

# PADDLE SPLASHES

**June 2014**

Canoe & Kayak Committee  
Appalachian Mountain Club  
NY-NoJ Chapter



# What's Inside

**3**

## **Navigation 101**

Did You Know There are Three Norths?

**6**

## **Reflections on the Ramapo**

Why Would Anyone Return 17 Times to this Urban Oasis?

**9**

## **The Hudson**

Something New from an Old Favorite

**7**

## **Meet the Committee**

Meredith Fabian and Vlad Shkapenyuk

**15**

## **Close Encounters**

**13**

## **Readers Talk Back**

**And more!**

**Navigation 101:**

# **Did You Know?**

## **There are Three Norths** ■

**S**ea Kayak Navigation 101 is no substitute for training, practice and common sense. How do you figure out how long a paddling trip will take you? What about when you are setting off on a crossing and can't see land in the distance – perhaps it is foggy or nighttime – so which way do you head? What do you do when currents and wind are in play, and changing? How can you predict where the seas will break and where landings will or will not be possible? Is the surf going to be kind on landing or will it trash you? What does a 40-foot (i.e., big) tide mean for logistics? And, a particular one for New York waters – how do you avoid being run over by the Staten Island ferry or the New York water taxi?

In the March 2014 issue of [Paddle Splashes](#), I shared a little about the essential pre-navigation planning that I do for any sea kayaking trip on New York waters (see Navigation 101: Sea Smarts BEFORE Launch). I've been paddling these waters for over a decade, so I recognize those factors that point to particular trips making sense or not. I know how long various trips will take a group, and I know where I am and where to go once on the water. The nautical charts for the harbor are ingrained and navigation practices habitual.

For those starting out, and who have formed an idea of where they want to paddle, a nautical chart, a compass and some simple navigational skill can take your trip planning to the next level. So, grab a waterproof chart and a compass. I suggest [Richardson's map of New York Harbor](#) and Waterproof Maps' New York Harbor map. Here are a few basic things you can start to explore with them, plus some links to take your navigation further:



## *DISTANCE, SPEED and TIME*

You can use your chart to measure the distance between where you are starting from and where you want to go. Draw a line between the two points, or use a string to measure the distance, especially if it is not a straight line. Place the string against the chart's latitude scale (that's the scale on the left and right) to figure out the distance - one minute of latitude is about one nautical mile. If the distance is four nautical miles and your average speed is four knots, then you know you should arrive at your destination in one hour, if there is no current, no wind and no stops. You can also figure out the direction in which you need to paddle by overlaying the direction of the line on to the chart's compass rose. To convert that number to a compass bearing, you need to adjust for magnetic variation. Did you know that there are three kinds of North - true North, grid North and magnetic North? Look them up and find out how to put "Fred in the shed". Are you where you thought you would be after one hour of paddling? Probably not, because the water and weather are rarely static, and people always want to stop in New York to take photos, so you drift. Dealing with currents and wind is Navigation 201, and that's where some of the high school math comes in, but you can start by learning to measure your average speed to get the second part of the equation down.



## LANDINGS and BAILOUTS

You can use your chart to identify possible places to land if you need a break or need to cut your trip short. The numbers scattered all over the chart are soundings, the depth of the water in feet, so you can see where you *may* be able to step out of your kayak near land. There is a whole catalog of symbols that indicate piers, pilings, beaches, rocks, etc., so you can visualize what the shoreline will look like, and what will be exposed at low water

(See "[U.S. Chart No. 1: Symbols, Abbreviations and Terms used on Paper and Electronic Navigational Charts](#)"). If the soundings next to a sandy beach go from very deep to very shallow abruptly, brace for a nasty dumping surf landing (best to avoid), so get savvy by learning how to read the symbols. (For more explanation and depth, I recommend [How to Read a Nautical Chart](#).) While not such a problem in New York Harbor, some coastal waters have very large tidal ranges. The greatest tide in the world is in the Bay of Fundy in Nova Scotia, so planning to land on a sandy beach at low tide there would mean a very long boat carry!

