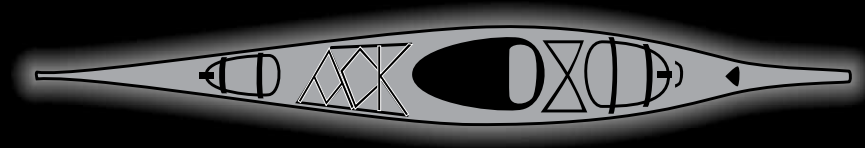


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July/August 2010
Volume 19, No. 5

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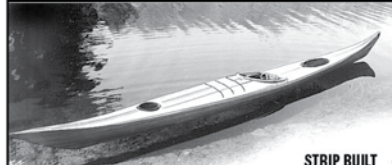
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Atlantic Coastal Kayaker
is published monthly for 8 issues,
March through December. We take
January and February off.

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

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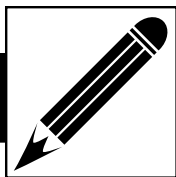
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Summer is here. Kayakers have lost their peaceful early spring days. Now they must compete with motorboaters and jet skiers. The main thing to remember during this season is that you are a speed bump. You do not have the right of way (even though you do technically). Avoiding other boats is your job. Here are ten suggestions to keep you safe on the water in July and August.

1) Since the larger boats have to use the channels to get in and out of marinas, you can increase your safety by staying out the channel. Not clear where the channel is? It is marked by red and green buoys. Remember the phrase, “red right returning.” That means that boats keep the red buoys to their right when they are heading back into the harbor. Don’t wander into this traffic lane. When you do cross the channel, choose a narrow spot, look for a window of opportunity, paddle fast and straight across, not at an angle. In a group, cross together quickly in a tight pod. If you know someone might lag behind (as in a child), clip a tow rope onto him or her. If fog is heavy and visibility poor, it may be wise not to cross the channel at all. If you have no choice, as in getting back to your put

in, use a horn or other signaling device.

2) It is best not to depend on the larger boat’s captain seeing you. That applies to large motorboats, sailboats, and lobsterboats. You can tell if you’re on a collision course if the angle at which the other boat is approaching you does not change. If a boat deliberately makes a close shave past you, have your binoculars handy, try to take down the registration number.

3) Don’t paddle close behind a ferry that is docked. Many ferries keep their engines running and thereby create a powerful backwash that could capsize you. They could also back up at any minute. Make note of the ferry schedules in the area you will be paddling. If they leave hourly, be particularly alert at that time. Pay special mind to schedules of high speed ferries such as the one out of Bar Harbor, Maine.

4) If paddling in a large harbor, such as Portland, monitor your VHF radio. Commercial ships announce their intentions on channel 13 when approaching the harbor or when getting under way from berth or anchor. However, don’t contact these ships about your whereabouts unless it’s an emergency. Portland Harbor

publishes a pamphlet called “Big Ships, Little Boats,” including a map of the major commercial channels. You can find one at the ferry terminals or various marinas.

5) When leaving a marina or boat ramp, hug the shore in the shallows until you are well away from the loading area.

6) On a summer weekend, paddle early in the morning. Chances are you can paddle in relative peace. After noon, powerboats rule.

7) Plot your journey on a map before hand. Plan to stay in the shallows and close to shore. If you cross to an island, do so in a group. Discuss the planned route beforehand so you can plan to pod up at a specific place for the crossing.

8) Join a race. Many races have recreational classes where you can make a leisure time of it. You are in the company of other paddling companions, designated routes, and chase boats. Chances are good you will not get run over. For a schedule of selected New England races on both river, pond, and sea, check our calendar section.

9) Keep visible. Wear brightly colored pfd or jacket. Use reflecting tape on your pfd and boat. Always use a white light at night. One way to insure you being seen

is to keep paddling; one of the most visible elements kayakers have is the movement of their paddles. Also, although it is not mandatory, the use of a neon-colored bicycle flag mounted on the back of your kayak can help others locate you. 10) Courtesy dictates that when using a busy ramp, launching should take place to the side of the ramp if possible – usually there is a grassy knoll or rocky beach – or you can squeeze to one side of the ramp. Don’t park in trailer-designated spots. Load and unload quickly.

Note: This edition combines the July/August issues. This should give us a good chunk of time to get out on the water and report some really great articles. See you in September. Once again, thanks for your enthusiasm for the online edition. However, we still have not heard from many of you regarding your email addresses so we can send you the monthly password. PLEASE SEND US YOUR EMAIL ADDRESS VIA ackayak@comcast.net TODAY.

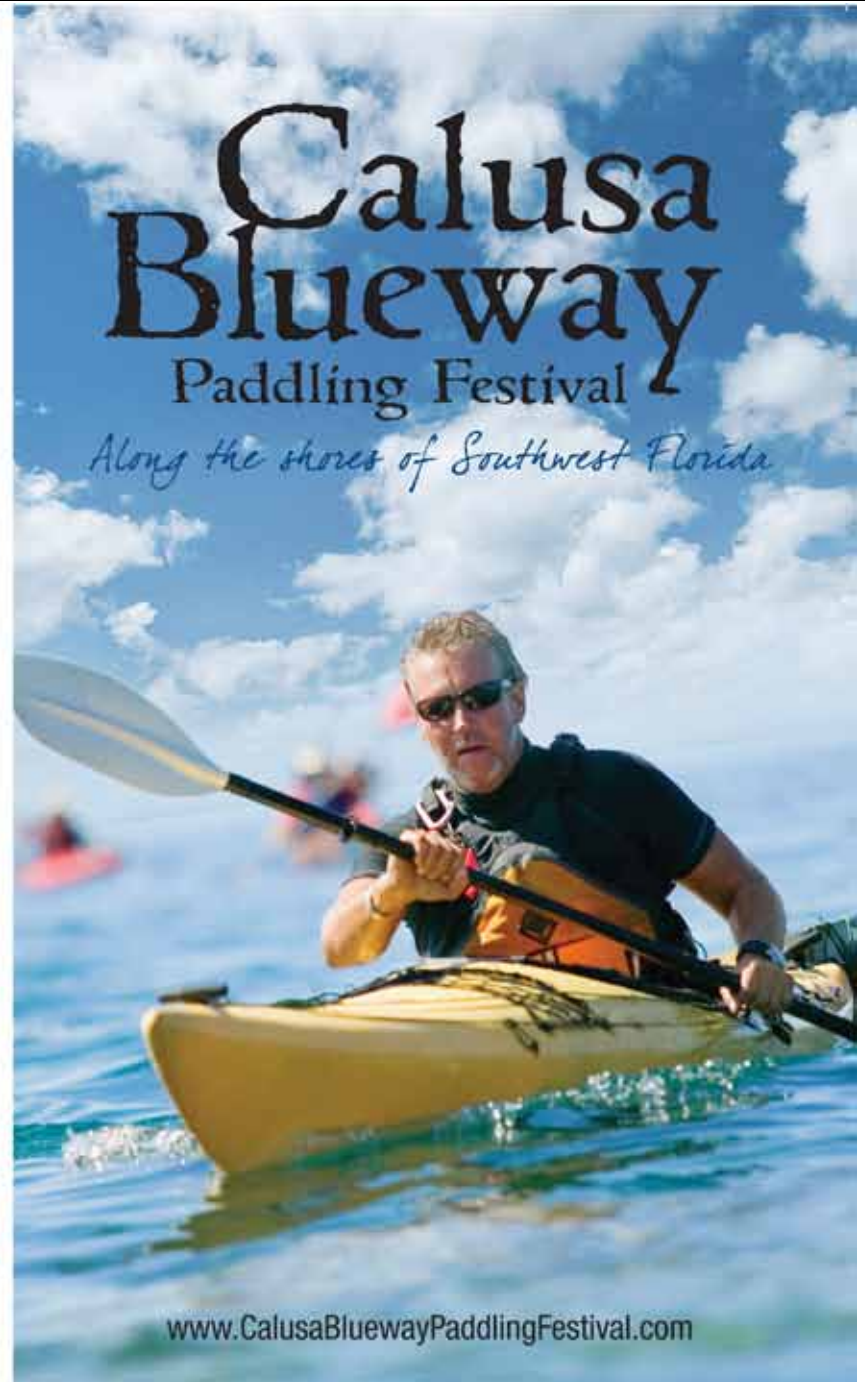
Happy summer, happy paddling.



October 29
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November 7,
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Letters From You



Massachusetts Kayak Bill

It is coming to the end of the legislative session and the House and Senate are negotiating a new version of the Kayak (and Canoe) bill. It is tough to tell what is going on but the last I heard the bill would mandate both canoe and kayak paddlers to wear life-jackets year round with no exemption for racing and training. The bill also excludes the use of type V pfd's which includes inflatables and pullover lifejackets.

The Senate is also pushing for a requirement that anyone who teaches kayaking to teach all paddlers to do a wet exit at the beginning of any kayak class even if they are not using a sprayskirt or a recreational kayak with a large cockpit opening. This will end up being disincentive for people to get instruction.

Here is link to the House version <http://www.mass.gov/legis/bills/house/186/ht02/ht02281.htm>

This is a link to the Senate version <http://www.mass.gov/legis/bills/senate/186/st00/st00974.htm>

If you don't like what you see now is the time to send an e-mail to your State Rep and State Senator and explain the problems with the bill. After you send the e-mail fol-

low it up with a call. Calls and e-mail really do make a difference. Most State Reps and Senators do not know about this bill or have forgotten the details since the last time you called them.

Mark Jacobson

Charles River Canoe

Newton, Mass.

Blueway or Bust

The nation's premier canoeing and kayaking destination will sizzle with activity Oct. 29 through Nov. 7 during the fifth-annual Calusa Blueway Paddling Festival along the Beaches of Fort Myers & Sanibel in Florida.

The festival's two weekends offer hands-on nature experiences along with kayaking and canoeing, including speakers and instruction, eco-activities for children and adults, races, a fishing tournament, geocaching, green events, and paddlers' get-togethers.

Newly featured this year is a daylong event at Lovers Key State Park, a destination beach park with paddlecraft launches featured on the Travel Channel's "Top 10 Florida Beaches." It sits along the Calusa Blueway Paddling Trail, a 190-mile

marked-and-meandering saltwater trail on Southwest Florida's coast. The day's events highlight Stand-up Paddleboarding, coastal kayaking classes and demonstrations, canoeing, paddling gear for purchase, guided off-road cycling, birdwatching, educational wading trips, and living history programs. Most of the day's events are free with park admission.

"The Calusa Blueways Paddling Festival is a get-away like none other. The local community has put together an amazing list of paddling events over two perfect weekends," said Jim Marsh, publisher of *Canoe & Kayak* magazine. "There is an extraordinary amount of effort, coordination and resources thrown behind this. They actually roll out the red carpet for the kayakers! It's a one of a kind experience we will be endorsing to our readership." The festival also is recognized and supported by *Sea Kayaker* magazine and the Florida Paddling Trails Association.

It's easy to find a place to stay for the festival. Hotels offer special packages to travelers with paddlecraft, including ready-at-sunrise box lunches and access to ice machines and hoses. Tent campers and RV-ers can book waterfront sites with kayak

launches, and they can paddle the Calusa Blueway to the festivities and social hours. Most event sites also are reachable by bicycle or trolley.

The annual Calusa Blueway Kayak Fishing Tournament is expected to draw anglers from throughout the Southeastern U.S. competing for cash and prizes. The Calusa Blueway Photo Contest also has been revitalized for amateur photographers to show off their best shots.

Festival-goers can choose from two weekends to attend: Oct. 29-Nov. 1 and Nov. 4-7. Most activities are free or involve a nominal donation to the Calusa Blueway or an instructional fee. Social hours and live music are planned each weekend and are open to everyone.

Festival details are available at www.CalusaBluewayPaddlingFestival.com

For discounted accommodations and packages, go to <http://leecountysportshousing.org> and click on "Events." Or call the accommodations hotline at (888) 529-6588.

For trail information, check out www.CalusaBlueway.com. Maps are available or can be mailed to you. Online interactive maps, suggested routes, outfitter and put-in locations, wildlife tips and a social media

site are included at the website.

At this time, event organizers do not anticipate the Deepwater Horizon oil spill incident to affect festival plans. For current conditions, visit <http://www.fortmyers-sanibel.com/oil-spill>.

Betsy Clayton

Waterways Coordinator

Lee County Parks & Recreation

Fort Myers, FL

Race Through the Bayou

Tour du Teche, a 130-mile race for canoes and kayaks through the Cajun, Creole, and Indian country of southern Louisiana, is on for Sept. 17-19.

It's a non-stop race from Port Barre to Berwick, down the entire length of Bayou Teche through hardwood bottoms and past lush sugarcane fields and antebellum plantation homes.

There will be a cash prize for the first team to finish. A special Cajun pirogue is being raffled off to raise money for the prize, which figures to be at least a couple of thousand dollars.

All racers who finish within the allotted 60 hours will receive a voyageur's toque, a

jaunty Bemidji wool stocking cap with the Tour du Teche leather medallion that will henceforth brand the wearer as a boatman/women with uncommon skill and determination. All participants receive the official race T-shirt.

The race will be USCA sanctioned and include first-place recognition in several classes.

Entry fee is \$75 per paddler. Each team is encourage to provide a "coureur de bois," or bank runner, primarily responsible for preceding the team downstream and seeing to the paddlers' needs, including transportation. For teams that cannot provide their own coureur, every effort will be made to match them up with a local volunteer who can assume the role. Food and drink will be available at official checkpoints at no cost for the racers and their coureurs. There will be a social event and racers' meeting in the evening Thursday, Sept. 16.

More details, including rules and a entry form, are found at www.techeproject.com.

Tour du Teche is a program under The TECHE Project, a civic organization dedicated to preserving and promoting the historic waterway that opened wild Louisiana to the French, Acadians, and others.

The Chitimacha gave the bayou its name, from a word for snake, with a legend that the waterway was formed by the decaying carcass of a huge serpent slain by the tribe's warriors. For more information, contact Ken Grissom, kengrissom@aol.com, (337) 394-6232.

Ken Grissom

Tour du Teche

Build Your Own Stitch and Glue Night Heron

Once again I will be leading this intense 5 1/2 day class at the WoodenBoat School in Brooklin, Maine, July 25-31. Each student will start out with a precision cut-kit

of materials and go home with a fully-assembled, high-performance sea kayak. This is a great way to gain experience with the stitch and glue method of boat building as well as learn how to fiberglass and go home with a beautiful kayak.

The class is in the workshops of the WoodenBoat School. They will handle all registration. If you would like to schedule a workshop or boatbuilding presentation in your area, please contact me.

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

News & Notes

Paddle 740 Miles in a Day

The Northern Forest Canoe Trail (NFCT) is celebrating its 10th Anniversary, and is hosting a fun and exciting international paddling challenge as part of its anniversary festivities.

