Figure 4. Light List entry for Tangier Sound: Janes Island Light.

The Local Notice to Mariners

The *Local Notice to Mariners* (LNM) (https://www.navcen.uscg.gov/?pageName=lnmMain) (Fig. 5, in part) is produced weekly and contains special notices, discrepancies, temporary changes, chart corrections, advance notices and more. Here you will find the latest information on missing or damaged buoys, dredging operation notices, military exercise precautions or other information that may not be shown on your chart.

U.S. Department of Homeland Security
United States Coast Guard

LOCAL NOTICE TO MARINERS

District: 5 **Week: 04/21**

COASTAL WATERS FROM SHREWSBURY RIVER, NEW JERSEY TO LITTLE RIVER, SOUTH CAROLINA

The Local Notice to Mariners contains all information relevant to the waterways within the Fifth Coast Guard District and is updated each Tuesday on the U.S. Coast Guard Navigation Center website at https://www.navcen.uscg.gov/.

SECTION I - SPECIAL NOTICES
This section contains information of special concern to the Mariner.

SECTION II - DISCREPANCIES
This section lists all reported and corrected discrepancies related to Aids to Navigation in this edition. A discrepancy is a change in the status of an aid to navigation that differs from what is published or charted.

DISCREPANCIES (FEDERAL AIDS) and (PRIVATE AIDS)

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
6635	Wachapreague Inlet Lighted Buoy 7	MISSING	12210	129VA	50/20	

SECTION III - TEMPORARY CHANGES and TEMPORARY CHANGES CORRECTED
This section contains temporary changes and corrections to Aids to Navigation for this edition. When charted aids are temporarily relocated for dredging, testing, evaluation, or marking an obstruction, a temporary correction shall be listed in Section IV giving the new position

TEMPORARY CHANGES

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
9255	Thimble Shoal Channel Lighted Bell Buoy 9	RELOCATED FOR DREDGING	12254	004D5	06/20	

SECTION IV - CHART CORRECTIONS
This section contains corrections to federally and privately maintained Aids to Navigation. This section contains corrective actions affecting chart(s). Corrections appear numerically by chart number and pertain to that chart only.

SECTION V - ADVANCE NOTICES
This section contains advance notice of approved projects, changes to aids to navigation, or upcoming temporary changes such as dredging, etc. Mariners are advised to use caution while transiting these areas.

SECTION VI - PROPOSED CHANGES
Periodically, the Coast Guard evaluates its system of aids to navigation to determine whether the conditions for which the aids to navigation were established have changed. When changes occur, the feasibility of improving, relocating, replacing, or discontinuing aids are considered. This section contains notice(s) of non-approved, proposed projects open for comment. SPECIAL NOTE:

Figure 5. Local Notice to Mariners (in part)

Notice on the LMN in Figure 5 that the USCG uses a shorthand for the week (in gray). 04/21 refers to the fourth week in 2021, 50/20 is the fiftieth week in 2020 etc.

In the LNM excerpt on the previous page, we can see in "SECTION II Discrepancies", that the Wachapreague Inlet Lighted Buoy 7 is missing (Fig. 5, highlighted in yellow). The (former) position of that buoy is shown below in Figure 6. This could be important, especially if you are out past dark and are looking for this to confirm position or make a turn. Missing it could leave you in the marsh, lost and lonely at night. While well anchored, aids to navigation such as this buoy do break free, especially in storms.

Similarly, look at "SECTION III TEMPORARY CHANGES". Note that Thimble Shoal Channel Lighted Bell Buoy 9 has been relocated for a dredging project (Fig. 5, highlighted in green). That channel is located at the Chesapeake Bay Bridge Tunnel (NOAA Chart 12254). Since this buoy is located adjacent to the tunnel, this change will likely not be a problem for you, unless you are crossing the 14-mile mouth of the Chesapeake Bay!

After NOAA paper nautical chart production ends there will likely no longer be a need for LNM Section IV, "CHART CORRECTIONS." There may ultimately be a means to relate changes to NOAA Custom Charts, but that has yet to be determined. That said, the LNM will continue to communicate notices, discrepancies, temporary changes and more.

<u>A kayaker's strategy for keeping up to date.</u>

Often, kayakers paddling on their home waters for 5 to 10-mile excursions will not need frequent updates to their charts; they may not even need a chart! Familiarity with a waterway often renders the need to "pilot" (navigate using aids to navigation and coastal features) unnecessary. Thus, one does not necessarily need to know if markers or buoys have changed since the last visit. However, paddling over long distances or in unfamiliar waters using chart and compass will require a current and accurate understanding of these "roads" and "street signs."

