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Coastal Kayaker



May 2011
Volume 20, No. 2



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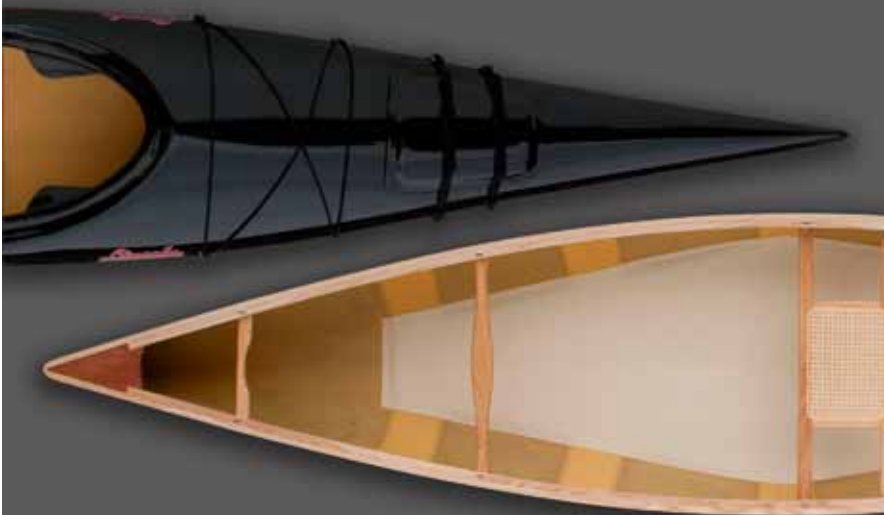
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Coastal Kayaker

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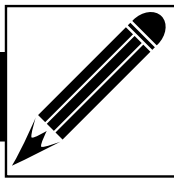
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One certainty remains this summer, and that is what a valuable resource the Maine Island Trail Assn. (MITA) is, along with other trail associations that work to establish and maintain public access boaters like kayakers can use. Just how valuable is that?

Increasingly, environmentalists and economists are embracing a new concept of the environment called “nature capital” and “ecosystem services.” The idea is to steer nature away from the notion of undefined, awe-inspiring experience to a monetary measurable value that links services to our well being.

In that spirit, I ventured to the resource I find most engaging in my kayak travels, the Maine Island Trail, the 375-mile water trail that travels from Portland to Machias, Maine. Who has not been completely resuscitated after pulling a kayak up to a shell-carpet shore, perching on a dry grass meadow, fir trees pointing skyward, and gazing out across a diamond-dashed water to other inviting islands, seabirds soaring overhead and sun-warmed shadows?

I recently opened the new online trail guide for MITA and got ready to plan my summer trips. Whoa... it's not so easy as it was, flipping through the chart book and matching the familiar chartlets to the section of Maine coast. But I'll get used to it.

The first-ever economics benefit study of the Maine Island Trail has just come out. Researched by two Harvard Kennedy School graduate students, it found that the coastal trail generates \$1.75 million a year in spending by visitors over the past nine boating seasons. That includes \$553,000 annually from travelers who otherwise would not have spent money in Maine. As a group, sailors spent the most, followed by kayakers and motorboaters. The study is key in helping secure financial support for the trail's management goals – responsible, sustainable recreation on Maine's coastal islands.

The “nature capital” concept goes one step further.

At the 2011 count, MITA embraced 191 sites, 146 islands and 45 mainland sites available for use, both public and private properties. In all, Maine has about 3,000 islands. The official list is primarily derived from the Maine Coastal Island Registry, a database of the 3,166 coastal islands from the largest (Mt. Desert Island) to the smallest un-named islets and ledges exposed above mean high tide. Many islands have the same name (there are more than 20 “Bar Islands”; more than 30 named “Little” and “Ram” and “Sheep” both figure prominently). Each has a unique number to identify it. Some islands made up of more than one landmass have several registry numbers under one name.

If, out of this mix, we throw MITA's islands into an “ecosystem equation” model and borrow numbers from the private sector (www.privateislandsonline.com), we come up with the following values.

Maine islands currently for sale include - low range - Shabbit Island, a three-acre island off Jonesport, price tag \$295,000 (sold); medium range, five-acre Greer Island off Vinalhaven for \$595,000 (still for sale); high range, 107-acre Caldwell Island in Muscongus Bay for \$4.9 million (includes two miles of shorefront and a six-bedroom cottage and is still on the market). Some islands cost \$5.7 and \$10.6 million respectively, but those are out of our price range.

If you do the math, say an average price for a Maine Island is \$1.9 million, multiply by 146 MITA islands, you reach a figure of about \$277 million. Ergo, you have this much island real estate at your paddle stroke for a mere cost of annual membership in MITA at \$45. Hello?

That is not to imply that we are not unaware of the value of our beautiful Maine islands. Also, that is not to say that we aren't offended by someone putting a price on something so valuable for its intrinsic worth alone. Those who study this new field of “ecosystem services” are wary of turning

nature into a commodity as well. They fear that will result in unbalanced choices – say, favoring salmon farming coves over preservation of pristine migration streams. Others say we have to come up with another approach and soon – witness the recent federal budget cuts. If we can clean up a harbor and treat sewage run-off, think of all the salaries and income tax generated in terms of fishing, party boat rentals, docks built, and shorefront real estate. That monetary equation provides a new incentive for paying for rehab and preservation.

Back to Maine islands for sale. My first inclination when seeing a Maine island for sale is to rally a group of my 100 or so closest friends and family via Facebook and Twitter and BUY the place – something we could all share in a low impact way in our kayaks and camping, and something we could invest in for coastal land preservation for future generations, not to mention habitat for critters and solace for weary souls. But organizations like the Maine Island Trail Assn. are already working that equation, in a way that is satisfying to all its “shareholders.” It is already figuring the EcoMetrix and The Natural Capital Project. The recent study is a big help.

So bottom line? Enjoy your summer paddling, and it's OK to be awestruck and humbled.

Our Apologies

In the March/April, 2011 issue, we neglected to list both authors for the article on the Charles River and Boston Harbor trip, omitting David Manzo as the co-author. We don't know how this got past us, and apologize to David for our mistake.

On The Cover:

MITA volunteers return from an island clean-up with a full haul. Photo by Eliza Ginn.

Letters From You



Great Article

The article on kayaking Sanibel and Captiva ("Paradise Found" *ACK* March/April 2011) is excellent. We have been extremely busy with spring break crowds. The weather is beautiful and people are here, we are doing 14-hour days. It was easier 15 years ago, what happened there. Once again the article was excellent and appreciate the attention. We look forward to having you back.

Greg and Barb

*Captiva Kayak Co. & WildSide Adventures
Captiva Island, FL*

GHRP Changes Course This July

Following ten highly successful years the Hudson River Valley Greenway is changing the format of the Great Hudson River Paddle from a single end-to-end trip to a series of many types of partner run paddles.

The new Great Hudson River Paddle will be modeled on the celebrated Hudson River Valley Ramble and will include short overnight paddles, day paddles, free paddles, paddle races, and any other events our partners dream up.

The next step in the evolution of the paddle will be to prepare a website with a design similar to the Hudson River Valley Ramble's site that will allow partners to directly upload events.



The goals of the change are to get more people out on the Hudson in a safe and fun environment and to bolster local economic development through increased ecotourism. The Great Hudson River Paddle is an annual series of events that celebrate, promote, and document the recreational use of the Hudson River in the early twenty-first century.

The events are scheduled for July 2011 and will take place throughout the Hudson River Valley. Sponsorship opportunities will be available.

The core idea of GHRP remains to promote the Hudson River Greenway Water Trail and to celebrate and promote the shore towns, villages and cities of the Hudson River Valley. As the umbrella organization for the event the Hudson River Valley Greenway will strive to allow the event to capture the continuity of the Hudson from Albany to New York City, to remind participants that the Hudson was, and is, an historical transportation venue that linked river towns, that shaped local commerce, fostered the population growth of the Empire State and played an important part in the revolutionary war.

Scott S. Keller

*Trails & Special Projects Director
Hudson River Valley Greenway
Albany, NY*

Across the Pond

I was glad to receive a paper copy of *ACK* in the mail. There is nothing like taking it out on the swing near the river and read it cover to cover with a cup of coffee in hand and my big yellow lab at my feet. And special thanks for the nice spread of my Muscongus article. The big picture up front shows off my set-up nicely. I am off to Antigua (Caribbean) from where I will be sailing on a 60-foot yawl across the Atlantic to the Azores and on to Hamburg, Germany (about 35 days). We'll be eight crew plus skipper. It is the same boat I sailed on during my student days at Kiel University, Germany, 50 years ago exactly! Sea fever has really struck this time.

Reinhard Zollitsch

Orono, ME

So Long to the Mayor's Cup

It is with great sadness and pride that I inform you the Mayor's Cup will not be running in 2011. I am extremely proud of the five good years and unfortunately, it is time to close this chapter.

The folks at Achilles are hosting the Achilles Kayak Marathon 9/24/2011 and it will be a fundraiser to grow their paddling program for disabled athletes.

Ray Fusco

Founder, Mayor's Cup New York City Kayak Championships

Cold Spring, NY

Favorite Locales Covered

What a treat to open my new *ACK* to find feature articles on two of my favorite paddling locales: Sanibel and Captiva Islands along with Muscongus Bay, Maine. Especially surprising was to see a picture of my former campsite on Little Griffin Island in Davis Strait. I vividly remember the every ten second drone of the fog horns at Marshalls Point Light across the bay at the entrance to Port Clyde which was the cover picture of July 2007 issue of *ACK*. I too paddled into the snug Pentecost Harbor to view the granite cross commemorating the Voyage of the Archangel and was graciously treated to a private viewing of an Andrew Wyeth private gallery by the author of the same book. Blew me away! I planned on camping on Burnt Island but discovered a two week notice and permission was required so I turned back and found Little Griffin as my home that night.

My annual trip to Sanibel every winter has included a circumnavigation of Sanibel and Captiva, a near collision with a power yacht in San Carlos Bay, and this year a close encounter with manatees in Tarpon Bay. I've met fantastic fellow paddlers in the Keys and look forward to paddling and meeting salt enthusiasts all along the the Atlantic Coast and reading more great stories in the paper issue of *ACK*. Glad to see it arrive in my mail box in rural Pennsylvania.

Jim Sampson,

Honesdale, PA

News & Notes



Free Pass for 9th Graders!

All 9th grade students can paddle for free this season thanks to a new program from the Professional Paddlesports Association (PPA), which is keen to pry teenagers away from the computer screen and into the great outdoors. The program allows 9th graders to register and receive a passport that will get them up to ten free paddling trips with participating outfitters all over the U.S. They simply go onto a website, complete the registration form, have a teacher or administrator verify the information and return it to the PPA. The PPA will provide that student with a passport that the student can take to a participating outfitter that is listed on the website and receive a free paddling trip! The passport will allow each registered student to experience this up to ten times – either at the same location or, trying out another one. The pass will enable them access to a canoe/kayak rental as well as the necessary gear for the activity. The

PPA continuously strives to encourage people to try paddling as a suitable alternative for the day-to-day inactivity that normally comes in an individual's life – particularly in children. To download the registration form, go to www.paddlepass.com.