**Continued on page 19**

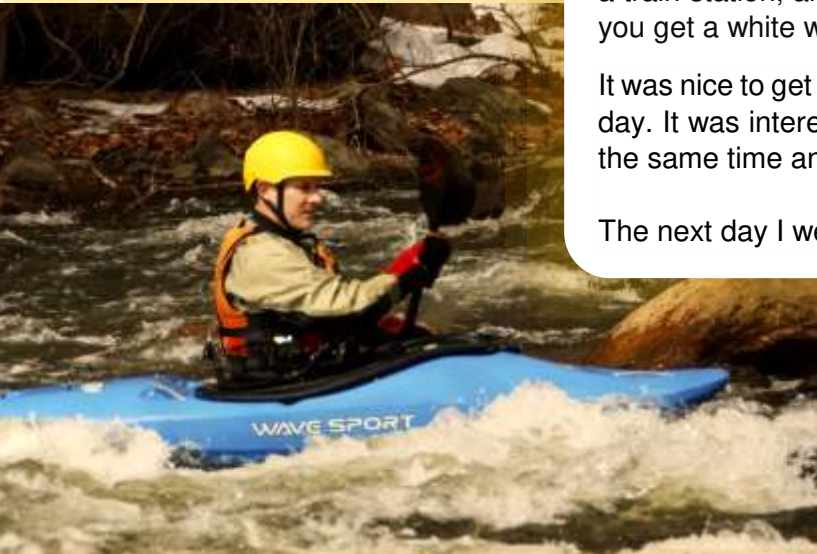


# Reflections on the Ramapo:

*Why Would Anyone Return 17 Times to an Urban Oasis?*

**"We paddled solo in Grumman canoes."**

*- David Rosenfeld*



The first time I did the Ramapo was in 1980 in cold weather with Bob Bliss, an old-timer AMC member. We paddled solo in the Grumman canoes

Another Ramapo memory was a quick after-work trip with Eileen Yin during the summer after heavy rain. I drove to the put in with my Grumman. She took the train. We put in and paddled till it started to get dark, took out near a train station, and rode the train back up to get the car. Not very often can you get a white water trip in after a full day of work.

It was nice to get out this year with AMC friends on an unusually warm March day. It was interesting to see so many large groups of hikers starting out at the same time and place that we were, just as eager to start their season.

The next day I went XC skiing at Fahnstock Winter Park.

The Ramapo River is more than just a convenient class 1+ warm-up for the whitewater season. Considering that it is totally hemmed in by busy highways and roadside development, my partner and I were surprised by its beauty and the variety of wildlife on our 'first descent' of the Ramapo in a 13 ft Grumman, in June, 1973.

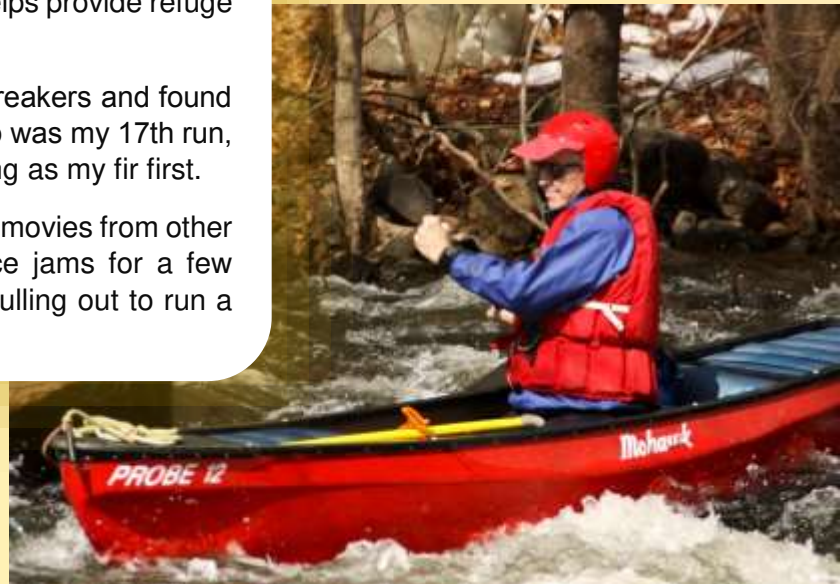
The Ramapo is more natural than you'd expect because it can really only be seen and enjoyed by canoe or kayak and has no trails or other attractions for visitors. The fact that the river is not visible from the bounding highways and that the NY Thruway curtails access from the east helps provide refuge for wildlife.

In the latter 1970s I led the AMC's annual Ramapo icebreakers and found the river different every time. Marty's recent Ramapo trip was my 17th run, and I'm glad to be able to say that it was just as rewarding as my fir first.

I don't recall a literal icebreaker on the Ramapo, but have movies from other early spring runs where we had to drag boats over ice jams for a few hundred feet - and to wait for ice floes to pass before pulling out to run a narrow bit.

**"We had to wait for ice floes to pass before pulling out to run a narrow bit."**

*- Rudi Markl*



# Meet the Committee

**Meredith Fabian**, an Ohio native now New Yorker, is our new trip coordinator, and she loves all things fresh water. Shortly after moving back to the concrete jungle of Manhattan after living in Alaska for a year, Meredith immediately sought out AMC.

She wanted to maximize that healthy (and necessary) impulse to get the heck out of the city and into the outdoors!



As often as possible.

She describes AMC as the perfect find. Actually, the perfect birthday gift from a good friend who gifted her a 1st year's membership.

