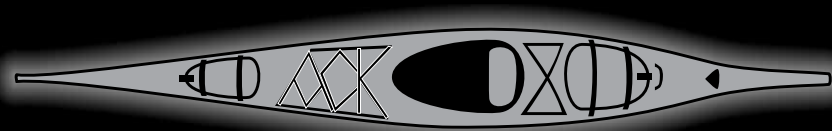


ATLANTIC

Coastal Kayaker

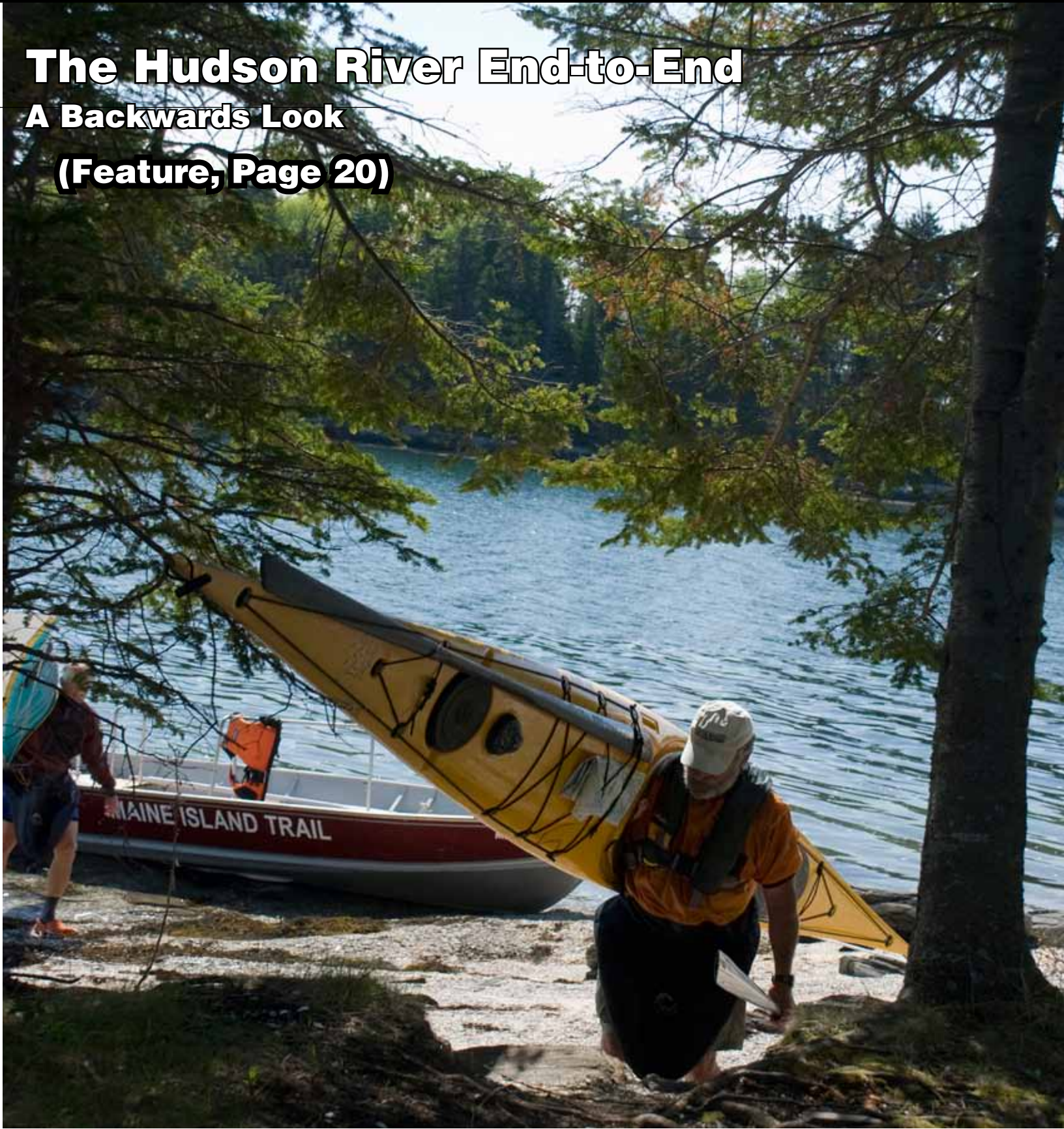


June 2010
Volume 19, No. 4

The Hudson River End-to-End

A Backwards Look

(Feature, Page 20)



Lightweight



Idun 16' x 20"
27 lbs.

Balanced Performance
Built-in Safety

Tough



Ultra-Light
Durable

www.bbkayak.com

Betsie Bay Kayak
PO Box 1706
Frankfort, MI 49635
231.352.7774

No Matter Where You're From —
When You're Ready to Talk With a Knowledgeable,
Experienced Sea Kayaker to Help You Choose Your First
or Next Sea Kayak — Beat a Path to Maine and Poseidon



Poseidon Kayak Imports

60 Poseidon Landing
Walpole, ME 04573
800-206-3780/207-644-8329
lkfjr@aol.com
www.nvo.com/poseidonkayaks

Trying kayaks is time intensive.
Paddle any number of boats
as long as you want, in a quiet
Maine estuary or open ocean
—your choice, with Ken Fink's
personalized help. When you
make your decision, you'll
know it's right.



Nautiraid Lightning & Epic Paddles
Feathercraft Kokatat **SEDA**

Lincoln
CANOE & KAYAK
HANDCRAFTED IN MAINE



expeditions, tours, rentals, canoe & kayak sales
on-site manufacturing & repair

Lincoln, Boréal Design, Maelström, Kokatat

8 VARNEY RD
FREEPORT, ME
207.865.0455

www.paddlelincoln.com

**COASTAL
ADVENTURES**



TOURS • BCU COURSES • RENTALS

Join Scott Cunningham and Gayle Wil-
son and explore the natural and human
history of Nova Scotia, New Brunswick,
PEI and NFLD from a unique perspective.
CRCA Instructor Certification, Youth Camp.
Relax at our Paddlers Retreat B&B.

P.O. Box 771, Tangier N.S. B0J 3H0
Toll Free: 1-877-404-2774
www.coastaladventures.com

ATLANTIC

Coastal Kayaker

www.atlanticcoastalkayaker.com

Atlantic Coastal Kayaker

is published monthly for 8 issues, March through December. We take January and February off.

Publisher/Editor

Tamsin Venn

Contributors:

Sally Berkowitz
Pygmy Boats
Scott Camlin
Eliza Ginn
David Eden
Wayne Horodowich
Lara Lutz

Website

www.atlanticcoastalkayaker.com

Atlantic Coastal Kayaker

PO Box 520
Ipswich MA 01938
(978) 356-6112 (tel,fax)
ackayak@comcast.net

Layout

David Eden
dweden@atlanticcoastalkayaker.com

Business Office

Lou Anne Maker
makeribfs@msn.com

Deadline for all materials is the first of the month preceding the month of publication.

Letters are welcome. Please direct to ackayak@comcast.net

Contents

ACK Vol 19, No. 3 May 2010

Feature

Feature: The Hudson River End-to-End.....15

Departments

Eddy Lines4

Safety: The Beaufort Scale5

Letters From You.....7

Reader Survey Results.....8

News & Notes10

Expedition Watch12

Technique: Supportive Forward Sweep13

Environment: Maine Island Trail Association24

Events: 28th Run of the Charles Race.....28

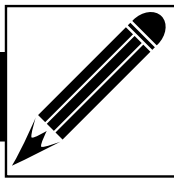
Kayaking People: John Lockwood.....30

Safety: Casco Bay Incident32

Places: Riverbend Park on the Potomac..... 32

Calendar37

Klassifieds.....40



The Beaufort Force Wind Scale is one more device kayakers can use to determine wind conditions for kayaking. The best tool is the weather radio, with up to date conditions announced by the National Weather Service. The information will indicate wind direction and speed as well as wave height, from various buoys in your area.

The Beaufort is helpful in that it links on-water and on-land visual clues to the weather service report. The scale covers wind speed (measured ten meters above the sea surface), wave height, sea conditions, and land conditions, as measured in winds from Force 0 to Force 12. I am making the assumption that every kayaker owns and uses a weather radio.

Most kayakers paddle comfortably in Beaufort Force Scales of 0 (less than 1.15 mph) to 4 (winds of 12-18 mph). A scale of 5 (19-24 mph) can be tricky and reserved for experienced paddlers. Most kayakers would choose these conditions to challenge themselves, rather than attempt a journey in those wind conditions. At Force 6 (25-31 mph), a small craft advisory is issued, and if not practicing storm rolls or British Canoe Union maneuvers, kayakers should be off the water.

The Beaufort Scale has a long history of mariners' attempts to get a handle on sea conditions and make the reporting more objective. A British Navy admiral, Sir Francis Beaufort, developed the Beaufort Wind Force Scale in 1806, building on the work of others. At the time naval officers made weather observations, but who would have thought to standardize such observations as white caps, stiff breeze, or cat's paws? It seemed important for everyone to use one set of criteria, so Beaufort set about to accomplish that.

He used the action in the sails of a man-of-war to determine that scale – there was no reference to actual wind speed. So at 0, all sails would be hoisted, but at 12, all sails

were taken down and stored. The officers posted that information in a log.

It wasn't until the 1850s that Beaufort developed the scale for those outside the Navy, based on a formula of the number of anemometer rotations. An anemometer is the device you see in weather stations, with small cups that rotate horizontally in the wind.

By 1906 officials changed the observations to describe not how the sails acted but how the sea and land forms reacted to different wind speeds. That was designed to accommodate steam engine powered boats.

In 1923, a George Simpson, director of Britain's Meteorological Office, added land observations and later most countries dropped the anemometer rotations and geared the scale to miles per hour or nautical miles per hour (knots).

It wasn't until 1946, that officials extended the scale from Force 12 to 17 – to measure weather such as cyclones - and are used today only in places like Taiwan and China where typhoons occur.

The Beaufort Scale is useful for kayakers in that they can correlate weather reports with visual indicators.

Mariners have spent nearly 200 years perfecting how to communicate with each other as to what the winds are doing to the sea state and are still in the process. Typically, the National Weather Service first provides on-land weather, then a marine forecast, then an offshore marine forecast, five days and nights forward. You get the air temperature, the water temperature, the wind direction and speed, and their shifts in direction, and gusts, rain and fog, visibility. The broadcast continues to cycle through, so you can listen again if you've missed it the first time. The report is not always accurate, especially if you are dealing with local conditions, but searching out your own vi-

sual clues, both on land and on sea, can help give you a better sense of the winds, and more importantly your comfort level on sea in a kayak, which you continue to develop.

The National Weather Service issues a small craft advisory, usually in coastal areas, when winds have reached, or are expected to reach within 12 hours, a speed of 25-38 mph. That number has changed over time. In the '60s, it was 32-38 mph, then reduced to 23 mph but more commonly the 25 mph figure is used. (The Coast Guard determines a small craft to be a boat of less than 33 feet.) The weather service sometimes uses the term wind advisory for inland areas and follows the same criteria as the coastal advisory, except for lakes – where wind travels faster than overland - so the figure is adjusted.

On the Atlantic Coast, the riskiest wind for inexperienced sea kayakers is the northwest wind, which tends to be stronger than winds from the other directions, and blows offshore. The summer southwest winds, which come up in the afternoon, and are influenced by thermal conditions on land, can be strong but tend to die down in late afternoon. The east winds mean miserable rain and wind for kayakers and can last until a clearing wind, such as the northwest, blasts them out.



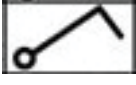
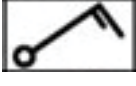
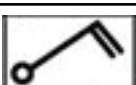

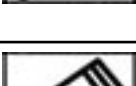
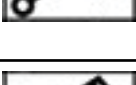
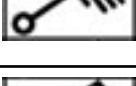




It's easy to find Beaufort Scales in most kayak guide books or on line. Tom Holtey of TopKayaker has adapted one such scale for sailors and kayakers. Go to www.sit-on-topkayaking.com, or print out our version on the next page.

On another subject, a million thanks to all subscribers' patience as we work out the kinks of our online version.


- Tamsin Venn

On the cover: SMSKN volunteers and MITA staff on an island clean-up. Phot by Eliza Ginn

The Beaufort Scale

Symbol	Knots Wave Ht.	Nomenclature	Land Effect	Sea Effect
	1< 0 ft.	Calm	Smoke rises vertically.	Mirror-smooth surface.
	1-3 0-1 ft.	Light Air	Smoke drift indicating wind direction.	Ripples w/o wave crests on surface.
	4-7 1-2 ft.	Light Breeze	Leaves rustle. Wind vanes move. Wind felt on skin	Small wavelets. Crests glassy and not breaking
	8-12 2-3.5 ft.	Gentle Breeze	Leaves move continuously. Light flags extend.	Large wavelets, some breaking crests, scattered whitecaps.
	13-18 3.5-6 ft.	Moderate Breeze	Small branches stir. Dust and loose paper blown about.	Small waves w breaking crests. Numerous whitecaps.
	19-24 6-9 ft.	Fresh Breeze	Small trees in leaf start swaying. Moderate branches move	Moderate waves start to lengthen. Many whitecaps, some spray.
	25-31 9-13 ft.	Strong Breeze	Large branches move. Whistling in wires. Umbrellas hard to use.	Long waves form. White foam crests. Some airborne spray.
	32-38 13-19 ft.	Moderate Gale, High Wind, Near Gale	Whole trees in motion. Effort to walk against the wind.	Sea heaps up. Some foam streaks. Moderate spray.
	39-46 18-25 ft.	Gale, Fresh Gale	Some twigs broken off trees. Cars veer from wind. Walking difficult.	Moderate high waves w breaking crests. Much airborne spray.
	47-54 23-32 ft.	Strong Gale	Branches start to break. Small trees may blow over.	High waves w some rolling crests. Spray may reduce visibility.
	55-63 29-41 ft.	Whole Gale, Storm	Trees broken off/uprooted. Loose or old shingles start to peel.	Very high waves w overhanging crests. Waves crashing. White sea. Large amounts of blinding spray.
	64-73 37-52 ft.	Violent Storm	Widespread damage to trees. Much roof damage	Exceptionally high waves. Very large amounts of spray severely reduce visibility.
	>73 >50 ft.	Hurricane	Very widespread damage to trees. Debris blown around. Windows may break. Some structure damage.	Huge waves. Sea completely white. Air filled w driven spray.

OUTER-ISLAND



STRIP BUILT
KAYAK PLANS
18' x 21"

LOW VOLUME DESIGN • GOOD TRACKER
FAST • EASY ROLLER • NO WEATHERCOCKING
FLUSH WOOD OR VCP HATCHES

OUTER-ISLAND KAYAK

C/O JASON DESIGN
7 JEFFREY LANE, BRANFORD, CT 06405
WWW.OUTER-ISLAND.COM

Kayaks • Canoes
Rowing Shells



Wild Meadow
ON WINNIPESAUKEE

Sales • Rentals
Repairs • Accessories
Instructions • Guided Tours



Center Harbor, New Hampshire
tel. 603-253-7536
or 1-800-427-7536
www.wildmeadowcanoes.com

SATURDAY AUGUST 14, 2010



REGISTER AT
NYMAYORSCUP.COM

MAYOR'S CUP
NEW YORK CITY KAYAK CHAMPIONSHIPS



Letters From You



ACK Goes Online

I will miss the hardcopy magazine, which I take with me eagerly, and read on the Metro. But I completely understand the need to make this change. It is more important that the magazine carry on. It's a wonderful magazine - slender but full, with no waste.

*Diana McFadden
Greenbelt, MD*

I am very happy to learn of the ability to read ACK by way of the internet. I live and work in Japan for nine months each year. Then I am free from work and fly home. Being able to read ACK over here is great news. Every time I return to New Hampshire, I'll be all up-to-date, and ready to paddle around in the cold Atlantic.

If you would like to cancel the mailing of all of my future paper issues, feel free to do so. Save some paper costs, and some postage fees as well. If I need any paper pages, I can easily print them out.

*Ed Caylor
Portsmouth, NH*

Symposium on Water Access Scheduled

Registration is now open for the Working Waterways and Waterfronts National Symposium on Water Access, Sept. 27-30, Portland, Maine.