New Leader at Hurricane

The Hurricane Island Foundation (HIF) has hired John Dieter to be the inaugural Executive Director. HIF is a non-profit organization dedicated to creating and preserving an open, sustainable island community that supports and enhances the educational opportunities of Maine youth and beyond. In September, the Foundation announced the creation of the Hurricane Island Center for Science and Leadership, opening in 2011.

“John has a wealth of experience as an educator, particularly in the sci-

ences,” said HIF Board Chairman Ben Willauer. “His background innovating placed-based learning practices on the coast of Maine, in which students and faculty alike can reinforce theoretical concepts with real-world experience, is ideally suited to the mission of the Hurricane Island Foundation.”

Dieter, a graduate of Reed College and Antioch University, is currently the science teacher at North Haven Community School on North Haven Island. It's the smallest K-12 public school in Maine. Among other projects, his students successfully converted a Volkswagen van into an electric vehicle and competed with it in the Tour de Sol and the 21st Century Automotive Challenge alternative-fueled vehicle competitions. Students also designed and built the solar array that fuels the vehicle, making it a true Zero Emission Vehicle.

“I have dedicated my professional career to creating and implementing innovative programs that inspire students to study science, to act as stewards of their local environment, and to be leaders within their local communities.” Dieter said. “I'm excited to continue this work on a larger scale with more impact.”

In December 2009, HIF secured a 40-year lease on Hurricane Island, less than a mile from Vinalhaven in Penobscot Bay. Over the past year, HIF has developed a long-term plan for restoring the buildings on the island and launching its core program, the Hurricane Island Center for Science and Leadership (HICSL).

HICSL will match an accredited math and science curriculum for high school students and provide resources and continuing education opportunities for teachers. The Hurricane Island Foundation is working to create the ideal nexus for fisheries research, en-

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Spring Cleanup Weekends

Each winter storms play havoc with the Recompence Campground in Freeport, Maine, and each spring a dedicated group of volunteers come to help clean it up. The clean-up weekends this year are May 6-8 and May 13-15. Volunteers get to camp at their favorite site for free! The management has a potluck dinner Friday night, and provides continental breakfast Saturday and Sunday, along with a barbecue lunch Saturday. Recompence is a part of Wolfe's Neck Farm, a 501(c)3 non-profit organization. The campground has 115 ocean-front and wooded sites on Casco Bay. www.recompencecampground.com



Join a Waterway Work Trip

The Northern Forest Canoe Trail offers summer weekend work trips and are a terrific way to get actively involved, camp in charming locations, and paddle the NFCT. WWTs cost \$60 per member or \$75 per non-member to cover the

cost of food (yep, we do the cooking). Hmm...now which one to pick? Go to www.NorthernForestCanoeTrail.org or (802) 496-2285. Dates are as follows:

July 15–17, Deerland Carry, Long Lake, NY

July 15–17, Tramway Carry, Allagash Wilderness Waterway, Maine – Phase 1

July 22–24, Davis Park River Access, Richford, Vt.

July 22–24, Tramway Carry, Allagash Wilderness Waterway, Maine – Phase 2

July 29–31, Gull Pond Stream Portage Trail, Rangeley, Maine

August 12–14, Umbagog National Wildlife Refuge, N.H.

Greenway Trails Win 2011 Heart of Green Awards

The Hudson River Valley Greenway Land and Water Trails have been honored in the “best new trails” category with both the Editor’s Choice and People’s Choice Awards for the 2011 Heart of Green Awards at TheDailyGreen.com.

The awards honor the people, places, products and companies that further the cause of bringing “real green to real people.” Senior editor Dan Shapley said, “At 256 miles, the Hudson River



Greenway Water Trail reaches from the heart of [New York] city, all the way to Whitehall in the shadow of the Adirondack Mountains on the Vermont border. Alongside it on land, nearly 500 miles of Greenway trails in more than 100 segments dot the landscape. The 2009 Quadricentennial of Henry Hudson’s voyage saw a flurry of additions to the trail network, and work continues, with three new water trail sites and eight new trail segments added in the last year.”

Said Rep. Maurice D. Hinchey (NY-22), “Now more than ever, it is important to offer people affordable options to get out and enjoy the great outdoors and no place does this better than the Hudson Valley.”

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Technique

Walking a Kayak

Story and Photos by Wayne Horodowich



As an instructor I have been fascinated by the length of time it takes many kayakers to get from one side of their partner's boat to the other. Often I see kayakers paddle around to the other side if they need to get there. Watching kayakers swimming around their boats after a wet exit also seemed inefficient to me. Since minimizing exposure time is one of my basic goals with capsize recoveries, I tried to develop ways in which I could maneuver around a kayak more efficiently.

One of my better ideas came to me while horse playing with my staff. During a session of "let's flip Wayne over," I realized that once I got a hold of someone's kayak it was virtually impossible to capsize me; because of the incredible support the other kayak provided me. I also used that support to get around the boats without letting go of them. The near frictionless quality of a kayak on water moving lengthwise presents incredible advantages. As a result, I developed a technique I have called "Walking a Kayak."

Photo 1. The concept is simple. After you get a hold of a kayak you should never let it go, unless it is time to do so. If you need to get around a kayak or reduce a paddler's immersion time here is a skill to add to your repertoire.

Whenever I approach a kayak, I try to get to the bow first since water draining methods are more efficient from the bow. In any case, I grab the end of the kayak that is nearest to me. Once I have the kayak in hand, I can slide along the kayak to get to the area I need.

I put my paddle under the front deck bungee cords with the paddle to the outside, so it doesn't get caught between the two boats. Securing the paddle provides hands-free operation to get around the kayak.

Using the deck lines (another great reason for deck lines) and pulling the kayak lengthwise, takes advantage of the speed at which a kayak can move on the surface. Regardless of whether the kayak is occupied or unoccupied, upright or overturned the skill is the same. The only difference

you will feel is the speed at which the kayak moves. It does move easier when upright.

Photo 2. Your goal is to get around the kayak as quickly as possible and feel stable in the process. The key is to trust the support provided by the kayak you are holding. Do not hesitate to rest on it. I find I move faster if I rest on the other kayak as compared to being centered over my boat. It takes commitment.

Sliding along the length of the kayak is the easiest part of the skill. One strong pull and you can move your kayak from one end to the other in seconds.

This technique can also be used to help your partner move around the kayak when he or she is in the water. If the swimmer is between the two kayaks and he wanted to get on the outside of his kayak, it is common for the paddler in the water to slowly swim around the kayak while keeping in contact with his kayak. While this method works, it is slow, which increases immersion time. Instead of him swimming around the kayak, you can pull his kayak out of his way while he keeps in contact with your kayak. Once he is on the other side of his kayak, you can slide it back until the swimmer gets to his desired location on his kayak. Then you move your kayak to your desired location. When you master this technique, the process of a swimmer moving around a kayak becomes very fast.

In the event the paddler in the water loses contact with his kayak, you can use the same sliding concept instead of having him swim back to the kayak, if he is close enough. Slide the kayak to him and when he grabs his boat pull him and the kayak back. Think of the kayak as a long pole thus increasing your reach.

Photo 3. When you get to the end of the kayak the quickest way to get around to the other side is lying on the end of the support-

ing boat so your own kayak can be put on edge. With your kayak on edge it will pivot around the supporting boat. Remember, you are pivoting your kayak around the end of the support boat. You are not trying to turn the support kayak in your hands.

I recommend using a push pull action with the two hands while you support yourself on the other kayak. Keep your hands a few feet apart to get the leverage you need. One hand is on the tip of the kayak while the other hand is reaching to the deck or a deck line. The end of the kayak will pass under the armpit of your outstretched arm as you pivot your kayak around the other kayak.

Be careful when pivoting around the stern when a rudder is present. Try using deck lines or the deck of the other kayak instead of grabbing the rudder, if the kayak is so equipped. Grabbing and using the rudder blade as a lever can bend the rudder blade or possibly damage the rudder assembly, so leave the rudder alone.

Photo 4. Once around the kayak, pull yourself along the length of the boat with the deck lines or any thing else you can grab. This skill can be done moving forward or moving backwards around the kayak. Master it in both directions in case you are in a situation where you can only move backwards. A great way to practice this skill is by having races with you friends. See who can do two complete circles around the kayak in the shortest period of time.

The more time I watch paddlers performing capsize recoveries, the more I see the need to emphasize the necessity of learning how to manipulate your partner's kayak when performing recoveries. The same skill set is used when you have to move your kayak around your partner's boat. Movements need to be decisive and deliberate. Remember, your goal is to be able to quickly move around the kayak while supporting yourself. If the situation calls for fast movement, practicing this skill in advance will help you when you really need it.



Wayne Horodowich is the founder of the "In Depth" Instructional video series on the University of Sea Kayaking LLC (USK) and has been teaching Sea Kayaking since the mid 1980's and is the producer of the sea kayaking education. Visit www.useakayak.org for information about USK and sea kayaking education.



Harp Seals Run Riot

More than nine million harp seals inhabit the northwest Atlantic in Canada and Greenland. But it's rare to spot them on U.S. shores. That is quickly changing as reports of harp seals proliferated this winter, including four in North Carolina, a first. Typically the regional marine mammal stranding programs spot small numbers of juveniles stranded in the Northeast, but this year they reported more than 100 adult harp seals. In some areas, three times the normal numbers have been reported. In Maine, a decade ago, harp seal sightings were rare, but this year biologists have counted 40. (The harp seal is familiar to most of us as the cute, fuzzy white seal beaten to death by Canadian hunters in their annual seal hunt.)

Biologists says harp seals tend to wander, but are confounded as to why the large numbers are turning up farther south. They site climate change, water temperature change, and search for food as possible reasons.

Here in the Northeast, kayakers typically see the harbor seal, which numbers about 100,000, counted a decade ago; they also see some gray seals, but rarely harp seals.

Meanwhile, the number of harbor seals is increasing in New York Harbor area. See "Back to the Harbor" by Ian Frazier. *New Yorker Magazine*, March 21, 2011.

Severn River Assn. Marks 100 Years

The Chesapeake Bay watershed, home of the nation's largest estuary, can also lay claim to the nation's oldest river organization.

The Severn River Association of Annapolis celebrates its 100th birthday this April.

"The 100th anniversary celebration will be the culmination of my term," said association president Bob Whitcomb. "It's quite an honor."

The Severn River Association protects and restores an 81-square-mile watershed in the middle of Maryland's Western Shore. The river flows into Chesapeake Bay just south of the Chesapeake Bay Bridge. The private organization was originally formed by 32 weekenders consisting almost exclusively of wealthy residents from Baltimore who wanted to have a healthy river with fish in it when they arrived. Women were not invited to participate until 1952.

-From the Bay Journal, April 2011, www.bayjournal.com



Deep Sea Lonely Hearts

Imagine roaming the world's largest ocean year after year alone, calling out with the regularity of a metronome, and hearing no response. Such, apparently, is the situation faced by a solitary whale, species unknown, that has been tracked since 1992 in the North Pacific by a classified array of hydrophones used by the Navy to monitor enemy submarines. The animal is called the 52 hertz whale because it makes a distinctive stream of sounds at a very high pitch. Its sonic signature is clearly that of a whale, but nothing like the normal voice of the giant blue or the next biggest species, the fin, or any other whale for that matter, said Mary Ann Daher, a marine biologist at the Woods Hole Oceanographic Institution on Cape Cod. Ms. Daher is part of a team built by Dr. William A. Watkins, a pioneer in marine mammal acoustics, that has spent years trying to eavesdrop on the largely hidden lives of whales. A gallery of sounds, including the call of 52 hertz, can be heard at www.pmel.noaa.gov/vents/acoustics/spectrograms.html.