Meredith came to the AMC as a recreational paddler with a passion for learning and conserving the environment. She has

taken many of the NY-NJ AMC paddling instructionals, including basic canoeing, whitewater canoeing and whitewater kayaking. This season she will be working on her first aid and swift water rescue skills so she can save YOU if need be. You will either find her having fun in her Pyranha Varun whitewater kayak, or working somewhere in Central America or Mexico. Importantly, she believes in "giving back" and is thrilled to be one of the many volunteers that make AMC happen.

Don't hesitate to contact her and get your trip posted with AMC!

# Meet the Committee

**Vlad Shkapenyuk**—the new equipment coordinator—is the man who makes it happen.

Depend upon him to hook you up with whitewater or sea kayaks, tandem, solo, or whitewater canoes, helmets, PFDs, skirts, and paddles. For longer trips, leaders rely on him for complete kitchen and first aid gear kits.

Vlad actually first hit the waters as a sea kayaker of six years, regularly roving on the Hudson, East River, New York Bay, and Long Island coastline.

“A friend recommended whitewater kayaking and put me in touch with Carin and Butch who were about to run an AMC instructional,” Vlad said. In just days, there he was, on the Lehigh River, “desperately trying to paddle and peel-out while staying upright,” Vlad recalls.

And all the while, Butch’s encouraging voice boomed from shore, “Paddle, paddle, paddle!”

“The experience was thrilling, but also humbling. Even though I was a very competent sea kayaker, I realized just how much I needed to learn,” Vlad says.

But because Vlad had discovered the AMC whitewater community, he felt very welcomed as a beginner. “Everyone is so generous with their time.”

Which is why he is giving back as our essential equipment coordinator.

His goals for this season? To run Zoar Gap again.

“I’ve run it successfully last year, but by miracle, not as any testament to my skills.” He’s determined to apply his growing experience and follow a line he actually planned to take.





# The Hudson

## Something New from an Old Favorite

By Marty Plante

My first trip on the upper Hudson hadn't gone the way I had wanted. But as a wise English philosopher once observed, "You can't always get what you want."

My attempt to round up a group of AMC paddling buddies last autumn was thwarted by low water levels. This year's snowmelt and April showers brought plenty of water, but the access roads to both take-outs had been closed by the State due to muddy conditions. A fortuitous combination of events finally gave me the opportunity I sought: repairs on one of the access roads had just been completed, the water level was just right, there was a one-day break in the rain, and my darling wife Elisa consented to spending four hours in the car shuttling my boat and me on her day off from work.



Marty at the put-in for the upper Hudson.



# The Upper Hudson

I had looked forward to paddling the upper Hudson since Aug, 2012, when Gov. Cuomo announced that New York State would purchase several large parcels of Adirondack land from the Nature Conservancy, at a total cost of nearly \$50 million. It would be the largest addition to the Adirondack Forest Preserve in more than a century. One of the parcels to be purchased includes the 13-mile section of the Hudson downstream of Newcomb, making possible two new trips. Starting at Lake Harris, the shorter one ends near the Hudson's confluence with the Goodnow River, the other near its confluence with the Indian. It would be nearly a year before the new area is opened to the public and I would get my chance to paddle it.

About 90% of my six-mile trip will be on flatwater, but it's the other 10% that has me worried. Deciding on Thursday night to paddle on Friday morning leaves me with no time to round up some paddling buddies for mutual support. I'll have to travel alone, despite the advice I give to my students that a safe trip requires three boats. The remoteness of the river and its unfamiliarity to me give me additional reasons for concern.

In June, 2013, Gov. Cuomo announced that the newly purchased Hudson River section is now available to the public via an Interim Access Plan. While the slow process of a permanent Unit Management Plan grinds on via endless meetings, public hearings, forums, comment periods, lobbying and negotiations, the temporary plan allows for public access at least till the end of the year.

**The Iron Bridge  
Take-Out Below  
the Goodnow  
River Confluence**





# The Upper Hudson

After passing under the Route 28N bridge, the river spread out, giving it the impression of a lake. A mile later, the banks converged and I saw Long Falls, the first of several rapids. Taking out on the right to scout it, I saw that it's a Class 2 run, well within my skill level, and ran it without incident. After a mile of flatwater, I encountered the most difficult rapid of the day, Ord Falls. I scouted the upper half and it appeared to be much like its predecessor, but towards the end it intensified into an unexpected Class 3 chute that hadn't been visible from my vantage point. Both of the "falls," like the remaining half dozen rapids that I'll later encounter, are read-and-run: straightforward rapids with no hidden dangers that require must-make maneuvers.

When some local paddlers that I know ran the upper Hudson a few years ago, they saw what they're convinced was an Eastern wolf, even though they're both aware of the conventional wisdom that wolves don't venture below the Canadian border. I was hoping for a similar wildlife encounter, but the only animals I saw throughout the day were the flying kind: mosquitos, black flies, mayflies and a duck. And what would a day of paddling be without the obligatory appearance of a great blue heron?