Across the United States, communities, water-dependent industries, and citizens face conflicts over access to waterways, waterfronts, shorelines, and beaches. The challenge will only increase in the years to come: by 2050, the US population is expected to exceed 400 million people, more than half of whom will live in a coastal county if growth trends continue.

Waterfront communities throughout America are implementing creative solutions to address these challenges. These people will come together in Portland to share successful models and tools from around the

country. For example, Washington, California, Florida, and Texas, have legislation or other legal instruments to protect water access. Oregon is exploring strategies for preserving seafood-related waterfront areas. In North Carolina, New Jersey, Maryland, and Alabama, state-appointed commissions are addressing the access issue, and regional forums bring disparate stakeholders together to find solutions in Michigan, Mississippi, and Alabama. Maine was selected to host the symposium because of our leadership on working waterfront issues.

Building on the inaugural symposium in Norfolk, Virginia, in 2007, participants at the September conference will learn about the economic, social, cultural, and environmental values of waterfronts, and the important role of water-dependent uses in sustainable coastal communities. A walking tour of the Portland waterfront and optional field trips will highlight Maine's working waterfronts and local efforts to preserve water access that have become national models. Symposium participants will work together to generate an agenda for maintaining and enhancing the nation's working waterfronts.

For more information, to view the symposium agenda, and to register, visit

www.wateraccessus.com.

*Natalie Springuel,
Marine Extension Associate
Maine Sea Grant, College of the Atlantic
Bar Harbor, Maine*

Saving Ocean Wood

Thank you for your concern and interest in saving Ocean Wood. Unfortunately, the dismantling of the campground has begun and one of the "lots" is under contract and scheduled to be sold by the end of June. We have written to quite a few of the elected officials with not too much luck. The economy and job creation seems to be the "hot buttons" for the politicians. While the closing of this special campground will impact an already crippled and depressed area, the closing of the sardine factory in Prospect Harbor is definitely taking priority right now. The wheels of progress with the conservation groups is too slow and cumbersome when what we need immediately is a private conservation minded donor who will prevent the future sale of the private house lots. Any ideas, suggestions and thoughts leading us to someone or some group who can help us in this 11th hour crisis would be greatly appreciated!

*Marian Barker, Executive Director
Saving Ocean Wood Trust*

Our 24th Year

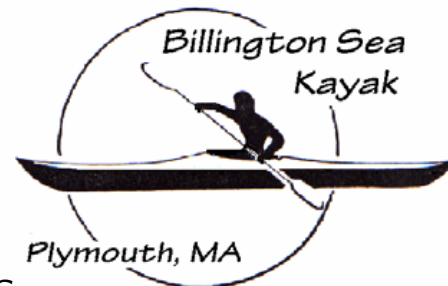
KAYAKS • CANOES

ACCESSORIES

Specializing in *SURGE KAYAKS*
and *WARREN LIGHT CRAFT KAYAKS*

On-Water Demos & Rentals • Instruction at all levels

billingtonseakayak.com
508-746-5644



Reader Survey Results

Thanks to all our subscribers who responded to our reader survey. Here are the results.

This month, we are looking at the boats and paddles that our readers use. This is the last of our survey articles.



Feathercraft K-1

Our Readers own lots of boats, LOTS of them:



Lincoln Isle Au Haut

Most of our respondents reported that they own traditional fiberglass, kevlar, or rotomolded touring model boats. About 18% owned wooden or skin-on-frame boats. Most of the former were kits, with some pre-made wooden boats. The source of the SOF boats was not reported. The surprising figure was the number who own more than three boats. Many or most of the two

boat owners could be a single person reporting for a couple, but the three or more category definitely reflects multiple kayak ownership. Several of these admitted to owning five or more kayaks!

One kayak: 31%
Two kayaks: 31%
Three or more: 38%

Only 1/3 of our readers own one sea kayak. 52% of these reported owning some other sort of small craft, such as a canoe, river kayak, or small sailboat. Another 33%

Our Readers Prefer Pre-built and Rigid Boats:

A sizeable fraction, however, like the satisfaction of building their craft.

Hand-made or kit kayak: 14%
Off-the-shelf kayak: 86%
Rigid: 83%
Inflatable: 2%

Folding: 10%
Skin-on-frame: 5%

Our Paddlers Prefer Euro-style paddles:

While relatively few responders reported their paddles, even those who own a Greenland-style paddle also reported owning one or more Euro-style. Most of those who listed their paddles had a golf bag full.

Euro-style: 92%
Greenland: 8%

What Models Our Readers Own (As reported, in alphabetical order):

1. Aquaterra Scimitar
2. Atlantic North Shore
3. Bell W
4. Betsie Bay Valkyrie
5. Boreal Beluga
6. Boreal Designs Ellsmere
7. Brand(?) Chinook
8. CLC 17 LT
9. CLC Mill Creek
10. CLC Sea Island
11. Coast 5
12. Current Designs Caribou
13. Current Designs Explorer
14. Current Designs Gulf Stream
15. Current Designs Nomad
16. Current Designs Solstice
17. Current Designs Squall
18. Dagger Meridian SK
19. Dagger Savannah
20. Easy Rider
21. Epic 16 X
22. Epic 18
23. Epic GPX
24. FeatherCraft K1

25. Feathercraft (no model)
26. Folbot Greenland 2
27. Folbot Yukon
28. Innova Sunny
29. Futura II Surf Ski
30. Guillemot Night Heron
31. Hand-built Skin-on-frame
32. Hand-built Wooden (several)
33. Hobie Adventure Island
34. Hornbeck Solas
35. Huki S1-R
36. Huki S1-X
37. Impex Force Cat 3
38. Impex Force Cat 5
39. Impex Mystic
40. Impex Sea Breeze
41. Joe Blair 12' SUP
42. Kayak Pro Nemo
43. Kirton Tor
44. Kiwi Kopapa
45. Klepper Aerius
46. Laughing Loon Shooting Star
47. Lincoln Isle Au Haut
48. Lincoln Quoddy Lite
49. Liquid Logic Manta Ray
50. Mariner
51. NDK Explorer



Betsie Bay Kayaks

73. Pacific Water Sports Sea Otter
74. Perception Catalina

96. Surge
97. Valley Anas Acuta
98. Valley Aquanaut
99. Valley Aquila
100. Valley Avocet
101. Valley Cricket
102. Valley Nordkapp
103. Valley Pintail
104. Valley Selkie
105. Valley Skerry
106. Walden Passage
107. Wave Sport Extreme
108. Wilderness Systems Arctic Hawk
109. Wilderness Systems Cape Horn Pro
110. Wilderness Systems Cape Horn 15
111. Wilderness Systems Tempest 165
112. Wilderness Systems Tempest 17



Necky Looksha IV



NDK Explorer

52. NDK Greenlander Pro
53. NDK Romany
54. Necky Arluk 1.8
55. Necky Arluk III
56. Necky Chatham
57. Necky Elaho
58. Necky Gannet
59. Necky Jive
60. Necky Looksha
61. Necky Looksha IV
62. Necky Nootka Plus
63. New Wave Sleek
64. North Shore Fuego
65. Northwest Kayaks Discover
66. Outer Island Cedar Stripper
67. Owen 12' SUP
68. P&H Capella 165
69. P&H Cetus L.V.
70. P&H Quest
71. P&H Quest L.V.
72. P&H Sirius

75. Perception Eclipse
76. Perception Five-O
77. Perception Shadow
78. Point 65N Whisky
79. Prijon SeaYak
80. Pygmy Arctic Tern
81. Pygmy Coho
82. Pygmy Osprey
83. Pygmy Osprey Double
84. Riot Nitro
85. Ruahine Intrigue
86. Seahard Legend
87. Seaward Ascente
88. Seaward Quest
89. Seda Gypsy
90. Seda Impulse
91. Seda Swift
92. Simon River Sports Laser
93. Sisson Nucleus 80
94. Skin-on-frame
95. SE Vyneck



**CHARLES RIVER
CANOE & KAYAK**
PaddleBoston.com
(617) 965-5110

Group Outings
Trips & Tours
Rentals
Sales



**New Rental Location:
Kendall Square, Cambridge**



Evening fire at Ocean Wood Campground

Save Ocean Wood Campground

One of the most beautiful ocean campgrounds in Maine is up for sale and is in danger of being divided and sold into house lots. The 25-year-old Ocean Wood Campground in Birch Harbor on the Schoodic Peninsula was put on the block in 2009: current value \$9 million and change.

Well loved by sea kayakers for its ocean access and inviting granite ledges, it was a good spot to vacation and kayak at will or as a jump off point for Petit Manan and points Down East.

In January 2010, fortunately a group of alarmed citizens including former campers got together and formed Saving Ocean Wood Trust, with Marian Barker as its executive director. Mike and Pat Brunton, who, along with their children, managed Ocean Wood Campground for 24 years, fully support the mission of the Saving Ocean Wood Trust, and are active participants in the organization. After maintaining much of the Ocean Wood property as a nature preserve over the years, the Bruntons hope to see it continue as such in perpetuity.

The Vision Statement says: The property known as Ocean Wood in Birch Harbor,

Maine is a spectacular and treasured piece of Maine coastline that merits preservation. Its existence has helped to sustain the Schoodic Peninsula's economy for the last quarter century. Our primary vision for this unique place is to ensure the continuation of the campground for public use and access now and for future generations. Our secondary vision is to conserve the non-campground lands in their natural state, reserving the possibility of low-impact day use development.

The Trust is initially seeking donations to try to buy at least a portion of the land outright to keep the 150 acres that is now subdivided for development and up for sale. Another alternative is for the state to buy it as a public campground or some conservation organization to step in and preserve it. For more information and to keep this gem of Maine coastal land accessible to the public, go to www.savingoceanwoodtrust.org

Blueway or Bust Kayak Festival

The popular ten-day Calusa Blueway Paddling Festival will return this year Oct. 29-Nov. 7 to the Fort Myers area in Florida. It offers speakers and instruction, cultural and eco festivals, competitive races, a fishing

tournament, a photo contest, paddlers' get-togethers and green activities. Events are at public parks and archeological sites as well as resorts, restaurants, and campgrounds along the Calusa Blueway Paddling Trail, a 190-mile marked-and-meandering salt-water trail that spans the coast and inland rivers along the Beaches of Fort Myers and Sanibel. The festival is coordinated by Lee County Parks & Recreation and features daily activities, with emphasis on the Oct. 29-Nov. 1 and Nov. 5-7 weekends. Many activities are free.

The Beaches of Fort Myers and Sanibel include: Sanibel Island, Captiva Island, Fort Myers Beach, Fort Myers, Bonita Springs & Estero, Cape Coral, Pine Island, Boca Grande & Outer islands, North Fort Myers, Lehigh Acres. Visit www.FortMyers-Sanibel.com

Festival details are available at www.CalusaBluewayPaddlingFestival.com. For trail information, visit www.CalusaBlueway.com.

Lake Phosphorus Loading Tackled

Effective July 1st, 2010 Vermont stores can no longer sell automatic dishwasher detergents that contain phosphorus. What does this mean for your dishes? Nothing! Phosphorus-free dishwashing detergents perform just as well as their phosphorus containing counterparts. This is great news for Vermont's lakes and waterways! Phosphorus helps harmful algae thrive. It is easier and less expensive to reduce use of phosphorus than it is to remove it at wastewater treatment plants. The ban is a result of a multi-year campaign LCC began in 2003 to get phosphates out of automatic dishwasher detergents. Similar legislation is pending in New York State.

- Lake Champlain Committee Lake Ripples May 2010,

- www.lakechamplaincommittee.org

2010 Trail Guidebook Coming Soon

The 2010 edition of the Lake Champlain Paddlers' Trail Guidebook and Stewardship Manual will be out in June. It's filled with important information for great adventures on the water including site descriptions and chartlets for 39 trail locations (including several new sites!), launch site listings, natural history articles, safety and stewardship tips, equipment check lists and more. It's available to all members who renew annually for \$40 or more. Go to www.lakechamplaincommittee.org

- Lake Champlain Committee Lake Ripples May 2010, www.lakechamplaincommittee.org

Guided Expeditions in Traditional Native-Style Skin Kayaks

"It's like becoming a selkie," says principal sea kayak guide Kiliiii Yu, referring to the connection between paddler and craft. "Few people realize that these beautiful skin-on-frame kayaks glide so silently and mimic marine mammals enough that seals, porpoises, and even orca whales swim along-

side curiously." Seawolf Kayak now offers the world's first guided skinboat tours to both local and remote wilderness areas in the Pacific Northwest. Expedition guides at Seawolf are talented kayakers, but they are also skilled at wilderness immersion and naturalism. "I often start the campfire by the bow-drill method to demonstrate that it's possible. Our paddlers over the years have gone away having learned a tremendous amount about the plants and animals of the coast, without even knowing it, simply because they were surrounded by knowledgeable people, and spent so much time close to Northwest creatures!" says Yu.

Custom guided expeditions through Seawolf Kayak are available to groups of four



Sea Wolf skin boats ready for action

to 12, and preplanned trips are available for individuals. Costs range anywhere from \$820 to \$2550, depending upon the length of the excursion (4 to 8 days) and the destination (San Juan Islands, or Vancouver Island, BC). Contact Seawolf Kayak at www.seawolfkayak.com or call 503-984-8675.



Wellesley Island
PRIMITIVE CAMPING
on a 102 Acre
ORGANIC FARM

Only 4 sites on 67 Acres
Open Year Round
Walk, Ski or
Snowshoe to sites
1/4 to 1/2 Mile.
Carry-in, Carry-out



In the 1000 Islands Region of
the St. Lawrence River
RESERVE TODAY!
(315) 482-3663 organic@crossislandfarms.com
44301 Cross Island Rd., Wellesley Island NY 13640
www.crossislandfarms.com

USE 0804 PROMO CODE FOR 10%
DISCOUNT ON ALL OUR PRODUCTS.
OFFER AVAILABLE TILL JUNE 15TH 2010.



NEW OWNERSHIP!!! BALOGH™ SAIL DESIGNS

(718) 548 1188

www.balogsaildesigns.com

KAYAK & CANOE SAIL RIGS



We make a wide variety of sail sizes and types - From the perfectly balanced down wind TWINS™, through the sprit-rigged Canoe Classic, to the fully battened BATWING™ Sport™ and Expedition.

All our sails are available off-the-shelf, in a variety of beautiful color combinations, or you can customize the colors to match or compliment your boat - it's YOUR choice !

Expedition Watch

A New Exploration of the Antarctic Peninsula

Chilean kayakers and explorers Cristian Donoso and Mario Sepúlveda recently returned from a land and sea expedition covering first-ever navigated sections of the Antarctic Peninsula. Their journey began in November 2009 and ended March 2010. They achieved the first foot ascent, descent, and crossing of the Plateau Herbert; opened a new exit corridor between the plateau of the Antarctic Peninsula and the sea. They also became the first team to explore the Bleriot glacier. Kokatat paddlewear company was one of their major sponsors.

The two gained fame for their self-supported kayak expeditions across Antarctica and Patagonia and have become well known for paddling waters not previously covered by man.

“The main goal of this expedition was to alert the public about the effects of global warming on the Antarctic Coast,” Donoso said. Throughout the trip they visually documented landscapes and wildlife that



they will package into educational tools to help show the effect climate change is having in the Antarctic.

The peninsula is warming five times faster than the rate of earth’s overall warming. Many species with the capacity to live in those cold, icy, and harsh conditions are now losing their only habitat.

The expedition started and finished in Portal Point. Donoso and Sepúlveda faced extremely hostile conditions, including a dense mist that hid the best path through cracks, seracs, and cliffs. Tireless winds made hauling the kayaks extremely difficult and their hands and feet were always close to freezing. Wind and snowstorms kept their camp buried for as long as a week.

Christian Donoso has tackled nearly 50 expeditions in Antarctica and Patagonia within the past 16 years, including areas never before explored. Mario Sepúlveda has a great deal of climbing experience in the Andes. He currently works as an advisor for avalanche and winter risks for APM Srl Argentina.

For more information,
www.andesantarticos.com



Technique

Supportive Forward Sweep Stroke

Story and Photos by Wayne Horodowich

A kayak by itself is an inanimate object. However, when you put a kayaker in the boat who knows how to use a paddle he can bring the kayak to life. There is more to strokes than just putting your blade in the water and pulling on the paddle shaft. This year we will explore different strokes and the mechanics of those strokes.