On Saturday, July 24, kayakers and canoeists paddling on any waterway of the 740-mile trail in New York, Vermont, Québec, New Hampshire, or Maine can contribute to “740 Miles in One Day,” with the goal to paddle the total mileage of the

trail between sunrise and 5:00 p.m. Pre-registration for the free event is open at the event website: <http://www.northernforestcanoetrail.org/Paddler-2/740-Miles-in-a-Day-102>.

“This event is a great excuse for families or a group of friends to get out on a lake, river or pond along the Trail and be a part of our fun anniversary celebration weekend,” said NFCT Executive Director Kate Williams.

Miles will be counted per person, not per boat, so you don’t have to be a serious paddler to have a big impact. A canoe with three people making a five-mile trip will translate to 15 miles toward the goal. Participating paddlers will report their mileage to the designated email address 740@northernforestcanoetrail.org or by calling or texting 802-279-8302. Photos and videos of paddlers’ experiences can be uploaded onto the event website.

Visit www.northernforestcanoetrail.org to see the 13 mapped sections of the water trail. Choose a portion of the trail close to home or take a road trip to a far off destination. People paddling from Vermont into Canada or from Canada into Vermont should have a passport to show at border patrol stations.

The “740 Miles in One Day” event is part of NFCT’s 10th Anniversary Paddler’s Rendezvous taking place July 23-25 in Rangeley, Maine. There will be a host-

ed paddle station set up on Haley Pond in Rangeley from noon to 4:00 p.m. on the 24th to give anniversary celebrants an easy way to contribute to the 740-mile goal.

The total miles paddled will be announced during a Saturday evening anniversary party and dinner at the Saddleback Maine resort.

For more information about the Northern Forest Canoe Trail call (802) 496-2285 or visit www.northernforestcanoetrail.org.

Orange Tires?


A new tire by Yokohama has orange peels as a key ingredient. The company says 80 percent of the tire’s ingredients are derived from sources other than petroleum.

Tires drain about a fifth of the energy needed to power a car, says the organization 40MPG.org. That energy drain comes from tires providing friction so vehicles can grip the road.

Besides Yokohama’s “orange tires,” some manufacturers in the past have tried to reduce the rolling resistance to increase the vehicle’s fuel economy, but this caused cars to lose grip and shortened tire life. Manufacturers are starting to use “nanocomposites” to create tires that can improve fuel efficiency by up to eight percent and make



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tires last longer.

Adopt-a-Whale Hires Bowman

The College of the Atlantic in Bar Harbor recently chose naturalist Bob Bowman, originator of the Adopt-a-Whale program, to manage and coordinate it.

Bowman was involved with Allied Whale starting in the 1980s, helped oversee development of Adopt-a-Whale for the first eight years of its existence, and was Coordinator for the Atlantic Large Whale Disentanglement Network for the Center for Coastal Studies in Provincetown, Mass. He also ran one of the first whale watches on Mount Desert Island.

COA encourages giving Adopt-a-Whale as a gift to children for Christmas. Contact Bowman at: www.potterslake.net/music or www.coa.edu/adoptawhale.htm

- *From The Gulf of Maine Times*

Great Whites on Cape Cod

Last fall, kayakers made headlines when they ran into a Great white shark off Cape Cod feasting on a seal. Biologists note that more Great white sharks may swim in Cape Cod waters this summer. That is due to two conditions. The first is the increase in number of Gray seals that inhabit Monomoy Island. Gray seals are one of the Great whites favorite meals. The population of Gray seals in the North Atlantic has grown

dramatically within the past 20 years, from 10,000 to more than 20,000 today, according to Gregory Skomal, a shark researcher. That is due to the environmental protections put into place for seals starting in the 1970s.

The other reason is water temperature. Great whites live in a narrow water temperature of 59 to 67 degrees. Warmer water temperatures on Cape Cod have created ideal swimming conditions for the Great whites. It should be pointed out, say biologists, that Great whites prefer to eat seals. Contrary to the people-hungry portrayal of Great whites in the famous movie Jaws, the most recent death blamed on a Great white in Massachusetts was in 1936.

Nonetheless, state officials urge the following precautions:

- 1) Follow local beach instructions about closed beaches.
- 2) Notify the Division of Marine Fisheries about any Great white shark sightings at (508) 693-4372.
- 3) Never swim alone.
- 4) Avoid swimming close to large seal populations.
- 4) Avoid swimming at dawn and dusk.

- *Info from The Boston Globe, June 29.*

Tampa Bay Rescue

Coast Guard officials rescued a woman and her two daughters, ages 8 and 10, in their sea kayaks in Tampa Bay, Fla., the

evening of June 22 after a storm rolled in. They launched the rescue after Matthew McDermid reported his wife and children overdue from a trip the trio started about 6 p.m. Coast Guard officials said they were lucky to find them since they did not have any survival or communications equipment. In addition darkness was falling, and it was difficult for the Coast Guard to see them at 9 p.m. when they located them and towed them back to safety. Coast Guard officials urge boaters to file a float plan, wear PFDs, and carry a VHF radio on Florida waters.

Tyro Team Toughs it for Scholarships

Two managers for Waco (Texas) Transit have been training for the "World's Toughest Boat Race," the Texas Water Safari. This 260 mile, non-stop race runs over four days from San Marcos to the Gulf of Mexico starting July 10th. Heat, snakebite, huge logjams, lost fingernails, misleading markers placed by locals, exhaustion and hallucinations are just some of the hazards faced by boaters along the route down the San Marcos and Guadalupe Rivers. Allen Hunter and John Hendrickson, neither of whom had been in a boat before last November, have trained hard and qualified in earlier races for this extreme challenge. Supported by team captains Steve Edgar and Brandon

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Thomas, also Transit managers, they plan to set up a college scholarship fund for Texas transit workers and will seed the fund with pledges earned during the race.

- *Info from the Waco Tribune-Herald,*

June 27

2010 Iceland Sea Kayak Circumnavigation



June 1, American John Peaveler set out to circumnavigate Iceland by sea kayak. In addition to the drive toward adventure, John

is raising awareness for the non-profit organization Certified Humane. Certified Humane certifies animal farms and their products to humane welfare standards as a way of helping to ensure that the more than ten billion farm animals raised for food in the U.S. every year do not suffer during their lives. John's journey around Iceland began in the capital of Reykjavik and took a clockwise course around the island.



At the end of June, Peaveler called a halt to the expedition and planned to quit the first week in July. He had already skipped some sections, such as the northwestern fjords, which sticks out into the ocean on the west side of the island. That was due to bleak weather forecasts that would have kept him pinned down for days at a time. He noted he was more interested in paddling and exploring than covering every inch of the coastline. The second reason "is that I've learned a lot about kayaking since I got here. One thing I learned is that I don't have the skill level to paddle in everything Iceland has to offer in every type of weather. I came here to challenge myself, not to get myself killed! So, being wise enough to know when I can paddle and when I can't, I skipped the really hard parts, even though I know some



of those sections have some of the prettiest coastline in the country. I don't feel bad about it. I have an obligation to my wife and daughter to stay alive!" Peavealer noted on his blog.

Though originally planned as an entirely solo journey, John's trip happened to coincide with an attempt by 2009 Icelandic Rolling Champion Magnús Sigurjónsson's plans to paddle half way around the island. The two men decided to start the expedi-



tion together as the coincidence of their plans presents a unique opportunity for an exchange of culture and technique as well as some company during the first part of the journey. John had expected his journey to take between 50 and 70 days to complete.

John Peavealer works as the Managing Director of the Kuwait Society for the Protection of Animals and Their Habitat (K'S PATH) and is a member of Humane Society International's disaster response team.

Originally from New Hampshire, John

now lives full time in Kuwait with his wife, Ayesah Al-Humaidhi, and their two-year old daughter, Dalal. John trained in Kuwait for the journey and paddled a 19-foot Seaward Quest X3. The full details of the journey are available at www.johnpeavealer.com.

John's expedition was sponsored by Navarre Press, Mountain Gear, Kokatat, Werner Paddles, Honey Stinger, Hilleberg, Seaward Kayaks, Animal Friends Kuwait, and the Kuwait Society for the Protection

of Animals and Their Habitat.



Technique

Supportive Reverse Sweep Stroke

Story and Photos by Wayne Horodowich

I believe most paddlers will agree they feel more stable when their kayak is moving compared to when it is stopped, especially when the water is rough. Then it naturally follows that as you slow to a stop you are moving from a position of greater stability to one with a feeling of lesser stability. Wouldn't this be a good time for a supportive stroke?

There are many different ways to do a

reverse stroke, just as there are many ways to do a forward stroke. However, there are some aspects to going backwards that add additional requirements for many of us when we go backwards. After watching well over a thousand students paddling backwards, I can safely say that most have difficulty steering when going backwards.

In addition, our field of vision is limited by our flexibility. Many paddlers feel less sta-

ble when they turn to look behind. Therefore, having a reverse stroke that provides good directional control and stability would be very useful. As a side note, this is one of the times I wish I were like my father who seemed to have eyes in the back of his head.

Whether you realize it or not, a reverse stroke is most often used for stopping rather than going backwards. I find it fascinating and a bit scary when I see the average pad-

dler do an emergency stop. They have that unmistakable intestinal wobble, with their kayak twitching from side-to-side, as they stop. Their paddle does not help this wobble if their blade is on knife-edge, which does NOT provide any support when they are stopping.

If you would like to feel stable when stopping, have support as you turn your body when paddling backwards, have good directional control when moving in reverse and be able to move backwards quickly, then I encourage you to adopt this supportive reverse stroke.

To give credit where it is due, I learned this stroke from well-known kayaker, adventurer, and author Derek C. Hutchinson, many years ago during one of his incredible Master Classes. Derek was kind enough to allow me to use pictures of him performing this stroke.

Photo 1: This stroke begins by turning your body so you can place the paddle shaft at 45-degree angle out from your stern. You will present the back face of the blade to the water as if you are doing a low brace.



Photo 1

It is important to place the blade flat on the water to initiate the stroke. The entire stroke is done at a low shaft angle.

As you rotate your body, to place the blade on the water, your opposite knee will naturally lift up to the thigh brace. Let your knee hook under the thigh brace, which will cause your kayak to edge. How much you edge your kayak is up to you. Remember, the flat blade placement will be providing support.

Photo 2: Once the blade is placed on the water, press down on the blade as you sweep it out to the side and forward, with the leading edge of the blade on a climbing angle so the blade doesn't dive. This sweeping action and the climbing angle of the blade is what provides the support. You are looking for a compromise between propulsion and support. The forward movement of the stroke will provide resistance when you need to stop if your kayak is moving forward. If you are stationary you will move backwards.

If you want to get more power from the stroke you can lean your body out over the paddle as you sweep it forward. Your body weight on the paddle will add to your propulsion. How much you choose to lean,



Photo 2



Photo 3



Photo 4



Photo 5

will be determined by your comfort level and the support you feel from your paddle.

Photo 3: The stroke starts to end when the working blade passes the 90-degree point. As you are finishing your sweep, your blade will be moving closer to your kayak, which is a good time to bring your body weight back over your kayak. If you maintain a climbing angle on the blade, as you finish the stroke, you will have plenty of support to allow you to move your body back over your kayak. When your blade comes out of the water your kayak should be level on the water.

When you complete the stroke on one side, you are ready to rotate your body for the correct blade placement on the opposite side to continue your stroke cycle. Taking strokes on both sides should keep your kayak in a straight line whether stopping or moving backwards. Remember, the paddle shaft is kept low to the deck.

Since this is a sweep stroke, which is primarily used for turning, it will provide better directional control than a high angle reverse stroke that is performed with the blade close to the kayak. Also, a high angle reverse stroke has your blade tip pointing

down during most of the stroke. If you needed immediate support from your paddle, when it is pointing down, you will not have it. You would have to manipulate the blade out of the water into a bracing position if you wanted support.

As I mentioned earlier, when we rotate our bodies to look behind, as we should when moving backwards, our feeling of stability decreases. Therefore, our need for a possible brace increases. A paddle that is pointing down will not be very helpful. When you stop your kayak, especially a quick stop, one of the reasons your kayak and your body wobble from side-to-side, is you are trying to stay centered over your kayak. There are a number of forces converging at once and trying to react to them is confusing so you often feel unbalanced.

Photo 4: Instead, if you were to specifically commit to one side or the other, your twitching would disappear. Since this supportive stroke has you rotating and edging to a specific side, your body is committed to a side, rather than trying to stay centered over the kayak.

Photo 5: You will be slowly shifting your balance point from side-to-side, while

feeling support from your paddle, in a controlled and flowing action. In addition, since it is a sweep stroke you will have better chance of keeping your bow straight as you stop.

When you first start performing this stroke you may feel tentative when edging and leaning toward your blade. As you practice the stroke you will feel the support from the paddle and you will begin leaning more and more.

To get the most power from this stroke, for stopping or going backwards, you need to commit your body weight onto the paddle. As Derek says, "If the paddle were not there, I would capsize because my body is leaning so far over to the side."

Once you learn to trust the support provided by your paddle and learn the body recovery movements, you will be able to commit your body weight onto the paddle. When you see this technique being performed with full body commitment, it appears as if the paddler is capsizing from side-to-side, but stops himself or herself with the reverse supportive stroke. After leaning out to do the stroke on each side, you always bring yourself back over your

cockpit.

After I learned this stroke and felt confident in trusting the paddle to support me, I was amazed at how much power this technique provided. This is the fastest and most stable reverse stroke I have ever used, in addition to providing great steering.

When it comes to backing up or emergency stops, ask yourself how you feel with your present reverse stroke. If you don't remember, get on the water and paddle fast. Then try an emergency stop. If you feel like you need more support, then consider learning and practicing the skill I have just presented.

This reverse supportive stroke along with many other strokes are included in

the new USK video, "Essential Kayaking Strokes" available in mid July.

I mentioned last month there is more to performing strokes than just putting your blade in the water and pulling on the paddle shaft. This supportive reverse stroke is enhanced with body commitment. In the next issue we will explore our body with relation to our strokes.

Wayne Horodowich is the founder of the University of Sea Kayaking and has been teaching Sea Kayaking since the mid 1980's and is the producer of the "In Depth" Instructional video series on sea kayaking. Visit www.useakayak.org for more articles by Wayne.