Suppose you are planning to head to the coastline and paddle somewhere you have never been. You have learned the basics of how to navigate, bought or borrowed a chart of the area and have your compass packed. The chances are pretty good that you have navigation covered.

However, we saw in part one that the sands do indeed shift and may no longer be what the chart shows. Before you head out, go to your favorite map program and pull up the aerials. Check the date of the photo. Check the date on your chart. Do things look about the same in the photo as on the chart? Any inlets opened or closed? Have there been any major storms in the area since the date on your chart?

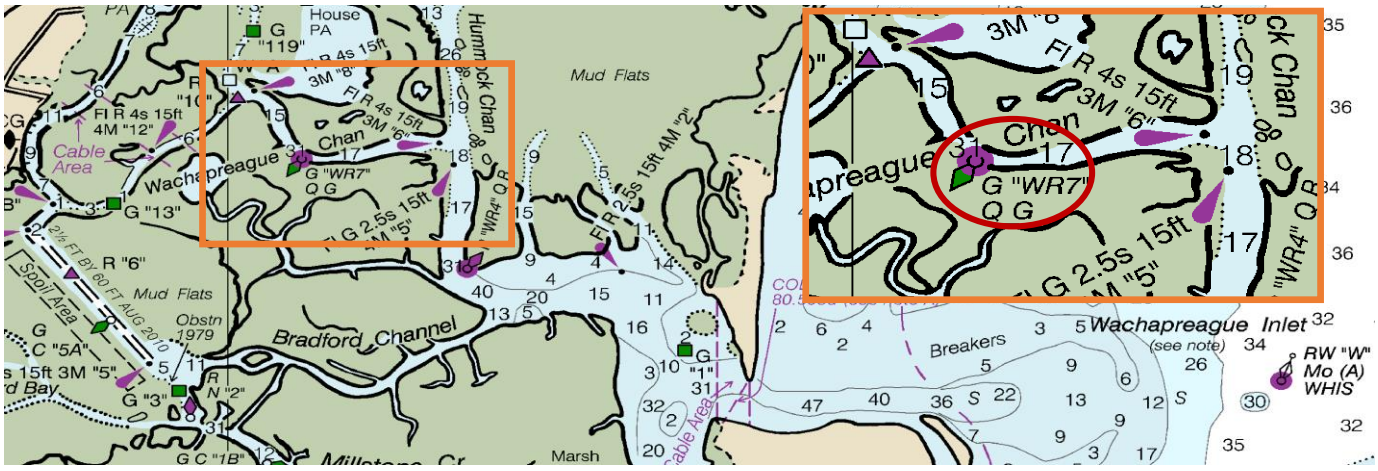


Figure 6. Excerpt from NOAA Chart 12210, Wachapreague Inlet Lighted Buoy 7.

Now consider your destination, route and emergency plan. Find the important symbols on the chart like markers, buoys and structures that you will need to get a good position fix. Are they still there? You'll need to check the *Light List* and *Local Notice to Mariners* to see if they are still listed and if they are still in place and functional (no discrepancies- missing markers, lights out).

What about things going on in the area that might interfere with your plans? Check the LNM for announcements. Any bridge construction, dredging or closures due to other factors (like rocket launches at NASA Wallops Island)?

Finally, remember to ask for local knowledge. Watermen, natural resources police, park rangers, marina folks and, of course, kayakers who have been there. There is no substitute for experience, but even that is subject to the decay of time.

Any of this information could be the difference between a safe, enjoyable trip and problems for you and your crew on the water. Do not rely on any single source of information. Responsible kayakers are those who know where they are going, what they are getting themselves into, and make decisions based on verified information.

Be sure to bookmark https://www.navcen.uscg.gov/ for quick access to:

- Navigation Rules
- Light Lists
- Local Notice to Mariners

Also bookmark https://nauticalcharts.noaa.gov/publications/docs/us-chart-1/ChartNo1.pdf) for quick access to US Chart 1, which describes the symbols, abbreviations and terms used on nautical charts.

Photo courtesy of Wallpaper Safari

Photos of the Month

Ravenel Bridge, Charleston

Photo: Laurie Collins

Photos of the Month

Oregon Coast

Photo: Bill Vonnegut

Photos of the Month

White Pelicans

Photo: Mark Baskeyfield

Training for the Everglades Challenge: 125 Miles by SUP

Whitney Sanford

The cuts offer a break from the wind. Photo: Whitney Sanford

"Get the picture. It's time to go," as our quintet of two SUPs, two sailing canoes, and one kayak struggled to hold a pose. The rising breeze, harbinger of winds to come. We had come for Scott Baste's Everglades Challenge (EC) "January Preview", to learn the routes, passages, and campsites between Everglades City and Key Largo, Florida. A collection of Everglades Challenge veterans and newbies, all of us were eager to escape into the Everglades wilderness.