A sweep stroke is one that is primarily used for turning a kayak. If we do a forward sweep stroke on the right side of the kayak, the kayak will turn left as long as there are no other forces affecting the kayak. If the stroke is done with the blade on knife-edge you will get the turning power, but not support. Your balance point needs to be over the kayak or you will capsize when you perform strokes on knife-edge.

Since a kayak will usually turn more easily if you edge the kayak and lean your body, a variation of the sweep stroke must be done in order to get the support you need so you do not capsize while edging and leaning.

As you will see, the supportive sweep stroke uses the blade on an angle rather than on knife-edge. You end up getting support and turning power. Even though the turning power from the blade may be less, the net result on the turn is greater because your kayak is on edge, allowing an easier turn.

Photo 1

Begin the stroke with your hands in normal paddling position. This stroke is best done using torso rotation. Remember to push on your right foot when doing a right side

stroke. It is also recommended that you practice this stroke with your rudder and/or skeg out of the water (not deployed). Either one can actually inhibit a tight turn.

Photo 2

When ready, present the blade on the water in front of you as close as you can get to the kayak by your foot. I like to present the blade almost flat on the water so I can get maximum support since I am beginning to edge and lean. You can see my kayak's deck is under the water line. As I start sweeping my blade I keep a climbing angle on the blade so the blade will provide support and climb toward the surface. I will continue sweeping the blade toward my stern while maintaining that climbing blade angle. The blade moves toward the surface as long as I continue to sweep.

Photo 3

If you look at the pictures you can see my top deck is under the surface of the water and my balance point is actually over the water. If I did not have a climbing blade angle I would not get the support I need and I would capsize. The more I can edge my kayak the more turn I get. So it behooves me to lean out over the water. I am actually using a moving brace that provides turning power. The edging will continue as long as I feel support from the blade. If I use less angle on the blade (more knife edge) I get less support, but more turning power. If I want more support I can keep the blade more as a brace, but I will get less turning power. You will be adjusting the blade angle as needed throughout the stroke depending on your desired turn and the amount of support you need to remain upright. As I do this stroke I challenge myself to see how far out I can sweep the blade. The larger the arc from the paddle the more leverage for turning power.

Photo 4

When I get to the end of my stroke, I will move my body back over the balance point of my kayak and decrease the amount of



Photo 1



Photo 2



Photo 3

edging. You can see some of my hull appearing as I decrease the edging. How much you edge is dependent upon you, kayak design, balance, and comfort level. The degree of edging will also vary dependent upon the water and wind conditions. Most paddlers edge a lot farther on calm water than they do on rough seas.

Photo 5

When my blade comes out of the water, I need to be back over my kayak. You don't have to come back over the center of your kayak, because many of you can partially edge your kayak and still remain balanced over it. If you are performing multiple supportive sweep strokes, you may wish to keep some edge as you recover from the stroke. I find I get the most support from my stroke from the catch (when the blade enters the water) through the 90-100 degree point.

Remember this stroke is an excellent method for turning while going forward. It can either bring you back on course or it can turn you if you want to alter your course. It



Photo 4



Photo 5

is all done with forward momentum. Novice kayakers often use a paddle rudder to steer their kayak. While a paddle rudder is effective, it also decreases one's forward momentum. Using the supportive forward sweep stroke keeps your momentum going while providing directional control.

If you wish to turn in place, you can use the supportive forward sweep in combination with the supportive reverse sweep. Just do a forward sweep on one side and a reverse sweep on the other. Continue using both strokes until you point in your desired direction.

This is a full body stroke. You will feel the torso rotation if you do this stroke correctly. This stroke is an excellent stroke to experience the feeling of torso rotation on your trunk muscles. Pressing on your foot pedals will give you more leverage for greater power for rotating your body and driving your hips back. If you use just arms, you put your shoulder at risk at the end of the stroke. Keep watching the blade and it will help get that extra torso rotation at the end of the stroke.

The supportive forward sweep stroke is a great stroke to use when conditions get rough and you want support while paddling forward. Instead of paddling with a high shaft angle lower your hands and do


forward supportive sweep strokes on both sides and you will continue moving forward. The climbing angle of your blades will provide support during the stroke. I often use this stroke after I punch through a wave. I keep moving forward yet I get support in the rough surf zone. I will dig deeper once the water clears from my eyes and I feel balanced again. The support from this stroke is also very welcomed when you have a swimmer on your back deck when performing a short distance transfer.

I suggest you begin your practice in calm water so you can play with your balance point. Once you feel confident that you can do this stroke then try it in confused water conditions. Once you perfect this stroke you will find it very comforting on rough days.

Many strokes can be modified by changing your blade angle just as we have done with the forward sweep supportive stroke. Getting support from your paddle can often improve your performance. It is also very desirable when conditions get rough. Next month we will explore a great supportive stroke for stopping and going backwards.

Wayne Horodowich is the founder of the University of Sea Kayaking and is the producer of the "In Depth" instructional video series on sea kayaking. www.useakayak.org for more articles. © Copyright USK

**On the Water
Learning in Motion**



- **ACA & BCU Certified Instructors**
 - Instruction
 - Tours & Guide Service
- **Bahamas Sea Kayak Adventures**
 - Instructor Certification
 - Rentals
 - Youth Programs
 - Corporate Programs

**Now also located
on Cape Cod!**

Osprey Sea Kayak Adventures
489 Old County Road,
Westport, Mass. 02790
tel. 508-636-0300
www.ospreyseekayak.com



Kathy and Leslie try their skills in a kayak for the first time on the upper Hudson.

The Hudson River End-to-End: A Backwards Look

Story and Photos by David Eden

Note: The photos in this article were taken with two not very good cameras.

Introduction

In the early 1970s, I became involved with the SURGE program at Boston University. An adventure education program granting undergraduate and graduate credits, SURGE offered courses in ski camping, rock climbing and the ultimate Hudson River Expedition, following the course of that storied and wonderful river from its highest source in New York's Adirondack Mountains to its end at the southern tip of Manhattan Island. I made this journey in June, 1974. This was my introduction to kayaking, and led to nearly 40 years of adventures in tiny boats on the ocean, in wild whitewater, on lakes, ponds and rivers throughout the Eastern United States. The following story, largely written 36 years ago as a re-

quirement to receive six graduate education credits, was the beginning of it all for me. I don't know if it would even be possible to do this trip today as we did, finding camping spots every night all the way into New York City; a pity, since following a river from source to estuary is truly the best way to appreciate it. Many of our campsites may well have become developed, and several stopping places, such as our idyllic rest stop on Esopus Island, have become no camping zones. The Hudson's 315 miles, though relatively short, offer a great variety of landscapes from alpine wilderness to the most urban of estuaries. Join me as I travel with a motley crew from Lake Tear of the Clouds to the Battery. The story opens on the shore of the Opalescent River, a Hudson tributary in the Adirondacks. I am on solo, and am

feeling far from content...

From the Source to the Sea

Dawn spread slowly over the Hudson River. I opened my eyes and greeted the breeze. Though the night had been warm, I was heavily dressed in long pants, gloves, full jacket and hat with mosquito netting. A thick sleeping bag covered all. The biting insects which had forced me into this garb still droned loudly, as they had all night. At the wrists, where the gloves had separated from the jacket, my flesh was a mass of itching welts. I was filthy. I had not eaten for fifteen hours and could not expect food for another 12, unless I found it myself on this heavily wooded shore. I was as alone as I had ever been in my life. My closest com-



On top of Mt. Marcy.



Lake Tear of the Clouds



Bathing in Feldspar Creek was a welcome break on our descent of Mt. Marcy.

ance than most had thought possible.

The ultimate SURGE course is the month-long Hudson River Expedition. By foot, raft, kayak and canoe, the expedition follows the river from the Adirondacks to the sea. Each student must keep a journal, eschew tobacco and alcohol, and strive to do his or her best to bring the group to a successful completion of the journey.

I had learned of SURGE while at BU and was interested in the field of outdoor education. It seemed as if this trip would be an excellent introduction. After a last night's carouse in New York's Chinatown and a very uncomfortable bus ride to Albany (oh, those spicy Schezuan noodles!) I met our fellow students, eight strangers: Roger, recently graduated from a Connecticut high school, Susan, a waitress at a Boston hotel, Bill, a computer technician, Brian, our instructor, Leslie, a recent BU graduate, John, an actor, Kathy, still at BU, and Gary, a 40-year-old English professor. We were as varied in skills and motivation as such a group could possibly be,

From Albany, we were driven to Adirondack Loj for the hike over Mt. Marcy to Lake Tear of the Clouds, the highest and most northerly source of the Hudson. From there, we would follow Feldspar Creek to the Opalescent River to join the Hudson proper at the ghost town of Tahawus (purportedly the Algonquin name for Mt. Marcy, meaning "Cloud-Splitter"). The purpose of the hike was two-fold; not only would we see the river's official source, but we would get to know our travelling companions better than if we had split into the boats from the beginning. Besides, at that point the Hudson is not navigable.

The Adirondack Park around Mt. Marcy is a tamed wilderness, Well-worn trails weave through the area, improved with ladders, bridges and walkways as necessary. Leanto shelters and campfire rings are provided, with garbage pails at the larger campsites, for those too lazy to pack out what they brought in. Nevertheless, the wilderness was sufficiently howling for soft bodies and feet frosh from suburban and urban side-walks, as my journal attests:

“It was not long before my feet began to hurt again, but the smell of leaf mold and Old Woodsman, the creak of the pack and the sounds of the forest bewitch me. My toes feels like they’re going through a mangle, while my mind is soaring.”

Once the group climbed into the krumholtz zone and then above tree line, things began to get giddy. From the summit, still patched with snow on the northern approaches, we could first see glimpses of our immediate goal, the source pond:

“We crossed a small plateau and began the final climb to the top of New York State. The wind became strong and chilly, and I felt a wave of vertigo as I watched the lands around seem to writhe and fall away into the haze. We stopped to glissade down a snow slope by the trail, then up to the summit. It was exhilarating, and my pain and fatigue were sucked away by the wind screaming past. And then, in this bright and cold and pure air, we see Lake Tear...”

Climbing down to Lake Tear, we began to follow the trail leading along Feldspar Creek and then the Opalescent River. At every break, there was beautiful, clean mountain water to bathe in, and I took full advantage. Finally, with mud-soaked feet and incredibly weary limbs, we stopped for our first night by the river that would mark our journey for the next month. Here we were treated to an amazing bit of theater from our actor, John. We had wrung our muddy socks clean and were setting them up to dry. John, tall, blond, blue-eyed, surprised us by heating fist-size pebbles and putting them into his socks. He explained that he learned that from his father, who had commanded a tank in a Panzer division on the Eastern front. It was weeks before we found out it was all a story!

Continuing on foot, we hiked along the river through the Flowed Lands and came to the Hudson at the ghost town of Tahawus. Here we met our supply truck again. Transferring our gear from backpacks to heavy rubber Army surplus delousing bags, we launched our flotilla of kayaks and canoes and ventured onto the river for the first time. Although we would change boats twice more,

from here on our journey would be by water. We had walked twenty miles and nearly three hundred lay ahead. Before we began the long paddle, however, another important event was to occur.

A major goal of the SURGE program is to build self-reliance. One way to increase the student’s awareness of her innate abilities is to separate her from food, adequate shelter, companionship, and any of the seductive crutches of a civilized life. This experience is called the “solo.” In Outward Bound, solos are 72 hours long. With the more limited resources at Brian’s hands, he had to limit the solo to a single day. However, as Brian



High on the Hudson, you can't sense the mighty waterway downstream.



On the water at last, we load up for the section above the rapids.



Setting up my poncho camp helped pass the time on solo..



This shot of the Sand Bar camp still makes me itchy.

paddled cheerfully away with all the boats in tow, leaving behind a string of disconsolate soloists, the next 24 hours stretched ahead into an insufferable infinity. I had water, my poncho and some string, a knife, my clothing and, amazingly, a pack of matches that I found in the pocket of my rain jacket. I found a relatively clear space up the riverbank and set up camp and filled the time writing in my journal. The myriads of mosquitos finally drove me into my sleep-


ing bag for the short summer night. Almost immediately, herds of tyrannosaurs ridden by backwoods serial rapists began crashing through the undergrowth.

With the sun the mosquitos punched out, to be replaced by the day shift, drifting clouds of black flies. This was my first encounter with these terrors of the North. We had been lucky so far, but the little monsters made up for any time lost by taking great chunks of flesh wherever they could reach skin. I decided that they had the right idea and began looking around for something to munch on. Within a couple of hours, I had harvested a few frogs (never mind how) and had chanced upon a patch of Indian cucumber (*Medeola virginiana*). I had just learned about this plant back at Lake Harris from a couple of fellows we met at the campsite, and was delighted to add some of these delicate and crispy roots to my salad. A little sorrel and some nice *jambes de grenouille en brochette* and my breakfast was complete.

After the solo, we regrouped and continued our paddle down the twisting river. The water was clear and brown, with steep banks and sand bars interspersed with marshy areas with very slow moving water. Our first camp after solo was on one of the many bars. This was the first night we used the "tent" that would be our shelter for the rest of the trip. It consisted of two huge sheets of heavy duty plastic, one as a ground cloth and one supported on a framework of crossed paddles. The day had turned gloomy and the black flies were horrendous. You can see from the deflated look of the tent in the background that we had a lot to learn.

The next day, we switched from canoes and kayaks to rubber rafts, as the next 50 or so miles of river had several longer or shorter rapids interspersed with seemingly endless stretches of dead water, including the Blackwell Stillwater, which we struggled up in the face of nasty headwinds. Paddling the clumsy rubber rafts through these flatwater sections was the hardest part of the trip for me. It was a great relief to me when we finally reached the campsite at the mouth of the Indian River, marking the end of the flatwater and the beginning of the longest stretch of whitewater on the Hudson. We were all feeling some trepidation at the prospect of the next section. Our nerves were not at all soothed at the discovery of the remnants of an aluminum canoe right at the junction of the two rivers.

The section of the Hudson between the confluences of the Opalescent River, near




PECONIC PADDLER
www.peconicpaddler.com

Peconic Paddler is back in business. We specialize in paddling Canoes, Kayaks and Stand Up Paddleboards.

500 watercraft are in stock including the following brands: Current Designs Composite Sea Kayaks, Ocean Kayak Sit On Top Kayaks, Valley Canoe Products British Kayaks, Wenonah Canoes, Grumman Canoes and a bunch of different stand up Paddleboards. We have over 50 of the coveted Werner San Juan Paddles, Lightweight Werner SUP Paddles, a full line of Yakima RoofTop Carriers for kayaks and canoes and many super comfortable PFDs.

Open Thursday through Sunday. Other days by appointment. Delivery is available up to 150 miles.

89 Peconic Ave. Riverhead, NY 11901 631-727-9895



Jared on his Stand Up Paddleboard

Kōkatat

watersports wear

www.kokatat.com

➤ **Seeker**

An ultra light, flexible and low profile shoe designed to fit well in touring boats.





➤ **T3 Meridian dry suit with relief zipper and socks (TMER)**

Modeled after our GORE-TEX® Meridian dry suit, the TROPOS T3 Meridian also incorporates an overskirt to layer with your spray skirt and keep water out of your boat.



Suzanne Hutchinson, Kokatat New England Sales Rep and Team Paddler for P & H Sea Kayaks, near Sames Sound (ME). Photo: ©Werner Maas

Lake Harris and the Boreas River, near the end of the major Rapids at North River, is the wildest and most isolated we encountered. Seldom approached by roads or even trails, often completely inaccessible from shore due to the high cliffs, made hazardous to casual boaters by strong rapids, it is visited only by whitewater parties such as ours, and has been for many decades. Unfortunately, the new wilderness ethic of “camp, but leave no trace” has yet to penetrate the Hudson Gorge. All the campsites we stayed at in this area had large garbage dumps with trash ranging from rusted cans nearly returned to the soil, to filthy paper plates which must have been left the week of our visit. Broken bottles were a hazard. (NB from 2010: The history of usage did have its lighter moments, as I learned years later from older whitewater companions. I heard a story of a canoe trip down the Indian River through the Hudson rapids during which a huge block of ice for evening cocktails was floated down river with the trippers, being carefully nudged out of eddies and around obstacles to the same campsite that we used in 1974.)