Since the 19th century, a trip on this section of the Hudson had been available only to those who were willing to continue through the Class 4 Hudson Gorge or were members of the hunting clubs that controlled the



**Marty at the Top of Ord Falls.**



# The Upper Hudson

take-outs. Information about the river is hard to come by. I mostly relied on the description of the local paddling buddies and on an article in the [Adirondack Explorer](#). On the day of my trip, the [U.S. Geological Survey gage in Newcomb](#) registered the river depth at nearly four feet, but it's likely that this section can be run at lower levels.

What can and can't be done on the new state land would be determined by how it was classified. The classification will ultimately be determined by Governor Cuomo, but in the winter of 2013, there were a lot of stakeholders with their fingers in the pie, hammering out a recommendation. The Adirondack Park Agency wanted the area to be given the most restrictive of the various choices, meaning that paddlers would have a portage of several miles to access the upper Hudson. Some environmental groups wanted the area classified as Wilderness, providing a balance between protection and access, and allowing more recreational opportunities to paddlers. Most local governments wanted it classified as less-restrictive Wild Forest, opening the area to snowmobilers and ATVers, perceived as free-spending tourists that bring money to the hard-scrabble economy of the Central Adirondacks.

After three hours of paddling, I reached the take-out at the iron bridge, below the mouth of the Goodnow. Strapping a canoe cart onto my boat, I schlepped the boat back to my car, uphill and nearly a mile away, making mental plans for my next trip on the upper Hudson.

(This article was originally published in the [Adirondack Almanac](#).)





# READERS TALK BACK

Really enjoyed –as usual—all the club news and the articles, especially on navigation. Great job. I look forward to reading about AMC paddling every time.

To add an interesting historical fact, the meandering marshes you wrote about in the Adirondacks used to confuse so many visitors that they used to place buoys to mark the paths into and through the waterways. Guess they got tired of helping so many lost boaters.

Not sure when they were removed. Probably they felt it took away from the remote wilderness experience. So it is true. It's a lot easier to get lost when a river enters a wetland.

– **Russ Faller**



River navigation isn't as simple as it first seems. There's a whole lot of information to collect about a river before choosing it, or even when revisiting well-known rivers.

- There's CFS—cubic feet per second. Know how strong the flow is and what the numbers mean for that particular river.
- There's gauge levels. Different numbers mean different things, depending on the river. Seasonal rainfall or snow melt, plus dam releases affect these.
- Is it a “flashy” river that rises or falls quickly—and is it currently rising or falling?
- There's the map of the rapids. Hazards. Islands.
- Gather local knowledge about how rapids are shifting or evolving. Any blow downs?
- There's forecasts for wind and thunderstorms.

People who play on rivers need to know their river's facts.

– **Curt Gellerman, Chris Viani, and a number of other river leaders**





# READERS TALK BACK

It was fun to read about the lost and found on the rivers. Well done! It made a story come to mind.

We were rafted up to relax, chat, and sing a song or two on the majestic Nahanni River. Why bother paddling when the river's carrying you along at 5 mph. Didn't notice we were approaching the tip of an island – with that steady 5 mph current running down each side.

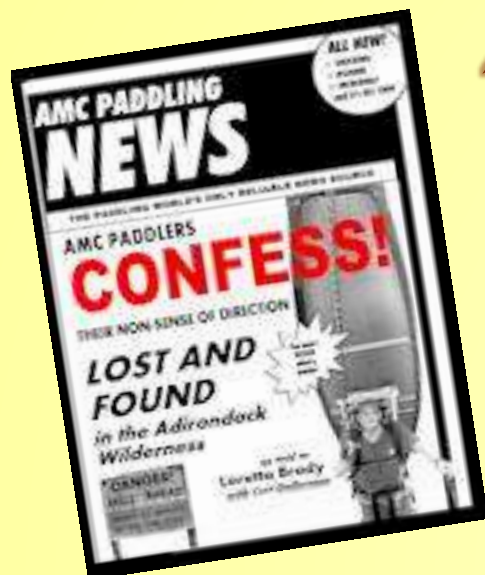
Our boat split off from the other three – but why fight it? Just another braided section, right? We'll be reunited soon. Most braids reunite after a half-mile at most, but this split went on for what seemed forever. Could we somehow have gone down a rabbit-hole into a different river?

We took inventory of supplies: we had pots; they had dehydrated food – not good for either party.

It was a somewhat chastened group that re-united over an hour later.

Yes, you sure can get lost on a river.