What to Do With Old Drugs?

Throughout the country municipalities and states have struggled over what to do with old or unneeded pharmaceuticals. Too often, they are simply flushed down the toilet, but sewage treatment plants aren't necessarily equipped to remove them. As a result, the drugs end up in the water where they are still active. Additionally, unused medications often end up on the street, being sold illicitly.

The Vermont Legislature is considering a first step in developing a statewide policy for disposal of pharmaceuticals. The Lake Champlain Committee (LCC) has offered testimony in support of the bill. Some pharmaceuticals are considered hazardous waste; others are illegal narcotics. Depending on the category, disposal requirements vary.

In addition, LCC has begun work with the Burlington Partnership for a Healthy Community in an effort to increase disposal options for unwanted medications. In the meantime, the Lake Champlain Committee recommends disposing of unused medications by throwing them in the trash. Ideally, the medications should be disposed of in their original container after being made unusable either by adding a little water to solids or adding coffee grounds or kitty litter to liquids.

- From Ripples, e-newsletter of the Lake Champlain Committee, February 2011, www.lakechamplaincommittee.org

New Headquarters

The Lake Champlain Committee has moved closer to the lake! It is now located at 208 Flynn Avenue, Bldng 3 – Studio 3-F, Burlington, Vt. It is in a larger office complex that is just a half-mile away from a Paddlers' Trail day-use sites at Oakledge Park. The building was an abandoned warehouse that has been adaptively re-used and uses recycled and reclaimed materials in an aesthetic and ecological way. LCC is grateful to its landlord and supporter Dave Farrington. An open house is planned in warmer weather.

- From Ripples, e-newsletter of the Lake Champlain Committee, February 2011, www.lakechamplaincommittee.org

The Patuxent River Water Trail

Story and Photos by Ralph Heimlich



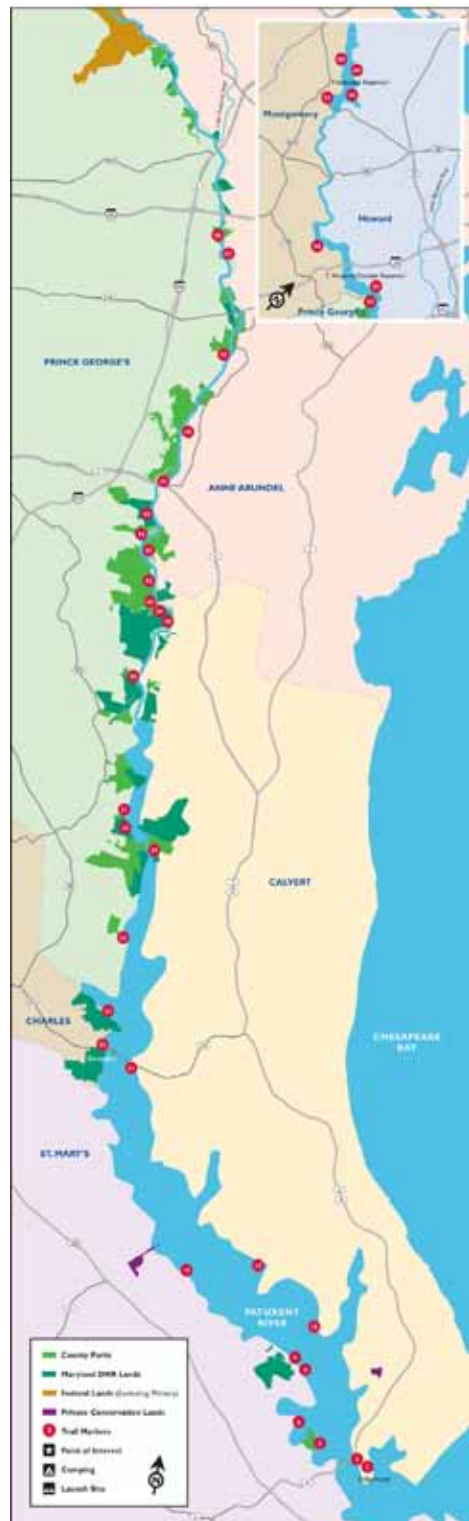
The Patuxent just below Queen Anne.

One of the first trips I made when I began sea kayaking was the inaugural Sojourn on the Patuxent River in 2002. Sojourns are multi-day trips on major tributaries of the Chesapeake Bay organized by the Chesapeake Bay Alliance and are intended to bring the community at large down to the rivers and the Bay. That first Patuxent Sojourn was a five-day camping trip from the old colonial head of navigation at Queen Anne 55 miles to the mouth at Solomons Island, with camping at designated spots along the way. The Sojourn was very attractive because at that time, very few opportunities for paddle-in camping existed along the river.

Today, the situation is much improved because of the establishment of the Patuxent Water Trail. Water trails are extremely popular because they take so little financial support. Print a map, put up a few signs and bingo - you're a water trail. But a trail that is actually usable from the water is a dif-

ferent proposition. That requires a chain of launches and paddle-in campsites that are spaced approximately one paddling day apart, with no significant gaps requiring car portages or inconvenient shuttling.

While the Patuxent is navigable by kayak for nearly all its length below Rocky Gorge Reservoir, your journey begins at the historic head of navigation at Queen Anne. Today, it is hard to credit the fact that ocean-going sailing vessels made their way on the tide as far as Queen Anne's Town, established in 1706 by an act of the colonial Maryland legislature. As forests were cleared in the Piedmont, the soil eroded and silted in the deep channel of the Patuxent so that now, sand bars and mud banks rise up toward your kayak bottom. Patuxent River Park's Queen Anne Canoe launch floating dock, however, puts you in deep water right away and the current from upstream often rushes strongly, especially in spring after a good snow pack melts off



Patuxent Water Trail Map. For more detail, go to patuxentwatertrail.org/navigate.html



Mount Calvert.

and the rains raise the river level.

Just below Queen Anne, the river is a narrow, flowing stream below high banks and, in early spring, tunneling through overhanging new, tender green foliage. There is almost no development along this stretch of the river, and what little there is sits back from the river to avoid the floods

that used to plague these bottoms before the Tridelphia and Rocky Gorge dams above were built in the 1950s.

Little development appears on the river until you reach Waysons Corner, a small community perched on a high bluff where the river now bends to the west around the vast Back Channel marsh, where the old



Iron Pot Landing Campsite.

West Channel runs just below Spyglass Island. In the bend at Waysons Corner is Scorpion Creek, where in 1814 Commodore Joshua Barney scuttled his fleet of rowing cannon-galleys, including the flagship, *Scorpion*. Barney had played mouse to the British lion's cat when the invasion fleet sailed up the Patuxent. He escaped from what appeared to be certain destruction in the Battle of St. Leonard's Creek, but was finally forced to abandon the boats and march his men and cannon overland. Underwater archaeologists are currently excavating the Barney fleet and you can see artifacts at the Jefferson Patterson Park Museum downriver in Calvert County.

Passing under the Hills Bridge at MD Route 4 (there is a launch here, as well), the Patuxent widens out to marsh and the current is barely perceptible, overshadowed by the push and pull of tides. The river sweeps around broad bends through Galloway Marsh to the east and Billingsley Marsh to the west. At Mount Calvert, the Western Branch joins the Patuxent at a site that has been home to people overlooking the river from the high mound for thousands of years. Mount Calvert is now a public park and archaeological site, so land and climb up the hill. If the museum is open, you can get a birds-eye view of 10,000 years of history in a few rooms, and have a pleasant chat with knowledgeable staff about how the river you are paddling has flowed through time. Your first campsite is up the Western Branch about 0.8 miles at Iron Pot landing, nestled below Billingsley Point, dating from 1740. All the water trail campsites have a gravelly landing, some flat area, a picnic table and fire ring, and a porta-potty in season.

Paddling out of Western Branch past Mount Calvert and turning downstream to the right, you'll pass a large concrete caisson mid stream. That was the center pivot for a turnstile bridge used by the Chesapeake Beach Railroad, which carried beachgoers out of steamy Washington D.C. from the 1890's through the 1930's. On the high bluff to your right just downstream is the Patuxent River Park headquarters at Jackson Landing. The nature center here is a valuable resource (air conditioned, too), and a source of maps and books, and

the Patuxent Rural Life Museum is worth a look, as are the nature trails through the Black Walnut Branch nature study area. If needed, you can rent kayaks and canoes here, as well.

The broad, shallow expanse of Jug Bay widens out below Jackson Landing on the left. Just where Selby Marsh pinches off the lower end of Jug Bay, on the right, is the second campsite, the Selby Canoe Camp at Half Pone Landing. A long floating dock shows the location, which is not very easy to spot otherwise in the thick vegetation. If you use this campsite, walk up the access road and out onto Riverside Field, all that remains of Columbia Air Center, the first Black-owned and operated airport on the eastern seaboard. John W. Greene, Jr., the second African-American person in the U.S. to be licensed to fly commercial airplanes, ran it from 1941 to 1956.

Just below Selby Landing, Mattaponi Creek (yes there are a lot of creeks in Maryland and Virginia named Mattaponi) joins the river from the south and then turns west. A couple of bends in, the third campsite at White Oak Landing appears on the left. This is a former house site and one of the largest campsites, with a grassy field that could support 100 tents. Paddling up the Mattaponi, you'll find a near-pristine fresh water marsh. A short ways above the campsite the creek is crossed by a wooden bridge that is the route of the Patuxent Critical Area Drive, a one-way auto tour only open to the public on Sundays. You can walk it from the campsite anytime, and the bridge is a good place to look out over the creek and marsh.

Leaving White Oak Landing and the Mattaponi, at the east end of the large bend, Lyons Creek enters the Patuxent from the east. Lyons is another creek well worth exploring, and offers a nice mix of meanders through the marsh and heavily shaded creek.

A few miles below Lyons Creek, you'll pass all that remains of Nottingham, one of the lost towns of the Chesapeake memorialized in Donald G. Shomette's book. Once a busy port and customs point for tobacco being shipped out, and goods from around the world going to rich Maryland planters, it is



Selby Landing Put-in.

now a collection of quaint old houses and rambling docks. Just across the river to the south is Ferry Landing, a public landing and once the turn-around for steamboat traffic on the Patuxent after upriver ports silted in. Get out and stretch your legs up the road, which is deeply incised into the hillsides leading up from the landing. Nottingham's

road is a remnant of the old "rolling roads" on which tightly packed hogsheads of tobacco were rolled down to the landings for shipment around the world. From here on south, the twin stacks of the Chalk Point Power Plant 11 miles downriver are visible almost everywhere along the river.

Downstream a quarter mile on the right,



Sunrise from Selby Canoe Camp.



Chalk Point Power Plant.

a small peninsula juts out into the river at the mouth of Spice Creek. A fourth campsite is just upstream a hundred yards. The campsite occupies the site of Wosameus, one of the many Native American villages mapped by the intrepid John Smith on his second voyage in 1608. Nearly all of the Spice Creek watershed is protected, so the water that flows past your campsite is clear and clean and makes for a wonderful swim-

ming hole. The river here is completely undeveloped, and it is easy to imagine yourself camped in 1607 before any European set foot on this ground. Just opposite Spice Creek and a little south is Hall Creek, another beautiful creek for side trips off the river.