The next day, we started off for the last stretch of whitewater. Soon, the notorious Blue Ledges, marking the start of 12 miles of continuous rapids, rose into sight. Here the Hudson takes a sudden left turn and you plunge into the rapids. Everyone was apprehensive about the rapids. I think we all were thinking a bit about the Colorado River! As it turned out, the experience was loads of fun and relatively painless. At the time of year we were travelling, the floods of spring had disappeared. While intricate and rocky, the water flow was not high and the rapids were relatively mild. The major problem we had in this section was slow leaks in the rafts, which required several stops to attempt to patch and pump. Our arrival at our last rapids camp at the confluence of the Boreas River was definitely slow and soggy.

At the town of North River, we reached the end of the rapids section and changed, pretty gratefully, back to kayaks and canoes. At this point, the Hudson starts to lose its wildness. Also, this was where the group began to confront the logistics of shared

life on the move. Before this, we had been fairly caught up in the sense of adventure, but now we began to realize that something was not quite right. Some of us were doing all the work of camp setup and breakdown, meal preparation and cleanup and all the tasks necessary on an extended trip. Brian had not said anything or set any organization. It was up to us to work any issues out. On a raised sand bench, tree-surrounded but clear. We set up our polyethylene longhouse and sat down for a pow-wow. Tempers grew short as two of our companions claimed they should not have to help out, as they didn't feel like it. The reply was made that in that case, they could sleep outside and eat bugs. Soon, however, reason prevailed, and a fair work rotation was determined and, more or less convivially, dinner was made and we tumbled into our blankets like a row of caterpillars.

A series of dams and locks from Corinth to Albany transform the Hudson into a series of lakes, and several portages, including a killer of nearly ten miles, were to be added to our experience. This section of the river has been notorious for its pollution, since anything dumped in settled to the bottom behind the dams. Extensive efforts in the development of sewage processing plants and the increased activism of area residents have resulted in major improvements. It has been estimated that if all sources of pollution were removed, the Hudson could return to its pristine state within five years. Much more work is needed, however, and the Hudson is far from drinkable without major processing.

Between Hudson Falls near the town of Lake Luzerne and the series of dams at Glens Falls, the Hudson serves mainly as a source of water and electric power. It no longer a passage for freight and so the locks and canals that once carried barges around the falls have long since fallen into disuse. This is portage country; for every major obstacle we had to search out a by-pass, then lug all of the boats and gear around to where they could be safely floated again. Four of the portages were a mile or more long and the group's sense of cooperation, as well as our strength, was sorely tested as we struggled to lug three single kayakers, a



The Blue Ledge signals the start of the long rapid section.



Rapids in the Hudson Gorge are fun even at summertime low levels.



We are back in the boats, downstream of North River.



In the lock - going down!



Brian in the Champlain Canal.



Hudson Falls was one of our portages.

double, two canoes and a third of a ton of gear from water to water. Fortunately, the routes, often through residential or otherwise built-up areas, had been scouted out already, although we were supposed to figure out the longest, a killing five miles, on our own. Our craft were not designed for light travel and caused much groaning, but the real beast was one of the canoes, a yellow monster molded out of solid fiberglass, including the seats, which were massive pillars in bow and stern. We would even care-

fully mop it out in an attempt to lighten it. Empty and dry, it must have weighed in at nearly 100 pounds.

Our longest portage (and last, thanks heavens!) in Glens Falls was made unexpectedly easy. While our ragged band of travellers, dressed only in bathing suits and very tatty PFDs, must have been an unusual sight, most of the town folk we ran across were friendly and fascinated. This was an all-day activity we had to do on our own. Brian left us to meet the supply truck, and we were supposed to meet again at the put-in later that afternoon. We were debating over a street map when a benefactor in a pickup truck offered help. Brian had wandered off to meet our supply truck, so we hopped in. It took three round trips, five miles each way, before we were all safely dropped with our gear. Brian was fairly miffed at our use of a motor vehicle, but I pointed out that creative use of available resources was always a skill to be put to use. (At the end of the trip, we were offered a few days rock climbing on Shawangunk Ridge near New Paltz, New York. I still believe this was really punishment for our hitch-hike.) We soon were afloat again on the New Champlain Canal (running from Lake Champlain to Troy.) from here to tidewater at Albany, canal locks bypassed each obstacle and we could ride downriver like toys in an emptying bathtub.

The men who run these locks were very

helpful to us. Their world is very familial; they are on a first name basis with the tug captains who come through and there is a feeling of fraternity that excludes the effete pleasure boaters that come through. They took to us, however, and opened every gate for us, literally. The operators passed on our messages to the outside world, let us camp on the lawns next to the locks, and even went to town to buy our necessities. They took pictures and asked us to send postcards when we got to New York City. This almost parental attitude did lead to some unpleasantness, as I will relate later...

One of the more unpleasant aspects of our trip was rain. Although we took one or two rest days during particularly nasty weather, we did not usually stop for rain. It was impossible to keep dry on the wet days. Our issued ponchos were well-used and rather permeable, and became completely ineffective after a couple of hours of heavy rain. The wet material was ungainly and very uncomfortable, so the standard rainy day dress was a bathing suit and PFD. This, of course, was abysmally cold. We had been lucky with the timing of rain so far, but, just north of Troy, we had our first lesson in setting up a wet camp. My journal described the experience, and also relates how we got drinking water from houses along the shore:

“By early afternoon, we were nearing our campsite goal outside of Saratoga. Leslie and I approached a nearby house for water. We must have presented a peculiar sight: dripping wet, half-dressed, shivering with cold, begging for water in the midst of a downpour...

“We set up camp, another Niagara special. We were in some very mucky, swampy woods, across some meadows from the battlefield.(N.B. This was the revolutionary battlefield at Saratoga.) We did not use crossed paddles in this mess! First we stretched the ridge line between two trees, tightening it with the “Dutchman” knot MJ (N.B. Michael Jeneid) had shown me last winter. After the dripping weeds had been trampled down, the large plastic sheet was hung over the ridge line and its ends and corners secured. I designed a cooking cano-

py and an entry canopy at the ends from our ponchos. The floor sheets were rolled out and nine dripping bodies piled gratefully in and the mosquito netting was stretched over the ends. The dinner crew started the stoves for hot soup while the rest of us mopped the puddles of water that had collected everywhere. Soon we were lolling on our pads, only slightly soaking, sipping hot soup. Heaven!”

The next day, we convinced Brian to let us pass the morning exploring the battlefield that was the first major step in the winning of the War for Independence. We stood somberly before the nameless memorial to one of the greatest generals of that war, Benedict Arnold, driven later to desperate treason to prevent what he saw as a takeover of the American cause by the corrupt, venal French, whose overlordship would make the tyrannies of the British seem almost loveable.

Two days later, we passed through the Federal Lock at Troy, the most southerly on the river. It was here that we ran into trouble. Our stop at Saratoga had been unscheduled, and we had been expected many hours before by the lockkeeper. When we did not arrive at the expected time (sent downriver by the previous keeper), alarms ran up and down river and apparently pilots were told to keep an eye out for us. Our boats had been pulled into the woods at the campsite (a normal practice for us, as we were not always sure if we were on private property), so there was no word until we showed up the following morning. We got quite a salty tongue-lashing for our supposed neglect.

Beyond the Federal Lock, the Hudson feels the pull of the distant sea. From Troy to New York City, the Hudson is tidal, and we had to start taking the tides into our calculations. We had to paddle at the ebb or near the turn, for the incoming tide could be too strong for us. New hazards appeared on the lower river. Where before the largest craft sharing the river with us had been oil barges and their tugs, we now began to see ocean-going cargo ships passing up and down river. Also, we were faced with larger waves,



River traffic gets bigger below Albany.

many more pleasure boats, and tricky current. Our laissez-faire paddling gave way to caution, and we kept in relatively tight formation, always alert for possible danger.

With the tide and current to help us, our mileage increased. This was still tedious work, as the wind was often strong in our faces, and we had little time for rubbernecking at the scenery. For two days together, however, the upriver breeze clocked around, and we had a glorious wind at our backs from the north. I couldn't see not using this to our advantage:

“Taking advantage of the lucky wind, we rafted up into a ‘hexamaran.’ For a sail, I snapped two ponchos together along one edge, tying the two opposite edges to two kayak paddles. When these were raised, the sail bellied out and we began a rapid run. By moving the ‘masts’ fore and aft we could even sail across the wind.. Next day we improved the design by lashing the boats more rigidly together using saplings. These two days were definitely our best run.”

We had saved a day using the sail, so we decided to take a rest day at Esopus Island, Hyde Park, as we had been traveling now for just over three weeks. Here the ridge to the west of the river begins to close in, heralding the approach of the Hudson Highlands farther downstream. The Eden-like quality of this beautiful and peaceful spot was marred by abandoned fireplaces, piles of bottles, and graffiti, but the mossy ridges



We enjoy a rare and welcome tail-wind.



Leslie and Kathy in camp near West Point.

and dark glens enchanted us, the more so since we were now only four days from New York City. This was a turning point in the journey, as we realized that the hard work, adventure, and companionship were nearly at an end. We nine, who through dissent and cooperation had become an effective working party of voyagers, were about



Bannerman's Castle on Pollopel Island!



Can we expect future Hudson caviar?



The headline reads: Dog Bites Paddler!

to break up and go our diverse ways. Feeling the need to have some spectacular fun together, we built a sauna from our plastic tent, heated rocks, and steamed ourselves the cleanest we had been in days. A lovely addition to the steam was the sweet aroma of sassafras roots, which we found growing in abundance on the island.

We left Esopus early the next morning with the tide. The next three days were filled with exhaustive paddling through some of the most spectacular scenery on the river. This was weary paddling, broken only by occasional interesting sights. As we passed Poughkeepsie, we caught a glimpse of the Hudson River sloop, the Clearwater, made famous by Pete Seeger in his attempts to clean up the river. Shortly afterwards, we passed under the mis-named Mid-Hudson Bridge, where I found floating a young sturgeon, reminding me of the sturgeon fishery that used to exist on this river. In the early days, huge fish of this breed occupied the river, and their meat and caviar were compared favorably with the best the Caspian Sea had to offer. Perhaps someday Pete's efforts will succeed and we will dine on roe from the Hudson once more.

Stopping to tour the ruined Bannerman's Castle on Pollopel Island, we could gaze south to Storm King Mountain and the true start of the Highlands. This was the view that caused the Hudson to be compared favorably with the Rhine Valley, and several wealthy Americans built their own version of Rhineland castles along the shore. Bannerman's castle was both a residence and the site of the largest private armory in the country. Built by Francis Bannerman to store his military surplus business safely, the castle held special fascination for me. Besides his arms business, Bannerman also sold antique weapons of very high quality, and I would gaze for hours through his old catalogues as a child. My great uncle and father had both added to their collections through Bannerman's, and now I was going to be able to see the very site! I impertuned the group to stop, and we had lunch on the island. The most amazing thing to be seen was in front of the old warehouse, There was a pile of bayonet sockets several feet high lying in a rusted mass. Most of the blades had disappeared from the Civil War-era relics, but I picked up two as souvenirs.

We took one more stop to visit the West Point Museum. I can't imagine what the trim and spotless guards thought of us. John and I were exceptionally scruffy-looking, having painted our faces with blueberry juice the night before as part of a wild jam-

boree around the campfire. The memory that really sticks in my mind about the museum was a portrait of a Nazi general, obviously part of some war booty, who looked exactly like Michael Jeneid!

It took three days of exhaustive paddling into a fierce headwind from Esopus to our next major stop, at Nyack on the western shoe of the Tappan Zee, a broadening of the Hudson that is three miles across at its widest point. We arrived about 2 P.M. In order to keep to our schedule, we planned to cross the Tappan Zee at the slack and ride the night-time ebb down to Manhattan Island. We planned to while away the next six hours, trying to nap before our night-time ride. Our attempt to rest was broken when Kathy came running back to the park where we were gathered. She and Leslie, who were on water patrol that day, had gone up to house with our canisters to get a fresh supply. There was a little dog in the house that attacked Leslie and opened a gash in her thigh. Leslie had been taken off in an ambulance to the local hospital for stitching up. We sat around waiting for several hours, and finally Leslie returned with a huge bandage around her leg – five stitches! Even so, we had to make our nighttime journey.

At 8 P.M. we got wearily into our boats and made the three-mile crossing under the Tappan Zee Bridge to the eastern shore. Here we rigged up some lights and began the long, weary paddle south to the George Washington Bridge. I don't remember much of the next seven hours except the endless dip, dip, dip of the paddles and the dim shape of the shore to our left. For hours we went on, exhausted, our arms moving up and down mechanically, our minds dull as the lights of the bridge seemed to recede in the distance. Startled people on the shore occasionally shouted out as we wove in and out of the lights on the piers. We had some excitement crossing the mouth of the Harlem River at Spuyten Duyvil, where the swirls and eddies that notoriously endanger the boater there loomed enormously because of the darkness. Finally, at 3 A.M., Brian called a halt and we hauled out at a decrepit pier and launch ramp just north of the George Washington Bridge. We tried to settle on the cinders that covered the pier. Poor Leslie went

around the corner of a shed to ablute and came pelting back, pursued by the sound of furious barking. Fortunately the Doberman that guarded the pier was on the other side of a chain link fence. His barking eventually subsided and we tried to snatch a few hours of rest before sunrise.

The final rush was due not to wind or tide, but because Mike Jeneid had scheduled a news conference at the Battery. We had to be there by a certain time, so Brian chivvied us out of our bags at 6 A.M. for the final push. It was a Sunday morning, and the traffic on the river was light. The water was quite rough, however, and the very unpleasant drifting objects afloat around us would occasionally get washed up on the bow of the double I was paddling that morning. The twin towers of the World Trade center made a landmark for us to follow, and we raised a cheer as we finally left it behind. At last, we passed the crowds looking over the railing at Battery Park at the southernmost tip of Manhattan Island and turned north into the East River to our take out. We had done it at last, the Hudson River end to end!

Paddling the Hudson Today:

In the years since I made this trip, many changes have come to the River, the sport of sea kayaking and to all of our lives. The cleaning of the Hudson has come a long way since 1974. I noticed the great difference when paddling around Manhattan some years back. Also, the number of kayakers on the river and the number of organizations interested in the river has exploded. One group that has done much to promote responsible usage and stewardship is the Hudson River Watertrail Association (www.hrwa.org). It also produces a guide to the river that is available online at the New York Kayak Company (shop.nykayak.com). You should also check out the Hudson River Valley Greenway (www.hudsongreenway.state.ny.us). This group sponsors the Great Hudson River Paddle, a 105-mile kayaking and camping trip (or staying in inns). Check it out! Other site for those interested in conservation of the river include the RiverKeepers



Brian greets a misty dawn on a Manhattan pier.

(www.riverkeeper.org) and Scenic Hudson (www.scenichudson.org). Other guides to the waters include Shari Aber's *A Kayaker's Guide to the Hudson River Valley*.

There was an Atlantic sturgeon fishery in the 1970s, but no longer. The sturgeon population collapsed in the 1980s, and, with the usual rapid response of government to a crisis, the fishery was closed down in 1998 all along the East Coast. New York State has an active restocking program. However, since it takes about twenty years for a female sturgeon to reach sexual maturity, it could be another forty years before stocks have recovered enough.

Michael Jeneid died of cancer in September of 2009. Michael was an educator who drew in all sorts of students, kept them engaged, and got them to go well beyond what they had believed they were capable of. He could observe and modify his technique on the fly in the most extreme situations to keep an individual or a class on task. Whether working with street toughs and addicts, or suburban high school students, Michael could fire each student's enthusiasm in a way that at times seemed almost hypnotic. Poet, Royal Marine, author, birder, college professor and athlete, Michael personified the best qualities of the adventure educator.



We finally pass the World Trade Center.



Take-out was on the East River.

MITA's Islands Get Help From Kayak Clubs

By Scot Camlin



SMSGN volunteers work alongside island owners and MITA staff to dismantle driftwood furniture. Photo by Eliza Ginn

The Maine Island Trail has long been one of New England's best loved resources for sea kayakers who enjoy the opportunity to visit and camp on islands along the Maine coast. Many of them give back to the Trail by volunteering to clean the islands and keep an eye on them. Over the past few years, several kayak clubs have stepped forward to not only recruit their members to help but also coordinate stewardship activities for the Trail.