This trip would be a series of firsts for me: my first time on the Wilderness Waterway, my first multiple 25+ miles days, and my first solo SUP camping. My 14' Bishop A'u paddleboard carried almost 80 pounds of gear, food, and water, enough to last at least 8 days. A Yeti Panga duffel strapped to my stern held my clothing, camping, gear, and food. My safety gear, including lights, flares, repair and first aid kit, was stuffed into an NRS Taj M'haul deck bag in front. I carried a three-piece Werner Rip Stick as a spare.

A Sea Kayaker on a SUP?

Why SUP? After all, I have done numerous training and coastal expeditions in my NDK Pilgrim Expedition. But I fell in love with stand-up paddleboarding even before I stood on a board, and the board plays well with our sailboat on Kevin's

Loaded up. Photo: Whitney Sanford

and my SUP and sail trips. But there is a learning curve. SUP surf and SUP touring/expeditions have challenged me to adapt my kayak skills to a board. Wind and waves affect board and boat differently, for example, and I am experimenting to determine my limits. I recently began a SUP technique training program with Coach Larry Cain through Paddle Monster and am already seeing the effects. Most important, I like my view of the world from a board.

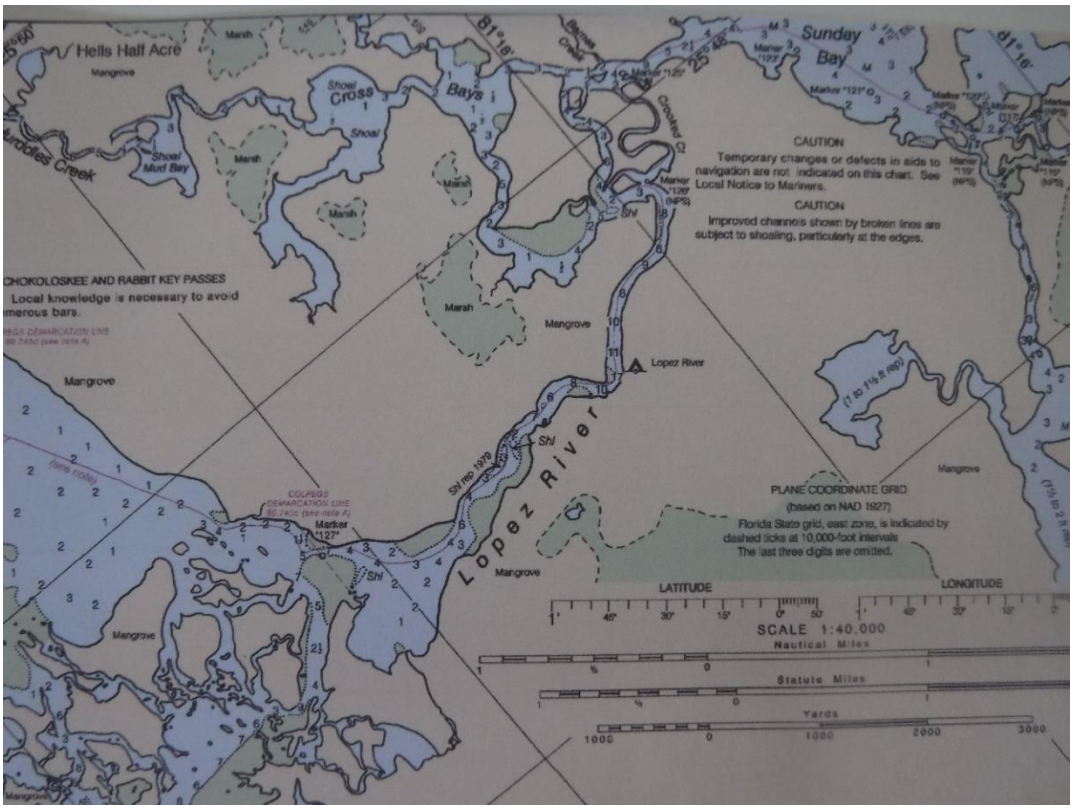
Chickee. Photo: Whitney Sanford

Starting Out: Eight Miles to the First Chickee

Buoyed by a rising tide, the paddle from Everglades City to Crooked Creek Chickee went quickly, and we reached the platforms just before sunset. Cramming five people's gear and tents on the platforms is an exercise in geometry—especially after dark. Mangrove forests line the rivers in the Everglades, and there are few spots dry enough for camping. So, the Everglades National Park built a series of chickees, or raised platforms, along the Everglades' rivers and in Florida Bay.