Downriver from here, you follow a meander to the west around Sneaking Point, possibly known for the difficulty in



Campsite at Indian Creek.

sailing upriver around it against the wind. Just beyond Sneaking Point, the river narrows and currents can be strong at the dock in Lower Marlboro, the old colonial capital on the eastern bank. Below Lower Marlboro on the west bank is the Clyde Watson boat ramp at Magruder Landing, which is a good place to leave a shuttle car. The fifth paddle-in campsite is a quarter mile downriver at Milltown Landing, part of a wildlife management area on an old farm and once site of the Native American village of Pacatamough. While Spice Creek has an undeveloped feel to it, the river throbs with activity here in summer, probably due to the Clyde Watson boat ramp and the county park at Kings Landing, just downriver on the eastern bank.

Below Milltown Landing, the river widens out to a true estuary. The Patuxent River Park's Cedar Haven area on the west bank is a good place for a stretch break, and the nearest launching point for Hunting Creek, another meandering tributary coming in from the east. Just below the mouth of Hunting Creek on the west bank is the massive Chalk Point power plant, a coal- and oil-fired generating plant that supplies most of southern Maryland. Swanson Creek, on which the plant is located, was the site of a 140,000 gallon oil spill in April 2000 when a pipeline running under the creek ruptured, fouling the water and killing hundreds of fish, turtles, frogs, and muskrats in the marshes up Swanson Creek. Little evidence of the spill remains, although some oil remains in the bottom sediments. The power plant paid for cleanup and undertook restoration activities, including a sturgeon hatchery intended to restore the species to the Patuxent and other Maryland rivers, and two of the paddle-in campsites. The south bank of Swanson Creek, in from Teague Point, is the site of the sixth paddle-in campsite at Maxwell Hall Park.

Below Chalk Point, MD 231 crosses the river at Hallowing Point, only the second bridge across the river below Queen Anne. The boat ramp at Hallowing Point has restrooms and is the local HQ for MD Dept. of Natural Resources. Just below the bridge and the town of Benedict on the west bank is the seventh paddle-in campsite at Indian

Creek, a wildlife area and site of the village of Wasapokent. Indian Creek is part of a wildlife management area and the campsite is located behind a screen of shoreside trees in an old, brushy pasture. The one time I camped here, it had just been brush-hogged and the stubs of young shrubs were sticking up everywhere. The resort town of Golden Beach is just across Indian Creek from the campsite, and on most evenings you hardly know it's there, but on the 4th of July, it has its own fireworks display, and home-grown celebrations go into the wee hours.

Five miles below Indian Creek, Battle Creek flows into Patuxent and was the site of the river's namesake, the Native American village of Pawtuxunt. You might be forgiven for thinking that Battle Creek is where Commodore Barney's fleet of gun galleys faced off against the British in 1814, but that is actually St. Leonard Creek, five miles farther downriver. Instead, Battle Creek is home to the Battle Creek Cypress Swamp Sanctuary. These majestic southern species can be seen from boardwalk trails, but alas, cannot be reached from the water.

Between Battle Creek and St. Leonard Creek is Broomes Island, jutting into the river from the east bank. Broomes Island is the home of former State Senator Bernie Fowler, who brought a common-sense waterman's perspective to Chesapeake Bay water quality issues with his annual Patuxent wade-in. Senator Fowler remembered being able to wade into the river up to his neck as a boy at Broomes Island and see his white sneakers on the sandy bottom. With increasing erosion and nutrient pollution from sewage treatment plants and suburban septic tanks, the Patuxent grew murkier, so that Bernie's tennies became impossible to see in even three feet of water, although things have improved in recent years.

At the mouth of St. Leonard Creek is Jefferson Patterson Park, the former home of a wealthy gentleman farmer and diplomat and his wife who donated it to the State of Maryland in 1983. It is now a park and museum of the river and much else, and home to the Maryland Archeological Conservation Laboratory. The lab is a world-class marine conservation facility that has preserved remains from many important

With increasing erosion and nutrient pollution from sewage treatment plants and suburban septic tanks, the Patuxent grew murkier, so that Bernie's shoes became impossible to see in even three feet of water, although things have improved somewhat in recent years.

underwater discoveries, including the turret and guns of the U.S.S. Monitor of Civil War fame, recovered off the North Carolina coast in 2002. The park is accessible from a landing at Kings Reach Field and is well worth an hour or two visit. As you paddle downriver from the park, be sure to look for the summer house on Petersons Point. It was Mary Marvin Patterson's favorite place and is now an environmental education center.

Directly across the river from Jefferson Patterson Park is the eighth paddle-in campsite at Greenwell State Park. Tucked in a cove up Hog Neck Creek, you really need to check your GPS coordinates to find this one, which perches in the woods atop a steep bluff. Once camped there, follow the broad paths around the mown fields to the park proper. Also worth considering is Sotterley Plantation, around the peninsula to the north on Sotterley Creek. Built in 1703, this historic establishment is now shown by a private foundation dedicated to preserving colonial history.

From Greenwell State Park to the mouth of the Patuxent is a nine-mile paddle. You pass along the beach of the Solomons Naval Reserve recreation center and round Point Patience, which has depths of up to 20 fathoms (120 feet). It is truly odd to round the point in water shallow enough to touch bottom with your paddle and have large cabin cruisers cut the point within yards of you in water deeper than their length. It was no accident that the U.S. Navy established a torpedo research station here during World War II, and there are rumors that a German sub was intentionally sunk in the depths off Point Patience to provide a sonar target for training purposes (it is actually the *Black Panther*, U-1105, sunk off Piney Point on

the Potomac River 12 miles south).

Stick close to shore (but not too close to the Navy facility there) as you pass under the soaring Thomas Johnson Bridge, which carries MD Route 4 across the river. Beyond the bridge to the left lies Solomons Island, a sailing capital for Southern Maryland and home to the Calvert Marine Museum. You can land on the beach just opposite the Star of the Sea church (home of the Chesapeake Paddlers Association Pirates of the Patuxent) and walk along the main street there, or enter the channel beyond Sandy Point to paddle into Back Creek and the museum's dock, home to the relocated Drum Point screw pile lighthouse. The museum has a wealth of information and exhibits on all things Chesapeake and Patuxent, from the ice age to the jet age. A particular focus is the Patuxent Small Craft Center and workshop. After your culture fix, you can cater to your more prosaic appetites at the Tiki Bar or one of the other restaurants in Solomons.

The actual mouth of the Patuxent is marked by Drum Point (minus its namesake relocated lighthouse) on the north, and Hog Point, on the Patuxent Naval Air Station facility to the south. Whatever your preference, from the leafy greenness of the narrow upper Patuxent near Queen Anne, the slowly meandering marshy bends of the middle Pax from Jug Bay to Lower Marlboro, or the broad estuary running out to the Bay at Solomons, you'll find it all on the Patuxent Water Trail.

Resources

Queen Anne Canoe Launch: www.pgparcs.com/Things_To_Do/Nature/Queen_Anne_Canoe_Launch.htm

Jefferson-Patterson Park and Museum <http://www.jefpat.org/1812war.html>

Shomette, Donald G., 2000. *Lost Towns of Tidewater Maryland*. Cornell Maritime Press/Tidewater Pubs, Centreville, MD

The Patuxent Water Trail Home Page: <http://www.patuxentwatertrail.org/>

Ralph Heimlich last wrote "*Paddling The Platinum Coast – Matthews County, Virginia*" in *ACK July/August 2010*.

How Far Can You Go?



Doba Becomes Fourth to Kayak Atlantic

Polish sea kayaker Aleksander Doba, 64, landed on a sandbar in Acara, Brazil Feb. 2 after paddling across the Atlantic from Africa, just one day shy of 100 days. Needless to say, he was totally exhausted, but happy.



Doba left Dakar, Senegal in late October and battled bad weather and ocean currents, which at one point had him going in circles, right to the end, when he was forced to land at the small fishing village of Foraleza, about 60 miles northwest of his intended landing.

Only three others have made this crossing, the most recent was Brit Peter Bray who crossed from Newfoundland to Ireland in 76 days in 2001, after a false start the year before. He was the first to cross east to west. The most famous was German Hans Lindemann (Canary to British Virgin Islands), author of *Alone at Sea*, whose voyage in 1956 put him on the cover of Life Magazine. Lindemann was inspired by Franz Romer (Portugal to Puerto Rico),

who paddled his way across in a Klepper in 1928, then heading north to New York was caught in a hurricane and never seen again.

Based on those statistics Doba is the first to cross continent to continent (vs. island), has the longest crossing at 99 days, is the third out of four to survive the trip, and finally, the most senior citizen. After a bit of a rest, he plans to continue his paddle north to NYC. Congratulations to Doba!



Ancient Mariners Cross Atlantic on Pipe Raft

British adventurer Anthony Smith, 85, and a senior citizen crew have sailed their tiny raft, An-Tiki, some 3,000 miles from Portugal's Canary Islands to Sint Maarten in the Caribbean, arriving in early April. An-Tiki collected wildlife along the way, including flying fish which leapt onto the deck at night, and "a very interesting and pretty small squid," which the crew, after admiring it, ate for lunch. The four men, the

youngest a mere child at age 56, subsisted variously on flying fish and peanut butter, according to a report by Alan Farnham of ABCNews.com. (Apr. 6).

They used their crossing to raise money for WaterAid, a U.K.-based non-profit whose goal is to give the world's poorest communities access to safe water and better sanitation. A WaterAid spokesperson told *The Anguilla News* that An-Tiki had raised enough money for the organization to improve the lives of hundreds of persons around the world. (For more information: www.gasballoon.com/antiki/)

Smith, an adventurer and author of 30 books who lives in London, departed Jan. 30 on his An-Tiki Project, an Atlantic crossing on a raft made of polyethylene pipes.

Smith and his three-man crew of "mature and intrepid gentlemen," ages 56 to



85 years, used only the ocean currents and a sail to complete the 2,800-mile voyage.

The former BBC *Tomorrow's World* presenter and science correspondent found his crew by placing an advertisement in *The Daily Telegraph*. It read: "Fancy rafting across the Atlantic? Famous traveller requires 3 crew. Must be OAP (ed. note: Old Age Pensioner). Serious adventurers only."

Why pipes? Smith tells EN, "The gas and water industries use them everywhere, and know they must be strong because a pipe layer has no idea what will happen to them in the future, whether 40-ton trucks will roll over them, or the sub-soil will be washed away. And of course, sealed pipes containing air give far better buoyancy than any kind of wood."

From Expedition News, March and April 2011, www.expeditionnews.com

On the Sheepscot

Story and Photos by John Happ

Not too long ago a friend invited us to her home in Five Islands, Maine on the Sheepscot River. As dates were confirmed, the prospect of the trip made me hopeful that I could get out in my kayak. Because we were going up as a group and as guests, I was not sure how much freedom I would have to get out and explore. Therefore my preparations were minimal. So just before we headed up, I copied and laminated a portion of a land map of the area of the Sheepscot we were to visit and put it into my shirt pocket.

The Bell

Upon arrival, we found houses that were comfortably spaced out on approximately eight acres throughout this main island of Malden, with a central meeting house/dining hall off to the left. The property is managed as a condominium association in some way within a family trust. An interior boardwalk surrounded a central green space. Grassy pathways lead you from the perimeter of the boardwalk to explore the undisturbed perimeter of the island as you please.