– *Jill Arbuckle and Linda Polstein*



# CLOSE ENCOUNTERS OF THE BIRD KIND

by Loretta Brady

“



It was right on the Esopus when I once saw a bald eagle—in mid air—steal a fish right out from the grasp of another eagle,” says Chris Viani.

The adult eagle swooped in, tumbled about with the immature raptor, then flew off without losing a crumb of the prize.

Great rafts of birds—raptors to warblers—make big impressions on the NY/NoJ Chapter.

The Mongaup Reservoir is renowned as one of the best places to spot bald eagles, listed in [The 50 best Places to Go Birding in and Around the Big Apple](#). Year-round, the turbines “suck in the fish and spit them out unconscious and half-filleted,” notes author John Thaxton. He once spotted 15 eagles in just one hour standing on the bridge by the great wave train.

The Rio Reservoir in Sullivan County, near Port Jervis, is a favorite eagle spot for naturalist and paddling leader Elana Fine. “You see them young and old, in every stage of development,” she says.





# CLOSE ENCOUNTERS

But bald eagles aren't the only birds that turn paddlers' heads.

We've all witnessed white-knuckled paddlers, steeling themselves past a gnawing hole, while there alongside floats a pair of mergansers, playfully bobbing down a Class 4 line.

"Yeah, it helps to be able to fly," chides the envious Jake Lewis.

Many NY/NoJ trip destinations fall along major migratory bird flyways. Nathan Baker's trips through the Meadowlands win praise for the abundant shorebirds that show up: egrets, herons, cormorants and sandpipers. "I've seen four black skimmers flying in formation and actually skimming,"



he said describing their unique fishing beaks. "A very impressive sight." He shows paddlers great blue herons and black-crowned night herons "who have the most amazing red eyes."

"Low tide is best when they feed in the mud flats," he says. Just 30 minutes from the Lincoln Tunnel, with the Empire State Building in the background, Nathan's trip reveals more wading birds than he can name—er, literally. Don't want to get the field book wet.

Other AMC paddlers frequent Jamaica Bay near Floyd Bennett Field to kayak at this world-famous migration stop over for the likes of osprey, oystercatchers, and, in early winter, brants by the thousands. There's even the rare snowy owls. Ornithologists pulled some strings to get them into this prime NY "assisted living" arrangement.





# CLOSE ENCOUNTERS

For other quiet water rookeries, leader Elana Fine recommends the Hackensack River, near Teaneck. “You would never know you were in Bergen County,” she says. “You’ll see egrets, green herons and many lovely smaller birds.

Above all, AMC cherishes its special connection with Sedge Island, a premier nature sanctuary regularly monitored by National Geographic and other scientists. This August, trip participants can take some tips from naturalist Monica Juhasz—better known as whitewater instructor Butch Futrell’s favorite paddling partner.

“There is no time like “Sedge Time” – their philosophy of no watches or checking time. Just enjoy being immersed in whatever you are doing at the moment,” advises Monica, who takes regular trips there through her work for the environmental Education Center for the Parks Commission.

“Sometimes I get so focused on the wildlife—osprey, peregrine falcons, great blue, black-crowned night or little blue herons, oyster-catchers, black skimmers—I have to make sure I pay attention to the water!”

Brenda Harrower has volunteered many seasons at the Sedge Summer Field Experience program for youth when she got to help on-site avian engineers set up the osprey nests.

“The students looked on at this huge structure with disbelief, horror and curiosity all at the same time,” Brenda said. The kids helped float the giant pole to its new position. Soon after, deceptively non-alpha peeping was heard as the blissed out parents made the nest their home. “Quite a magical place!” Brenda says.



In the interest of full disclosure, we’ve actually lured you into reading yet another triumphant example of AMC conservation at work. For, it’s a little-known fact that Director of Research Ken Kimball, and people like our own Henry Schreiber, continue their vigilance to block development proven to threaten migratory species. “We’re the experts on highland ecosystems, but we partner with the bird expertise of state Audubons to craft language that protects birds,” Henry says.

# CLOSE ENCOUNTERS



Photo by Loretta Brady

“AMC was a leading author who achieved major success for mountain bird protection,” says Ken.

Newly increased sightings of the endangered Bicknell’s Thrush attest to AMC’s victory. The great focus now is on energy transmission corridors and windmill turbines. Power lines have many negative impacts on both paddlers and birds passing through. Keeping up the pressure for compliance to simple guidelines, AMC conserves the wilderness

experience for our feathered friends.

Of course all avian-boater encounters are not magical. Not that goose attack at the take out. Not those hard-to-clean gifts on our car-topped hulls.

But there aren’t many sports privileged with such a close-up look at these flying, fishing, singing wonders.

“It’s time,” Nathan says, “to get a waterproof electronic bird identifier.”