A 30 Mile, Windy Day

Our Everglades Challenge "Preview" started the second day of the trip: a 30-mile slog upwind, not even a real wind by EC standards. I left early, knowing that I am slower than the others. I relished the early morning calm as I paddled up the Lopez River to Sunday Bay, Oyster Bay, and Huston Bay. I followed my GPX track on my Garmin Fenix



One section of the trail. From NOAA chart 11430

watch, but the occasional signs for the Wilderness Waterway, the 99-mile route between Everglades City and Flamingo, reassured me that I was on track. By the time I reached Last Huston Bay, the winds and my friends had caught up.

Reality set in when we turned into the wind. The bumpy waters of Last Huston Bay grew to whitecaps and small waves in the long fetch of Chevelier Bay. I paddled my board up and over the waves, grateful for my long board surf sessions on Tybee Island. The tiny creeks linking the bays offered some respite from the wind and a chance to appreciate the beauty of the region. But, long days into headwinds are the reality of the Everglades Challenge.

The Everglades Challenge

According the website, "The Everglades Challenge is an unsupported, expedition style adventure race for kayaks, canoes, and small boats. The distance is roughly 300 nautical miles depending on your course selection. There is a time limit of eight days or less. Your safety and well-being are completely up to you."

A daunting challenge, especially on a paddleboard! But even more important to me, preparing for the challenge has sharpened a range of skills and introduced me to "kindred spirits", in EC lingo. In 2020, I did the Ultramarathon, the shorter version of the Everglades Challenge, and I planned to enter the EC in 2021. (Ultimately, I postponed until 2022.) This 30-mile paddle might have seemed long, but EC days can stretch to 40-50 miles. I was tired when I reached Rogers Bay Chickee just before dark, but I felt surprisingly good both that night and the next morning.

Going It Alone

I faced a decision the third morning: remain with the group until Flamingo or separate and begin heading north to beat a projected front. Given the weather forecast, the cumulative distance, and my shrinking water supply, I realized that I needed to begin my trek back to Everglades City. I was sorry to leave the group—I loved the banter and cameraderie. But I also didn't want to risk injury, and I knew that I needed to practice solo paddling.

Mangroves and more mangroves. Photo Whitney. Sanford

Alone, I retraced my route through Rogers Bay, Big Lostmans Bay, and Third Bay, then headed west through the creatively named Second and First Bays to the mouth of Lostmans River. It felt strange to be on my own, but also exhilarating. I was confident in my abilities to handle the conditions and navigation, but now I needed to be completely self-reliant. By the time I reached the mouth of the river, the wind had picked up, and the tide was coming in. I made camp on a small beach just north of the river mouth and settled in for the night. It had been a 15 mile day.

I placed my tent in vegetation that looked both hidden and above the high tide line. (Despite multiple washings, those leaves still cling to my clothing.) I built a small fire on the beach and reflected on my trip and the solitude. I hadn't seen anyone after I left Big Lostmans Bay, and the horizon was empty. I was really alone.

I carried multiple communication devices in case of emergency, including a VHF radio, PLB, and a Garmin Inreach, I also carried two GPS, heeding Chief's admonition that 'two is one, and one is none.' Redundancy, redundancy, redundancy. Since I had preloaded GPX tracks onto my Garmin Fenix watch, I rarely turned on the GPS, instead glancing at my wrist for route and waypoint information.

Day 4: Lostmans to Highland Beach, 26 miles

Where to paddle? The north winds that were giving my friends a killer down winder would have made my north-bound paddle hell. So, I decided to take advantage of those winds and paddle back up Lostmans River, past Rogers Bay, and down the Broad River to Highland Beach, just several miles south of Lostmans River. By now, some of these bays felt like old friends, but with benefit of tailwind. Bays I had struggled through a few days ago now passed quickly. That is, until Broad River Bay where I fought for every inch.

I dragged my board and myself through the bay, down the river, and across the very, very shallow river mouth. I wanted to get as far from the delta and its tidal flats as possible. I knew that the next morning's low tide would trap me on the beach if I didn't get far enough up the coast. The west wind pushed me towards the shore, and I felt like I was paddling through mud, which I was. Later, I realized that I had been dragging my fin though the mud.