Before the unpacking could begin, we were pressed upon to honor just a few rules by which to enjoy the island. The best example was directed at the group's high school aged boys: "...the country style dinner bell at the dining hall was NOT to be rung or otherwise played with. It is only rung by the dining hall staff to announce meal times. If that bell cord is yanked at other times, the Five Islands volunteer Fire Department will be mobilized from across the water. If it is not a fire emergency, no end of ire, frustration and costs will rain down on the offenders... Not to mention the risk of having the fire department hesitate the next time the bell is rung." This rings a huge bell inside all of our heads: We are in Maine now. Hospitals, doctors, convenience stores, basic community services: hours away. Forget it. You are on your own now, left to your own devices. So act accordingly. There are rules, Nature's rules. To underscore that point, we are led along a rising path on the back side of our lodg-



Five Islands Area.

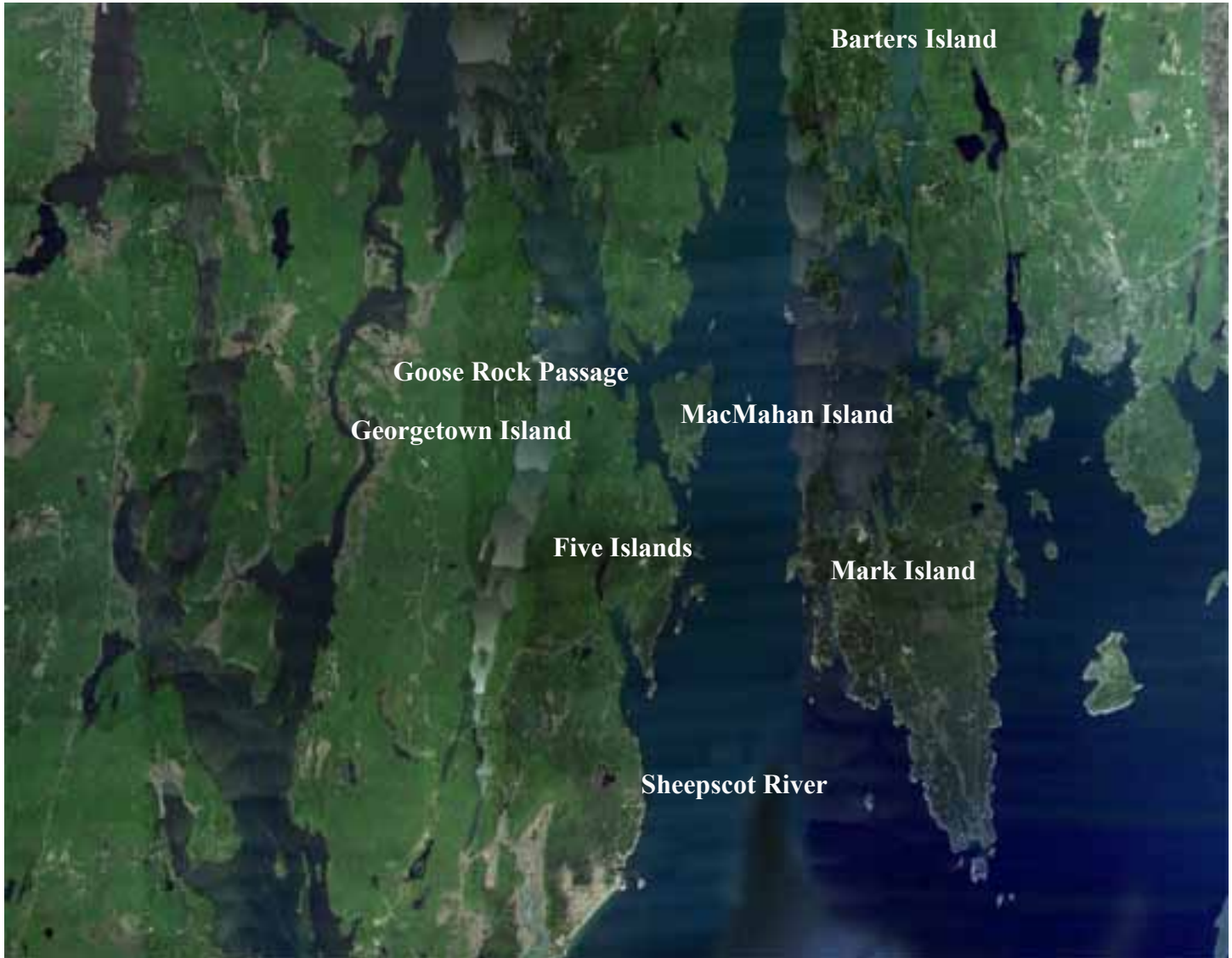
ings, through pines and ferns and grasses to a slate outcropping overlooking the seas and a forked crevasse carved by millions of years of tides. Such slate granite crevasses are apparent along much of the Maine coast in varying sizes and slopes. "This is where a boy died a few summers ago." He tried to jump the crevasse. Falling short of his mark his hands and chest slammed against the far wall of the crevasse and he fell 40 feet to the low tide line. No guard rail, no "slippery when wet" sign. If you are in Maine, it is presumed you "get it." This is not the tethered climbing wall at LL Bean. If you are lucky, your friend coaches you with a few rules and a reality check. Someone who didn't "get it" lost their boy to nature's raw hand of discipline that day.

Cocktail Party

The next evening we attended a cocktail party on adjacent Hen Island; connected to Malden by a wooden footbridge. There, we got to know some of the families of the founders who have been integral to conserv-

ing this area for generations; descendents of the first owners of the Five Islands. Their ancestors bought the first residential plots of land up here in the 1880's and our friends count themselves as fifth generation Five Islanders. This particular house was perched on a wooded lot facing north toward the Crow Islands with the town of Five Islands to the west. To the south is an island long-ceded to the Maine Conservation Trust by an earlier generation of the family so that it could not be developed.

With the thick, hand-woven rug made by their third-generation grandmother under our feet, and the setting sun in our faces, we laughed and poked fun. Throughout the evening, their stories of adventure growing up here, in and around the Sheepscot Bay area, kept people captivated. We learned that once as teenage kids a couple of the boys were out over near Island of Springs and capsized a 24-foot sailboat. Managing to cling to the overturned hull to stay afloat, they were saved by a priest who happened to be sailing by. Almost frozen, they were



left safely on land by the priest. They had to beg for change to make a rescue (pay-phone) phone call. It took them hours to get picked up because of the spaces and disjointed groupings of Islands and dead-end peninsulas. It brought to mind the oft quoted line, “you can’t get there from here.” Their stories of miraculous rescue were punctuated with respect for the power of nature and the drama of the seas; with the common subplot of being alone on Maine waters.

Any outsider feels uncertain among an established group. And sometimes Mainers can be particularly skeptical about soft-handed tourists. In spite of this, I shyly mentioned my morning tour. I told them I was up early leaving everyone else to sleep in that morning; that I slipped out of the house quietly and put the kayak in from the

island’s main pier and . . .

Morning Launch

My push-off from the pier was relatively calm and flat – a nice way to start a morning on new water. To the south lay Reid State Park and beautiful, sweeping, wild sand beaches. Farther on south, based on previous visits to Georgetown Island, I knew it would be relatively open water and a less dense concentration of island scenery, where the Sheepscot River mixes fiercely with the Gulf of Maine. So I kayaked north from Malden along the east coast of Georgetown Island to see more of the dotted coastline suggested by my map.

I got a 14-foot Looksha kayak for Christmas last year. Sitting on the pier and sliding into the kayak was no trouble. It is a wide and stable craft. I appreciate the

ease of getting into the adjustable padded seat. The footpads have straps to pull them shorter, as needed, as I go through the trip. In this way, too, I can better tuck my thighs more snugly under the interior pads to keep me comfortable and get good leverage on the paddles.

It was a fantastic late summer day, sunny with just a few, high white clouds. Lobstermen were just starting out to get about their business. Here and there you could hear the echoes of diesel engines starting up for the morning run. Besides the exercise and exploring, I was trying out my new Suunto compass. I have the yellow one with the diamond shaped dial encased in the bubble that you strap to the hull. As I become more serious about kayaking, I find the compass to be vital. I now travel about new areas for extended time periods and I

sometimes get turned around or forget my way. For example, once I circle a new island in open water, it is hard for me to confidently re-orient myself and continue on my planned path. The compass helps solve that.

MacMahan

After a 20 minute paddle along Georgetown, I crossed the mouth of the Little Sheepscoot River at Turnip Island and entered its passage. Immediately water started churning faster and faster beneath me. I figured it was an incoming tide; but so sudden? For the first time that morning I had to sit up and pay attention to keep control of the boat. My map showed that the “river” is very narrow at the southeast entrance and the northwest exit. But it opens up three times as wide in the middle. This seems to lock the incoming current or tide in, allowing it to build up, without giving it an easy passage out. Bottled up, it just shakes and gurgles, almost carbonated. The new compass dial was rolling all over in the bulb encasing it. Heading north northeast, the water mixed like rapids funneling through the channel here – just 100 feet wide at some points. It was impossible for me to hold anything of a true course.

Halfway through, I was passed on my port by a low, flat lobster boat that hugged that far northeast coast of Georgetown called Soldier Point. He obviously knew the best way through this. And I was paddling ignorantly through the throbbing heart of the passage.

At this point in my story, our hostess and a sister of the women who invited us up actually interrupted for clarification. I feared being considered foolhardy for the tour I took alone without knowing the waters – with a land map for heaven’s sake. But, she commented with thoughtful pause, if not respect, on my passage through what she called “Hell’s Gate” – the northwesterly stretch along the west side of MacMahan. Her friend nods, confirming her assertion, as she continued saying with amazed intonations that those swells and counter currents through which I fought are “a struggle for power boats.” Certainly, she commented, that boat that passed me, heading south was hugging the shoreline on purpose. They claim that is the safest way through. I described fighting it out ignorantly and recklessly in the mid-channel. They all shook their heads, razzing me now, “That’s why



Looking South towards open water.

it’s called Hell’s Gate!”

Taking up my story, I described a moment of calm, breathing, and hugging now the northwest coast of MacMahan. I faced the forked cove of the southern tip of the elongated Westport Island (at the northern end of which you find the Town of Wiscasset). Classic Maine: I was in awe of the configuration of rock, pine, and water before me. Along my route, slate juts forward from the pines into the sea forming those characteristic forked crevasses – the memory of which now includes that boy, 40 feet down.

Heading east on Goose Rock Passage towards the body of Sheepscoot Bay, the water was whirling with mixing currents. But worse, the incoming tide LOOKED and felt like it was coming in slightly downhill towards me. The water felt thicker to the paddle. I searched farther forward, east, to see if there were incoming swells forming in the distance. At just that point, my bow slid 90 degrees to the north. Since the surface water looked calm, albeit pushing downhill, it was somewhat comical. This unseen force was like a poltergeist, manipulating the kayak. It was fun and a bit of a rush. But because I had no real travel plan, and was spooked by the sea waters, I decided to pull over to think through the next segment of my trip. It wasn’t necessarily calmer near the shore.

So, along Goose Rock Passage, I found a little cove on the north coast of MacMahan to pause and to guess at whether I should cross the bay; if these swells would continue or get worse. Sometimes on longer rides I get curious about my hydration.