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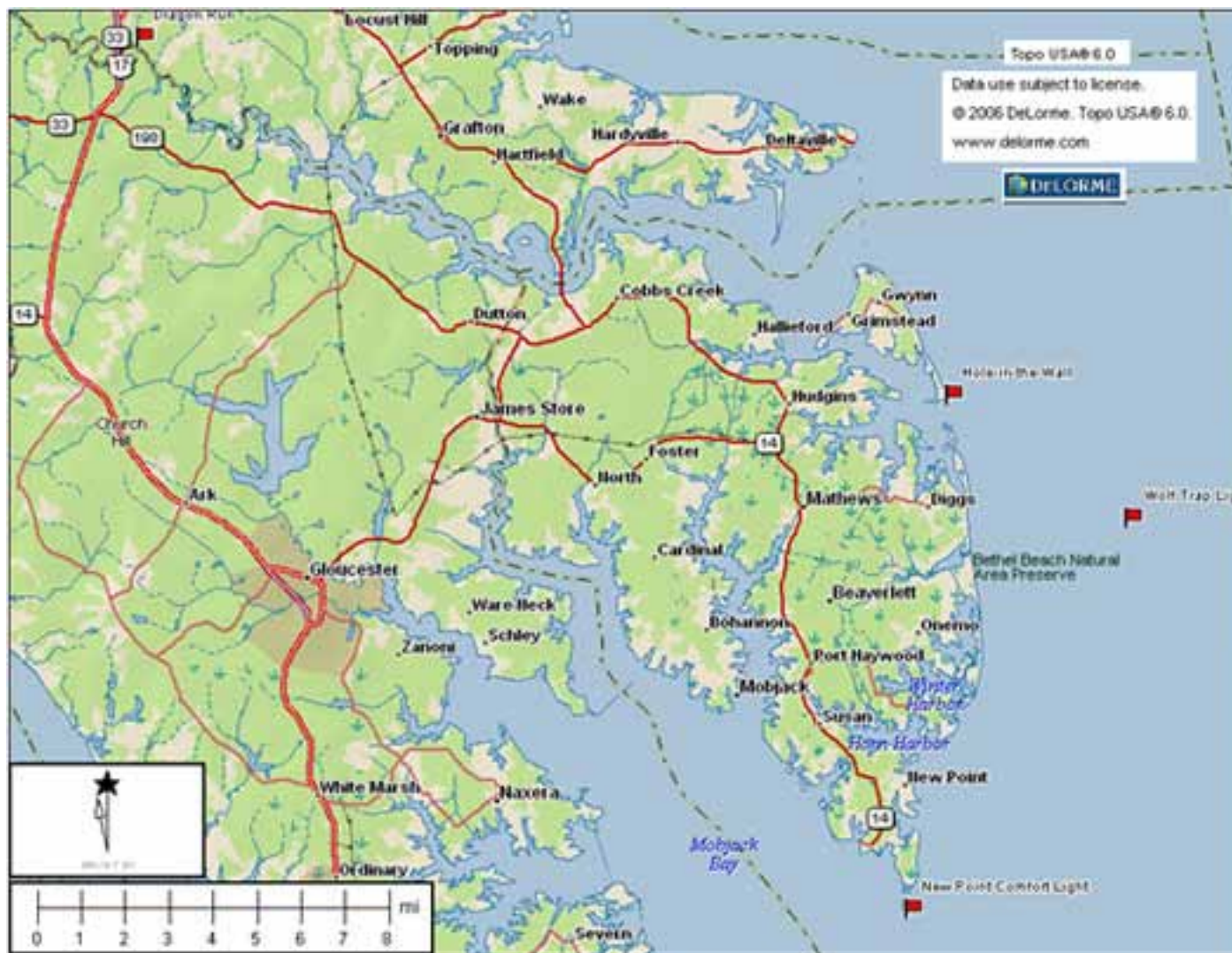
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Paddling “The Platinum Coast”: Mathews County, Virginia

Story and Photos by Ralph E. Heimlich



Since 1650, mariners from what is now Mathews County, Va., on the eastern tip of the Middle Peninsula between the Rappahannock and York Rivers and the Chesapeake Bay, have plied their shallow waters. Once known as Werowocomico by the native Chiskiake, Mathews County is named for Major Thomas Mathews, a Revolutionary War veteran and Speaker of the Virginia House of Delegates who introduced a resolution to create the county in 1791.

From a relatively sleepy agricultural and fishing community, Mathews has evolved to become a mecca for recreation and a getaway from nearby Richmond and Washington, D.C. The Mathews coastline has become the “Platinum Coast” to real estate agents. People from all walks of life with a yen for the water call Mathews County home for at least part of the year. Where sturdy watermen and sailors once roamed the placid rivers and creeks, today the weekend kayaker finds a wealth of quiet waters, beautiful scenery, and abundant nature.

From I-95 or U.S. 301, you follow the

Tidewater Trail (U.S. 17) and VA-3 some 90 or 100 miles (or about two hours), skirting the northern boundary of Fort A.P. Hill (named after the confederate general), east through bucolic fields and deep woods, and through the fishing port of Tappahannock to the county seat, Mathews Courthouse. There are a series of potential paddles here. On mild days, you can drive south on VA-14 to the end of the road looking out on the New Point Comfort Lighthouse, east to a beach from which Wolf Trap Light beckons far out on the Bay, or north on Cricket Hill Road, across the drawbridge to circumnavigate Gwynn Island, popping back off the bay through fabled “Hole-in-the-Wall.” If the wind is up, you can paddle up the Piankatank River, up the mysterious Dragon Run, in the sheltered “havens” behind barrier islands of Winter Harbor, Horn Harbor, or Milford Haven. You can also paddle in the sheltered East River, which flows down to Mobjack Bay.

Two Lighthouses

Veteran kayak commander Bill Dodge, remembering long-ago sailing adventures with the Sea Scouts (the long-standing Boy Scout program), pioneered our first Chesapeake Paddlers Association trips to Mathews in the late 1990s. We chose to “rough it” at several beach-front camp-



Beach at New Point Comfort.

ing locales (see side bar) that let us launch conveniently from their shores. From the New Point Campground, you can launch off the beach and paddle three miles south past Dyer Creek around the abandoned New Point Comfort lighthouse. Commissioned in 1804 by President Thomas Jefferson, it stands sentinel on its rocky shoal. The sandy peninsula reaching out to the lighthouse offers a fine place for a picnic, a rest, and a little beach combing. The dumping surf runs at the southeast tip for a chance to play when the tide rolls in. Bottlenose dolphins often appear here to feed,

and roam up and down along this coast. This paddle is also accessible from the Mobjack Bay side, where VA-14 runs into SR-600 at Bavon and down to a landing on the west side of the peninsula. New Point Campground is also convenient to Horn Harbor and Winter Harbor to the north, which can also be accessed from public ramps off SR-608. On calm days when there is no threat of severe weather, a 3.5-mile open water paddle from Haven Beach (Mathews Public Beach at the end of SR-643) will take you out to Wolf Trap Lighthouse. This iron

caisson-built lighthouse erected in 1893 replaced a light ship and screw-pile lighthouse in the same location dating back to 1819. Now privately owned and being restored as a dwelling, it makes a good destination for the adventuresome paddler.

Gwynn Island and “Hole-in-the-Wall”

Our other camping venue, at Gwynn Island Resort on the southeast tip of Gwynn Island, is grassy and shady, but still offers a beach to launch from for the circumnavigation of the island. This nine-mile paddle requires care with the tide tables since Milford



New Point Comfort Lighthouse, with Bottlenose dolphins.

Haven, which separates Gwynn from the mainland, is shallow. Flats on the Piank-tank River side of the island can leave you mud bound and aground. Keep a weather eye peeled, since it is not unusual to be flat calm and breathless on the south and west of the island, and face into a strong offshore breeze when you round Cherry Point into the Bay.

Gwynn suffers from the malady of many a Chesapeake Island: Erosion is consuming the southeast corner of the island. The



Beach Camping at New Point Campground.

opening to Milford Haven, Whites Creek, Stutt Creek, Billups Creek, and Stoakes Creek once known singularly to sailors as “Hole-in-the-Wall” is now several “holes” since violent storms have cut the tip of the island off in several places. If you stop on what is now Sandy Point Island, look for the remnants of the paved road that used to carry you there from Gwynn Island. The creeks off Milford Haven make fine paddling, accessible from the campsite launch, if the wind precludes paddling on the Bay.

History All Around

The drawbridge on SR-223 to Gwynn Island marks the site of the Battle of Cricket Hill, one of the first naval engagements of the Revolutionary War. In 1776, Lord Dunmore, the last colonial governor of Virginia, retreated to a stronghold on Gwynn’s Island. In June of that year, General Andrew Lewis led Continental forces to bombard the British fleet and attack the loyalist troops, routing Lord Dunmore and Maryland’s fleeing Royal Governor, frustrating a plan to retake the region and sending the Royal Governors back to England forever.

Gwynn Island is also home to a fascinating local museum, housed in the former Odd Fellows Hall, which poignantly documents the seafaring history of Mathews County and the Island. Mathews County, once covered with forests of Live Oak trees

needed for ship frames, was an established shipbuilding center for the Chesapeake Bay. The Continental Navy built many of its ships in Mathews during the American Revolution.

By 1791, boatbuilders had constructed 12 sailing ships of more than 20 tons each in a single year in Mathews. Between 1790 and 1820, approximately a third of the ships built in Virginia came from Mathews. The sharp, fast vessels, popularly known as “Baltimore Clippers,” were built throughout the Chesapeake Bay, but before the War of 1812, these fast ships were simply known as “Virginia built.” During the Civil War, Mathews County sailors manned the blockade runners that were the South’s lifeline. Captain Sally Tompkins, the only female confederate officer, was from Mathews County and more than a match for the men.

Into the 20th century, Mathews men manned the merchant marine, and many became ship captains. So wide did they roam that it was said “the sun never set on Mathews County mariners.” In the early days of World War II (1942-43), the merchant marine bore the brunt of the Battle of the Atlantic and became the supply lifeline to a desperate England, suffering under “the Blitz.” Mathews local papers weekly recorded the grizzly toll as local men were killed in German U-Boat attacks along the

Atlantic coast and in the Caribbean. In 1942 alone, German U-Boats torpedoed merchant ships and killed 15 Mathews men. In tribute to this disproportionate loss, the U.S. Navy commissioned the attack transport ship U.S.S. Mathews.

The Piankatank River

There are at least three interesting paddles on the Piankatank River, especially if the wind kicks up on the Bay and a little more sheltered conditions are in order. Two public ramps are accessible about halfway up the Piankatank: one just downstream of the VA-3 bridge at Wilton Point, and the other at the end of SR-708 on the north shore (turn left on SR-708 at Graf-ton). Another interesting launch (or landing) is the Freeport Marina, on the south bank at the junction of Harper Creek. The marina is a quirky collection of small, hand-launched boats, a grassy, shady yard, and a charismatic old country store.

At the head of the Piankatank is a tributary stream called Dragon Run. One of Virginia's most pristine watersheds, only about 500 houses intrude on a landscape little changed since John Smith. The area is targeted for preservation by state agencies and The Nature Conservancy, and the narrow, twisting waterway makes for a cool, shady



Gwynne's Island and the "new" Hole in the Wall.



On Milford Haven.

retreat in the summer heat.

I've only touched on a few of the more well-known paddling destinations in and around Mathews County. Come down for a long weekend (or a week) and discover



Horn Harbor.

more for yourself.

Places to Stay: Camping

Gwynn's Island RV Resort, 551 Buckchase Road, Gwynn, VA 23066 804-725-5700
http://morganrvresorts.com/pages/gwynnsisland_homepage

New Point Campground, 846 Sand Bank Road, New Point, VA 23125 804-725-5120
http://morganrvresorts.com/pages/newpoint_homepage

Places to Stay: Cottages, B&Bs, Houses
<http://www.visitmathews.com/LODGING/lodging.htm>

Restaurants
<http://www.visitmathews.com/RESTAURANTS/restaurants.htm>

We've eaten at the Southwind Café, an upscale and healthful pizzeria; Richardson's, a made-over old-time drugstore; and The Sandpiper Reef, a classic seafood restaurant at a former camp on the Piankatank.

Outfitters
 Bay Trails Outfitters, 2221 Bethel Beach Rd. Onemo, VA, 804-725-9290 www.baytrails.com/

All map references are to the ADC Chesapeake Bay Chartbook, 5th Edition.

Ralph Heimlich is a member of Chesapeake Paddlers Association and has been sea kayaking since 2000.

Brooklyn Bridge Park Boathouse, NYC

Story and Photos by Tom Potter, Interim Chair



Mike Sylvas paddles in front of Brooklyn Bridge Park.

Sebago Canoe Club celebrates its 77th summer of paddlesport in 2010. A new organization, located a nice day's paddle to the west (if you time the tides correctly), is kicking off its first.

The Brooklyn Bridge Park Boathouse will be a community-based organization

dedicated to human powered boating in the newly opened Brooklyn Bridge Park. This summer it offers public walk-up kayaking and rowing, as well as on-water training for our volunteers.

While BBPB itself is new, it is fortunate to be benefiting from solid groundwork al-

ready laid. Over the past two summers volunteers from several local boating groups (including the Downtown Boathouse, Village Community Boathouse, Gowanus Dredgers, LIC Boathouse, Red Hook Boathouse, and Sebago Canoe Club), many of whom will be back to get BBPB off to a great start, helped pioneer public walk-up paddling and rowing in DUMBO Cove. It proved immensely popular, with at times up to 100 people waiting in line to get on the water. Now, with the opening of the incredible new Park just to the south of DUMBO Cove and the Brooklyn Bridge, it has an opportunity to expand the walk-up program considerably while laying plans for an even more ambitious range of paddling activities in the future.

For the summer of 2010 BBPB plans 11 days of walk-up kayaking: four at the original site at DUMBO Cove, and seven in the new Park. The Village Community Boathouse will also offer public rowing in both locations. Together, the two programs should allow hundreds if not thousands of neighbors to get on the water, and to put themselves into one of the most visually

dramatic harbor scenes in the world.

One of the most exciting features of Brooklyn Bridge Park is that the designers explicitly incorporated the idea of human powered boating. Much of Brooklyn Bridge Park remains to be built and will rely on funding that is still uncertain, but two ramps suitable for small boats are already in place: a straight ramp between piers 1 and 2, and a unique spiral ramp between piers 2 and 3. As BBPB gains experience using the ramps, it may find that it will need to modify them to maximize their suitability for the programs, but the simple fact that they were included in the Park's design is worth some loud applause. Too often access to the waterfront does not include access to the water. Here, it does.

Upon completion the Park's amenities will include a 5,000-square-foot boathouse to be created by re-purposing a large existing maintenance shed. During construction it will operate out of two 40-foot containers located between piers 1 and 2 that are being donated by the Brooklyn Bridge Park Development Corporation. Realistically, it might be several summers before the shed is actually transformed into a haven for small boats. Until then, it can't accommodate any private boat storage. But the future promise of a substantial physical home for the Boat-

house is exciting.

The kayak program is being given a generous boost through a donation from the Brooklyn Bridge Park Conservancy. With its assistance BBPB is in the process of purchasing 20 boats and related gear, which should fill the storage containers and allow it to pursue a full and vigorous paddling

program. Though most of the boats are simple SOT's for beginners, it will also have in the fleet several sportier kayaks suitable for more skilled paddlers. It will be well equipped – but will need dedicated volunteers to turn these proposed public programs into a reality. Experienced boaters are of course welcome (and highly prized!)