## *AVOIDING the FERRIES*

There are highways and parking lots on the water, and predictable channels for the movement of most boat traffic. By learning about the marine buoyage system and other aids to navigation, you can chart a safe course and avoid having a Snickers break in the middle of the Staten Island Ferry's path. Kayaks are at the bottom of the food chain on the water, and are

pretty invisible to larger boats, so it is our job to keep out of the way of everybody else. Marine radios are indispensable, and are a topic for another day. Stay alive by figuring out where the boat super-highways are. Draw some lines on your chart to connect up the red and green lateral markers in numerical sequence, and plan your course to be outside their path where possible. Learn about "Red Right Returning" and you'll get some idea of where the big boat traffic should be in the US.

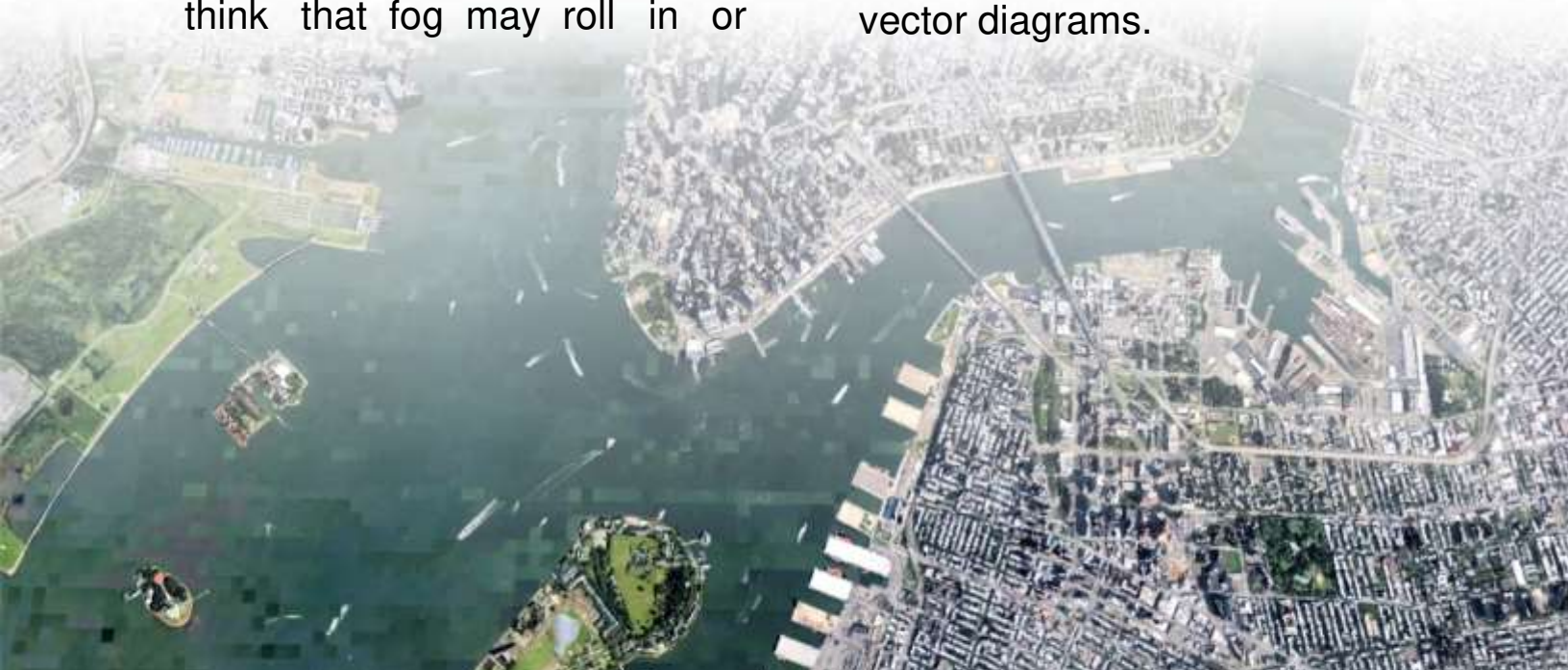




## **CROSSINGS**

When you have to cross a busy body of water, like the Hudson River or the Battery, good practice is to cross perpendicular to the boat channel to minimize your exposure. You can work out a compass bearing ahead of time using your chart (good if you know where you want to cross and know your location – remember to adjust for magnetic variation). Or, you can take a compass bearing from the water to a fixed point on land and follow that heading (good if you are not sure where you are, think that fog may roll in or

haven't sussed out the different Norths). Or, you can set up a range to follow, lining up two stationary but distant structures on land, and ensuring they stay lined up as you cross (good when there is clear visibility or you have no idea how to use a compass). Tanks, chimneys, radio towers, etc. are all marked on the land parts of nautical charts, as part of the symbology, so you can pre-plan. Start with some simple on-water navigation and try all three approaches. You will probably need to play with ferry angles to ensure that you adjust your heading to compensate for the current and wind, but you'll soon get the gist of minimizing a crossing. For longer crossings, especially where you can't see land, you need to learn about vector diagrams.