Solitary night (left) and Tracks of my fin. Photos: W. Sanford

Highland Beach, several miles south of Lostmans River. Photo Whitney Sanford

Highland Beach was my second night solo camping, a skill I knew I would need for the EC. It seemed odd to be so far removed from any signs of people, although I wasn't fully cut off. I texted Kevin through the Inreach, and frequently checked the forecast, itself a form of entertainment. (In return, the Inreach taunted me with promises of a tailwind.) Further, the occasional chatter on my VHF radio was interesting. I was never bored.

Stalled by Tidal Flats, Then the Wind

Despite my best efforts at an early start, the tidal flat trapped me for several hours. I started a fire and watched the water creep over the mud. Eventually, the water had risen enough to take off. But, so had the winds.

I made it nine miles from Highland Beach to Hog Key. But after paddling for several hours, I did the most un-EC thing ever—I declared a beach day. I spent the afternoon bathing and reading on Hog Key. That evening, I burnt through even more of my required fire survival kit. A glorious day.

Day Six: 28 Miles and Too Many People

Northward bound, from Hog Key to Tiger Key, I ran into a group of kayakers from Iowa near Jewell Key. It started to feel crowded!

I reached Lulu Key, where I intended to camp, but music-blaring jet skiers were too much after days of solitude. I doubled back to Tiger Key, so I ended up doing 28.5 miles. On Tiger, multiple raccoon prints alerted me to my evening adventure. I hadn't seen any critters until then. I stored my food in a bear barrel and my water in a heavy plastic container, and each night I placed my water bag under the weight of the board. The raccoons came out at dusk, not daunted by my fire. I slept with my paddle nearby and woke to a raccoon licking condensation off my board.

Perfect paddling conditions for 28 miles Photo: W. Sanford

The Last Leg: Tiger Key to Everglades City

Tired, happy, and stinky, I rode the tide for nine miles into Everglades City. My only complaint: after miles of fantasizing about lunch, Nelys was closed that day.

This trip was an enormous learning experience and confidence builder. I paddled distances unimaginable the year before and explored a remote and fascinating part of the Everglades. It was the culmination of a year of skill-building and training, including SUP and sail trips with my husband and an overnight crossing of Florida Bay in December. I'm sorry I wasn't able to do the Everglades Challenge in 2021, but I'll be ready for 2022.

Ready to go again. Photo: Whitney Sanford

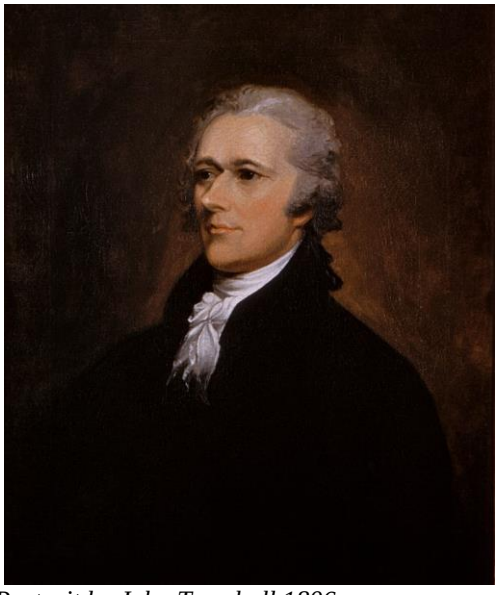
Cross Currents 2021 Courses and Trips

Day/Date	Course/Trip	Location	Instructor	Cost
Sat May 8	Greenland Skills	Tridelphia Res.	Mike Hamilton	110
Sat May 15	Introductory Skills	Kent Island, MD	Shelly Wiechelt	110
Sat – Sun May 15 - 16	Intensive Intermediate Skills	Kent Island, MD	Laurie Collins	225
Sat – Sun June 5 - 6	Greenland Skills and Rolling Camp	Chincoteague, VA	Mike Hamilton	225*
Sat-Sun June 26-27	Women's Weekend: Paddle Smarter, Not Harder	Chestertown, MD	Paula Hubbard	225*
Fri – Sun July 2 - 4	The Gathering at Tangier	Tangier Island, VA	Rick Wiebush, Laurie Collins	425
Sat July 24	Intro to Open Water Pt I	Kent Island, MD	Greg Hollingsworth	110
Sat- Sun Aug 7 - 8	Intro to Open Water Pt II	Wachapreague, VA	Greg Hollingsworth	225*
Sun Aug 15	Incident Management	Chestertown, MD	Paula Hubbard	110
Fri – Sun Aug 20 - 22	Rough Water and Surf Skills	Cape Charles, VA	Jeff Atkins	325*
Sat – Sun Aug 28 - 29	Intensive Intermediate Skills	Kent Island, MD	Laurie Collins, Shelly Wiechelt	225
Weds-Thurs Sept 15-16	British Canoeing Sea Leader Training	Cape Charles, VA	Todd Wright	250*
Fri – Sun Sept. 17 - 19	10th Annual Kiptopeke Symposium	Cape Charles, VA	Dale Williams, Todd Wright, Tom Noffsinger, Ashley Brown, Jeff Atkins, et al	350*
Fri – Mon Oct 22 - 25	The Low Country Gathering	Charleston, SC	Ashley Brown, Jeff Atkins, Rick Wiebush	395*
Sat – Sun Oct 30-31	SOLO Wilderness First Aid	Baltimore, MD	Todd Wright	220
	*Housing cost is additional			