The Maine Island Trail is "America's First Water Trail," consisting in 2010 of 185 island and mainland sites stretching 375 miles along the Maine coast from Kittery to Machias Bay. The islands are owned by a mix of private individuals, non-profits and the Bureau of Parks and Lands (BPL), an agency of the state of Maine. The own-

ers offer access to their properties for day use or camping by recreational boaters. In return, users commit to responsible use through Leave No Trace (LNT) techniques, respect for the owners' requests, and providing stewardship for Trail sites.

The Trail is developed and managed by the Maine Island Trail Association (MITA), an organization of people who love the wild areas of coastal Maine. MITA's premise is that the people most likely to responsibly care for the islands are those who are allowed visit them. This ideal was met with skepticism when the Trail was launched in the late 1980s, but has proven itself for more than 20 years as boaters have pitched in to help.

MITA has never had a shortage of volun-

teers: scores of its members sign up for clean up trips, adopt islands for regular checkups, visit islands as Monitor Skippers in MITA work boats, and take on special projects such as building tent platforms or restoring an eroded bank. The challenge is that the Trail keeps growing: every year five to ten sites are added to the Trail. While the number of sites keeps growing, MITA's limited staff and number of boats are hard put to keep pace with the expanding number of islands. Simply put, MITA has to coordinate an increasing number of volunteers for the growing number of sites with more or less constant resources.

That's where partnerships with kayak clubs have increasingly filled a critical gap for MITA. The clubs have the ability to recruit a large number of enthusiastic boaters as vol-

unteers. Most integrate stewardship activities into trips they plan for fun rather than do special clean up trips. And because they have their own structure, they relieve the MITA office staff of a significant amount of administrative work coordinating the volunteer activities. Kayakers tend to be an independent lot, so each club finds a different way to help keep the Trail in good shape.

The Southern Maine Sea Kayaking Network (SMSKN, www.smskn.org) is a network of sea kayakers based in Falmouth who get together to paddle, learn and socialize. The club has long promoted awareness of MITA and its mission and urges its members to join. MITA staff regularly give updates at club meetings and SMSKN members are often the first ones to volunteer for MITA clean ups and other projects. For example, in 2008, MITA staff identified the need for a major clean up on Bar Island in the outer reaches of Muscongus Bay. Bar Island is a magnet for lost lobster traps that get washed up in storms. After much discussion with the Maine Department of Marine Resources

(DMR) which regulates fishing gear, MITA got a green light to clean up the traps. MITA boats were not in the water in early 2009, so SMSKN members volunteered to paddle out to Bar Island and record the trap numbers of more than 200 lobster traps that lay scattered over the island. The DMR then posted the numbers in area lobster pounds with a notice that they would be removed if not claimed within 30 days. In May 2009, MITA volunteers and staff, residents of the local community and two lobstermen out of Round Pond who provided transport launched from Round Pond to collect the traps. Volunteers collected the traps, loaded them onto MITA skiffs, and then transferred them to the lobster boats. The traps were then unloaded on shore, compacted by a donated front loader and placed in dumpsters. See <http://www.youtube.com/user/maineislandtrail> for a short video of the cleanup. Club President Bob Arledge says that club members had a lot of fun and were delighted to help out with a unique assignment from MITA. Over the years, SMSKN has adopted three islands in eastern Casco Bay



*Male Eider - beautiful even in death.
Photo by Scott Camlin*

for regular visits by its members. This year, at MITA's request, SMSKN added another private island new to the Trail in Casco Bay, which receives heavy use from kayakers and cruising boats. MITA staff felt the need for a large number of adopters and frequent trips to manage the load, something the club could provide. In addition, many SMSKN members individually adopt MITA islands for regular monitoring and clean up visits. More generally, SMSKN educates its mem-

**Small or large.
Expedition-ready.**
The new Wisper XP has two sizes of cockpits to choose from, with rudder as standard. Fits you. Fits your travels. Made in Canada by Feathercraft, naturally.

Kayaks that go everywhere

Feathercraft

www.feathercraft.com
888.681.8437

COLLINSVILLE
CANOE & KAYAK

*Celebrating
20 Years Of
Putting People
On The Water!*

**RETAIL SALES
LESSONS - Adults & Kids
RENTALS
GUIDED TRIPS
BIRTHDAY PARTIES
CUSTOM GROUP OUTINGS**

SWIFT CANOE & KAYAK
DAGGER • ESQUIF • HERITAGE • HOBIE • JACKSON • LIQUID LOGIC
MAD RIVER • NATIVE • NECKY • OCEAN KAYAK • OLD TOWN • P & H
PERCEPTION • PRIJON • PYRANHA
VENTURE • WAVE SPORT • WILDERNESS SYSTEMS

41 Bridge Street (Route 179) PO Box 336
Collinsville, CT 06022
(860) 693-6977
www.cckstore.com



SMSKN members include volunteer clean-ups in their regular trips to the islands.



MITA ensures access to the Maine coast's most beautiful areas. Photos by Scott Camlin

bers to bring along a trash bag on their own visits to MITA islands to clean up trash, keep an eye out for problems and log their visits on the MITA website.

This season, SNSKN is organizing five kayaking trips jointly with MITA from various points along the Maine coast. In May, more than two dozen paddlers went out of Portland's Eastern Point in Casco Bay. SMSKN members provide leadership to a mix of SMSKN and MITA members—many who belong to both organizations. Additional trips are scheduled throughout the summer from Boothbay, Round Pond in Muscongus Bay, the Muscle Ridge islands in Penobscot Bay and downeast in Jonesport. Arledge says the club wants a closer relationship with MITA because it is such a great resource for its members. The trips were conceived to introduce SMSKN members to MITA and vice versa, encouraging members of each organization to join the other. See <http://www.mita.org/events> and <http://www.greatmaine.com/smskn/showlist.asp> for more details.

Another club, the North Shore Paddlers Network (NSPN, www.smskn.org) based in

the Cape Ann area in Massachusetts has a somewhat different relationship with MITA. After several years of informal discussion, in 2009 NSPN entered a “club membership” arrangement with MITA in which the club makes an annual financial contribution to MITA, and does additional fundraising to support MITA stewardship, while NSPN members can join MITA individually for a reduced annual fee. Club officers say that club members have enjoyed access to Maine islands for years and its board felt it was time for the club to step up and demonstrate that an out-of-state group was ready to contribute to the trail financially. As with other clubs, NSPN tries to have fun while supporting MITA. Last year, for example, the club arranged with Carpe Diem Kayak, a kayak outfitter in Bar Harbor, to donate the guiding services of one of its owners Mark Rice-Schoon for a weekend trip; the club in turn recruited members who donated the trip fees to MITA. See <http://www.mita.org/news/nspn> for a description by a club member that was published in the MITA newsletter.

Just recently, another outfitter, Maine Island Kayak Company of Peak's Island,

gave NSPN a slot at its annual Rough Water Symposium, which the club auctioned off to its members and donated the winning bid to MITA. And last December, the club held a raffle of donated merchandise at its holiday party with the proceeds going to MITA.

In addition to its financial support, NSPN has become an Island Adopter for two BPL islands in Casco Bay that have more intensive needs than an individual adopter can reasonably handle. Last year, NSPN organized several trips, which included visits to the adopted islands to walk the shores with trash bags and retrieve washed up debris. Following the MITA model, the paddlers note island conditions and inform the MITA office. Individual NSPN paddlers also visit the adopted islands and have learned to do the same. For example, on a trip early this year, an NSPN paddler observed several active eider nests on one of the islands. The paddler reported the discovery to the club which in turn contacted the MITA office, leading to a notice on the MITA website asking paddlers to avoid the islands until June 15 when nesting season is past. NPSN did the same on its own message board. This incident illustrates how a club such as NSPN can funnel member observations to MITA, allowing it to fulfill an important aspect of its stewardship mission, in this case protection of wildlife.

A third kayak club downeast, the Mount Desert Island Paddlers (<http://mdipaddlers.wordpress.com/>), takes a more informal approach to caring for the Trail in the Mount Desert Island area. A small core group of members organizes weekly trips year round; in the summer, they are joined by more casual paddlers as well as visitors from out of state. From its start ten years ago, MDI Paddlers has made stewardship of MITA islands part of its ethic: Every trip involves trash clean up. One of the co-founders, Ron Greenberg, says that another primary mission of each trip is to monitor what is going on out on the islands. Club members also educate other boaters they meet on the islands about Leave No Trace and respect for wildlife, especially giving seals and other marine mammals a wide berth.

The MITA office points out that the club has

quietly taken on every island in the MITA Guidebook throughout MDI waters, from Blue Hill Bay and Frenchman Bay to the islands south of MDI such as Swans Island and the Cranberries. MDI Paddlers visit not only MITA islands but also islands owned by other conservation organizations such as the Maine Coast Heritage Trust and The Nature Conservancy, which have protected many properties around MDI. When MDI Paddlers started, they contacted each of the organizations to offer their help, understand the management goals and determine what actions to take. On MITA islands, MDI Paddlers break apart illegal fire rings and clean up blow downs as well as the usual trash pickup. Over the years, the club has learned what to do and built up a great deal of trust with the organizations, so they are able to act fairly independently. Greenberg says that MDI Paddlers are grateful the islands are there to visit and want to help out.

This year, MDI Paddlers has managed to spark something that could go far beyond their past stewardship. Club leaders attending meetings in the area heard different groups that work on and around the water express concerns—the decline of fishing, harassment of marine mammals, violations of hunting regulations, water pollution, not observing LNT ethics—all related in some way to worries about use of the pristine waters and resources surrounding their

beloved islands. So they decided to write letters to a cross section of those groups suggesting meetings to start a conversation. The response was overwhelming and continues to grow. Out of those conversations, the groups are organizing a cleanup of shorelines and islands scheduled for September this year, modeled on the long standing annual clean ups of the National Park by the local community sponsored by the Friends of Acadia.

The event will draw in local community groups, area town governments, state agencies, federal departments as well as nonprofits, businesses, academic researchers and, yes, kayak clubs. MDI Paddlers is particularly excited by the response from local schools: middle school pupils are studying water use and pollution, and have created the posters that will promote the event. Next year, the high school curriculum will feature themes relevant to the environment throughout the year. MDI Paddlers is coordinating the volunteers, assigning each organization an island or section of the coast to clean and document. MITA will provide management and logistical support and participate along with numerous other organizations. The event could prove a model for community-based stewardship in other regions along the coast.



Building steps to a popular campsite. Photo by Eliza Ginn

Brian Marcaurelle, MITA's Program Director, says the involvement of clubs is a great thing for the coast. "It fulfills the vision of MITA co-founder Dave Getchell: that users of the wild islands will become stewards of the islands, not necessarily through top down direction, but by their own efforts." He believes that clubs are particularly well-suited to expand stewardship because they can incorporate it into every one of their trips—and have fun doing it. Marcaurelle is especially encouraged to see the clubs take on the coordination of stewardship so the often-stretched MITA staff can focus more of its time and expertise on evaluating and developing management plans for each island. Clubs are also a vital resource because they are able to mobilize people to help with specific needs after one phone call by MITA.

Scott Camlin has been an active member of both the North Shore Paddlers Network and the Maine Island Trail Association since the late 1990s. He has also served as a MITA trustee since 2003 and is currently Chair of MITA's Trail Committee.



SMSKN volunteers arrive for an island workday with MITA and island owners. Photo by Scott Camlin

28th Run of the Charles Canoe & Kayak Race



Kayakers take off at the start of the six-mile race. Photo by Sally Berkowitz

The 28th Run of the Charles Canoe & Kayak Race, sponsored by the Charles River Watershed Association (CRWA), saw more than 1,300 paddlers race down Boston's famed urban river Sunday, April 25. More than 100 volunteers and thousands of spectators cheered on racers from Dedham to the finish line at DCR's Artesani Park in Brighton.

In the 19-Mile Races, the fastest boat was a kayak paddled by Andrius Zinkevicius of Dover, Mass., who crossed the finish line in 2:28:25.

In the 9-Mile Race, Eric Schulz of Johnson, Vt., posted the winning time in 1:12:48. The 6-Mile Race was won by Chris Chappell of Wayland, Mass., with a time of 53:09.

No kayakers take part in the longer races, which belong to the racing canoes. In the 26-Mile Flatwater Canoe Marathon, the team of Andy Triebold from Spring Harbor, Mich., and Josh Sheldon of Potterville, Mich., took first place with a time of 2:53:19.

the Run of the Charles are the six portages where boats must be carried around an obstruction. The dams in Newton, Wellesley, Waltham, and Watertown forced paddlers off the river and onto their feet, shouldering their boats while they ran to the spot where they could get back on the water and resume paddling. Paddlers raced across Route 16 on the Newton-Wellesley line and across Moody Street in Waltham, running for nearly a ½-mile on each of these portages alone.

In the 24-Mile Relay Race, the Quinobequin Canoe Club of Ashland, Mass., posted the winning time for the seventh year in a row, finishing the five-leg, ten-person relay in 3:40:10, beating their time last year by 9 minutes and 33 seconds.

"It was great to see all the families, companies, paddlers and spectators fill DCR's Artesani Park for the Finish Line Festival," said CRWA Executive Director, Bob Zimmerman. "It's amazing how many companies set up corporate picnics throughout the park. People were excited, happy and, into it."

hosted the new Guinness World Records® record for the "Most People Throwing Rubber Chickens at the Same Time." The record was set by 265 people who participated in the "largest rubber chicken toss." With a \$1 donation to the CRWA, participants received an official rubber chicken for the toss, courtesy of The Haywire Group, the award-winning toy company behind the Flickin' Chicken™ game.

This year's race sponsors included Boston Duck Tours, CDM, Gatehouse Media, Keewaydin Foundation, New England Biolabs, SignArt, Skanska USA Building, Tetra Tech, and Weston Solutions.

In addition to the hundreds of people who lined the banks volunteering for the Run of the Charles, more than 3,000 more worked diligently on the previous day during the 11th Annual Earth Day Charles River Cleanup. Volunteers cleaned up garbage and trash in an effort to bring beauty and cleanliness back to the Charles River.

The Run of the Charles builds support for the CRWA, which seeks to protect and enhance the health, beauty and enjoyment of

the 80-mile Charles River and its tributaries. CRWA's prominent role in protecting and restoring the Charles River since 1965 accounts for a much healthier Charles River today.

The river meanders through 35 eastern Massachusetts towns and cities within the 308 square miles of the Charles River watershed. The nearly 1.5 million citizens who live in the watershed, totaling 23 percent of the state's population, benefit from a clean and healthy Charles River. CRWA's successes have led many organizations across the country to emulate its science methods and watershed management models.

For full race results, go to www.charlesriver.org.

Run of the Charles Kayak Results - Top 10 Finishers

Six Mile Run

Place	Name	No.	Category	Class	Time
1	CHRIS CHAPPELL	4754	OPEN	UNLMTD K-1	53:09
2	WESLEY ECHOLS	4709	OPEN	UNLMTD K-1	53:52
3	STEVE DELGAUDIO	4524	MASTERS	UNLMTD K-1	54:36
4	MICHAEL MCDONOUGH	4776	MASTERS	UNLMTD K-1	54:38
5	BOB CAPELLINI	4520	MASTERS	UNLMTD K-1	57:24
6	RICHARD AUNGST	4756	OPEN	UNLMTD K-1	58:08
7	ROBERT AGUSTYNOWICZ	4563	MASTERS	TOURING K-1	58:19
8	JOHN LAZENBY	4703	SENIOR	TOURING K-1	1:01:32
9	LIVING ROOT TEAM	4853	MIXED	DRAGON BOAT	1:02:14
10	GREENOUGH/KUSIAK	4673	MASTERS	REC OC-2	1:03:27

Nine Mile Run

Place	Name	No.	Category	Class	Time
1	ERIC SCHULZ	4023	MASTERS	UNLMTD K-1	1:12:48
2	STEVEN SMITH	4100	SENIOR	OLYMPIC K-1	1:16:43
3	ELDRIDGE/ABELE	4032	OPEN	RACING OC-2	1:16:43
4	CHRISTOPHER KIELB	4110	MASTERS	UNLMTD K-1	1:17:28
5	ELLEN STEWART	4007	WOMEN	OLYMPIC K-1	1:22:19
6	PAUL CORDILLA	4112	SENIOR	TOURING K-1	1:24:06
7	PFEIFFER/HELDT	4098	SENIOR	REC OC-2	1:24:28
8	SCOVILLE/SCOVILLE	4028	MIXED	REC OC-2	1:26:47
9	TED SHIELDS	4015	MASTERS	SEA KAYAK K-1	1:28:46
10	BRAD FOSTER	4036	OPEN	OLYMPIC K-1	1:28:55

Nineteen Mile Run

Place	Name	No.	Category	Class	Time
1	ANDRIUS ZINKEVICUS	3067	OPEN	OLYMPIC K-1	2:28:25
2	LAWRY/JANETZKO	3050	MIXED	TOURING K-2	2:32:49
3	WRIGHT/SANTOR	3064	MIXED	RACING OC-2	2:34:19
4	TOM KERR	3030	MASTERS	UNLMTD K-1	2:34:27
5	BILL STARZ	3033	MASTERS	OLYMPIC K-1	2:34:29
6	HALL/GELINAS	3078	OPEN	RACING OC-2	2:35:20
7	HEED/MARTIN	3038	MASTERS	RACING OC-2	2:35:20
8	CHAZ ROSS	3068	OPEN	UNLMTD K-1	2:37:38
9	BRAD BECKWITH	3037	MASTERS	UNLMTD K-1	2:37:45
10	TED VAN DUSEN	3082	SENIOR	UNLMTD K-1	2:39:25



John Lockwood and daughter, Freya, relax on a camping trip in roomy Pygmy Wherry.