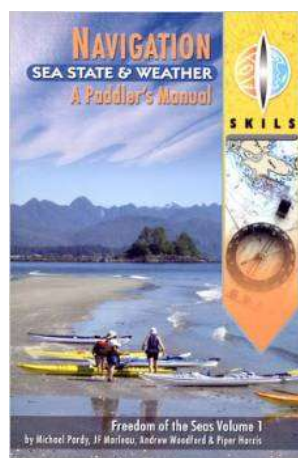
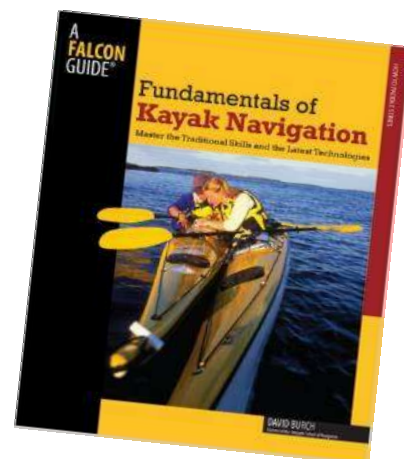
# Navigation 101: *Did you Know There are Three Norths?*



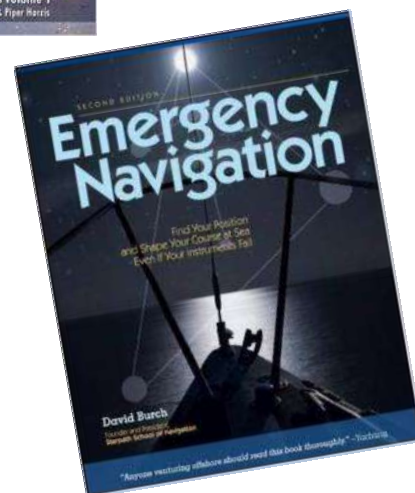
## LOCATION

If you experience an emergency, you will need to tell the coast guard where you are. Not much goes unseen on New York waters, but dead-reckoning is the navigational technique to give your best estimate on current location (“dead” for “ded”, short for “deduced”, not “game over”). A GPS is a great idea if you also know how to use it, but technology has a habit of failing at the most inopportune times, so be sure to learn the fundamentals so you don’t have to rely on it. Dead-reckoning is Navigation 301, but if you want to tap into your inner geek, I recommend the books shown below, where you can get everything you need about kayak navigation.

Did you know that some mariners still use the stars to navigate? I have to admit that I cannot do celestial navigation – I rarely see that kind of star in New York – but *Emergency Navigation* is the book you’ll need if lost at sea.



Click or tap on the images for more information.



**In the next issue of PaddleSplashes, Olly will turn all this theory into practice and explain some actual navigation undertaken for upcoming AMC trips to Fire Island and Sedge Island over the summer. To learn more about sea kayaking opportunities with the AMC, keep alert on our web site.**

# THE JERSEY PADDLER'S PADDLESPORT 2014

*Did you know that Ben Lowry demonstrated rolling and bracing in the pool right at the convention center hotel? Did you know conference-goers saw Reel Paddling Film Festival films and slide-show lectures of paddling expeditions from Mid-Atlantic islands to remotest rivers in Maine?*

*Paddlesport is more than just vendors and paddling clubs hawking their wares.*

*"Guess I'm mostly a gear freak. I just like to go and check out the latest boats and all," says AMC member and active sea kayak instructor, Julie McCoy.*

*It's also a chance for AMC to shine before the greater boating public. Thanks to AMC member volunteers who reached out to make introductions, here are some of the first impressions we made:*

*"What a great way to learn paddling."*

*"Boating and friends... how nice."*

*"I never knew it could be so easy!"*



Thank  
You


A very sincere thanks to the volunteers who represented the AMC at Paddlesport 2014. Your hard work made a bigger impact than you realize.

Prabhat Adhikary  
Don Getzin  
Andy LoPinto  
Jose Sabater  
Suzanne Villegas

But also, a very warm thanks to all the leaders who create and nurture the great trips and memories that we all love to brag about!