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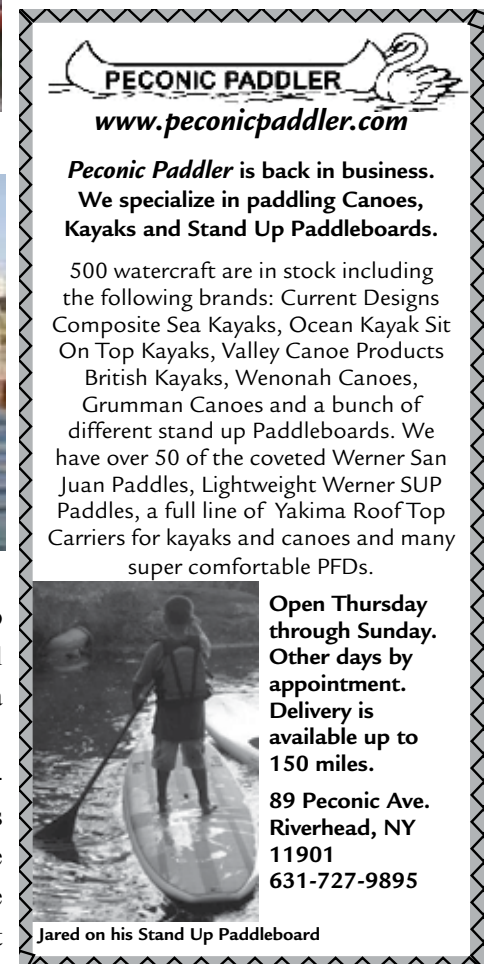
Toshi at Pier 1.

though you need no experience simply to help out. It will need hands on land as well as on water to make the inaugural summer a success.

After calling up the Park authorities earlier this year to enquire about their plans for kayaking, I now find myself to be the un-elected, temporary, interim Chair of the Boathouse-in-formation. I hope I can count

on some of my friends from Sebago to help out as we get this new Boathouse up and running. Please join us as we have fun and introduce neighbors to our home waters!

For more information go to: BBPBoathouse.org; or email: tdpotter55@aol.com.



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Jared on his Stand Up Paddleboard

Hurricane Island, Maine

Press release from www.hurricaneisland.net



Gaston of New York City, to bring the island back into the adventure and educational fold. We hope that the day-use welcome afforded to paddlers and other boaters by HIOBS will be continued by the HIF. David Eden

The future of one of Maine's most historic islands was secured on Thursday, January 21, with the establishment of a 40-year lease agreement between the owner of Hurricane Island and the Hurricane Island Foundation (HIF). HIF was established in 2008 to revitalize the educational resources of Hurricane Island, once the home of the Hurricane Island Outward Bound School which moved its headquarters to the mainland in 2005.

Hurricane Island's rich history dates back more than a century. Until 1914, the island was the site of a major granite quarry run by the Hurricane Island Granite Company with a community of more than 600 residents. In 1964, Peter Willauer founded the Hurricane Island Outward Bound School (HIOBS) which over the course of 40 years used the island as a base of operations for

its experiential education programs, hosting more than 35,000 Outward Bound students of all ages and from all corners of the world.

Ben Willauer, Chairman of the Board for the Hurricane Island Foundation, in announcing the newly signed agreement explained, "Our goal is to preserve the island and make it accessible for a variety of educational purposes. We are specifically interested in offering programs for Maine youth. Initially, the Foundation will focus on carefully restoring the island's living environment and program facilities."

Speaker of the Maine House of Representatives Hannah Pingree, whose 36th District includes Hurricane Island, Vinalhaven, and North Haven remarked, "The future of Hurricane Island is of great importance to our community. We are thrilled that the Hurricane Island Foundation is dedicated to serving our community's educational needs as well as preserving the island's natural beauty and cultural heritage."

Eric Denny, Director of the National Sea Program for Outward Bound, Inc., also supported HIF's long-term commitment to

the island. "For over 40 years, Hurricane Island, the place, has been synonymous with a spirit of adventure, challenge, and community. Outward Bound celebrates the news that for the next half century it will continue to be a place for students from Maine and elsewhere to learn and discover more about themselves and their environment. We look forward to being a strategic partner of the Hurricane Island Foundation who will bring this wonderful historic community back to life."

The mission of the HIF is to create and preserve an open and sustainable island community that supports and enhances the educational opportunities of Maine youth. Incorporated as a nonprofit 501(c)(3) in October, 2008, the Foundation is currently working to re-open the existing facilities on the island as well as develop educational partnerships throughout the State of Maine.

Note that the island will not be owned or run by Outward Bound, but the Foundation will encourage OB to use its resources. It will also invite other organizations running programs in Maine to use it including Kive-Wavus, Chewonki, Ocean Classroom, The Maine Island Trail Assn., Wilderness Medical Assocs., Rippleffect, Atlantic Challenge, MedicalOfficer.net, and the Gulf of Maine Research Institute.

Events

Hudson River Greenland Paddling Festival

Story and Photos by Jack Gilman



Jane Taylor and Muriel Conway practicing rolls.

About eight years ago I attended the first Hudson River Greenland Festival (HRGF) at Norrie Point in Dutchess County, N.Y. It was a one-day event, meant to broaden the understanding of traditional Greenland kayaks and skills. It featured kayak demos, races, a rolling competition and ran for

three years. It attracted a good number of paddlers, many of whom are still a part of the movement. Unfortunately, the founder of the event moved away and the event stopped.

A year after, I was paddling with Dave Sides and we decided we should try to res-



Allison Sigethy and unknown.



Trying the balance brace.

urrect the event. We joined up with Maggie Atkins and Wes Ostertag and had an organizing committee. We all were members of QajaqUSA, which is a sister club of Kanuut Katuffiat, the national kayaking club of Greenland. We are now proud that our event is officially sanctioned through QajaqUSA.



McKinley Rodriguez and Dave Sides.

We also run the event in partnership with the Yonkers Paddling & Rowing Club. A number of the organizers, mentors and participants are YPRC members.

The new format of HRGF is a three-day instructional event, providing camp sites, cabins, and food. We drew participants from as far as Prince Edward Island, Canada. Massachusetts, New York, New Jersey and Pennsylvania paddlers are also well represented. We expanded this year to have almost 80 people overall. Croton Point Park in Westchester County, N.Y., offered us a wonderful venue, with teaching beaches, and the open Hudson for strokes practice.

One of the more attractive aspects of the Greenland teaching style is the emphasis on teaching as well as learning. This gave us a great pool of dedicated mentors, and a very



Hannah and Ed Zachowski ready for the day.



Gary Grzybek demonstrates his balance brace.



Piling onto Ed Lamon's baidarka.

good mentor-student ratio. Everyone got to take part in the learning process. We also had a Greenlandic ropes setup.

The weekend had two instruction sessions on Saturday, one Sunday morning and ended with our signature Palo race. This is a team relay race with four legs; a sprint, a backward sprint, towing a seal (a fellow paddler) and the last leg has the Bride of Palo on the back of a kayak.

We look forward to HRGF 2012 with another full crowd for a weekend of fun.



Milton Puryear surveys the carnage.

New Products

The Dealer's Choice: Suggestions from Lincoln Canoe

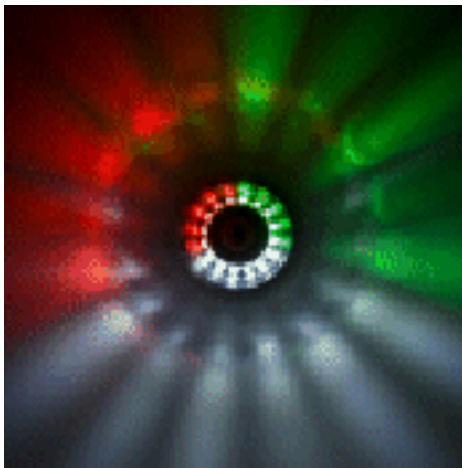
This month our thanks go to Marc Bourgoin of Lincoln Canoe for suggestions for interesting and unusual gear. Bourgoin took over Lincoln Canoe in Freeport, Maine last July with partner Ponch Membreno. The shop sits right off the exit to Freeport and includes its very own pond where you can test drive kayaks. Lincoln Canoe not only provides gear, it offers trips and instruction as well.

Here is what Bourgoin says: "Below are five items that should be attention getters for the 2010 season and beyond. At least they are for me and I've seen a lot over the years that haven't gotten my attention enough to want to purchase and use. I've included a bit on what it was that caught my attention and got me excited to use them. The common ground with all boils down to uniqueness, functionality, versatility, usefulness, quality and value. I use each product listed."

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Deer River's Scenic Stillwater

Story and Photos by Phil Brown



With Debar Mountain as a backdrop, Ben explores the riverine arm of Deer River Flow.

Every time I drive past the Deer River Flow on Red Tavern Road, north of Paul Smiths in the Adirondack Park, N.Y., I slow down

to admire the stunning view southeast toward Debar Mountain. On a few occasions, I have stopped to take pictures. Finally, I

decided to paddle the thing last summer.

My friend Phil Blanchard and his twelve-year-old son, Ben, planned to join

me, but Phil fell ill on the morning of the trip. Phil didn't think his suffering should stop Ben and me from enjoying ourselves, and it didn't take much persuading for us to come around to his point of view.

The Deer River Flow is shaped like a Y. From the southern put-in on Cold Brook Road, it's nearly three miles to the large concrete dam that impounds the water. About halfway to the dam, there is a riverine arm on the right that eventually passes under Red Tavern Road and connects with Horseshoe Lake.

Ben and I paddled to the dam and then followed the arm all the way to the lake before returning to the put-in. The round trip was exactly nine miles and took us five hours, including stops for lunch and photos. If you want a shorter trip, put in at Red Tavern Road and paddle to the dam and back. That would be a little less than five miles.

Most of the Deer River Flow lies within the forever-wild Forest Preserve, but there are about a half-dozen waterfront homes—one on the south end, the rest on the north end. The Deer River Campsite also has a



Ben Blanchard tests the hypothesis that no man is an island.

few cabins and a number of RV sites on the northeast shore.

The flow is shallow, which deters

motorboaters (jet skis are banned). On our trip, we saw only one motorized craft, a rowboat with a trolling motor.

The scarcity of motorboats is a plus for paddlers, but it's also good for the ecosystem. The Deer River Flow has a milfoil

problem, yet it would be worse if lots of propellers were churning the plants and sowing this invasive weed all over the lakebed.

The state Department of Environmental Conservation (DEC) has erected signs at the put-in warning visitors to check their boats for milfoil before launching. Since my canoes had not been used for several weeks (too long for plants to survive), we knew they were not contaminated.

We were paddling a pair of solo canoes made in the Adirondacks. Ben was in a Spitfire from Placid Boatworks; I was in a Black Jack from Hornbeck Boats.

Soon after putting in, we flushed a Great blue heron from the cattails and grasses along the shore. We followed a channel through the reeds and weeds, enjoying the view of Furnace Mountain west of the lake.

Once we reached the open water, we found ourselves fighting a headwind. It wasn't overly strong, but I was worried that Ben might get tuckered out.

"Too bad about the wind," I remarked.

"That's OK. It makes it more fun," Ben replied.

"How so?"

"The more work you do, the more fun it is," he said.

"I've never heard that theory," I confessed.

"Because once the trip is done, you feel more satisfaction because you know you worked more and you earned it more," Ben explained.

If only the wind would pick up and make our trip even more pleasurable. Alas, it didn't, and in no time we were passing the riverine fork, a mile and a half from the put-in. I mentioned to Ben that we had paddled halfway to the dam.

"Wow, that's nothing," he said. "Let's do that again."

Later, we passed a small island just before the dam.

"Just a little bit more," I called out encouragingly.

"Bring it on!" Ben yelled back. "The more, the merrier."

Anyway, one of us was glad to reach the dam and take a break. I was surprised by the size of the structure. It's nearly 300 feet long, and the top is about twelve feet wide. Water from the flow falls through two spillways and joins to form the Deer River.

From the dam, the Deer flows northwest for 6.2 miles to the Adirondack Park boundary and later empties into the St. Regis Riv-

er. At the dam, the river is rocky, but the stretch within the Park is largely canoeable.

Most of it is owned by the state as a result of a deal with Champion International in 1998.

Although not a natural setting, the dam is a convenient picnic spot, with a great view looking up the flow toward 3,300-foot Debar Mountain. While Ben and I ate our sandwiches, another party showed up in two kayaks and a canoe after paddling from the Deer River Campsite.

On our return trip, we took the detour up the riverine arm, which proved to be the best part of day. The arm is wide at first but soon narrows into a winding stream. We passed several stumps sticking out of the water. Ben climbed onto one so I could take his photo on the wooden islet. We also passed a deteriorating duck blind on the boggy shore.

About a mile after beginning the detour we came to the small bridge on Red Tavern Road and decided to continue to Horseshoe Lake, nearly a half-mile farther upstream. As we passed under the road, Ben announced: "My first low passage under a bridge in a canoe."

"How did it feel?" I ask.

"Like you're in a canoe—except you're

under a bridge."

After that milestone moment, we paddled up the channel, with small camps on the right and boggy wilderness on the left. From Horseshoe Lake, which lies within earshot of Route 30, we enjoyed views of several small peaks in the vicinity, including Humbug, Little Humbug, and Kary mountains. But the best views were on the way back. After passing under Red Tavern Road again, we paddled down the winding, grassy stream with Debar rising straight ahead of us.

Once we got back to the main body of the flow, we kept Debar in our sights, but our only objective was to get back to the car as soon as possible. Both of us were hungry and a little tired. Ben was happy now to have the wind at his back.

Phil Brown is the editor of Adirondack Explorer, Saranac Lake, N.Y. Here's a link his Adirondack Paddling series (13 trips so far, some suitable for kayaks):

<http://www.examiner.com/x-15432-Adirondacks-Outdoor-Recreation-Examiner>

Deer River's Scenic Stillwater is reprinted by permission from the Adirondack Ex-

plorer, a non-profit, bimonthly magazine devoted to Adirondack Park.

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Events

Texas Water Safari

by David Eden

Photos by Blake Gordon

Although we in the Northeast are proud of our 21 or so miles of the Blackburn Challenge, Texas once again claims to the biggest, best, and meanest with the grueling Texas Water Safari. This race on July 10, labeled as “The World’s Toughest Boat Race,” runs from Spring Lake at Aquarena Springs in San Marcos, Texas, and goes down the San Marcos River to the Guadalupe River, then all the way to Seadrift, Texas, on the shores of San Antonio Bay. Distance-wise, the race is longer than ten Blackburn Challenges stuck end to end, but the difficulty is not just in the distance. For one thing, the clock never stops and the race is run day and night.

The course is approximately 262 miles

long and includes rapids, multiple portages, broken dams, log jams, with a three-mile bay crossing to finish it up. Did I mention snakes? There have been several instances of snakebite during the race, not to mention heat exhaustion (this is Texas in the summer, after all), lost fingernails, fire ant stings, prune feet, and trashed boats. Other hazards include alligators, swamp romping where the channels disappear, acres of poison ivy, panthers, and wild boars. Perhaps the most amazing tale of trouble was a boater who fortunately missed a phoney marked turn, thus avoiding at least a mile of log-clogged river. The marker had apparently been put in place by locals wanting to keep their secret river channels hidden.