Alexander Hamilton and the Coast Guard

Rick Wiebush

Alexander Hamilton was a brilliant, visionary Founding Father who was a theoretician, a planner, and an executive who effectively implemented his ideas down to the last detail. While in his early 20's he served as aide de camp (and in many ways second in command) to Washington during the Revolutionary War. He helped organize the Continental Congress, wrote the Federalist Papers (with James Madison), founded the first national bank, established what is now the New York Post and, in 1798, at age 34, became the first Secretary of the Treasury under Washington. He was a fierce advocate for, the primary architect of, and succeeded in creating a strong central government.



Portrait by John Trumball 1806

Post War Smuggling and Revenue

After the Revolutionary War, America had run up huge debts and 90% of the new government's income was from duties on imported goods. However, smuggling was big business and in fact had been considered a patriotic duty during the war since it deprived England of a source of income. Much like drug smuggling today, ships nearing a port would meet small boats that had paddled out and would off-load much of their cargo to avoid the tariffs.

Hamilton walked into this situation as Treasury Secretary. He had started thinking about the need for revenue enforcement two years earlier. So on his second day in office, he sent out a survey to customs collectors in each state asking them to tell him the number and amount of import duties they had collected. When he got the results, he saw that the reported income was way, way lower than anyone might expect. He took immediate action.

Revenue Cutters

Hamilton asked Congress to approve the creation of a "revenue-marine" (later to be termed the Revenue Cutter Service and ultimately, in 1915, the U.S. Coast Guard). The agency would consist of 10 revenue cutters that would patrol offshore waters near the nation's largest ports, intercept contraband, and direct incoming ships to specific ports of entry along the East Coast. Congress approved this "Tariff Act" on August 4, 1790. The Coast Guard now celebrates that date as it birthday.

To get political buy-in, Hamilton said that the cutters would be built in the states that would be served by the ships. Two cutters were assigned to the coasts of Massachusetts and New Hampshire; one for Long Island Sound; one for New York; one for Delaware Bay; two for the Chesapeake Bay and nearby coastal areas; one for North Carolina; and one for Georgia.

Hamilton biographer Ron Chernow notes that in addition to his big picture views, Hamilton focused