It has never been a problem, but I think I should “force” myself to drink. So, I took some water. My mouth was too dry to choke down the peanut butter crackers I brought along. I sipped again and put it all away, unsatisfied and nervous. While I could see no danger, I was uncertain as to what I was dealing with. According to my cell phone clock it was just coming up on 8 o’clock. Looking to stretch out my morning a bit more, I figured that the others of my group would not be finished with breakfast and socializing until 10:00 a.m. My thought was that there should be plenty of time to continue east across the bay, then head north. I reasoned that I would be missed at breakfast, but could not politely ditch them for the whole morning.

Isle of Springs

Heading back out into it, it was spooky seeing water almost elevated before me with its severe push against me from the southeast. I have never seen or felt anything like it. While I was mesmerized by the immediate water into which I was paddling, it did not register with me that the passage across the bay was so far. Had I a chart I would have seen how deep it was at this crossing and would have balked. So, innocently, my makeshift plan took me across the bay at this point, leaving MacMahan on my starboard and heading east towards Boston Island. The water flattened out and relaxed. It was again a pleasant morning without threat. I was enjoying my Suunto, getting used to how best to work with it – especial-

ly over this large, open, unmarked body of water.

Within about 20 minutes of steady paddling and canvassing the horizon, I was across, just north of Boston Island at Townsend Passage. I note it because Townsend looks to lead eventually to Boothbay Harbour (port). It was such a beautiful morning that I became leery about running into boat traffic through this stretch to and from Boothbay Harbor – but there was almost none, no one. I remember thinking it odd for a Saturday, the 21st of August after all. It has the feel of a desolate side street rather than a true gateway to Boothbay, with simply no boat traffic.

When I mentioned Boston Island and Island of Springs, a guy who recently entered our conversation asked if I was one of those who “powered” up the bay that morning. “No,” I had to tell him, “I was out on a kayak.” As I described my time on the water, I felt everyone appreciated the fact that I embraced their part of the world, and shared their appreciation for the rugged drama of their seas. When they caught him up in my story and told him I got to Boston via “Hell’s Gate,” I knew I had done something that morning.

At this point on the map, the Sheepscot River narrows more and more as the tide flows northward. Somewhere just past Isle of Springs you see a red harbor marker on this east side of the bay and you hear the green bell buoy on the far west side. Traveling alone in this wide open desolation, it is reassuring to have signs of civilization like that. It’s like a yellow stripe down the middle of a long, Nevada state highway – you know what is expected of you (as does the other guy who may be coming towards you). And you trust the engineers who laid it all out.

Just after those markers, I make a loop in front of the cluster of islands that lie off of Ram Island. Facing Barters Island I double back, wanting to see more and do more but reluctantly heading home. I remember thinking to myself that I would have paid more to have a compass with a small digital clock built into its base. I didn’t want to have to keep fooling with my cell phone clock.

South of the red marker I crossed back southwest across the bay listening for and watching the green bell buoy – the only other signs of mankind on the water. Using a

map to guide me, not a chart, was not smart. I really regret that. It was almost medieval working the map with its general shapes but no depth or contour or detail. And if you are out for a few hours, as I was, not having a chart made the trip less entertaining and simply less secure.

Butting some head winds as I crossed Sheepscot, I pulled the straps to my foot pads shorter to sit forward more and to get better leverage. I could see, for the first time, southeast in the distance, the Hendricks Head light – due east of Malden across the bay. Looking from the east at the start of my journey it would have been behind my right shoulder, somewhat at my back and hidden among the trees surrounding it. I never saw it earlier. For me that represents one of the most compelling mysteries about kayaking: the dramatic difference in perspectives from such a low, relatively fixed position in the water. It represents the frequent threat of being lost, while being right where you should be if you reason it out properly.

Whittum Island

Soon enough I was back across, just north of MacMahan, north of where I first crossed Sheepscot earlier. This time I am passing Whittum Island.

Again the perspectives deceive: reason can not completely overcome disorientation for me. I know intellectually I have been here before and this is where I am supposed to be. But nothing is familiar. This final stretch south across the mouth of Goose Rock Passage is tedious – being pushed and pulled off course. It’s like playing with children, when you get tired of it and they want to keep going wild. You get impatient, wanting only what you want. You snap from playful mate to dictator, forgetting that you wound them up. I just wanted to cross Goose Rock Passage, not play with it anymore.

As I stroke past MacMahan and Turnip Island to its south, I get anxious, thinking I am close to the end of my trip. It took me about 20 minutes to get to this point from Malden earlier in the morning. But nothing is recognizable. I want to relax, confident that I accomplished this journey. But anxiety grips me because nothing is familiar. I had not been on this side of MacMahan before; and going out I remember facing along to my left the town of Five Islands. Paddling and searching here, the town of

Five Islands is still hidden.

There are those all-too-tempting inlets and dead-ends inviting me to enter. But which course to choose? The configuration of the Crows Islands is wrong. Even once I agree that those are the Crows, and now Malden, the pier and the moorings don’t fit my memory. Persisting, I have to u-turn backwards to confirm the Town of Five Islands is now behind me and to feel confident that I am back at Malden. I am happy with the trip but shaken up. I work to etch the scene, the markers, into my memory for next time.

In Retrospect

In retracing my journey, with the kayak put away for the winter, I see on the chart that Sheepscot Bay reaches depths of at least 262 feet between Five Islands and Hendricks Head Light. And just a few feet from the eastern shore of Malden the sea floor drops to 90 feet. Malden is protected on the west by the Town of Five Islands and Georgetown Island, but on the east, it is beautiful, big water – and almost no on-coming traffic.

The chart shows Little Sheepscot River carves a 32-foot-deep path at the southern end and a 50- to 53-foot-deep course at the northern end – creating what is known locally as “Hell’s Gate.” Had I read their chart notes before I put the kayak in the water I would have known, “...strong currents and eddies may be a concern...” – and that’s intended for power boat readers! I see it was wider and deeper at the northern end and narrower and shallower where I entered. Knowing that now, I wonder if I would have taken that course at all. For, even Maptech calls that stretch to the west of MacMahan, “Hell’s Gate.”

Finally, about Goose Rock Passage they write, “Plenty of water lies below you, even in the narrow spots and close to shore. On average, you’ll find 30 to 70 feet in Goose Rock Passage . . . Currents swirl significantly and can reach 4 knots in this area.” Four knots (!) buffeting a kayak. That explains the poltergeist and my 90-degree bow spin. But it doesn’t speak to why the water looked like it was flowing downhill, towards me.

John Happ last wrote “Circling Swans” (Swans Island, Maine) ACK September 2009.



*A typical Penobscot Bay islandscape.
Photo by Eliza Ginn.*

A Maine Island Story

Four Kayakers Transformed by Maine's Islands

Story by Tamsin Venn

“Having sea kayaked around the entire rim of the Gulf of Maine, from Cape Cod to Nova Scotia, the thing that makes Maine so unique is the Maine Island Trail. Nowhere else in the Gulf of Maine can you camp on an island where its caretakers will ensure your access while tending to the island’s conservation needs,” says Natalie Springuel of Bar Harbor.

Tom Bergh, owner of the Maine Island Kayak Company on Peaks Island, echoes that enthusiasm. “There are only two places on this coast, Georgia and Maine, that have these island systems, multiple tiers to pull back from the bigger seas and outer islands, which allows more people to have access to these islands even with limited seamanship.”

Bergh and Springuel are two of several people who converted their passion for paddling Maine’s islands into a lifestyle. The

kayaker’s maxim has always been, don’t quit your day job. Bergh did exactly that. Nearly 24 years ago, he moved back east from Colorado’s mountains and quit his law practice to devote himself to introducing adventurous souls to the wonders of Maine’s islands.

From 1986, when he ran his first commercial trip, his emphasis was always on the journey, and how a trip to Maine’s islands could personally transform the people he was guiding. He notes a leading physician who kept returning one summer for multi-day camping trips.

“One could feel his fearful excitement about doing something new in medicine. About Thanksgiving, Rudi sent me a postcard that simply said: ‘Damn you, I quit.’ He went back to medical school for a fresh career,” says Bergh.

“The other thing that is neat about the

islands in Maine is that they’re fairly close together, so crossings are rarely more than a mile. And they are grouped into archipelagos that allow circle trips or a focus on an area as opposed to most of the world, which has to go off the beach and go right or left. That’s boring as can be, compared to what we have.

“In Maine, there’s so much landform that changes wave shape and creates the wind and tidal pockets. It just makes the teaching or the journey so much fresher every hundred strokes because it looks different. The sea states and the forces at work are unique. Route selections are the essence of seamanship, choosing the right route given your goals for the day and the people and the environment.”

Since 1999, Bergh has led the five-week “Geology of the Coast of Maine by Sea Kayak” for Bates College and has be-



Dinner among the islands of Penobscot Bay. Photo by Eliza Ginn.

come well acquainted with the area's underpinnings.

"You've got three ecosystems. The metamorphosed sediments, deciduous forests to the south and the river section and Casco Bay; then you have the beautiful dome-shaped pastured evergreen islands that are in the magnificent granites in Penobscot Bay; and farther up north, Down

East, you get into the sub-arctic species on open moor islands that are volcanic with no trees.

"You have a tidal range from eight to 20 feet. The coast of Maine is [part of] the former [continental] island of Avalon, which was ... pasted onto the [North American] plate and left here when the Atlantic opened. Some of the rocks of the



Potato Island camp in Merchant Row. Photo by Alan Spencer.

Vinalhaven area are identical to those in the highlands of Scotland, says a Bates geology professor who has studied both places.

"The Gulf of Maine is a terrific place for a study for anyone who wants to get connected to the environment and science, a closed system of oceanography, marine sciences, weather systems, the water cycle, and the human impact of fishing and forest while still having some connection to the original native people."

For kayakers this summer, Bergh recommends a 3- to 5-day group trip after solid preparation and training in one of the island areas of Maine. "Choose a venue that will push you beyond your comfort zone, but allow you to complete even with bad weather."

Natalie Springuel is another sea kayaking devotee. For the past ten years she has worked as a Marine Extension Associate with Maine Sea Grant at the College of the Atlantic in Bar Harbor. In graduate school, she circumnavigated Nova Scotia with a fellow student.

"While I looked at recreation and tourism issues, and how they compared to Maine, she looked at fisheries decline."

In 2002 she built on her Nova Scotia experience and launched the Gulf of Maine Expedition, five months sea kayaking around the entire Gulf. The mission was to raise awareness about the Gulf and to capture a snap-shot of its status and the issues that inhabitants were concerned about. The group stopped in 24 towns along the way to collaborate with local organizations.

On the expedition, she met her future husband, Rich MacDonald – he runs the Natural History Center in Bar Harbor. The couple are naturalists for Garrison Keillor on his Prairie Home Companion cruises. They have also paddled with their daughter, Anouk, in a roomy double Klepper kayak since she was a few months old.

"Her first big kayak camping adventure was when she was just barely two, and was at... a MITA island," says Springuel.

"As waterfront land increasingly changes hands and permissive trespass is a thing of the past, the Maine Island Trail offers a welcome respite from the challenges inherent in an era of decreasing coastal access."

Like others she is deeply appreciative of the organization, to which she belongs,

that will ensure the wild nature of these islands far into the future.

"A loon calls from the south, an osprey from the north. On the east side, seals bask on a ledge, and on the west, a stunning sunset caps off another day on the Maine Island Trail. From my perch atop a granite knoll on this public island, it seems so natural that upwards of 200 people or more volunteer annually with the Maine Island Trail to keep these places serene and true to the timeless character of the Maine coast. If only more could experience the world from a Maine island, surely our coast would be protected forever."