Entrants must carry all necessary supplies for the race. There is no resupply except for ice and water. Each team has to have its own designated shore Sherpa to meet them at each of the ten checkpoints, where they can get pick up the water and ice. No two-way electronic communication is allowed. Finishers must make the sea-wall in Seadrift within 100 hours of the start and each of the checkpoints has its own reach-by time.

There is no doubt that this is one serious race. Some years, as few as teams out of sixty starts have made it to the finish line.

According to race legend, in 1962, two Texans, Frank Brown and Bill “Big Willie” George decided to take their motor boat, without the motor, from San Marcos



A kayaker stretches before the starting gong in Aquarena Springs.



A starting class enters the Guadalupe River.



Photo from <http://www.texaswatersafari.org>.



A single unlimited racer runs the broken dam in Rio Vista Park

to Corpus Christi. Although the adventure took them 30 days to accomplish, they were so thrilled with the experience that they

thought that others should share, so in 1963 they organized the first Safari. Participation has grown over the years, with 98 teams, ranging in size from solo canoes and kayaks to multi-paddler racing canoes. There are a number of classes to enter, and there are some serious racers here. The fastest race time ever was 29:46 in 1997, by a six-paddler canoe. The fastest solo time was an amazing 36:03 by Carter Johnson in 2007. He was paddling a touring Huki S1-X Surfski, “21 feet long, 17 inches wide, about 38 pounds with full hatches; carbon, S-glass and Kevlar layup, built to take a hit and survive.”



Spectators gather to watch racers negotiate Cottonseed Rapids.



A kayaker lugs his boat over one of the many portages on the Guadalupe River.

If you are built to take a hit and survive, you might want to sign up for the Safari. Start training today if you want to be ready for 2011!

Info:

For Carter Johnson’s story of the 2007 race, go to <http://race.fit2paddle.com/C1347930755/E20070714001933/index.html>

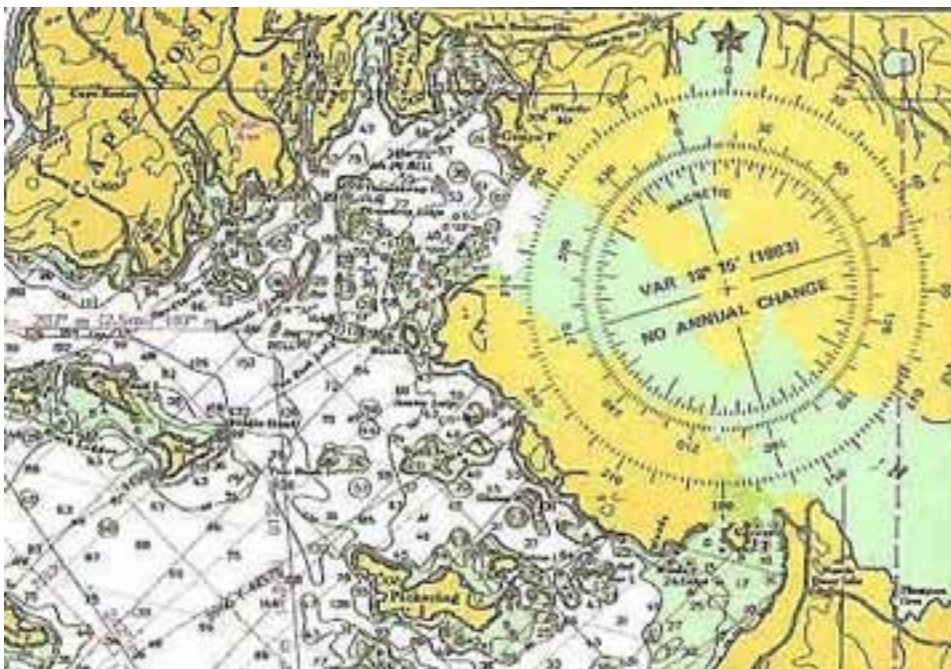
The race website is <http://www.texaswater-safari.org/>



Team captains wait for their charges at the Palmetto State Park checkpoint.

Variation - Deviation - Declination Clear Terms for Clean Navigation

By Reinhard Zollitsch



Compass Rose for Penoscot Bay, Maine.

Not all “experts” know better

I recently found an article on navigation in a Canadian canoeing magazine. Various “experts” were asked how best to teach basic navigation to small boaters. The whole thing actually wasn’t much more than explaining that a magnetic compass does not point to the actual geographic north pole, true north, but to the magnetic north pole, a

tad to the side, and that thus every course steered by a magnetic compass has to be corrected for this “error.”

Most of us learned this fact in a Boy Scout orienteering workshop; we even learned that this “error” was called variation. It says so on every map and chart. There even are visuals, a compass rose, pointing to true north, the top of each map,

following the north/south grid lines (meridians/longitudes), and a smaller compass rose, sometimes inside the bigger one, pointing to magnetic north from this particular geographic map/chart location (see picture).

Let me jump ahead by stating that the terms deviation or declination are not depicting the same as variation and should thus not be used for the phenomenon described above. The “experts” in the Canadian magazine, however, used these three terms interchangeably, as if they were synonymous. So I asked the magazine editor to please correct this sloppy use of these three terms, while supplying them with a brief explanatory comment to appear in their next issue. It never happened.

I feel, however, that ACK readers are much more knowledgeable as well as curious and eager to clean up these three terms, if they do not already know the difference. So here is my expanded explanation of these three terms.

Variation

It is defined as “the angle between the

true and the magnetic meridians.” That sounds easy enough, but what does it imply? The first thing one has to know about variation, as I see it, is that it varies from place to place, i.e. it depends on the specific geographic location you are at in relation to the magnetic pole. If, for example, your geographic location on the globe is in line with both magnetic and geographic poles (i.e. is on the same meridian/longitude), the variation is zero, because at that point the compass needle points not only to magnetic north but also to the geographic, the true north pole. If, on the other hand, your location on the globe is at right angles to this specific meridian/longitude, the variation will be at its greatest.

Our next basic statement would then be that if the magnetic meridian/longitude is to the west of your true geographic meridian, we speak of a western variation, if it is to the east, we of course call it an eastern variation.

Looking at the magnetic compass rose on your map/chart, you can clearly see that you would have to ADD a western variation, but SUBTRACT an eastern variation when plotting a course, i.e. compensate for the compass error. Always remember that the chart course, based on true north, is the “real” thing, and to make your boat

go “truly” north for example, you would have to “jerk” the compass needle to the right or left by the amount given in the variation for that particular location.

Example: In Maine we have about a 20 degree western variation. So to go north, you steer 20° on your compass; to go east, you steer 110°; south, 200° – get it? Always add the 20° variation to your intended course! Please do not make the terrible mistake of reversing the +/- . I have paddled with guys in Maine who stubbornly maintained they knew better and then ended up 40° off course! Poor fellows! (The right way of figuring a course to the east is: $90^\circ + 20^\circ = 110$ degrees on the compass; wrong way: $90^\circ - 20^\circ = 70$ degrees, resulting in a 40° error!)

Deviation

A lot of boaters, though, use the term deviation when they should be using the term variation. Deviation is an additional compass error caused by the ship/boat itself, not its geographic location, and varies with the course the ship/boat is steering. It is caused by the ferrous metals and electronics on board ship and is thus negligible for sea kayakers, canoes and small sailboats, unless of course you stowed your sardines and tuna cans directly under your compass.

Ships have a professional compensator swing the ship through a full circle with known fix points on shore and establish a deviation chart for which the ship’s navigator again has to compensate by adding or subtracting the given values for a specific course. Again, it has nothing to do with the geographic location the ship is at (as variation does). Deviation is boat and course specific, and can totally be ignored by us small fry.

Declination

The third term mentioned above, declination, is reserved for celestial navigation and astronomy. It defines “the angular distance of a heavenly body from the celestial equator.” And since most of us paddlers don’t do this sort of fancy stuff, you might park this term completely. I only vaguely remember it from my German high school spheric trigonometry class as well as my university course in advanced sailing navigation. I also recently came across that term again when I was reading up on diurnal and semi-diurnal tides. (I learned that the declination of the moon, its angle to the celestial equator, also affects the tides.)

Summary

For simple small craft navigation by chart, compass, and stopwatch (dead reckoning), only the term variation applies. It is important to know, though, that you should add a western variation and subtract an eastern variation from the true chart course, when laying a course.

Deviation is for big ships where on-board electronics and the steel hull itself would affect the magnetic compass.

Declination has to do with the celestial equator, a “heavenly” reference point. You thus never have to compensate for it. It does not affect your little Ritchie or Danforth compass in front of you.

I hope this clears up these three terms for a cleaner, less befuddling way of navigating.

Reinhard Zollitch is a retired college professor who has explored the coast of Maine for many years. He has written many articles about his adventures and on other subjects which you will find on his website.
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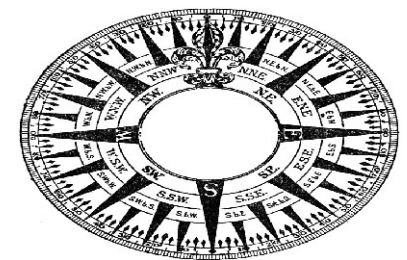
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Lake George

By Tamsin Venn

In early June, a kayaker lost his life on Lake George in upstate New York when a motorboat ran into his kayak near Long Island. Wednesday, June 9, 63-year-old Peter Snyder and his wife, Bonita Hagan, were paddling a few hundred feet offshore near the house they were staying in, when a motorboat driven by 73-year-old Donald Peltier of Queensbury, N.Y., struck Snyder's kayak.

According to the sheriff's office, the wind was picking up and the water started to get choppy. So they were paddling back to shore, heading south.

Peltier was driving a 22-foot 2010 Key West motorboat with a 225-horsepower Honda engine heading east, about 200 yards off Elizabeth Island. Peltier was not going fast, but the conditions of the water may have made it difficult for him to see Snyder and Hagan.

The couple saw the motorboat coming and put their paddles up in the air to get his attention. Peltier indicated he had not seen the kayakers.

Snyder's wife, paddling in her own kayak, was not struck. She tried to pull Snyder

out, but was unable to do so and ended up in the water herself.

A couple of workmen in a nearby house came out to help her and to try to find Snyder.

It was unclear if Peltier knew he struck the kayak, but he jumped in the water to help save Snyder.

Both Snyder and his wife were carrying life vests but neither were wearing them at the time.

Conditions were choppy that day, and it may have been difficult for the power boater to see the kayakers.

Power boats are supposed to yield for non-motorized boats according to the sheriff's office.

Peltier was charged with reckless operation of a motorized vessel, an unclassified misdemeanor. He was not under the influence of alcohol or drugs, according to the Sheriff's office, and further charges will not be filed.

The New York State Police and Warren County Sheriff's divers returned later that day to search for Snyder's body. The accident took place around 1:30 p.m. and at around 6 p.m., the divers pulled Snyder's body from the bottom of the lake, roughly 250 yards from shore.

Peter Snyder of Troy was killed after

going overboard. Autopsy results showed he suffered a broken neck, propeller injuries, and drowned.

Peltier, who has been boating for 50 years, according to the Sheriff's Office, was said to be "completely distraught" over the incident.

Snyder, a 63-year-old, former director of residential life at RPI, leaves behind his wife, whom he recently married in February.

That is not the first fatality on Lake George this year involving paddlers. On May 31, Stephen Canaday drowned only a few yards from shore when his canoe was capsized by the wake of a passing boat.

Many advise kayakers and other small boaters to stay off Lake George because it's a big lake, but with the right safety skills and equipment, it's a great experience, says Ike Wolgin, owner of Lake George Kayak Co.

He noted the accident is ironic in that although Lake George gets a lot of boat traffic, including kayakers, canoes, sailboats, motorboats, there was little boat traffic on the lake the day the accident happened, the driver of the motorboat was going slowly, and the couple was just out for a paddle fairly close to shore.

For kayaking on Lake George Wolgin

recommends following safety procedures that apply to any kayaker: wear a PFD, be aware of the surroundings and water temperature, know your skill level especially if the lakes gets windy and choppy, wear bright colors.

"And remember that just because you see the boat, it doesn't necessarily mean the boat sees you," he adds.

In addition he notes that there are clearly times when it's better to paddle on the lake, with less boat traffic. Also, the Northwest Bay and Narrows get less traffic than the South Basin and it's worth considering paddling there.

He notes that in the past ten years, the number of people in small craft including kayakers and canoes using the lake has grown exponentially, but the number of accidents has not gone up.

"This incident is very unfortunate, but it's not a common experience," he notes.

Inflatable Vests

By Cheryl Thompson Cameron

Inflatable vests are now approved by the USCG for boating use. They used to be allowed on RICKA (Rhode Island Canoe



& Kayak Assn.) and BVPC (Blackstone Valley Paddle Club) trips until a problem “popped up” on one of our trips. After that happened we decided to take a close look at these devices, and as a result of what we learned, they are prohibited on our trips.

Following are some reasons why we do not allow Inflatable PFDs on RICKA Flat-water and BVPC trips.

Some of our concerns are that inflatable PFDs require the user to pay careful attention to the condition of the device. Inflatable PFDs need maintenance to function properly.

The automatic inflatable has some cons against it. Under prolonged wet conditions auto-inflators will go off when they get wet even if the person does not fall in the water.

If you would like to change to dry clothes, you will need to remove the inflated vest. Putting the vest back on in the inflated state can be very difficult. It is uncomfortable to paddle the remainder of the trip with the vest in the inflated state. (This happened on a paddle last spring.)

A ripcord can catch on a boat fitting and inflate.

An important piece of information is to know whether the vest has any leaks when inflated. The vest can have leaks that are unnoticed until the vest is inflated and then it will be useless on the water when you need it most.

There are off-season storage concerns. The vest should be stored in its inflated state during storage. Manually inflate the vest in the fall, and leave it inflated until spring to prevent dry rot and cracking. Cracking can occur if the unit is left folded. Another way to leak test is as follows: inflate the jacket, stop when you get to a point where you can squeeze the jacket and have your fingers just touch. Leave the jacket for 24 hours and squeeze it again.

The inflation cylinder can corrode and rust allowing gas to leak out. Remove the bottle and weigh using an accurate scale. Make sure the reading matches the amount on the bottle. Coat the cylinder with Vase-

line to prevent corrosion.

Another item that needs checking is the inflator. Generally you are looking for a green pin indicating the unit is ready

You also are looking for an exposed red stripe, which could indicate an empty gas cylinder. If you see red either your inflator needs repair, or your gas cylinder needs to be filled.

Note: Inflatable PFD's are available in adult sizes only, are not for use by children younger than 16 years of age, or by persons weighing less than 80 pounds.

Visibility

Excerpts from the Archives of Atlantic Coastal Kayaker

Staying Seen By Ben Fuller

Visibility is a huge issue for kayaks. Paddlers sometimes don't believe how hard it is but all you need to do is to drive a motorboat or sailboat. Paddlers wear bright clothes and have bright boats but there are still problems.