## 2014 Activity Schedule

Date	Touring Water	BW	Class 1	Class 2	Class 3	Class 4
June	14-15	Splitrock (Sat, 6/14) <i>Barnes</i>				
	21-22		Basha Kill (Sat, 6/21) <i>Fine/Barnes</i>			Deerfield (Fri-Sun, 6/20-22) <i>Gotel/Michael</i>
			Connecticut (Fri-Sun, 6/20-22) <i>Faller</i>			
28-29		Mullica <i>Watters</i>				
July	5-6				Yough (Fri-Sun, 7/4-6) <i>Futrell</i>	
	12-13				Indian & Hudson Gorge (Thu, 7/10) <i>Gotel/Michael/Plante</i>	
					Deerfield River Fest <i>Gotel/Berlew/Handworth</i>	
19-20	Rio Res. (Sat, 7/19) <i>Barnes</i>			Esopus (Sun, 7/20) <i>Plante</i>		
August	26-27		Croton & Hudson (Sat, 7/26) <i>Faller</i>			
	2-3					
	9-10		Oswegatchie <i>Brady</i>			Week of Canadian Rivers (Mon-Fri, 8/4-8) <i>Yin</i>
	16-17	Sedge Island <i>Brady</i>				
	23-24					
	30-31					



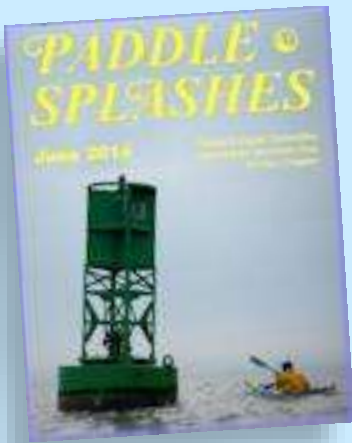
Back to  
School

Basic Canoe  
Instruction  
at Mohican Outdoor  
Center  
(Fri - Sun, 7/11-13)

# PADDLE SPLASHES

Loretta Brady, Editor

Marty Plante, typesetter/copyboy



PaddleSplashes is published by the Canoe and Kayak Committee of the Appalachian Mountain Club, New York - North Jersey Chapter.

## Guidelines for Submissions

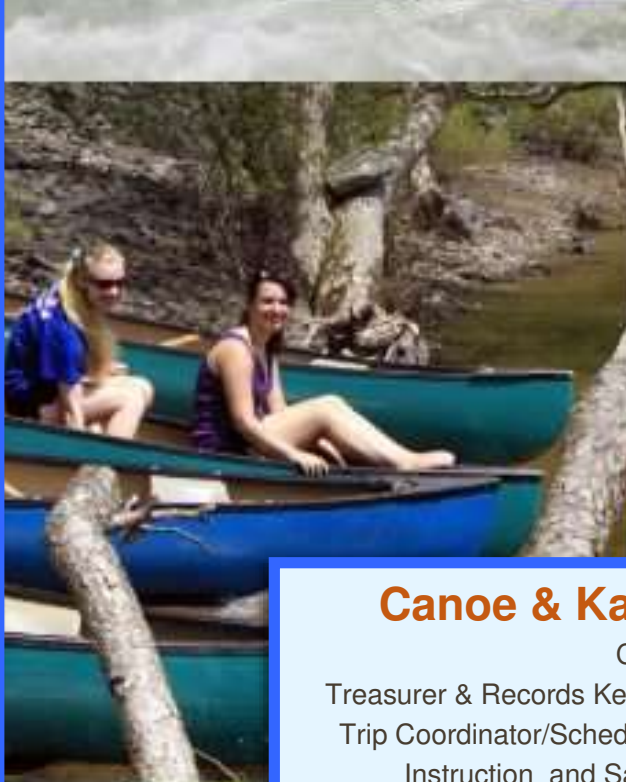
Photos are preferred as high resolution jpeg files attached to email. Please do not crop, compress or resize them. Contact the editor if you need assistance sending large files. Current and prior issues of *PaddleSplashes* are available on the Chapter's website at

<http://www.amc-ny.org/paddle-splashes/>

**Send all submissions to:**

canoekayak.newsletter [at] amc-ny.org

**SUBMISSION DEADLINE  
FOR NEXT ISSUE IS SEP 1,  
2014**



## Canoe & Kayak Committee

Chair	<b>Andrew LoPinto</b>
Treasurer & Records Keeper	<b>Marty Plante</b>
Trip Coordinator/Scheduler	<b>Andrew LoPinto</b>
Instruction and Safety	<b>Butch Futrell</b>
Special Events Coordinator	<b>Kafi Adams</b>
Paddle Splashes Editor	<b>Loretta Brady</b>
Equipment Coordinator	<b>Sozanne Solmaz</b>
Quartermaster	<b>Charles Michener</b>
First Aid	<b>Matt Theisz</b>
Ratings Coordinator	<b>Rob Holbrook</b>







HAPPY  
BIRTHDAY



Photo by Jake Lewis

Sweet Violet got a Jackson Fun I for her 7th birthday and is seen here just about to paddle off on her first descent of the class 0+ sub-section of the Middle Yough. Supported by proud parents Clare and Radu, in full creeker gear, Violet showed some promising ferries, eddy turns and peel outs, and was still full of smiles at the take-out.