Randy Wetzel of Scarborough is relatively new to kayaking. Six years ago, he and his wife took classes at the LL Bean Outdoor Discovery School. They loved the experience so much they were back in Freeport two weeks later and bought a kayak. They were hooked.

Wetzel lost a younger brother to cancer, and it made him realize how short life can be. After a career working in business, he decided it was time to shift the balance. "I said to myself, I'm going to start kayaking. My daughter has gotten the bug as well, so kayaking has become a family activity."

Wetzel soon got involved with MITA. He attended an LL Bean safety seminar and "MITA always sets up a booth at those. Once you've learned about MITA, there's nothing but good to say about them," he says.

Wetzel and his family started out small in the calm Scarborough marshes, built up their confidence, and started going out into Casco Bay.

Wetzel says he plans to continue building his skills. He bought a kayak that allows him to do tours. He hopes to retire in five years and will start doing lengthier trips. As for MITA, he says, "I plan to continue to helping them out wherever I can."

Volunteers have now been working with MITA for more than 20 years. In the 1970s, the state of Maine noticed it held title to 1,300 unclaimed islands. What to do with them? The state contracted the Island Institute to provide input on their recreational use. It turned the task over to David Getchell, Sr., who explored the length of the coast and identified 40 islands with recreational potential - safe landing area and a patch or two for a tent. It would be the Ap-

palachian Mountain Trail on water. It would be the Maine Island Trail.

Getchell's original concept, that it should be stewarded by the people who use it, still holds true. Members follow Leave No Trace ethics, clean up, fight erosion, and generally keep an eye out for the islands that stretch 375 miles from Kittery to Machias.

The trail has gone from the original 40 islands to 191 island and mainland sites, consisting of state, private, and non-profit ownership islands. MITA grows every year, and has added more than 50 sites in the past five years. Last year, even the Isles of Shoals joined the trail when the Star Island Corporation requested MITA to add Smuttynose.

The Maine islands were the beginning of my own kayaking story. The first time I went out in a sea kayak was horrible. Dressed in a wetsuit, sweltering, struggling to steer a kayak that kept turning up into the wind, I paddled along a monotonous summer beach. What is the point of this?

Then I went on a kayak camping trip



Pumpkin Island. Photo by David Eden.

to Harbor Island off Stonington. That evening, the wind died, creating a still pool that reflected the sun setting on the Camden Hills. I was hooked. I went on to write a guidebook to sea kayaking in New England, started a sea kayak magazine, married a kayaker, had children who are kayakers. For us, the attraction of Maine and its magical islands remains as strong as the day we first paddled its shores.

This article first appeared in Maine Magazine. (www.themainemag.com)



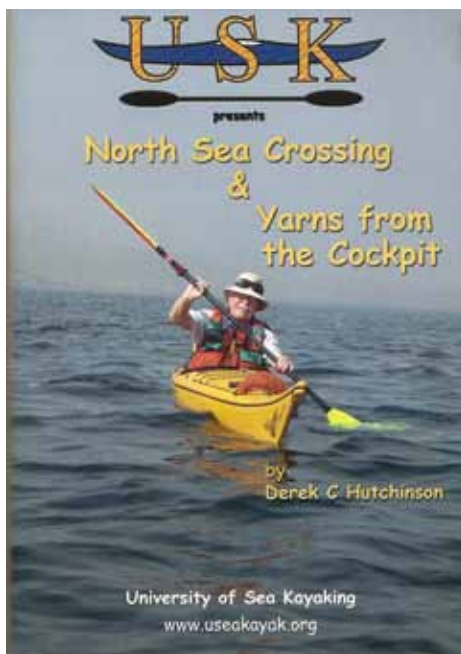
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DVDs New and Classic

“North Sea Crossing” and “Yarns From The Cockpit”

With Derek Hutchinson



The University of Sea Kayaking has just released a two-disc DVD set featuring Derek Hutchinson. Disk 1 contains *North Sea*

Crossing and Disk 2 has *Yarns From The Cockpit*.

Derek Hutchinson is an expert kayaker and a Senior Coach for the British Canoe Union (BCU). He wrote the first book on sea kayaking and many more since then. Derek has designed kayaks, paddles, and PFDs. He was the first man to cross the North Sea in a single kayak. Due to his numerous contributions to the sport, many consider Derek Hutchinson the “Father of Modern Day Sea Kayaking.”

Everyone likes a good story told by a superb storyteller. Among Derek Hutchinson’s many talents, story telling ranks very high. Over the years Derek has captivated thousands of listeners. Aside from the enjoyment of hearing Derek’s wonderful stories, these two videos represent living history in the world of sea kayaking.

In August of 1975 Derek C. Hutchinson and five other paddlers took off from Eng-

land to paddle 100 miles across the North Sea hoping to land on the other side in Belgium. All of the paddlers were in single sea kayaks with small cockpits, which did not allow them to lie in their kayaks to sleep. Therefore, their entire journey needed to be completed during their waking hours.

The crossing, a very ambitious trip for its time, was meant to set the record for a non-stop, non-supported kayaking trip. The fatigue, seasickness, and hallucinations due to sleep deprivation, were just some of the challenges the group faced.

On the second disk “Yarns from the Cockpit,” Derek tells other humorous kayaking stories.

The two-disc set (about 4.5 hours; retail Price \$29.95) is produced and distributed by the University of Sea Kayaking LLC. Contact Wayne Horodowich for more information, (425) 741-0960; study@useakayak.org.

“Nanook of the North”

By Roberty Flaherty

If you haven’t seen *Nanook of the North* recently, you will be surprised how enchanting the film still is.

Kayakers will delight in the memorable opening scene of *Nanook* paddling up to shore, hopping out, then helping his family all emerge, including the baby and the sled dog puppy, from inside the kayak. A good thing *Nanook* isn’t wearing a spray-skirt for the sake of air circulation.

Considered the first “documentary” ever made, the 1922 film features *Nanook*, the “Bear,” an Inuk living near Inukjuak, in northern Quebec, in the Ungava region of Hudson Bay. The cast includes his wives, Nyla (with baby *Rainbow* carried in her hood) and *Cunayoo*, and son, *Allee*.

The stark black and white images, the written narrative, the minimalist music by Stanley Silverman, and the jerky motion all enhance the historic interest. The movie, part narrative and part documentary, flies along with as much delight as *Nanook* him-

self who thoroughly enjoys all his activities from fishing for Arctic char to sculpting a snow polar bear for his son. The film provides both a sense of real time sequence and shorthand editing, which made it so unique in its day.

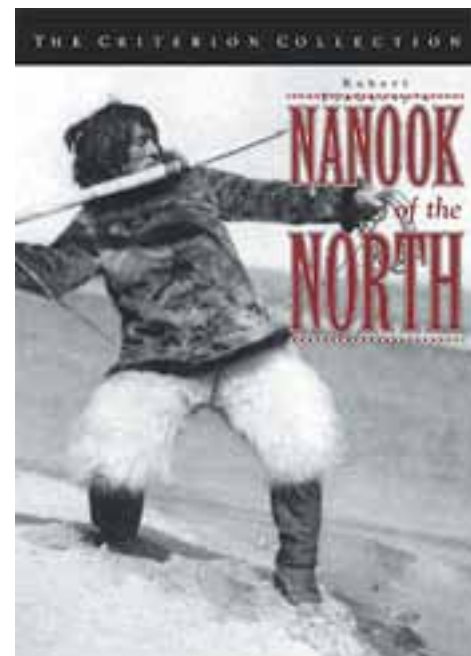
The kayak action scenes are great. We all recognize *Nanook* using corrective strokes on bouncing waves to track straight toward the walrus beach. *Nanook* lays all the fish on his deck to transport back with no bungee cords; a friend hitches a ride at the last minute by flopping on the deck right on top of the fish.

The scene of about a dozen people traveling by *omiak* (sic) is telling for their cluelessness in paddling technique. Maybe it was the first time any of them had been in an *omiak*.

We leave the family snuggling into fur robes in the igloo (a three-sided open air construction to allow interior scenes) as the winds howl outside in sub-zero temperatures. You have to remember that the filmmaker was working in those same conditions, which makes Flaherty’s efforts to

document this fast-changing way of life all the more heroic.

You can get *Nanook* on disc from The Criterion Collection (www.criterion.com) for \$23.96. This version (79 minutes) is the original director’s cut, restored to the proper frame rate.





GET LISTED!

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

NORTH ATLANTIC

SYMPOSIA AND SHOWS

May 20-22: Adirondack Paddlefest

Old Forge, N.Y. Sponsored by Mountainman Outdoor Supply Co. More than 1,000 canoes and kayaks on sale. Test paddle kayaks. Presentations and clinics. Live music, food, and fun for the whole family. www.mountainmanoutdoors.com

May 20-23: Atlantic Paddle Symposium

Terra Nova National Park, Glover Town, Newfoundland. Organized by Atlantic-area Paddle Canada. The event brings together some of Canada's top instructors: Chris Lockyer, Jim Price; and Maligiaq Padilla, one of Greenland's most accomplished paddlers. Weekend of skill development, stories, entertainment, paddling, and fun. www.atlanticpaddlesymposium.com

May 21: Contoocook River Kayak & Canoe Demo Day

Contoocook River Canoe Co., Concord, N.H. More than 200 kayaks and canoes to demo, talk to the reps. On-the-hour in-water and on-land presentations. Call (603) 753-9804 or www.contoocookcanoe.com

May 24-30: Paddle with Giants

Paddle Bay of Exploits, Newfoundland, following Atlantic Paddle Symposium, one of the best paddling areas in Eastern Canada. www.committed2thecore.com/trip.html

June 3-4: L.L. Bean's Paddlesports Weekend

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

June 11-12: 21st Annual Atlantic Canada Sea Kayaker's Meeting

Tangier, Nova Scotia. Discover one of the best paddling destinations in eastern Canada. Clinics, slides shows, kayak swap and sale, traditional church supper. Pre and post meeting sessions: June 10 – Tidal Current Clinic on the Shubenacadie tidal river in the Bay of Fundy; June 13 – Surfing Clinic at Clam Harbour Beach. Special Guests: Jim

Price, Eastern Edge Outfitters, Paddle Canada Senior IT and Chris Lockyer (BCU 5 Star). Scott Cunningham, (877) 404-2774; www.coastaladventures.com

June 24-26: Wooden Boat Show

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

CLASSES

May 15-16 and May 22-23: Maine Sea Kayak Guide Courses, Lincoln Canoe & Kayak

The four-day course is a combination of classroom time, on-water sessions on Casco Bay. Two weekends. The first weekend will be a mix of classroom and on water time, the second will be an overnight trip on Casco Bay.