Enter Day-Glo. When you go into a commercial chandlery here in Maine, somewhere at the end of the bottom paint row

you will see Day-Glo paint in a number of colors by the gallon. It goes on pot buoys. It can also go on paddles.

For years I have sprayed paddle blades with Day-Glo. It does fade so it needs to be renewed. And if you are working with a fancy carbon paddle, or indeed anything other than the color of the Day-Glo, you'll need to lay down a layer of flat white. Mask off the tips and the shaft ridge where you get high wear. Some taped-off newspaper protects your shaft.

Recently I have discovered Day-Glo duct tape called gaffer tape in the theatrical industry. Rock walls use it to mark out routes. It comes in a number of colors and in one- and two-inch widths. It does not leave quite the residue of duct tape, but when it is on for a year or so it will leave residue when you do take it off. It will fade in the sun, so you might need to replace it seasonally if you paddle a lot. You can do nice designs with it, chevrons, arrows, parallel stripes.

Day-Glo on a moving paddle can be picked up when static stuff like boats and people can't. I know that other groups tell me that they can see me as a single paddler when I have to work to pick them up.

I have used the tape with success to make my all black boat stand out by running a stripe down the side over the hull

deck joint. There are enough colors out there so that you can find one that will probably work for you. And if you have a rudder, and it spends most of its time curled on your deck, it does not hurt to mark it as well. It also helps mark your boat when it's on the roof of your car.

From Atlantic Coastal Kayaker, June 2006

Zero-Zero-Visibility *By Reinhard Zollitsch*

On those rare occasions when I was on shore looking out to sea, it finally dawned on me. Red and green marker buoys, at a distance, look like lobster buoys; sea kayakers, especially white ones, look like cresting or breaking waves, while darker colored boats merge with the water. Only the motion of the paddles and the sun's brief reflection give away the paddler. I hear that rescue helicopters have the same problem seeing solo boats from above; they blend so perfectly with their surroundings that they almost completely disappear, as if they had fallen off the edge of the earth. Ask any of your friends who saw you off on a trip, how long they could see you, and you will be



Employing a home-made safety flag in Muscongus Bay, Maine.

surprised how soon you were gone and out of sight.

Small boaters have to be aware of this phenomenon and do something for their safety. When I first noticed on my longer trips that cell phones were not the cure-all for communications problems, my answer was a satellite phone, which has never let me down since. Along most northern shores, cell phones hardly ever work, especially when you have a mountain range between you and the receiver station.

Next to losing contact with the rest of the world, small boaters have to work on

improving their low visibility. The problem is not to be able to see better - climbing to the crow's nest on a tall mast, or having radar, would solve that problem nicely, but unfortunately not for tiny sea kayaks. A new set of auto-focus binoculars does not do the trick either. More important is to make sure you are being seen by others, especially by bigger and faster motorboats, so collisions can be avoided.

In recent years I have found two devices which helped in that department, and which should give paddlers a certain degree of peace of mind. The first one is a simple

kid's bicycle wiggle-stick with an orange flag on it. Not that again, I hear some of you moan, but wait, the trick is when and how to use it. I found an easy-to-store two-part stick which I insert in a stern deck-mounted 3" flange from a local hardware store, only when I paddle in crowded waters and want to be seen by careening jet skiers or power boaters. I would not suggest it for kayakers going out to practice their roll. In an emergency, though, where a recovery roll is needed, I am sure gravity would take care of the loosely fitting stick and allow it to drop out and be gone - big whoop. Get a new one. But in my ten years and thousands of ocean miles this situation has never arisen for me. So I have stopped talking and worrying about the problem of doing a recovery roll with that stick still on the boat.

One thing is for sure: a wiggling orange flag on a six-foot flexible pole adds greatly to a small boater's visibility at sea. Maybe it doesn't look very macho, but you get used to it. I'd rather look sissy but live to paddle another day. You'd be surprised to hear how many positive comments my pole received last summer from power boaters and fishermen. It always made me smile.

My second device to increase the visibility of me in my little boat is my new Luneberg lensatic radar reflector from West Marine (see discussion in August and September '05 issues of ACK). It comes in three sizes; the smallest one will give you peace of mind for \$150, weighing in at 4 pounds, and is just right for us small fry on the ocean. (The #2 reflector is designed for big sailboats at \$240; #3 is used by our nuclear subs, which by the way have a very low radar signature, for a hefty \$530 of our tax money.) The reflector screws into a deck-mounted flange (which comes with the kit) and can thus be removed when not needed. However, since it is so small (like 3 tennis balls in a white plastic cloverleaf enclosure), and light (like a 2 liter coke or water bottle), I leave it on my touring boat all the time. Most boats with radar have it turned on at all times also, not just in pea soup fog. It is never in the way on my stern deck, and would not hinder a sea kayaker doing a roll.

Sure, any radar reflector would be better if it were mounted on a tall pole or sailboat mast, but since that cannot be had, it is definitely better than nothing at all, and also

far better than any device that hampers your paddling like a "radar hat" or reflective ponchos, and those foldable but awfully clunky aluminum spheric balls.

Having paddled down the Hudson River to New York City in May/June 2005 and on along the shores of Connecticut, Rhode Island and Massachusetts to Boston (see ACK, October 2005), I encountered more boat traffic than I was used to in Maine or Canadian Maritime waters. And I must say, I felt perfectly safe, comfortable and peaceful with my two new visibility enhancers. Maybe you should try something similar for similarly crowded waters, on a voluntary basis, I mean, before states and the Coast Guard demand something more awkward, expensive, and permanently mounted.

These past two summers were the end of my "zero-zero-visibi" days, as weather stations love to say about zero visibility. Rain or shine, I am a tad more visible now, and if someone still does not see me, I am oh so quick in my evasive maneuvers and reach for that mighty air horn by my side to give those ear-piercing five short blasts. BLAT!

From Atlantic Coastal Kayaker, April 2006



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Offshore Oil Drilling Plans Put on Hold; Shell Buys Marcellus Holdings

By Staff and Wire Reports



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The Obama administration in May reversed course and said it would suspend plans for exploration drilling off the coasts of Virginia and Alaska and on 33 wells under way in the Gulf of Mexico.

In late March, the administration announced that it would open select offshore areas, including areas off the Virginia coast, to oil and gas exploration as part of an effort to woo lawmakers to support climate change legislation.

The Interior Department would have conducted the first offshore oil and gas lease sale in the Atlantic Ocean in more than two decades in November 2011. The sale would have covered about 3 million acres in a triangular area 50 miles off the Virginia coast.

Many Virginia lawmakers have pushed for accelerated exploration off the state's coast in recent years, but the proposed opening for offshore drilling riled environmentalists, who said it was too risky.

But on May 27, with the nation's worst oil spill continuing from a deep well in the Gulf of Mexico, President Barack Obama announced the suspension of the planned exploration.

The action pleased environmentalists.

"The events in the Gulf clearly demonstrate the risks of offshore drilling," said Chesapeake Bay Foundation President William Baker. "Safeguards are never foolproof. And their effectiveness can be further mitigated by human error. The consequence of accidents can be devastating to the environment, the economy and the people of waterfront communities."

Virginia Gov. Bob McDonnell, who has said he wants to make his state the East Coast's energy capitol, said he didn't believe an outright cancellation was best because the sale was not due to take place for two years and drilling would likely have come years after that.

The action could still affect the Bay watershed, where environmentalists fear the rapid development of natural gas reserves threaten stream health and forest habitats.

Royal Dutch Shell PLC said May 28 that it would purchase East Resources Inc., a major owner of shale gas holdings in the northeast United States, for \$4.7 billion from private investors.

Europe's largest oil company said it will pay cash for East Resources, a Pennsylvania company that owns more than 2,500 oil

and natural gas wells in the United States. It also controls 1.25 million acres of land, mostly in the energy-rich Marcellus Shale region that runs from New York to southwest Virginia.

Shell CEO Peter Voser said the acquisition fit with plans to "grow and upgrade" its holdings of shale gas in North America

With the potential for more restrictions on offshore drilling, a number of analysts were expecting a continued push from global energy companies into the U.S. oil shale industry.

Earlier this year, Japanese energy giant Mitsui & Co. said it would pay \$1.4 billion for a stake in Anadarko Petroleum Corp.'s shale assets. India's Reliance Industries Ltd. also recently paid \$1.7 billion for part of Atlas Energy's shale gas deposits.

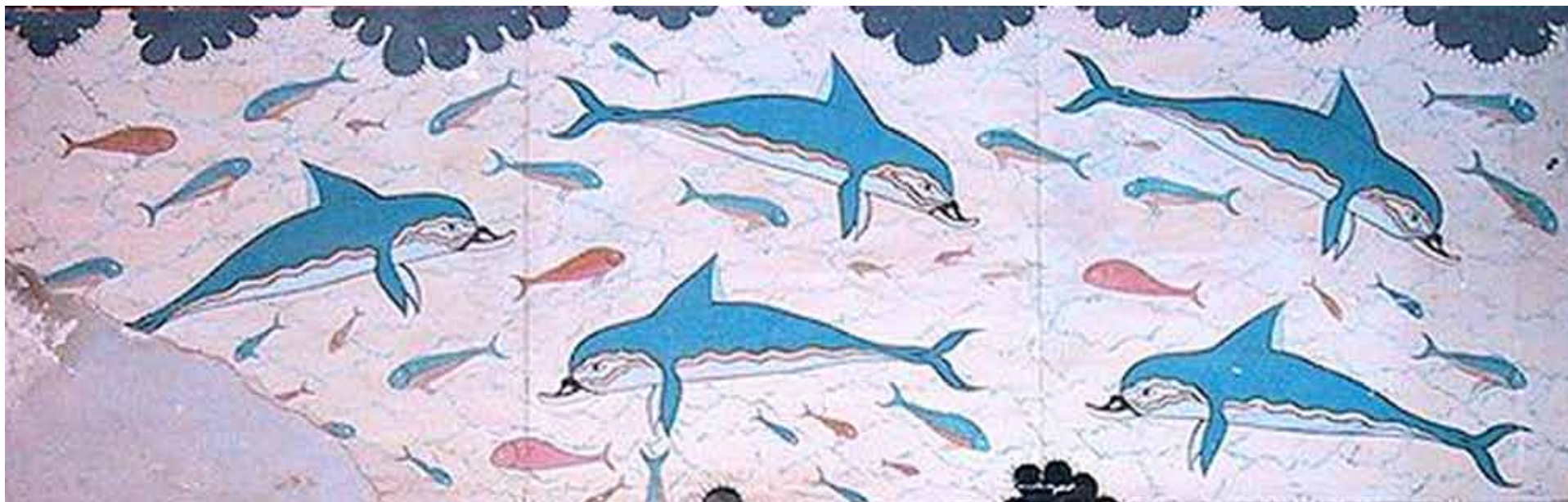
Natural gas is expected to be in high demand in coming years as a cleaner burning fuel with lower carbon emissions than coal and other fossil fuels. The nation's shale deposits are estimated to contain at least a 100-year supply. Drillers have been especially interested in the Marcellus Shale region.

Reprinted by permission from June 2010 Chesapeake Bay Journal, www.bayjournal.com

Fiction

The Dolphin Mystery

By Tamsin Venn



An ancient mural from the palace at Knossos, Crete.

The sea was black and fizzy, lapping at his kayak, he wasn't sure with menace or joy. All Billy Pilgrim knew as he made his way across Blue Hill Bay with his father in front, was that he felt cozy, tucked low into his kayak, his sprayskirt snug on the coaming, his long legs stretched securely onto the foot pedals, his arms dry inside a waterproof jacket. His hat blocked the sun. With

each stroke across that black mass, his cadence grew, and as he and his Dad put distance between the mainland and the island to which they were heading, it seemed anything was possible on this July day. They were small people on a huge sea, but the day felt joyous and expansive.

Sun and clouds swirled in the sky, pearly and bright. It was not clear which way the

day wanted to go, happy and bursting with sun and sea, or fitful and moody, with wind and scudding clouds. Now the light held steady, the wind was light.

They walked around Sheep Island, picking up pieces of driftwood and shells, marveling at the *rosa rugosa* bushes growing beyond granite ledges, anchored by crushed white shells. That bleached carpet contin-

ued into the water, turning it a blazing aqua, Caribbean in hue. The pink beach roses, the bright white shell, the deep orange granite blazed in a dappled pallet, making him dizzy. Billy kept waiting for something really exciting to happen, but it didn't. The island held its secrets and by creating no great drama, offered a hidden adventure.

In wildness is the preservation of the

world, thought Billy. He had read that somewhere. And he felt that today.

Dad, who is that quote by? His dad knew everything.

The West of which I speak is but another name for the Wild, and what I have been preparing to say is, that in Wilderness is the preservation of the World. Every tree sends its fibers forth in search of the Wild. The cities import it at any price. Men plow and sail for it. From the forest and wilderness come the tonics and barks which brace mankind. It's Henry David Thoreau, said Adam.

They sat high on a rock and munched tuna sandwiches and sipped water chilled from the ice-filled cooler. The sea lay flat, and the gentle lapping at the rock's edges lulled them into a companionable snooze on the warm flat granite ledge.

Race you to the water, his father cried about an hour later. They both stood, ran down to the beach, and leapt into the water, then out like rockets. Billy Pilgrim's skin tingled. They returned to the warm granite ledge to warm up.

Then they tucked themselves back into their kayaks and pushed off the shell beach

by their splayed fingers. They floated in an inch of turquoise water, picked up their paddles, tight under the bungee cords, and pushed into deeper water, the bottom falling away into emerald green.

At that moment, Billy heard a loud puff of water. He looked up to see an adult dolphin with two babies swimming beside it. He stopped paddling. The dolphins were about 100 feet away, moving in graceful arcs, gleaming gray, as astounding as the sudden sight of Melville's white whale. As usual, Billy defaulted to poetry in astonishing...or sketchy... situations.

The trio swam over to him, circled his kayak several times, eyeing him, dove and disappeared.

Dad, dad, he sputtered. Did you see that?

His father was sitting at a distance, camera in hand. He had taken several photos.

That was pretty amazing, Billy, the sea minions of Poseidon must be blessing you, said his father with a chuckle. A seasoned sailor and kayaker, he knew spectacular displays of nature took place all the time, to those willing to venture out into the un-

known sea and be ready to accept the pagan that came their way.

Think of the dolphins at Knossos on Crete in Greece, on the fresco that was 3,500 years old, one of the earliest depictions of dolphins, he thought. The ancients had been delighted by the mystery of the sea creatures and celebrating human encounters with them for thousands of years.

After Billy sat for awhile, hoping the dolphins would come back, no magic ruffled the surface, no snuffle broke the silence. The dolphins were gone. So he and his Dad paddled back.

The one-mile crossing would take them about 20 minutes. The wind was coming up a bit, as the afternoon southwest winds did in, but nothing to get alarmed about. They took off, matching stroke for stroke, Adam in his gray fiberglass kayak and Billy in the sleek wood kayak he had made himself in woodworking class.