John Lockwood of Pygmy Boats. Inc

by Tamsin Venn Photos by Pygmy Kayaks

“It took three things to bring together Pygmy Kayaks, love of the wilderness, computers, and anthropology. “Every one of those was required,” John Lockwood says of his company specializing in computer designed, wood stitch-and-glue kayak kits.

Lockwood is still working on the story. In June, he planned to take a trip to Bella Bella on Campbell Island, British Columbia, to test two new Pygmy boats with his daughter.

“You don’t know how a boat behaves until you’ve lived in it for two weeks,” he says. That will add new boats to Pygmy’s roster of 15 kayaks, one rowing skiff, and one canoe.

Lockwood continues to push the cutting edge of computer designed kit kayaks. This summer he plans to release the first kayak you can order with three different decks. His new 22” x 17’ hull will be available

with a flat rear deck, a low two-panel rear deck, and Pygmy’s trademark four-panel rear deck.

“The reason this is possible is that we computer design the kits. That is one of the places where kayaking is going,” says Lockwood.

Lockwood was born in St. Louis, and started college in electrical engineering, dropped out and became a vagabond in the western mountains. He hitched across the country one time, took a drive away car another with four other guys. He did odd jobs like working on a wheat farm in eastern Washington, baling hay, and as a pack horse wrangler.

In 1967, the vagabond life came to a screeching halt when he fell ten feet and broke his hip. He notes that the Outlier story would not have come together without the accident.

“I took a kayak after I recovered, because it was the only way I could get into the wilderness,” he says. It was before doctors had perfected the whole hip replacement, so he was on crutches for 7 1/2 years.

First he went 900 miles down the Yukon River for 2 1/2 months. “It was the longest, easiest trip I could find,” he says.

He took a downriver racing Klepper, the T-9, extremely tippy.

Adventure abounded. He met a grizzly bear 18 inches from his face. He ate half his food from the wild, setting snares for rabbits and catching pike.

In 1971, after four years at Harvard studying anthropology and computer science, Lockwood decided he needed a break from academia.

He left Cambridge on a bus to Montreal,

took a train to Prince Rupert, B.C., and hitched a ride on a fishing boat across Hecate Strait, got dropped off a half mile off shore on the north coast of the Queen Charlotte islands. He and his girlfriend brought a Klepper Aerius II with them.

“We were out paddling the Queen Charlottes for five months and saw only two other kayakers the entire time we were out. One was a Frontiersman, the only kayak made in the Northwest at the time, long predating Eddyline and Pacific Water Sports. The second was another Klepper.”

Lockwood also brought the interest of living off the land. His anthropology studies turned him into a self-proclaimed “hunter-gatherer” freak. “It had a huge impact on my life.”

He brought recipes from 150 xerox pages of Kwakiutl Ethnography, a 1,200-page book by the German American anthropologist Franz Boas.

In deciding on the Queen Charlottes, Lockwood had gone to the Peabody Museum at Harvard, and spent hours poring over maps, looking at ecology, population density, rainfall, comparing those places, to get into the wilderness, and one of the criteria was that he couldn't portage.

“Even 40 years ago, for true wilderness, you had to have rock and ice, desert, temperate rain forest or tropical rain forest i.e., some place where there are no farmers. I picked a temperate rain forest.”

He and his girlfriend lived off the land and sea. They survived off kelp snails, turban snails, whelks, three types of chitons, sea urchins, crabs, sea cucumber, limpets, octopus fished out from underneath rocks at low tide, four types of salmon, halibut, several types of rock fish (including red snapper), lingcod. Also glasswort, goose tongue. Lockwood even speared a deer from his kayak. He learned how to sun-dry halibut, Indian-dry salmon, and make tainted red snapper.

He supplemented the ethnography recipes with Euell Gibbons' *Stalking the Blue Eyed Scallop* (Gibbons' second book and the one



Fantastic fishing: Lockwood (with his Coho) catches lake trout in Great Slave Lake.

he really wanted to write).

“You'd have to be completely ignorant to starve to death on the British Columbia coast. That is still true,” Lockwood says.

For shelter he used a 15-foot-high Indian teepee that he made especially for the trip, out of ripstop nylon and weighing all of seven pounds. At trip's end, five sets of teepee poles lined the coast.

His pre-trip research did not include one critical detail - that on the full-moon summer tides, the Queen Charlottes had a 25-foot tide drop. To take advantage of the tide, they would leave in the middle of the night. “Sometimes there would be a quarter of a mile to get the kayak from low tide to high tide,” he says.

To cover the distance on crutches and one good leg, before kayak wheels, he had sewn three-inch nylon webbing straps to all the bags. He would put three of them on and carry the stuff down to shore. To move the kayak, they would grab the kayak at the balance point, and swing it, little by little, up the beach. “We could cover 200 yards in 15 minutes,” he says.

But it was worth it.

“This was paradise, long before the park

was established, there was no tour company on any part of the island and nary a kayak to be seen,” he says. “It was a really an exciting part of my life.”

“That was long before issues with public access and land use claims. So we were out there, and it was totally beautiful. Ten foot thick spruce trees. We saw a lot of huge ancient old growth timber and verdant moss. We slept under totem poles. That summer, I learned how to pick wild mushrooms.”

John needed a single kayak that he could pull up the beach while on crutches. Lockwood had also brought a copy of *The Bark Canoes and Skin Boats of North America* by Howard Chappelle and Edwin Adney and was inspired to design and build a southwest Greenland Eskimo kayak using those plans.

He was living in a little shack, and borrowed a friend's shed and built his first plywood stitch-and-glue kayak. That was a concept borrowed from the British company Granta, which sold plywood kayakers.

“I designed the kayak, lofted its lines full scale on the shop floor, and then set up the frames on a strong back and constructed the boat. I then deconstructed the boat and used the panels to make my first stitch-n-glue kayak.”



The Pinguino Sport

He tied a 25-foot line to the boat and harnessed himself up and dragged himself up the beach pulling this boat with a chest strap. Dragging the Klepper had been out of the question. That was before Hypalon hulls.

Also, the wooden boat was a fraction of the weight. Even with three layers of fiberglass on the bottom, the boat probably weighed about 43 pounds.

He stayed on for two more years until the real world beckoned.

He spent 12 years as a computer programmer and software designer starting in Poughkeepsie N.Y. In 1977, only four years after he was back from the Charlottes, he quit his job as a computer programmer and decided to start building boats for a living.

He took off to Maine and went to Bath's Maine Maritime Boatbuilding School and a state funded school in Lubec, focused on marine trades.

"I went and talked to the teachers and asked them if there was a computer method of going from a design of the kayak to the plate. No one had heard of one," he says.

He decided to go to Homer, Alaska, and got as far as Seattle, when the girl he was traveling with balked – it was fall. He had one of his stitch and glue boats on his car and paddled it up in the San Juans and southeast Alaska and various lakes. In Seattle, first he worked for Boeing for 3 1/2 years, then for an actuarial firm in the Rainier Tower downtown.

"I didn't want to work as a computer pro-

grammer anymore. It's extremely demanding. It's OK for about the first five years, and it's fantastically challenging and fun and then it just gives you a headache."

He took off his business suit and dropped out again, and this time, he stumbled on an article in the trade journal of naval architects that described a mathematical method of doing plate expansion, going from a three dimensional design of a boat, to its two dimensional plate shapes.

"The problem is, you've got a 3D design shape, what is the shape of the plywood panels that will build it?" he says.

He spent an entire year writing the software on his PC to design hull templates building on existing CAD software for yacht design.

"Before I started coding, I called all around: Florida, Houston, Seattle, England, Australia, and Sweden.

"Following leads, I was trying to find somebody, anybody who had a commercial software program that would do this. I knew the math existed, but no one had made it into a software program," he says.

He used a class of mathematical objects known as developable surfaces.

"Traditional skin-on-frame kayaks are all multi panel. They are potentially developable shapes, and it turns out that Greenland style kayaks are all developable," he says.

He used a southwest Greenland design from Adney and Chappelle's Skin Boats of North America, enlarged it for big-footed American kayakers and called it the Queen Charlotte. And so Pygmy Kayaks was born. That was in 1987, and he would leave the IBM computer world for good. Recalling his anthropology studies, Lockwood named the company after the peaceful central African tribe he studied at Harvard. He set up a shop in Port Townsend, Wash., where he has been located ever since.

The Queen Charlotte was not only probably the first completely computerized designed and built kayak in the world, it also

made Lockwood the first person to produce a commercial plate expansion program. He designed it specifically for Pygmy Boats but sold it to companies making large steel boats.

Many kit companies are using this type of software now, he notes.

After the Queen Charlotte, he produced the wineglass wherry, the most complex kit multi panel boat on the market at the time it was produced, he notes. That was followed by the Osprey and Coho.

Last year, Pygmy came out with three new models. The Pinguino Sport is a recreational kayak. At 13 feet long, 25.5 inch beam, it has a large cockpit and weighs 34 pounds.

The Borealis XL was designed for larger people from 230 to 300 pounds, is 17 feet long, has a 25.5 inch beam, large cockpit, and weighs 43 pounds.

The other new boat is the Coho Hi (17.6-foot long, 39-pound weight and has identical handling characteristics to the Coho, with all the same dimensions plus an added 1.5 inches of height inside the hull). "With this extra foot room, if your dogs are large, the Coho High will keep 'em from barkin'!", says Pygmy.

"Dogged persistence is a characteristic of success," he notes referring to the Outlier theme.

Initially his problem in selling Pygmy kayaks was customers' perceived notion of wood boats. They looked at a wooden boat and assumed it was going to weigh as much as a rowboat.

"I did a lot of marketing to prove that the kayaks were much lighter than fiberglass models. There's a whole series of technical reasons for why wood is so light. Wood is a very complex structure," he says.

"After about eight years, people began to realize that these boats are a real alternative, especially when we switched to glassing the outside. They realized that they were very rugged," he notes.

Kayakers agreed. Lightweight and superb handling, good tracking, cruising boat, top of my ratings, they said.

“It became clear that in the hands of a good designer, a wood kayak can be one of the best performing boats on the market world-wide,” he says.

The fact is wooden kayaks are strong, light, and cheap. The Pygmy kits cost between \$590 for the child’s Golden Eye 10 (ten feet long) originally designed for his five-year-old daughter to \$1314 for the triple cockpit Osprey.

“Without the computer I couldn’t have taken boats to this level. The difference between the Granta boats and my boats was a huge difference. It would have taken a lot of time. The combination of being able to produce these faired, smooth lines and have complete control over them made a big difference. You’re on your computer screen with unlimited flexibility, and you’re getting all the naval hydro statistics for it. I produce information that will tell me exactly how this boat will perform on the water. It’s not an accident that these boats perform

without a rudder,” he notes.

“I produced a boat once that was so wildly misbehaved that it was dangerous, and I just put a rudder on it and paddled it for a summer, then threw it away,” he says.

“The reason my boats can be paddled without rudders is that I have a broken hip, and I can’t sit in a boat in one position. I keep shifting all day long, and still have to stop after an hour and half. You can’t do that with rudder pedals.

“Is that serendipitous opportunity? I think it’s more necessity is the mother of invention.”

“The deal with kayaks, unlike most boats, is they are man-powered and they’re paddled by one person, man or woman. Everything you confront in a kayak, you overcome by using your own body. It’s your effort that moves it through the water. Your muscle makes it turn and deals with wind and waves. The adjustments are very subtle. You feel it immediately in your body. The physical and emotional price you pay in a kayak is radically enhanced compared to other boats.”

Kayaking People



Photo by The University of the South

Allie McConnell Gets Paid to Paddle

Take a year to kayak throughout the world and get paid to do it? For one graduating college senior this is no dream. Allie McConnell, a student at the University of the South (Sewanee), was selected as one of 40 college seniors across the U.S. to receive the Watson Fellowship Grant. The Watson grant is a one-year, \$25,000 award to graduating college seniors for independent study and travel outside the U.S.

O’Connell couldn’t believe it when she received the award, through a several month-long application process. She plans to “creek boat,” a form of white-water kayaking specialized for navigating technical headwater creeks, around the globe to countries which have melting snow and higher rainfall. According to O’Connell, her goal is to explore and document the female presence in the “male-dominated sport.” She notes that kayaking is 90 percent mental and ten percent skill and that if you think you can do it, you can.

She will start her trip in July and plans to travel to Ottawa, Canada, New Zealand, Italy, and Norway. O’Connell, who is majoring in international global studies with a concentration on global relations and community development, thinks the trip will also help her future career.

- Information from the Cleveland Daily Banner, March 31, 2010

New England
Intermediate Rough Water
Symposium
June 10 - 13, 2010
Point Judith, RI



NIGEL DENNIS KAYAKS

www.maineislandkayak.com
Peaks Island, ME 04108
207-766-2373 Since 1986

Two Women Perish in Casco Bay

by Tamsin Venn

Strong offshore winds and an outgoing tide led to the tragic death of two young women in Casco Bay in Maine May 16.

Irene McIntee, 18, and her college friend, Carissa Ireland, 20, planned a short outing that Sunday afternoon from Peaks Island where McIntee's parents have a summer home. The girls set out about 1 p.m. for the mile-long trip to Ram Island, just south of Peaks.

Ram Island is a ledge outcropping with the Ram Island Ledge Light on it. McIntee's parents spotted the girls landing on Ram Island, then getting back into their kayaks. They could see them from their house on Peaks. A caretaker on a nearby island said he saw the girls in their kayaks but didn't see them capsize. One report says they were last seen heading towards Portland Head Light. McIntee, according to reports, had made the trip to Ram Island many times.

Although that day had started calmly, according to NOAA Casco Bay buoy data for Sunday, May 16, at 1 p.m. winds were northwest 18 mph gusting to 22 and at 2 p.m. had increased to 22 mph gusting to 29. After 4 p.m., the winds started shifting to north northwest and died back down to 13 mph, and by late evening had died down to west at 9 mph.

Waves were 1.6 feet every three seconds. The wave height remained consistent. Air temp was 60 degrees. Water temp was 47 degrees. High tide was at 1:35 p.m. with a 9.1-foot tide. Low tide was at 7:25 p.m. Sunset at 8 p.m.

Dressed only in T-shirts and shorts, they were not prepared for immersion in the cold water without wetsuit or drysuit protection. Both wore PFDs.

At 5:30 p.m. McIntee's parents called the Coast Guard and reported the girls missing. The US Coast Guard, Maine Marine Patrol

started the search assisted by local fire departments and harbor masters. They did an air and sea search of Casco Bay and shoreline searches of surrounding islands.

The Coast Guard found the kayaks at 8:30 p.m. about 5.5 miles southwest of Ram Island, 3.5 miles off Richmond Island near Cape Elizabeth. One kayak was capsized and the other one right side up, according to the Maine Marine Patrol. They continued searching throughout the night and into the next morning.