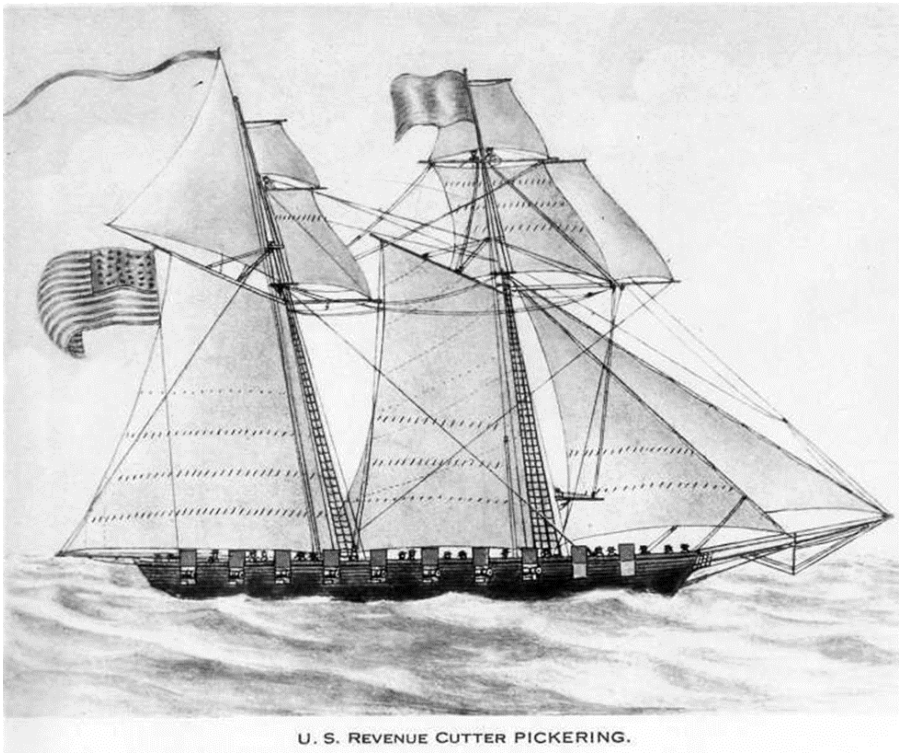


Photo courtesy of U.S. Coast Guard

on the execution of every little detail of his plans. For the Revenue-Marine, "He issued directives of breathtaking specificity, requiring that each cutter possess ten muskets and bayonets, twenty pistols, two chisels, one broadax, and two lanterns".

Philadelphia Had Already Started

While waiting on construction, Hamilton again surveyed the customs collectors and asked whether they had been doing anything in the way of enforcement. A letter he received from Philadelphia reinforced his thinking about the need to use ships for enforcement. Colonel Sharpe Delaney, Philadelphia's first Custom Collector, responded that he had been using a "barge with a sail" to enforce customs on the Delaware River and Delaware Bay. He told Hamilton that:

"I procured a barge with sails, etc., and kept her constantly plying between this port and Newcastle with directions to board every vessel and receive their manifests, and place an officer on board. I have kept it going night and day, and directed the officer to board the river craft and inform them of his duty."

Hamilton acknowledged the work that Delaney had been doing and urged him to keep doing it until the new cutters could be built. He told Delany:

"*the circumstances which led to the temporary arrangement in your district appear still to be of so useful weight, as to induce a continuance of the measure until the proposed establishment shall be completed*."

Hamilton, Aids to Navigation and Lighthouses

In addition to the Revenue Cutters, another role related to today's Coast Guard was under Hamilton's jurisdiction: the construction and maintenance of the aids to navigation system. This responsibility previously had fallen to the individual states, but now became a federal responsibility that was overseen by Hamilton and the Treasury Department. As a point of reference, lighthouses that were previously built by the states included the Sandy Hook lighthouse in NJ (1764), the Cape Henlopen, DE lighthouse (1767), and the

Charleston, SC lighthouse on Morris Island (also 1767).

The law that gave Treasury responsibility for the ATON system was passed almost exactly a year prior to the Tariff Act (i.e. in August 1789), and was called the Lighthouse Act. Coast Guard historian George Weiss notes that under this law, Hamilton and the Treasury Department:

"accepted title to, and joined jurisdiction over, the lighthouses then in existence, and provided that "the necessary support, maintenance and repairs of all lighthouses, beacons, buoys and public piers erected, placed, or sunk before the passing of this act, at the entrance of, or within any bay, inlet, harbor, or port of the United States, for rendering the navigation thereof easy and safe, shall be defrayed out of the treasury of the United States."

Tybee Island lighthouse. Photo courtesy of visitybee.com

During his tenure as Treasury Secretary, Hamilton – as on so many other initiatives - *personally* directed all the details of lighthouse, beacon, and buoy work up and down the east coast. While the construction and maintenance work was mostly done on a contract basis, Hamilton frequently specified what type of ATON should go where, and he always reviewed each contract and went over it with Washington. Biographer Chernow says that Hamilton became so expert on such excruciating banalities as the best whale oil, wicks, and candles to brighten the lighthouse beams."

While Hamilton was Secretary, he completed or initiated the building of lighthouses the descendants of which are well-known to *Coastbusters* readers. These include the Cape Henry light at the mouth of the Chesapeake (which was the first one built by the federal government), the one at Bald Head at the mouth of the Cape Fear River in NC, and the Tybee Island, GA light.

When we think of Alexander Hamilton, we know he was a Founding Father, but beyond that, most people tend to think of his picture on the $10 bill, or wonder whether he was ever president, or think of his duel with Aaron Burr (and try to remember who won), or have heard that the hit Broadway play "Hamilton" was pretty cool. Even those who know their history probably overlook the central role he played in relation to today's paddlers by essentially founding the Coast Guard and establishing the uniform federal system of aids to navigation.[1]

[1] Sources: Chernow, R. (2004) *Alexander Hamilton*.