June 2-5:

Full day of classroom prep and a three-day expedition on Muscongus Bay. Designed to provide leadership training for outdoor program trip leaders and to prepare guide candidates for the Maine Sea Kayak Guide Exam. Courses will train and instruct participants in the knowledge and skills required to lead single or multi-day sea kayak trips on the Maine Coast. Opportunity for recreational paddlers to develop paddling expertise. The four-day course content goes beyond the essential skills required to become a Registered Maine Guide. Lincoln Outdoor Center, 8 Varney Rd., Freeport, ME; (207) 865-0455; LOC@paddlelincoln.com; or www.paddlelincoln.com

May 27-29: Power Paddle Camp - Northeast

N. Stonington area, Ct. Optional instructional paddle on Monday, May 30. Sponsored by Kayak Camp and Sea Sherpa Kayak. Three days of instruction with coaches Ben Lawry, Dave White, and Ginni Callahan. Co-presented by Gerry Polinsky, guide and founder of Sea Sherpa Kayak. Fine tune rough water and boat handling skills in surf, rock gardens and tidal streams, navigation and incident management. Paddlers will be broken up into three groups based on skill set so everyone is welcome. Space is limited to 24 participants and 4:1 ratio to assure that classes are intimate and productive. Camp includes instruction, lodging, and meals. Email Elizabeth at kayakcamp@earthlink.net. www.kayakcamp.net/ppc.

2011 Tidal Race & Rock Garden Workshop Series

Organized by Maine Island Kayak Co. with the Fishers Race Team and Kayak Waveol-

ogy

June 10-12 Series I

Stonington Borough, Ct., focus primarily on the tidal races off Fishers Island, Catumb Rock, Sugar Reef, and Napatree Point - all familiar venues to those who've participated in past Rough Water Symposiums. Scout out fast moving water with a vertical texture to teach group dynamics, effective strokes, rescues and surfing to address both developing seamanship and paddling skills.

July 17-19 Series II

Downeast Maine, Reversing Falls in Coombscook, the Old Sow off Deer Island, the strong, deep flows around Campobello Island, which housed the summer residence of Franklin D. Roosevelt, and the lovely, deep rock gardens along the Bold Coast. This area sits on West side of the Bay of Fundy - home to the largest tides in the world! The environment is home to more eagles, pelagic birds, whales, and large sea creatures than humans with moving water galore and remarkably intricate rock gardens to play in.

(date to be determined) Series III

Mouth of the powerful Kennebec River off of Popham Beach, Maine. Popham Beach can offer some of the cleanest, most beautiful waves around; the mouth of the Kennebec on max ebb can make the mouth an extremely lively experience! Use the flow, eddies and bump as the schoolyard and playground. For more information, www.maineislandkayak.com

RACES

May 7: Upper Ashuelot Race.

9 miles from Ashuelot River Park, Keene to West Swanzey, N.H. Pro race is 19 miles. One short portage. www.neckra.org

May 8: Aroostook River Canoe/Kayak Race.

This race runs from Ashland to Fort Fairfield, Maine, with 15-, 30-, and 60-mile segments. www.neckra.org

May 8: Aroostook River Canoe/Kayak Race.

This race runs from Ashland to Fort Fairfield, Maine, with 15-, 30-, and 60-mile segments. www.neckra.org

May 14: Essex River Race.

Essex, Mass. Run by the Cape Ann Rowing Club, 5.5-mile open water event on the Essex River, start at Route 133 at Essex town landing, go around Cross Island, and back. www.blackburnchallenge.com

May 15: The 15th Annual Mystic Her- ring Run.

Mystic River, Somerville, Mass. Run, walk,

or paddle for the fish. Follow the herring up to the Mystic Lakes following a 12-, 9-, or 3-mile course. Iron Herring Award for men and women competing in both the run (5k) and paddle. www.mysticriver.org

May 15: Round the Mountain.

10.5-mile race in Adirondacks, N.Y. starts at Ampersand Bay on Lower Saranac Lake, down the Saranac River, Lower Locks, through Oseetah Lake to finish on Lake Flower in Saranac Lake. www.macscanoe.com

May 21: 35th Annual Blackstone River Canoe/Kayak Race.

12 miles, South Grafton, Mass., finish to be determined by water levels. www.thebrwa.org

May 22: Philadelphia Spring Regatta Kayak Race.

Schuylkill River, Philadelphia, PA. Mass start at noon. www.philacanoeracing.org

May 27-30: General Clinton Canoe Regatta.

70 miles on the Susquehanna River in upstate New York, from Otsego Lake, Cooperstown to General Clinton Park in Bainbridge. Kayak classes in what is said to be the longest single day flatwater canoe race in the world. Full weekend with 50 races. www.canoeregatta.org

June 5: Adirondack 9-miler.

Tupper Lake, the Adirondacks, New York. Start at the "Crusher" on the Raquette River fishing access site, Rt. 3/30, 5 miles east of Tupper Lake. Paddle to Simon Pond and end at the Tupper Lake Rod & Gun Club. For all Adirondack races this summer, www.macscanoe.com

June 12: The 7th Annual River Westport River Run.

Begin at Hix Bridge and finish at the Head of Westport, Mass. Sponsored by the Westport River Watershed Alliance. Two courses: Challenge (8.5 miles) wind and tide are always an issue. Family (3.5 miles) easy paddle with tide flow. Free Shuttle back to race start. www.wrwa.com

June 12: Spring Fling at Glasgo Pond.

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

June 18: Fifth Annual Nashua River Canoe and Kayak Race.

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

June 18 and Aug. 20: Against The Tide.

One-mile competitive or rec swim, two-mile kayak, three-mile fitness walk, and/or 5k run to benefit the Massachusetts Breast Cancer Coalition. June 18 at Hopkinton State Park in Hopkinton, Mass. Aug. 20 at 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. Participate in one, two, or three events. Visit <http://mcbcc.org/swim> to register or call 1-800-649-MBCC. July 23:

July 23: Blackburn Challenge

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

ENVIRONMENT

May 20-22. Wings, Waves & Woods

Birding by land, by sea, and by air, Deer Isle, Maine. Trips to outer islands via Old Quarry Adventures. www.islandheritagerust.com

MIDDLE ATLANTIC

CLASSES

June 3-5: Power Paddle Camp: Mid-Atlantic

Hampton Roads/Virginia Beach area of VA. sponsored by Kayak Camp. Three days of high quality instruction with world class instructors coaches Ben Lawry, Dave White and Ginni Callahan.

Co-presented by Vic Sorenson, former USCG and long time kayak instructor, Appomattox River Company. Classes in Technical Water Skills & Currents, Incident Management & Rescues and Landing/Launching & Open Water Skills, coaching in efficient technique and form. Venues are based along the Chesapeake Bay in the Tidewater area around historic Williamsburg and Yorktown. Space is limited to 24 participants with 4-1 ratio. Email Elizabeth at kayakcamp@earthlink.net. www.kayakcamp.net/ppc.

SOUTH ATLANTIC

SYMPOSIA AND FESTIVALS

May 14-15: Rainbow Gathering for Paddlers

Tybee Island, Ga. Informal weekend boating, camping, surfing, fishing. Share stories, tips, techniques, and skills. All are welcome. Cost and registration: none. www.savannahcanoeandkayak.com

[savannahcanoeandkayak.com](http://www.savannahcanoeandkayak.com)

CLASSES

June 10-12: Power Paddle Camp: Southeast

Charleston, S.C. Sponsored by Kayak Camp. Three days of high quality instruction with world class instructors coaches Ben Lawry, Dave White and Ginni Callahan. Learn more about paddling the varied and challenging conditions found along the South Carolina coast where many tidal marshes and rivers meet the Atlantic ocean. Co-presented by Josh Hall, local SC guru and manager of Charleston County Parks & Rec adventure program, and Charleston County Parks and Rec. Classes in Surf Zone Incident Management, Currents & Advanced Boat Control and Navigation & Control around Rocks Venues are based around James Island and Folly Beach in SC. The presentation and dinners will be at Sea Kayak Carolina. Email Elizabeth at kayakcamp@earthlink.net. www.kayakcamp.net/ppc.

EVENTS

June 4: Cross Florida Challenge 2011

Cross Over the Top of Florida. This Challenge is 370 miles long and includes a 40-mile portage between St. George and Fargo, Georgia. It travels up the St. Marys River, crosses over to the Suwannee, travels down the Suwannee and then turns left at the Gulf of Mexico headed for Cedar Key. The distance is roughly 370 miles and there is a time limit of 8 days. This route is also Stage 4 of the Ultimate Florida Challenge. www.watertribe.com

GREAT LAKES

July 13-17: Great Lakes Sea Kayak Symposium

Grand Marais, Mich., south shore Lake Superior. Four tracks to choose from: beginner, expedition, traditional, kids. Slide shows, develop skills, reconnect with friends, demo equipment. www.downwind-sports.com

PACIFIC NORTHWEST

July 13-17: Great Lakes Sea Kayak Symposium

Grand Marais, Mich., south shore Lake Superior. Four tracks to choose from: beginner, expedition, traditional, kids. Slide shows, develop skills, reconnect with friends, demo equipment. www.downwind-sports.com

INTERNATIONAL

July 17-24: Greenland National Open Kayaking Championship

Sisimiut, Greenland. Foreign kayakers of all skill levels are welcome. www.qajaqusa.org

Klassifieds

Klassified ads for personally-owned gear are free to subscribers; \$0.25 per word, per issue for all others. Photos are \$5 each. We will run your ad for two issues. Deadline for ad submission is the 10th of the month before the issue of publication.



NECKY ARLUK III

Fiberglass (composite). Beautiful touring sea kayak, completely refinished with new gel coating on the bottom and trim line. This boat has Kevlar reinforcement in bow and stern areas. This is an excellent buy for a composite boat that is solid, functional and lightweight. Front and rear compartments have new neoprene hatch covers under the hard shell covers, deck lines, bungies, and new Fastex straps and buckles. After the time and expense of restoring this boat, and to keep it pristine, I am not going to paddle it and risk compromising the finish of this wonderful boat. If you are familiar with the Arluk series, then you will already know what a great boat this is. I will deliver to buyer within 100 miles of Atlanta for no

charge, providing they pay up front. Additional mileages may be negotiated. \$1350. Roger Lance, Buford, Georgia (30519), rogerlance@atex-usa.com (4)

Handmade CHESAPEAKE 17'

White with varnished deck and rubrails. Skeg (no rudder). Perfect condition. Write for photo. Greenland paddle. \$2,400. puckpurnell@mac.com (5)

NDK ROMANY

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, \$2675, Albany, NY Area, Call Charlie @ 518-234-9235 or ccummins55@gmail.com (4)

12' WOOD DUCK HYBRID

Okume mahogany hull and cedar strip deck. Full fiberglass and epoxy encapsulation = very low maintenance. Weighs < 40 Lbs. High capacity - paddler & gear up to 275 Lbs. Doug, Ultralight Small Craft, Island Heights, NJ; dga1052@verizon.net (03)

SKIN ON FRAME

Western Greenland style. 17x19 approx. wt. 48 lbs. Made of #10 duck canvas. Color dull red. 2nd owner. Used for rolling practice only. \$500.00 (Bill) (401)397-9622 (11)

THREE RUSSIAN BAIKARKAS

circa 1984; collector's item
Folding double baidarkas direct from the Soviet Union - brought here by members of Physicians for Social Responsibility who bought and sold them to help pay for their trips. We bought 3 - now there may be 2 with spare parts. They are not really salt water worthy and it's shows - although we had a great week-long paddle in the Sea of Cortez in them! We had spray skirts made

for them (which cost nearly as much as the boats!). If interested, call 207 255-0532 or email beegrant@gmail.com (10)

DRYBAG MATERIAL

Seattle Fabrics (www.seattlefabrics.com) item # 6830. Ultratex: 100% supplex nylon; microporous coated back. Recommended for dry bags, 60" x 20 yards. \$20. Call 207 255-0532 or email beegrant@gmail.com (10)

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)

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)

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