At 8:10 a.m., the Maine Marine Patrol found the paddles of both kayaks floating not far from where the kayaks were found. At 8:50 a.m., the Marine Patrol and Coast Guard found the girls about seven miles south of Ram Island and a mile from where they had found their empty kayaks. Both bodies were about a mile from each other.

The Coast Guard helicopter rushed the women to Maine Medical Center where doctors tried to revive them. They were hypothermic and unresponsive.

"They probably got caught up in the surf and got tumbled upside down," speculated Maine Marine Patrol Sgt. Daryen Granata who investigated the case. Because of the water temperature, their dexterity quickly disappeared.

He indicated that their black life jackets were appropriate and fitted them correctly. Hatches were sealed.

The kayaks were a deep teal color, 17 feet in length, not 12 feet as first reported in the news media. The women carried two-way radios, but no cell phone, vhf radio, or flares.

In April, The Coast Guard held a training session in Portland, Maine to promote boating safety. Maine Marine Patrol Sgt. Granata noted topics covered included boat

registration, safety equipment, children and life jackets, promotion of safety gear check, checking flares on a monthly basis to make sure they are current, filing a float plan, making sure you are prepared for the event from a multi-day island to island camping trip to a day trip, writing your name and phone number on your kayak, placing a float plan on your car dashboard with emergency contact numbers, placing your own cell phone number on your dashboard, looking at water temperature and wearing a wetsuit or drysuit with a pfd; carrying a vhf radio, flare, whistles, signaling mirror, cell phones in a dry bag; and other topics.

The girls were friends from Pensacola College in Florida. McIntee's family had just arrived in Peaks for their annual summer vacation and had invited Ireland to join them for a few weeks. The family lives in Georgia and summers on Peaks.

Ireland had just finished her junior year at college. Her parents are Christian missionaries in the Ukraine. McIntee was adopted from Russia in 1999 and the two shared that Russian background.

Cold water expert Chuck Sutherland noted in cold water of that temperature hypothermia would set in, in an hour, but after about 15 minutes of immersion, paralysis would occur.

"Most kayakers don't have an understanding of what they face in cold water," said Sutherland. "When we do our cold water lectures, people come away with a completely different view, but you don't get that anywhere else. You realize, hey, that could be me."

Note: We have printed this story in order to get it to press in a timely manner. Tom Bergh of Maine Island Kayak Company is investigating the incident and we hope to have the results of his research in the July/August issue.

Riverbend Park on the Potomac River

By Lara Lutz

An uplifted face, hewn from the wooden top of a modern-day totem pole, basks in the sun. It faces east and the river, where the morning light floods through a wall of windows at the Riverbend Park Visitors Center.

Human faces have turned toward this majestic bend in the Potomac River for thousands of years as a source of sustenance, trade and inspiration. Artist Rose Powhatan, who created the totem pole, counts her ancestors among them.

“I do all I can to let people know about the presence of native people in Northern Virginia and Fairfax County,” Powhatan said. “The work at Riverbend is providing another window of opportunity.”

Riverbend Park, a member of the Chesapeake Gateways Network, is on an inside bend of the Potomac River, northwest of the Capital Beltway. It is part of the renowned Potomac Gorge, a 15-mile corridor known for its globally significant plant communities and the diverse wildlife species that are drawn to them.

Poised just above the dramatic and impassable waters of Great Falls, the area was once a bountiful resource and an important gateway between coastal and inland communities.

A new exhibit at the Riverbend Park Visitors Center, including Rose Powhatan’s modern-day totem pole, tells the story of the Virginia Indians who knew the area first and best.

Their earliest presence at Riverbend dates to at least 12,000 years ago. Fairfax County archaeologist Michael Johnson said that about 75 of the 80 important sites on the parkland are prehistoric. He describes Riverbend as a mixing bowl, where interior and coastal tribes gathered for trade and fishing.

“It would have been a major congregating place, particularly in the spring for the fish runs,” Johnson said.



Because Riverbend stands on a flood plain, permanent settlements were unlikely. Archaeologists have found no evidence of a major population center. However, the land probably drew Northern Virginia tribes like the Nacotchtank and Tauxenent or Dogue, who may have traded and hunted in the area, gathered stone for tool-making, and eventually set up camps or farmsteads.

Tribes based south of Great Falls included the Maryland-based Nacotchtank on the Anacostia. The main Fairfax County village of Tauxenent was located farther south on the Potomac, near Belmont Bay.

“Above the falls, no one really knows,” Johnson said. “It’s pretty hard to put a finger on which cultural groups were there for European contact and through the 17th century.”

Europeans moving inland from the Bay would have found people with deep ties to the land and active, complex relationships between existing groups and cultures. Geographically, Riverbend was an area where those relationships remained in flux.

“This is where North met South, on every level, culturally and ecologically,” said park manager Marty Smith.



Maine Island Trail Association

New Destinations! Remote islands! Trip planning guides!

Join the Maine Island Trail Association and receive immediate access to many of Maine’s most beautiful, and private, kayaking destinations. MITA members use, enjoy and maintain over 160 sites along the Maine coast, from Kittery to the Canadian maritimes.

MITA is the oldest water trail in America and still includes many of the best destinations owned by private families, local land trusts, non-profit organizations, the State of Maine and others, and all available to MITA members for an annual membership fee of only \$45 (\$65/family).

MITA members receive the 350 page Stewardship Handbook & Guidebook updated annually, newsletters and eblasts, and they share the satisfaction of caring for one of the world’s foremost kayaking destinations.

**Celebrating 22 Years of the Maine Island Trail
1988 - 2010
Join now and learn more at www.mita.org**



Rose Powhatan

Artifacts found and exhibited at Riverbend include a large Catocin greenstone from the Blue Ridge Mountains, used for axe heads. Smith said that tribes on the Coastal Plain valued the high-quality stone and they may have sent shells upstream in return.

“They were masters at trade,” Smith said. “And they controlled this gateway between

the Shenandoah Valley and the Chesapeake Bay.”

The river also promotes ecological exchange. The outer ranges of northern and southern plant species overlap here, which creates biologic diversity. Floodwaters enhance it.

“Floods bring seeds down the gorge from West Virginia, Western Maryland, the Blue Ridge Mountains, the Shenandoah Valley,” Smith said. “We’ve got plants you should find in the mountains. You shouldn’t find them here.”

Riverbend exhibits explain more about these plants, called “disjuncts,” along with stories found in layers of ancient rock. But Smith hopes the newest displays—including a strikingly sculpted mannequin in traditional dress and a replica dugout canoe, which children can touch and climb—will direct attention to Virginia Indians and their present-day descendants.

“If you look at a contemporary map of Virginia, you will notice that the state-recognized tribes are listed in specific areas, and there’s no evidence of Indian communities in Northern Virginia,” Rose Powhatan said. She calls it the result of “documentary genocide.”

“If you did not cooperate and collaborate with the settlers who came into Northern Virginia, you were written out of the books. It’s a convenient way to get rid of you, in addition to actual combat. So a lot of people don’t realize that there are Indian communities, or descendants of indigenous Northern Virginia

tribes, living right next door to them.”

Creating totem poles, like the one displayed at Riverbend, helps Powhatan express both her heritage and contemporary perspective. Powhatan said that totem poles were used to designate a ceremonial dance area. They were not objects of devotion.

She and her husband, Michael Auld, created totem poles displayed at Jamestown using traditional techniques, but her Riverbend piece is a contemporary interpretation. Powhatan selected this totem pole for the exhibit because of its story. Engravings on the pole tell depict an old Virginia tradition—every November, the Pamunkey and Mattaponi present a tribute of deer and other wild game to the governor, to commemorate a treaty signed in 1677.

“When you think about the history of the indigenous people of Virginia and European settlement, it’s a bittersweet story,” Powhatan said.

“A treaty is symbolic of peace and promise, so I thought it would be fitting for that totem to be there.”

Riverbend Park

Trails and picnic grounds are open 7 a.m. to dusk. The Visitors Center—exhibits, gift shop and snack bar—is open 9 a.m. to 5 p.m. weekdays and noon to 5 p.m. weekends. December through February, the hours are 11 a.m. to 4 p.m. daily.


A network of small, off-shore islands is accessible by kayak. The river is calm downstream of the boat ramp, with mild whitewater upstream.

Call 703-759-9018 or visit www.fairfax-county.gov/parks/riverbend/ for information, including details about fees and registration. For information about other sites in the Chesapeake Bay Gateways Network, visit www.baygateways.net.

Lara Lutz is a writer and editor who lives on the South River in Mayo, MD.

- The Chesapeake Bay Journal, May 2010

ESSEX RIVER BASIN ADVENTURES



Summer Sea Kayak Adventure Program for Kids

Learn about the sport safely on the tidal estuaries of the Essex River with enthusiastic instructors and develop a life long love of sea kayaking


For boys and girls ages 9 to 15

1/2 Day Program 8:30-12:30
(Fri 8:30-2:30)

July 5th - July 9th
July 12th - July 16th
July 19th - July 23rd

Full Day Program 8:30-3:30
Aug 2nd - Aug 6th
Aug 9th - Aug 13th

Essex River Basin Adventures
One Main Street, Essex, MA 01929
(978) 768-ERBA (3722)
erba-info@erba.com www.ERBA.com





GET LISTED!

Send calendar listings to ackayak@comcast.net or ACK Calendar, P.O. Box 520, Ipswich, MA 01938, or enter them online at www.atlantic-coastalkayaker.com.

NORTH ATLANTIC

SYMPOSIA AND SHOWS

June 10-13: New England Intermediate Rough Water Symposium

Point Judith, Rhode Island. Sponsored by Maine Island Kayak Co, and Nigel Dennis Kayaks. Focus on intermediate level rock garden play, tidal stream work including trips out to The Race off Fishers Island, and surfing with a bit of Greenland and BCU. Facilities at a "youth camp" facility on a protected bay on the edge of this small Rhode Island town. Tom Bergh, Maine Island Kayak Co, Peaks Island, ME 04108; 207-766-2419 h; 207-232-6733 c; www.maineislandkayak.com

June 11-13: L.L. Bean's Paddlesports Festival

Freeport, Maine. Demonstrations, lessons, clinics, and test paddle your next boat at the nearby L.L.Bean Paddling Center. L.L.Bean Outdoor Discovery Schools; 888-552-326; www.llbean.com/ods.

June 12-13: 21st Annual Atlantic Canada Sea Kayaker's Meeting

Tangier, Nova Scotia. Discover one of the best paddling destinations in eastern Canada. Clinics, slides shows, traditional church supper. Pre and post meeting sessions (June 11 – Tidal Current Clinic; June 14 – Surfing Clinic). Special Guest: Jim Price, Eastern Edge Outfitters, Paddle Canada Senior IT. Scott Cunningham, (877) 404-2774; www.coastaladventures.com

June 25-27: Wooden Boat Show

Mystic Seaport, Mystic, Ct. Enjoy hundreds of wood-crafted boats including kayaks, test paddle, seminars, programs, special events; www.thewoodenboatshow.com

June 25-27: The 7th Hudson River Greenland Festival

Croton Point Park, Croton-on-Hudson, N.Y. Easily accessed from local highways and Metro North trains. Instruction with traditional paddling experts Cheri Perry and Turner Wilson and others. Greenland-style kayak races, rope demos and instruction, paddle making demos, and boat building. Camping available. Sponsored by the Yonkers Paddling & Rowing Club. For more information, <http://yprc.org/greenlandfestival.asp>. NOTE; SOLD OUT THIS YEAR.

July 22-24: Friendship Sloop Days

Harbor Park, Rockland, Maine. 50TH Annual Rendezvous and Races, demonstrations, and visits to historic Friendship Sloops. Sponsored by the Friendship Sloop Society. Rockland-Thomaston Area Chamber of Commerce. Telephone: 207-596-0376. E-mail: info@therealmaine.com. www.fss.org.

RACES

June 3 through summer: Holyoke Rows

Kayak Fun Races.

Connecticut River, Jones Ferry River Access Center, Holyoke, Mass. Thursday evenings 6:00 PM, open to all abilities, no official times taken. Start your watches together and everyone posts their own times. Assorted loops ranging from 4 - 6 miles. www.holyokerows.org

June 12: Buzzards By Open Water Rowing Challenge

(formerly Row for the Bay), sponsored by the Buzzards Bay Rowing Club, New Bedford, Mass. Proceeds support the Schooner Ernestina. 3 miles in New Bedford's outer harbor, start at Fort Taber Park. www.buzzardsbayrowing.org

June 13: The 6th Annual River Westport River Run

Start at Hix Bridge and finish at the Head of Westport, Mass. Sponsored by the Westport River Watershed Alliance. Two courses: Challenge (8.5 miles) wind and tide are always an issue. Family (3.5 miles) easy paddle with tide flow. Kayak race rentals available at Osprey Sea Kayak. www.wrwa.com or email info@wrwa.com. Westport River Watershed Alliance, 1151 Main Rd., Westport, MA02790; (508) 636-3016.

June 16: Spring Fling at Glasgo Pond. Griswold, Ct.

A 7.5-mile two-lap race around the pond or a 3.5-mile one-lap race for recreational kayakers. www.neckra.org

June 19: Fourth Annual Nashua River Canoe and Kayak Race.

Nashua River, Groton, Mass., www.neckra.org or rabinikin@msn.com

June 19: Aggievan Triathlon. Point 2 Point Adventure Racing.

Eliot, Maine Boat Basin to top of Mt. Agameticus, York, Maine. 2 mile kayak, 25 mile road bike, 3 mile run. Beginners and relay teams welcome. www.aggievan.org

June 19 and Aug. 21: Against The Tide.

One-mile swim, two-mile kayak, three-mile fitness walk, and/or 5k run to benefit the Massachusetts Breast Cancer Coalition. The June 19 event will take place at Hopkinton State Park in Hopkinton, Mass. The Aug. 21 event Nickerson State Park, Brewster, Mass. This fun and inspirational day brings together swimmers, kayakers and walkers of all ages and abilities to join efforts with MBCC in eradicating the breast cancer epidemic. Each participant raises a minimum of \$150 in contributions to benefit MBCC and may

choose to participate in one or all events. Visit <http://mcbcc.org/swim> to register or call 1-800-649-MBCC.

June 20: Goose Chase

Housatonic River, Pittsfield, Mass. 9 miles. paty@joshbillings.com

July 2-4. The Lake Placid International Regatta.

Flatwater sprint canoe/kayak races, Lake Placid, N.Y. www.lakeplacidinternational.com/

July 3: 18th Annual Sheepscot River Race. Wiscasset, Maine.

A six-mile canoe and kayak race that starts at the Wiscasset waterfront and finishes at Sherman Lake in Newcastle. Contact Sea Spray Kayaking (888) 349-SPRAY (7772); <http://seaspraykayaking.com/>

July 4: 4th of July Contoocook River Race. Contoocook River, N.H.

5 miles flatwater. Prtsen1@comcast.net or www.neckra.org

July 10: Medum's Adventure. University of New Hampshire

Mendum's Pond Recreation area, Barrington, N.H. 1/3 mile swim, 3-mile trail run, 2 mile kayak. Followed by the Aqua Run (1/3 mile swim, 1.5 mile trail run, 1/3 mile swim, 1.5 mile trail run), Aug. 14; and Paddle of the Pond (4 mile kayak), Sept. 25. Do one or all three races, organize a team. Register online at www.active.com

July 17: Blackburn Challenge. Gloucester, Mass.

23-mile race on mainly open water, circumnavigating Cape Ann. The race is open to anyone, but there is a half-way checkpoint with a time limit, and a full race pull-out limit of six hours. For race info and online registration, www.blackburnchallenge.com. Or email Donna-Lind@comcast.net or call (978) 764-9407

July 24: Kayak for a Cause.

Cross Long Island Sound, 13.5 miles, in a group to raise funds for five worthy causes. Crab Meadow Beach, Northport, N.Y., to Calf Pasture Beach, Norwalk, Ct. Paddlers required to raise donations. Event followed by beach party at Calf Pasture Beach, lobsterbake, and music by guitar legend Dickie Betts. www.kayakforacause.com

July 29-Aug. 5: The Tenth Annual Great Hudson River Paddle.