Coast Guard Compass (CG blog) https://coastguard.dodlive.mil/2016/03/the-long-blue-line-alexander-hamilton-first-member-of-the-long-blue-line/

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10th Annual

Kiptopeke Sea Kayaking Symposium

Classes starting at the Kiptopeke state park beach. Photo: Rick Wiebush

It's Back !!!!!!

Although we had to cancel the symposium in 2020 due to the pandemic, it will be back bigger and better than ever this year! In 2021, we expect about 55 people and 15 coaches from 10-12 different states to attend. It will be three great days of sea kayak training, presentations, events, and comaradarie. Everywhere you go, all you'll see will be smiling people!

There will be 10 - 12 rough water and calm water classes to choose from each day, with courses for all skill levels including: Intro, Intermediate and Advanced Surfing, Greenland Skills, Intro to Rough(er) Water, Open Water Skills, Navigation, Redpoint, Incident Management, Trip Leader Training, Rough Water Rescues, and more!)

Coaches

Dale Williams, Todd Johnstone-Wright**,** Tom Noffsinger, Alison Sigethy, Ashley Brown, Jeff Atkins, James Kesterson, Ken Fandetti, Paula Hubbard, Rick Wiebush, Mike Cavanaugh, Brian Blankinship, Ed Schiller

Housing

This year we will be doing something new for housing. Fueled in part by on-going concerns about Covid, we will not be staying in the big lodges in Kiptopeke State Park. Instead, we will be staying in one of several rental houses in Cape Charles, some of which are designed for small groups (e.g. 6 – 8 people) and some of which are designed for larger groups of people who want to stay together (e.g. 10 -12 people). To ensure a full range of options, people may also choose to stay at a local motel or camp at Kiptopeke State Park.

Cape Charles harbor

Cost

The symposium classes and events (including Saturday dinner) will be $350.

Housing costs will vary depending on the type of accommodation desired. The houses in Cape Charles will range from $50 - $65 night (double occupancy). Local motels are about $125/night. Camping at the State Park is $30/night and each site can accommodate up to six people.

Registration

Registration will open around May 21**.** Check the Cross Currents website on/after that date for a link to class descriptions and the registration form. https://www.crosscurrentsseakayaking.com/

About Cape Charles

Cape Charles is a historic, totally charming town with lots of shops and restaurants (including a new brewery) all within walking distance of the houses that we have rented for the symposium. Dating from the late 1800's, it has a rich commercial, maritime, and architectural heritage. There is a large beachfront on the Chesapeake Bay. The population is just 1,000 people, but the town bustles in the evenings and on weekends in the summer and fall. If you haven't been there, you'll love it!

Downtown Cape Charles

Contributors

***Mike Hamilton* –** is an ACA L3 instructor who specializes in Greenland paddling and is one of the main organizers of the Delmarva Paddler's Retreat. Mike lives in Sykesville. MD.

***John O'Hara* –** is an ACA L3 sea kayaker who is a Nautical Cartographer at NOAA. He does the chart updates in the Gulf Coast region (8th Coast Guard District). John is an ACA L3 sea kayaker who enjoys paddling the Chesapeake Bay. He lives in the Baltimore area.

***Whitney Sanford* -** is an L4 instructor, sea kayak and SUP expeditioner, and Professor Emerita of Religion at the University of Florida in Gainesville.

***Mark Whitaker* –** is a Wilderness EMT who has been leading sea kayaking trips since 2004. He was part owner and operations manager for Columbia River Kayaking for 11 years. He lives in Washington State. Mark's blog with the original version of the story is here: http://blog.redalderranch.com/?cat=69

***Rick Wiebush* -** runs *Cross Currents Sea Kayaking* and is the editor of *Coastbusters*. He is an ACA L3 IT and British Canoeing 4* Sea Leader. Rick lives in Baltimore. He has paddled in the UK, Australia, New Zealand, Greenland, the Amazon, Nova Scotia, and his favorite place, Baja.

***Coastbusters* welcomes submissions of trip reports, incident descriptions and analyses, skills and "how-to" articles, boat and gear reviews, book and video reviews, and sea kayaking-related photographs. We are interested in receiving submissions from all paddlers. It just so happens that some of this month's contributors are instructors. That is not a requirement.**

Articles should be limited to about 1,000 – 2,000 words and submitted in Word. Photos should be submitted in .jpg format. Please send your submissions to Rick Wiebush at rwiebush@gmail.com.

Coastbusters* is a publication of *Cross Currents Sea Kayaking