After about ten minutes, as they were well into the bay, the the wind picked up. The sky darkened, dabbed by black smudges. The wind increased more. Billy gripped his paddle.

Come on, Billy, let's make haste for shore, said his dad.

They both picked up the pace. They bent into the wind, put down their rudders to hold course, and concentrated on paddling hard, dipping the paddle blade completely into the black water on each side, to get a good grip and propulsion forward. The two-foot waves slapped at their hulls. Shortly, the crests began to break, shooting up a confused spray. All the waves were dancing now. It was getting tough to keep moving forward.

Come on, Billy, his dad shouted at him, following hard on his wake behind him. Dig in.

Billy paddled harder. The spray salped his face, and he grimaced from salt-stung eyes and the effort. He pulled his cap down lower over his face to keep out the splashing. Then it started to rain.

The rain drops were so heavy now they began to send up huge droplets off the surface of the frenetic waves. All was awash in a crazy riot of water, of waves cresting and breaking onto the kayaks, as the bows slapped down hard into the troughs, shud-

dering as they landed, then rose again as if suspended in flight.

Keep paddling, Billy's dad cried. His father was now disappearing below the waves' troughs, and Billy was scared every time he couldn't see his Dad. But then Adam would rise again on the next wave and Billy would feel better. His emotions rose and fell with the waves, one second secure at the sight of his Dad, the next despairing at his separation. He knew in situations like this, it was only psychologically comforting to catch a glimpse of your partner. There was not necessarily much he could do if you capsized. The same conditions that turned you over would be the same ones you faced bobbing in the water, trying to get back into your boat, if you had managed to hang onto it.

The wind was not coming from the southwest at all - the comforting afternoon breezes that you knew would never reach much above 15 knots, challenging but not insurmountable. Most kayakers could handle 15 knot winds, but more than that, and conditions became dicey. It could be difficult to turn around without capsizing as you broached the waves, but the worst

was sliding down into the deep troughs with little control. At those high winds, too, the water roiled near ledges and high outcrops, sending the waves back into themselves in a confused clapotis, in which it was hard to keep a kayak steady. One had to be ready to brace decisively on either side to out maneuver a crazy wave that shot up at you. But it was all manageable.

No, this was not the southwest wind, thought Billy. This was the northwest wind, the 'orrible offshore breeze as that New Zealander friend of his Dad's liked to talk about. It was horrible because it was deceptive. If you were close to shore, the water looked calm because you were in a lee, but move a couple of hundred feet off shore, and the wind could catch you and push you out to sea.

And that is what Billy and his Dad now faced. They were clawing their way toward the long, gray, misty comforting shoreline, but they were making little progress. The wind wasn't pushing them back out to sea... yet. But the progress for both Billy and his Dad was painfully slow.

Then the sky lowered, the waves rose,

and it was as if sky and sea closed in on them, in a dangerous embrace.

Come on, sailor, his father yelled. We'll get there, keep paddling.

By this time, his father had turned on his strobe light, the emergency beacon that let any passing boat know they were in trouble. Not that any other boats were around. The pulsating light appeared, then disappeared with his Dad in the wave troughs. It was an eerie sense of help, but worse, it meant his Dad knew they were really in trouble. That was probably the worse feeling of all. You can fool yourself in these conditions thinking that you will be alright, that it's not really that bad, you just have to keep paddling, and you weren't a fool to set off after lunch from that island to the mainland. But they had done all the safe things. They had listened to their weather radio after lunch, and there was nothing that predicted these high winds, especially so fast.

Billy felt his stomach clench, his mouth go dry, his brain cells freeze in alarm. He couldn't think or phrase a thought or memory beyond the roiling sea.

Then his Dad capsized. His Dad was a


competent paddler. He tried his roll, first once, failure, he went back down under. The gleaming white hull looked like a startled ghost heaving on the water, then the hull turned as if a whale were breaching, and the paddle reached out, arms twisted, and his Dad tried to come up. He was almost up, but then plopped back down again, smack, the white hull visible again. That happened again. Two more times.

On the next failure, he shot over to his Dad, moved his bow quickly to bump his Dad's boat and nudged it, so his Dad could grab the bow and pull himself up. Only no hands appeared. Then he saw his Dad out of the kayak swimming beside it, spluttering and cursing as he draped himself on the hull and held onto his paddle.

Billy moved into position so his Dad could turn over his boat, then launch himself on top of it, using Billy's boat for support and get back in, but he saw his Dad was too exhausted, debilitated by the effort and the cold water.

It's no use, son. Let's tow my kayak. Billy clipped his tow rope onto the bow of his Dad's boat with his Dad's shaking hand

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as help. His Dad draped himself over the hull and ordered Billy to start paddling. He knew that if he tried to get on Billy's boat, he would capsize it, and he couldn't get back in his boat, because it had too much water in it.

Billy started paddling – the gray shore even less defined now in the sheets of rain and lowered sky. But he paddled. He gritted his teeth, and began to dig in. He entered

another world, only of wind and effort, his muscles ached, he slapped the waves this way and that to keep himself upright. His father had taught him well.

After what felt like a lifetime, but was probably not more than five minutes, Billy Pilgrim ventured to look behind him. He was horrified, his dad wasn't there. He quickly unclipped his Dad's kayak. And started to try to turn his boat around to go back and look for him. He knew his Dad would be alright in the water for awhile. He was wearing a wetsuit and a life jacket. He would be insulated and visible, he had the strobe light. Billy should be able to find him, and he shouldn't be too far behind. He was surprised he hadn't heard his father call or blow his whistle when he lost hold on his kayak, but maybe the wind had snatched the cry for help.

When Billy tried to turn his kayak around, a rogue wave much larger than the other ones building and cresting, hit him full force broadside. He threw out his paddle desperately to brace. But it was not enough. Over he went. And out he came of his kayak. He never even had a chance to try his roll. He came up sputtering, black jagged waves sloshed around him.

He held onto his paddle, as his instincts told him, but his kayak started moving away very fast. He let go of the paddle and started swimming desperately toward the boat. He knew he shouldn't have let go of the paddle, but he had a spare attached to the boat that he could use when he reached it.

But the harder he swam, the more the boat shot away; it sat on the surface like a sail, and the more sea water Billy started gulping. He stopped swimming, coughed out water, shook his head, sputtered, and watched in alarm as his boat traveled now totally out of reach.

Dad, dad, he shouted. Where are you? Help! There was no answer, only the slurping and slapping of the waves falling over themselves, they wouldn't stop. They just roiled and turned and broke over his head. He shook his head in anger and protest. No, he shouted. Stop. It was hopeless, even as he tried to swim his head above each breaking wave.

Then he saw it. The gleaming gray orb breaking over the startled surface, still rhythmic and steady, and sure enough following behind were two smaller gray arcs, the mother's offspring. She was making her way toward him, through the froth and

foam. She came closer. She circled him closely three times, in and out of the waves. On the third circle she came very close, and he grabbed her back. She stilled for a moment while he got a firm hold on her, then she started steadily, almost blithely, swimming toward the low rise of landfall, Billy firmly attached to her back, the babies following behind.

To be continued.

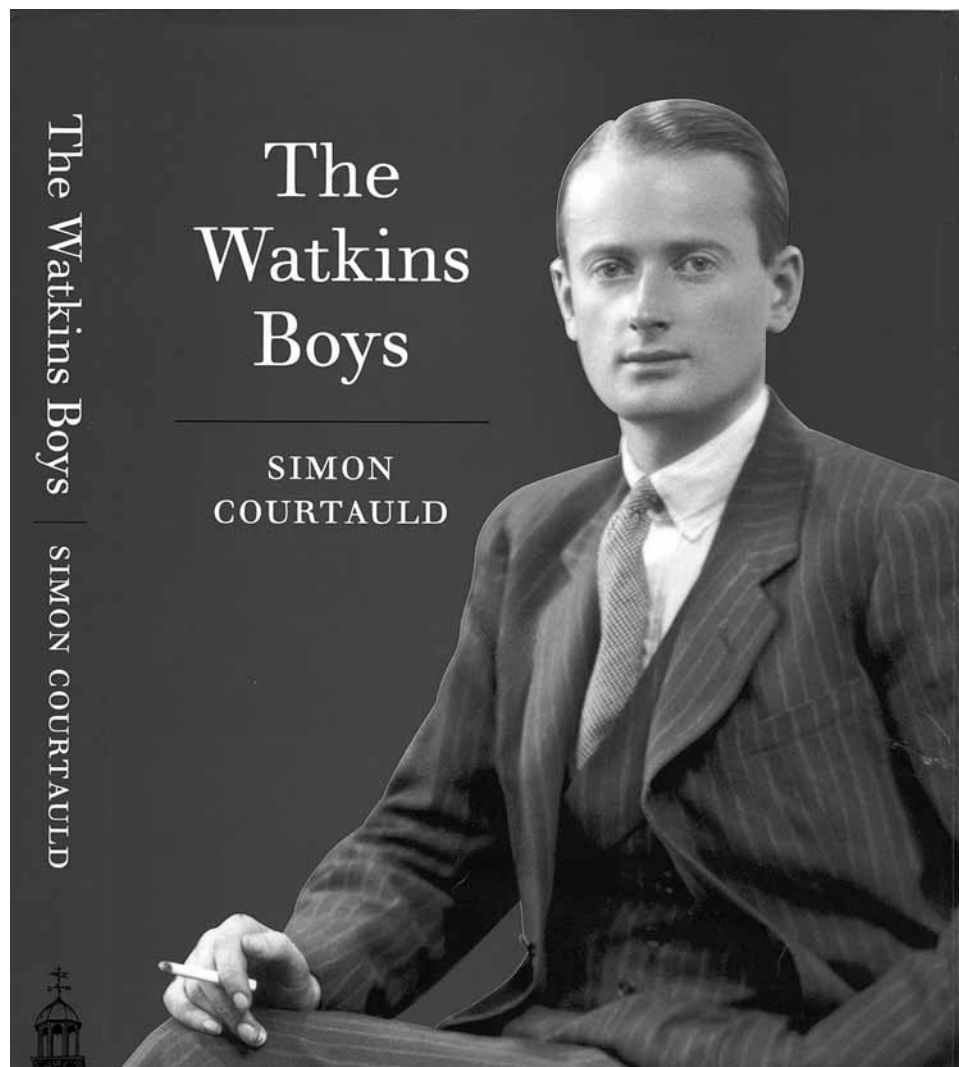
Note: This is an excerpt from Venn's as-yet-unpublished novel, A Hole in the Leaves, about the cataclysmic events predicted for 2012. This is the magazine's new foray into the world of fiction. We encourage you to send in your works of fiction or poetry, having to do with sea kayaking and the sea, to be published in ACK. They can be based on true experiences or total fantasy.



Review

The Watkins Boys

Reviewed by Paul Caffyn



Author: Simon Courtauld

Publisher: Michael Russell UK

Website: michaelrussell@waitrose.com

Published: 2010

Contents: 208 pp, index, one map, 8pp

b&w photos, bibliography

Cover: Hardback with dust-jacket

Size: 160 x 240 mm

Price: UK RRP £18.95

ISBN: 978-0-85955-318-6

tion – Gino Watkins was only 23 years old.

Given a long history of disastrous British polar expeditions - the era of heroic failure when some or all of the participants died through ineptitude and/or poor planning – the outstanding success of BAARE was such a positive breath of fresh air to the British public, who were still suffering from the post war shortages and calamitous loss of British manhood from the first world war.

Simon Courtauld, nephew of August of the “stranded on the ice cap fame,”

In 1930 a charismatic young Cambridge, U.K., undergraduate raised financial backing for an expedition of 13 equally young men to the Angmagssalik region of East Greenland with the principal aim of establishing weather stations both on the coast and on the Greenland icecap for a proposed trans-Atlantic commercial air route. It was called the British Arctic Air Route Expedition, or BAARE. The young bloke was leading his third Arctic expedi-

has written a long overdue book on seven of the key figures of BAARE, how they came to be invited to join this expedition, and how their time in East Greenland so influenced the rest of their lives.

Following two preliminary chapters, the book summarizes the lives of six of the key members of BAARE who went on to lives of outstanding achievements; August Courtauld, Martin Lindsay, Quintin Riley, John Rymill, Jimmy Scott, and Freddy

Spencer Chapman; while the final chapter describes the charismatic leadership and short life (25 years) of Gino Watkins.

Publicity in the British media of the plight of August Courtauld, who was stranded at the ice cap weather station, 120 miles west of the coastal expedition base, significantly raised public attention of BAARE. Buried in his tent by winter snows, August Courtauld was totally reliant on his own resources for five months and, having left his shovel on the surface, was entombed in the ice cap for the last six weeks, with successive re-supply trips unable to find the buried tent. A three-man relief attempt, led by Jimmy Scott, suffered atrocious conditions on the ice cap and unable to locate the buried tent, Jimmy blamed himself for failing to rescue Courtauld, ruining his confidence so much that he never again returned to the polar regions. The subsequent relief trip used the survey skills of the only Antipodean member of BAARE, John Rymill, to locate the ventilator tube marking the top of August's tent.

The 1934 published expedition accounts by Freddy Spencer Chapman, Northern Lights and Watkins' Last Expedition, were sanitized for the British public. Any sala-

cious material, such as the sexual shenanigans and the native progeny of Gino and Freddy, down to the labelling the steep glacial grunt up to the ice cap as "Bugbear Bank" instead of what it was actually called, "Buggery Bank," was removed.

My library now has upwards of 32 books on the two Gino Watkins-led east Greenland expeditions and accounts by its team members; autobiographies by Lindsay, Courtauld, and Spencer Chapman, biographies of Scott, Rymill, Riley, Courtauld, and Spencer Chapman, several with chapters on the leadership style of Gino, and a recent account of the 1986 Australian expedition led by Earl Bloomfield.

I had always felt there was a need for a book which described the influence that BAARE had on the later lives of the expedition members, what they got up to in their waning years, if they kept in touch with each other, what contribution they made to inspiring younger folk and how they fell off their perches, whether by their own hand or the ageing process. Simon has satisfied all my demands for such a book with *The Watkins Boys*. A select bibliography of 28 titles and comprehensive index complete the book.

The photo section is very disappointing,

with only eight pages of photos; most of which are commonly seen in other books; pics such as Gino hunting in his "white kayak," and the 14 vignette portraits of the BAARE team. I would have liked photos of the six "Watkins Boys" in later life, on their subsequent expeditions, during the war years or ageing gracefully. A full-page photo of Margy Graham is a strange inclusion. Although Gino asked her to marry him in June 1932, she is not one of the key figures in the book. The last photo has not reproduced well but it shows two Kiwi paddlers in 2007 (Paul Caffyn and Conrad Edwards) by the Watkins Memorial cross in Lake Fjord.

In summary, an engrossing and inspiring read, with my only niggle the choice, quality and number of photographs.



DVD Review...