Not actually a race, but an expedition, the GHRP 2010 starts in Albany and ends in Peekskill, about 100 miles. Paddlers and guides will camp each night at pre-arranged sites along the way, and new this year a stay at the Hyde Park Inn if desired. Opportunities for pad-

dlers to visit heritage and cultural sites in local communities. Options are available so that paddlers can join the trip anywhere from three days up to the full eight. For more information www.hudsongreenway.state.ny.us or email scott.keller@hudsongreenway.state.ny.us, or (518) 473-3835.

Aug. 14: The Mayor's Cup – New York City Kayak Championships

A 26.7-mile paddle around Manhattan. The race has switched from October to August this year to take advantage of better weather. Also it has a new starting location at the 79th Street Boat Basin. Two skill levels, Elite Open and Sea Kayak, with necessary qualifications to enter. Total purse of \$15,000 in cash and \$20,000 in prizes. www.nymayorscup.com for registration and other information.

Mayors Cup Tune Up Races

Rochester Open Water Challenge

10 mile and 3 mile courses
Irondequoit Bay Marine Park; Sea Breeze, New York – Saturday, June 26, 2010

Contact information:

Ken Altfather; Phone: 585-288-2830; E-mail: ken@baycreek.com. For more information and to register for the races go to <http://rochesteropenwaterchallenge.com>

Bear Mountain Challenge

Kayak race and family paddling event
Foundry Dock Park; Cold Spring, New York – Saturday, July 10, 2010, 7:00am to 1:00pm
Fun Family Paddling Events:
.5 mile and 1 mile Family Frenzy Race

Tune Up Kayak Training Series Races

14 mile competitive course, offering the following classes: Open Elite, Sea Kayak, OC1, OC2, OC6

Contact Information:

Ray Fusco; Phone: 845-440-3127; E-mail: ray@nymayorscup.com. For more information and to register for the races go to <http://www.nymayorscup.com/tuneup.php>

This 14 mile, mostly flat water, kayak race is a Tune Up Kayak Training series race for the Mayor's Cup New York City Kayak Championships. The course passes along one of the most historic sections of the Hudson River.

This race is a fun friendly competitive event to prepare racers for bigger races or just get your feet wet in racing. \$5,000 in prizes!

Half-mile Family Frenzy race and a one-mile Family Frenzy loop. These races are for the whole family to enjoy the day paddling together. T-shirts and lunches for all racers. Tandems are recommended for the family frenzy races

Mayor's Cup – New York City Kayak Championships

79th Street Boat Basin, New York, New York - Saturday August 14, 2010

28-mile competitive course, offering the following classes: Open Elite, Sea Kayak, OC1, OC2, OC6

Contact Information:

Ray Fusco; Phone: 845-440-3127; E-mail: ray@nymayorscup.com. For more information and to register for the races go to <http://www.nymayorscup.com>

Overview

The Mayor's Cup New York City Kayak Championship is New York City's marathon by water! This 28 mile marathon paddling race, around Manhattan Island, is made up of elite paddlers as well as enthusiast paddlers. All talented paddlers are welcome to participate. The Mayor's Cup race draws some of the world's and the region's most accomplished paddlers traveling from 22 countries and 25 states for this epic experience. This New York City paddling tradition started in 1927 and its early roots date back to the 1880's.

BOATHOUSES

New York City Downtown Boathouse

June 12 through mid-September: weekend and holiday guided trips. Morning trips run from Pier 96 Clinton Cove (56th St.) location. Trips go out into the Hudson River and the lower harbor, four or five miles, about three hours. Be at the boathouse before 8:00 AM to sign up. A lottery decides who goes. If you have your own kayak, you can usually join the trip. www.downtownboathouse.org

MISCELLANEOUS

June 13: Coastal Maine Kayak Demo Day

East End Beach, Portland, Me. 11 a.m.-3 p.m. Try before you buy – Valley sea kayaks and some Necky kayaks and stand-up-boards; Werner paddles. PFDs and paddles provided. www.coastalmainekayak.com

Aug. 22: Swim & Fin Race for Salem Sound.

Salem Harbor Canoe, Kayak, Outrigger Race; and swim. Raise funds for Salem Sound. Salem, MA. www.swimandfin.org

CLUBS

For a complete list of clubs, go to our website at www.atlanticcoastalkayaker.com

Brattleboro Outing Club Brattleboro, VT

The Brattleboro Outing Club will host nine canoe and kayak outings May to October. All paddles are free and open to the public, and all are suitable for family canoeing and kayak touring. Life jackets (PFDs) are mandatory. Reservation priority goes to BOC members. Membership information is available at the BOC website. For more information, contact Larry McIntosh at (802) 254-3666, or Lmacyak@yahoo.com.

Five trips are described in John Hayes and Alex Wilson; Quiet Water, New Hampshire & Vermont,

2nd Ed., (Appalachian Mountain Club Books). Information regarding the Connecticut River trips is found in The Connecticut River Boating Guide, Source to Sea, 3rd Ed., (The Globe Pequot Press) for the Connecticut River Watershed Council. Brief descriptions of each trip on the BOC website at www.brattleborooutingclub.org.

Three outings are of special significance to local birders. Go to www.ctriverbirdingtrail.org

June 9: Grafton Pond, Grafton, N.H.

June 19: Sunrise on Lake Whitingham (Harriman Reservoir), Vt.

This is the club's famous sunrise "paddle & nosh" trip. Meet at 5 a.m. at the Chelsea Royal Diner (Rte. 9, West Brattleboro), or 5:30 a.m. at the VIP Coffee Shop in Wilmington (Jct. Rtes. 9 and 100S). Enjoy a potluck breakfast on a sunny warm secluded beach, before the motorboat crowd wakes up. Off the water by 11 a.m.

June 23: Nubanusit Lake and Spoonwood Pond, Hancock and Nelson, N.H.

Aug. 28-29: Connecticut River and North Hartland Lake, Hartland and Windsor, Vt. (camping optional).

Sept. 19: Lake Sunapee, N.H.

Oct. 4 – Sommerset Reservoir, Sommerset, Vt.

Annual, all-day, fall foliage paddle on a very special, out-of-the-way, protected body of water, at a special time of the year. Chance to see loons, bald eagles and migrating waterfowl, feel the crisp late season air and witness fantastic fall colors, on this favorite yearly outing. Meet at 9am at the VIP Coffee Shop (Jct Rtes 9 and 100S) in Wilmington.

Coastal Maine Kayak Paddling Club

Paddle Wednesday evenings starting in June. Meet at the shop at 5:30 pm at Coastal Maine Kayak, 8 Western Ave., Kennebunk Lower Village, Maine, to paddle at various locations in the area. Rentals available from the shop. Advice and gear offered. www.coastalmainekayak.com

TRAIL NEWS

Maine Island Trail Assn.

Island Clean Ups:
June 5: Stonington
June 12: Muscongus Bay
June 19: Mount Desert Island
June 26: Downeast

Joint Trip with MITA and Southern Maine Sea Kayaking Network

June 12: Round Pond
July 10: Stevens Island camping from Jonesport
Aug. 7: Muscle Ridge Islands from Birch Point

For more information, www.mita.org

Northern Forest Canoe Trail

2010 Waterway Work Trips. No experience necessary.

July 9-11: Buttermilk Falls, N.Y.
July 16-18: Franklin Falls, N.Y.
July 30-Aug. 1: Highgate Falls Portage, Vt.
Aug. 6-8: Lake Umbagog National Wildlife Refuge, N.H.
Aug. 13-15: Spencer Rips, Maine

Trips are \$60 member/\$75 non-member, and include food, tools, and guaranteed fun. Contact Trail Director Walter Opuszynski.

Birthday Bash: July 24-25. 10th Anniversary Party in Rangeley, Maine.

Events includes an old-style parade through downtown Rangeley, live music day and night, paddling workshops and excursions, a chance to help meet a goal of paddling 740 Miles in One Day, and Maine dinner at Saddleback Mt. Base Lodge. Northern Forest Canoe Trail, Waitsfield, Vt.; www.NorthernForestCanoeTrail.org

CLASSES

For a complete list of outfitters, go to www.atlanticcoastalkayaker.com

SUMMER CAMPS

The Chewonki Foundation:

Wilderness Trips for teens June through August including three-week kayak trip and five-week Boatbuilders course. Younger campers have kayak options in their camp program. www.chewonki.org

Coastal Maine Kayak's Day Camp

For kids 9 through 14 years of age, on the coast of Kennebunk, Maine. Kayaking lessons include launching, paddling techniques landing, and team and self rescues. Boating and water safety rules. Three days, 10-4. www.coastalmainekayak.com

Essex River Basin Adventures

Sea Kayak Adventure Program for boys and girls ages 9-15. Start on the quiet tidal estuaries of the Essex River Basin and nearby Chebacco Lake, Mass. As paddling skills develop, longer, more challenging trips are planned.

Half-day, five-day program July 5, July 12, July 19, Full-day five-day program, Aug. 2, Aug. 13 www.erba.com

Outward Bound

6/27, 7/16, 8/04. 12-day Boston Harbor sea kayaking and climbing for youths (boys only). Other youth programs throughout U.S. www.outwardbound.org

Rippleffect's Maine Island Trail Adventure Expedition

Five-day kayak expedition, for ages 15-18, to islands managed by the Maine Island Trail Association, offers adventurous students the opportunity to explore Maine's coast by kayak and have a unique wilderness adventure. Other adult and youth programs also available. www.rippleffect.net

MID ATLANTIC

June 26: Freya Hoffmeister at EMS.

Annapolis, Md., 5 p.m. talk. The only woman and fastest ever to kayak 9,400 miles around Australia. Hear about her epic journey. www.cpkayaker.com

GREAT LAKES

July 15-18: Great Lakes Sea Kayak Symposium

Grand Marais, Mich. www.downwindsports.com

Aug. 26-29: Lake Superior Goes Greenland

Naturally Superior Adventures hosts Ontario's only Greenland-style sea kayak symposium on Lake Superior, Wawa, Ontario, Canada. Instructors include Bonnie Perry and Doug Van Doren, two of North America's finest Greenland-style paddlers. Perfect for first-time and experienced Greenland-style paddlers alike, registration includes the use of a handmade paddle. Contact: Megan Gamble (800) 203-9092; info@naturallysuperior.com

INTERNATIONAL

July 13-19: Greenland National Open Kayaking Championship

Nuuk, Greenland. Foreign kayakers of all skill levels are invited to participate. www.qajaqusa.org

Aug. 20-22: Second Annual Hanko Sea Kayak Gathering

Hanko is the southern tip of Finland and offers lovely day trips. Camping on the beach, lectures, water workshops, and paddling tours. All sea kayakers are welcome. Some foreign instructors and many Finnish trip leaders and instructors. The temperatures are warm Finnish summer (15-22 degrees Celsius), rain can happen. The water is around 18 degrees, but might also be cooler. Kayak rentals available. English spoken. Saturday dinner.

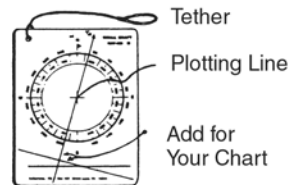
For more information,

http://www.nilfinland.fi/index.php?option=com_content&view=category&layout=blog&id=38&Itemid=18&lang=en. There is also a Facebook Group "HSKG" where questions are more than welcome. Or, contact Anna Leena Lind, alli@iki.fi www.iki.fi

THE SMALL CRAFT NAV-AID

enables mariners in open boats to easily and accurately determine course bearings from charts while underway.

Great for kayakers. It is a compass rose on a 4x5 in. plastic plate with a flexible course plotting line. Instructions are included. Make checks \$8.- to C. Sutherland. Postage paid. Write: C. Sutherland, 2210 Finland Rd., Green Lane, PA 18054.



PYGMY

18 TOP RATED
KAYAK
CANOE &
ROWING KITS

Beautiful, Rugged, Ultra-light
Wood-Fiberglass Composite

www.pygmyboats.com 360.385.6143

Klassifieds

NECKY LOOKSHAIV HV. Kevlar, dark blue over white, with custom installed Valley skeg system. Light, stable, responsive and great in rough water! \$1800 or best. Located in Vermont. jduqhoff@gmail.com (8)

NDK GREENLANDER PRO. Yellow over white, keyhole cockpit, slider skeg, deck mounted compass, good condition, original owner, LI NY, \$1200. Jim, (631) 680-5828 or pintail99@gmail.com (8)

FEATHERCRAFT K1 EXPEDITION FOLDING KAYAKS. Purchased in 2000 and infrequently used; yellow "Sealskin" deck/black hull excellent condition; full set of accessories; if purchased new would cost \$ 6,300 each but are offered at \$2,500 each not including shipping; contact Brent Bitz 928-282-5238 or sedonabirds@aol.com (8)

FOR RENT: 1840's farmhouse with attached barn on 2 1/2 acres, W/D, DW, 4 BR, 1 1/2 bath and outside shower, one mile from perfect put-in at Gray's Cove on Eggmoggin Reach in Deer Isle, Maine, \$800 week, (508) 824-3393 or pinkyplatt70@yahoo.com. (6)

SURGE. Kevlar, Fast, Lightweight Outfitted Weight 38 lbs. (Specifications L.O.A 17' 7 3/4" L.W.L. 15' Overall Beam 22 3/4", Waterline Beam 21 3/4", Prismatic Coefficient (P.C.) 0.56 Lateral Center of Bouyancy (L.C.B), Station 5.1, Vol-

ume 11.7 cu. ft. Cockpit Size 16" x 27", Cockpit Height 13 3/4". Excellent boat, 3,100.00 proven track record call Cathy: (518) 893-1567, Saratoga Springs NY. (4)

WET WILLY. Custom built (80 work hours) "Spirit" flagship model, 17 ft. x 24 ins. Wide swede form, mahogany wood deck and hatches, large mahogany keyhole cockpit, deck height 13 1/2 inches, carbon/Kevlar hull. Expedition lay up and Seaward Kayak Smart Rudder system, white hull, specialty graphics and compass. Excellent condition, always garaged. Weight 59 lbs. Price \$2,500 neg. Sale is due to aging and health reasons. Custom wood paddle, spray-skirt, cockpit cover included. Ernie Jochen, Mastic, NY 11950; (631) 281-7873. (4)

BETSIE BAY ARAL. Greenland style kayak 18' X 20 1/2" 33 lbs. Purchased new Jan. 2007 and is in excellent condition. Located in Grand Rapids, Mich. Asking \$3,500. Contact Dale @ 616-868-6745 or email: dreidsma@buistelectric.com (3)

EPIC 16 kevlar touring with SmartTrak rudder only 39 pounds. Near new yellow/white plus new fitted neoprene skirt. Super woman's boat. \$2000 / (860) 334 9433. (3)

KAYAK CAMPING on Cross Island Farms, 102-acre organic farm. Just one mile from launch into St. Lawrence River on beautiful Wellesley Island, N.Y. Paddle around pristine Canadian islands in fresh water. Run by kayaker and ACK

photographer Dani Baker and David Belding. Refuel on organic veggies and pastured pork. Call or email (315) 482-FOOD (3663), organic@crossislandfarms.com or www.crossislandfarms.com (8)

SEA KAYAKING ALONG THE NEW ENGLAND COAST 2nd edition and Sea Kayaking Along the Mid-Atlantic Coast, by Tamsin Venn, published by Appalachian Mountain Club BOOKS. Send \$18.95, plus \$1.50 postage and handling to Tamsin Venn, POB 520, Ipswich, MA 01938.

VINTAGE KLEPPER AERIUS. Bought the same year Hans Lindemann used his to cross the Atlantic Ocean (1957). A true classic. Needs TLC and new sails. Your chance to own a classic at the very reasonable price of \$350. Contact Tamsin Venn, ackayak@comcast.net.

Please note. Atlantic Coastal Kayaker will publish in an online format for four months: May, June, July/August, September. Available from our website. Please send us your email address to facilitate the online subscription.

Also, check out our recently revamped website with up to date calendar, classifieds, and Atlantic Coast resources for kayakers. We are adding more exciting features daily. We want it to be just right for our readers!



SUBSCRIPTION ORDER FORM

**ATLANTIC
COASTAL
KAYAKER**

Name: _____

Address: _____

City: _____

State: _____ Zip: _____

Send this order form (or a copy) with your check for \$24 for one year or \$44 for years (\$44 US Dollars overseas and \$35 dollars for Canada for one year) payable to Atlantic Coastal Kayaker, P.O. Box 520, Ipswich, MA 01938.