Paddle to Seattle

Journey Through the Inside Passage
Reviewed by David Eden

Dudes on Media

J.J. Kelly, Josh Thomas

Producer: Ben Gottfried

Run Time: 86 minutes

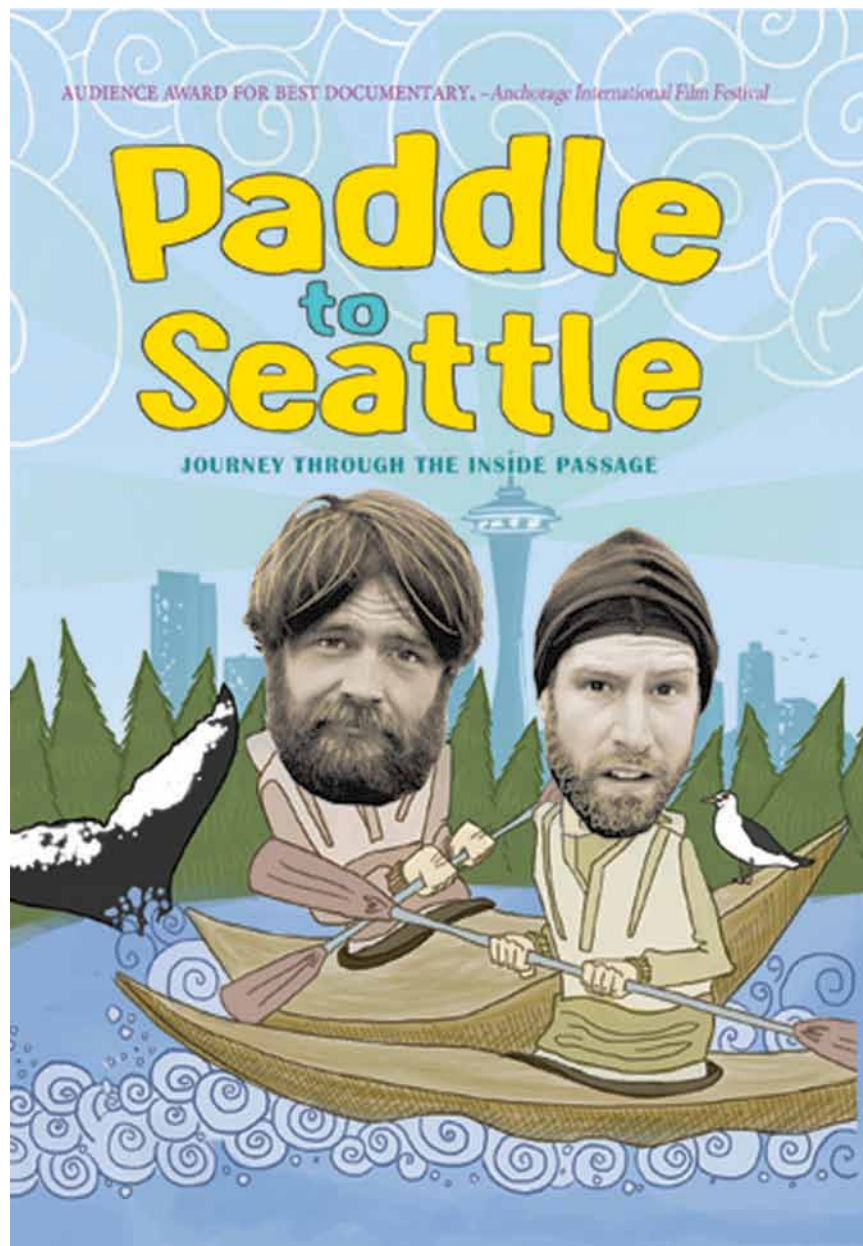
Video: HDCAM SR

Released: September 26, 2009

Price: \$19.95

This is the story of two guys who meet on the Appalachian Trail and decide to share adventures together. They decide to paddle from Skagway, Alaska, through the 1300-mile Inside Passage, and finish at Seattle, Washington. They build a couple of Pygmy boats, load up, and, after three months of hard work, much dreadful weather, and several extended stops in civilization, they make it. They sell the boats, go their separate ways, and end up on the same flight out of town.

This rather laconic synopsis suits the



film. It is not slick. It is not sophisticated or deep, but it is a charming and fun evening with two uncomplicated men making an epic journey. They aren't the first, they may not have the deepest insights, but they put together an entertaining and often visually striking film.

Josh Thomas and J.J. Kelley together with photographer Brian Dixon, who will accompany them on the first 400 miles of the trip, are plagued right from the start by Alaska's notoriously sketchy weather. This leads to an interchange that illustrates the feckless attitude and continuing humor the men display:

JJ: "Honestly, I didn't think it'd be this rainy in the rain forest."

Josh: "Yeah, it's funny we didn't see that one coming."

JJ: "It is North America's only rain forest. It's the wettest place on our entire continent, and I didn't think it would be this rainy."

On the way, JJ and Josh encounter whales, huge bears, a number of interesting people and several only partially explained experiences, including an apparently aban-

doned ghost town that still contains a house with a huge VCR tape collection.

JJ and Josh maintain their bemused and amusing attitudes throughout the film. Very seldom does there seem to be any sign of friction between the two, and it's hard to believe that they've simply edited out their spats. This seems to be a pair made to adventure with each other. This trip is actually the third long expedition they have completed together and the second film. (The first was about their bike trip the length of Alaska.)

The film has moments of incredible beauty and an equal amount of farce. Some of the filming seems amateurish and spotty, while other parts are breathtaking. Oddly enough, the weak parts of the movie actually add to its charm.



NORTH ATLANTIC SYMPOSIA AND SHOWS

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.

Sept. 10-13: 5th Annual Downeast Sea Kayaking Symposium

Sponsored by Carpe Diem Kayaking, Bar Harbor, Maine. Four days of classes. Full slate of British Canoe Union training and assessments, plus rolling, beginning Greenland, and more events on Sullivan Falls. Also, Just for Fun series of guided nature tours and exploring. Discounted packages for other activities for you or your family. www.carpediemkayaking.com

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 to-

gether and everyone posts their own times. Assorted loops ranging from 4 - 6 miles. www.holyokerows.org

July 10: Mendum'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 10: Bear Mountain Challenge.

Hudson River, 14 miles, Foundry Dock Park, Cold Spring, N.Y. Tune Up for the Mayor's Cup. www.nymayorscup.com

July 11: Philadelphia Canoe Club Open House Race.

Schuylkill River, Philadelphia, Penn. 8.5 miles, .5 mile youth canoe and kayak race. Mass start at noon. Start/finish at Philadelphia Canoe Club. www.swanboat.org or chairman@swanboat.org

July 14: Holyoke Rows Boathouse Challenge.

Connecticut River, Holyoke, Mass. 10k, 6k, 3k. www.holyokerows.com

July 16-18: 5th Annual Maine Kayak Fishing Tournament. Free Kayak Fishing Friday; two-day tournament Saturday and Sunday at SeaSpray Kayaking. Kayak anglers fish the Sheepscot, Kennebec, Androscoggin, and New Meadows Rivers in mid-coast Maine. Prizes, gear giveaways, raffle. www.maineKayakfishing.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. 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 paddlers 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. 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.

Aug. 14: Laurel Lake Assn. Canoe and Kayak Race.

Fitzwilliam, N.H. 5-mile and 2.5-mile race. Largest children's race in New England. www.neckra.org or Charley Brackett (603) 585-7167.

Aug. 15: The Bird Island Challenge.

Upper Buzzards Bay, sponsored by The Gleason Family YMCA, Wareham, Mass. Race Director: Richard Wheeler. 13-mile race starts at Zecco Marina/British Landing, Wareham, and follows the coast to Marion where races round beautiful Bird Island, noted for its historic lighthouse and major nesting site for the endangered Roseate Tern. Two other courses: 3-mile Long Beach and 6-mile Great Hill race. Awards Ceremony. To benefit YMCA scholarships. For more information, (508) 295-9622, JoAnn Watson or jwatson@ymcasouthcoast.org or www.ymcasouthcoast.org.

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. 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. <http://mcbcc.org/swim> or call 1-800-649-MBCC.

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

Aug. 31: Harrison Street Regatta.

Downtown Boathouse, New York City. From Pier 96 to the 72nd St. dock. Winner is the second to cross the finish line. Open to all human-powered craft. DB's fleet of public kayaks is available for use, or bring your own boat. 2:00 PM start. A BBQ is held after the race. www.downtownboathouse.org

Sept. 5-7: 26th Annual Adirondack Canoe Classic:

The "90-Miler" follows the original "highways" of the Adirondacks from Old Forge to Saranac Lake paddling through the heart of the Adirondack mountain wilderness. Sponsored by The Adirondack Watershed Alliance, NYS DEC, the Central Adirondack Association, Franklin County Tourism, Old Forge and Long Lake Tourism. For both recreational and competitive boaters. Recreation, Touring, and Unlimited kayaks classes. The race offers friendly competition and warm Adirondack hospitality. The Adirondack Canoe Classic Community consists of many small businesses, volun-

teers and supporters who make the event the highlight of the paddling year for the Adirondack Series. www.macscanoe.com

Sept. 18: Soundkeeper's Lighthouse Race.


Norwalk Islands, Ct. 14/7 mile race start

and finish at Compo Beach around the Pecks Ledge and Greens Ledge lighthouses. <http://121.soundkeeper.org>

Sept. 27: Bolton United Way Race.


Bolton Lake, Bolton, Ct. 5.5- and 4-mile evening race. www.neckra.org

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Sept. 27: Long Lake Long Boat Regatta.

Adirondacks, N.Y. Includes the ten-mile Kayak Championships. All races begin and end at the beach across from the Adirondack Hotel. www.macscanoe.com

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

BOATBUILDING

July 25-31: Build Your Own Stitch and Glue Night Heron.

Nick Schade of Guillemot Kayaks will conduct this intense 5 1/2-day class at the WoodenBoat School in Brooklin, Maine. www.thewoodenboatschool.com

CLUBS

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

Brattleboro Outing Club

Brattleboro, VT

The Brattleboro Outing Club hosts nine canoe and kayak outings May to October, all free and open to the public, suitable for family canoeing and kayak touring. Life jackets (PFDs) are mandatory.

For more information, contact Larry McIntosh at (802) 254-3666, or Lmacyak@yahoo.com. Brief descriptions of each trip on the BOC website at www.brattleboro-outingclub.org.

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.

Joint Trip with MITA and Southern Maine Sea Kayaking Network

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 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 Camp

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

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

GREAT LAKES

July 15-18: Great Lakes Sea Kayak Symposium

Grand Marais, Mich. Sponsored by the Great Lakes Sea Kayak Club. Special guest speakers. Trips, lectures, classes, vendors, social events. Other events include a 3-mile Grand Marais Harbor race; several trips including one to the famous Pictured Rocks.

www.downwindsports.com

Aug. 8-15: USCA Canoe and Kayak Nationals

Peshtigo, Wisc. www.uscanoe.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

August 27-29: QajaqTC Training Camp

Camp Lookout, Lower Herring Lake, Frankfort, Mich. Ninth annual training camp devoted exclusively to traditional Greenland skills. This is a "paddle-in" event; pontoon boat available to transport gear. The location is on a strip of land that shares Lower Herring Lake and Lake Michigan shoreline. Water quality is pristine, and participants end their days gathered around a bonfire watching spectacular Lake Michigan sunsets. Guests are Adam Hansen

from Greenland, Cheri Perry and Turner Wilson, and the family of John McConnell, Jane Taylor, Emmett Dooley; David Sides, Heather Lamon. www.qajaqtc.org

SOUTH ATLANTIC

Oct. 27-31: Sea Kayak Georgia Skills Symposium

Tybee Island, Georgia. www.seakayakgeorgia.com

Oct. 29-Nov. 7: Calusa Blueway Paddling Festival

Southwest Florida's Gulf Coast. Ten-day festival. Speakers & instruction, races & tournaments, get-togethers, and green activities. Guided tours, fishing & photo contests, and more. Many events all along the 190-mile Calusa Blueway Paddling Trail. Festival details available at www.CalusaBluewayPaddlingFestival.com: entry forms; activity listings, hotel packages and ride-share options. For trail information and much more, check out www.CalusaBlueway.com.

Nov. 6: PaddleFest 2010

Hunting Island State Park, Beaufort, S.C. Annual Paddlefest and Kayak Race on Sat-

urday in the lagoon, and kayak demo on Sunday. Race is 6 and 3 mile distances in Battery Creek just off the Intracoastal Waterway/Beaufort River, Port Royal, S.C.
www.highergroundofthelowcountry.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, at the southern tip of Finland, offers lovely waters for day trips. Beach camping, lectures, water workshops, and paddling tours. All sea kayakers are welcome. Some foreign instructors (two from UK and one from Sweden) and many Finnish trip leaders and instructors. Temps are a warm 15-22 degrees C, rain can happen. The water is around 18 degrees C. 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. Facebook Group "HASKG" where questions are more than welcome. Or, contact Anna Leena Lind, alli@iki.fi www.iki.fi/alli

Klassifieds

PRIVATE ISLAND with prime sand beach off Deer Isle, Maine. Cabin (sleeps four), deck, and tent platforms with panoramic views. \$1500.00 per week, email for more info and pictures: trowbridge.paul@gmail.com, or call (207) 359-8369. (9)

VALLEY CANOE PINTAIL. 'C' cockpit, blue over white, rope skeg, compass, cockpit pump. Exc. condition. Great playboat for experienced paddler. 100% dry hatches even playing in the gardens or rolling all day. 207-787-3620 or email to suap@roadrunner.com. \$1500.00 (9)

Fiberglass, QUILL Deck over white hull, Composite Seat, Factory Installed Nexus Compass, Rear Rope Skeg, Manufactured 2006, 16'x21.5", 54 lbs., Dayhatch, with extras, Like New, \$2875, Albany, NY Area, Call Charlie @ 518-234-9235 or hac58@hughes.net (9)

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 (9)

NECKY LOOKSHA IV 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)

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 Eggemoggin 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 Buoyancy (L.C.B), Station 5.1, Volume 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)

NDK ROMANY. Yellow over white, black seam, skeg with string pull. New rear hatch cover. Original seat in good shape. Hull Identification number ends in 99. Approximately 60 pounds, about 16 ft X 21.5 inches. Must be picked up in CT \$1,600.00 or best offer. For sale as it is. This is my favorite boat. Only reason I'm selling it is because I got a new Romany. (203) 606-9459, jeantrapani@optonline.net. (4)

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)

VINTAGE KLEPPER AERIUS. Bought the same year Hans Lindemann used his to cross the Atlantic Ocean. A true classic. Needs TLC and new sails. Your chance to own a classic at the very reasonable price of \$150. Located in Ipswich, Mass. Tamsin Venn, ackayak@comcast.net

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.





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SUBSCRIPTION ORDER FORM

ATLANTIC COASTAL KAYAKER

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Address: _____

City: _____

State: _____ Zip: _____

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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.