

ATLANTIC

Coastal Kayaker



June 2011
Volume 20, No. 3



Essex River Race

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ATLANTIC

Coastal Kayaker

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Contents

ACK Vol 20 No. 3 June 2011

Feature

A Tale of Two Charleston Adventures 12

Departments

Eddy Lines 4

Letters From You..... 5

News & Notes 6

Technique: Capsize & T-Recovery Combo 8

Environment 10

New Products 11

How Far Can You Go?..... 16

Places: Easter on the Bronx Kill 17

Events: A River Ran Through It..... 19

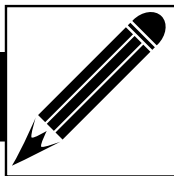
Events: Essex River Race..... 22

Book Review: You Want To Go Where? 24

Calendar 25

Klassifieds..... 27

Subscribers may go to our website atlanticcoastalkayaker.com, to see the full-color version of this issue! Email us at ackayak@comcast.net or dweden@atlanticcoastalkayaker.com for the password.



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

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

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

3) Don't paddle close behind a ferry

that is docked. Many ferries keep their engines running and thereby create a powerful backwash that could capsize you. They could also back up at any minute. Make note of the ferry schedules in the area you will be paddling. If they leave hourly, be particularly alert at that time. Pay special mind to schedules of high speed ferries.

4) If paddling in a large harbor, such as Portland, Maine, monitor your VHF radio. Commercial ships announce their intentions on channel 13 when approaching the harbor or when getting under way from berth or anchor. However, don't contact these ships about your whereabouts unless it's an emergency. Portland Harbor publishes a pamphlet called "Big Ships, Little Boats," including a map of the major commercial channels. You can find one at the ferry terminals or various marinas.

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

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

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

8) Join a race. Many races have recreational classes where you can make a leisure time of it. You are in the company of other paddling

companions, designated routes, and chase boats. Chances are good you will not get run over. For a schedule of selected New England races on both river, pond, and sea, check our calendar section.

9) Keep visible. Wear brightly colored pfd or jacket. Use reflecting tape on your pfd and boat. Always use a white light at night. One way to insure you being seen is to keep paddling; one of the most visible elements kayakers have is the movement of their paddles. Also, although it is not mandatory, the use of a neon-colored bicycle flag mounted on the back of your kayak can help others locate you.

10) Courtesy dictates that when using a busy ramp, launching should take place to the side of the ramp if possible – usually there is a grassy knoll or rocky beach – or you can squeeze to one side of the ramp. Don't park in trailer-designated spots. Load and unload quickly.

Now go out and have a nice trip. Happy summer, happy paddling.



On The Cover:

Paddles flash in tight proximity at the start of the Essex River Race, Essex, MA.

Photo by David Eden.

Letters From You



Kindle Kayak News

Just got the May 2011 electronic version of ACK. Looks like there are a lot of great articles. As you may remember, I am a subscriber of ACK since Bob Hicks and the Landscape format days. I always wind up reading my copy cover to cover. Last year when you went digital I found myself still subscribing but not reading it as much. I just don't read articles that much on the computer.

This spring I got a Kindle, and my reading habits have changed. I sent the May issue to my Kindle as a pdf, and I've been reading more than when it was just on the computer. But reading a pdf on the kindle is still a pain. Have you considered publishing as a kindle eMagazine? The Kindle itself is fine, it's the pdf format that is the problem. Plus you may be able to attract some more readers.

Last weekend I attended a local demo day for German kayaks. There were some familiar brands (Wilderness Systems) and lots of brands that were unknown to me. Kayak touring seems to be in its infancy here, but there was a lot of interest.

*Dave Mention
Munich, Germany*

A Few Tid Bits About Paddling

If you have a kayak (or canoe or SUP) and you bring a friend to rent we will give him or her (or a whole group) 25 percent off the rental. Offer good through July 31.

We are the only mainland dealer of the Werner San Juan Paddle. The other shop is in Hawaii. San Juan is light, stiff, and powerful.

We have a ton of Stand Up Paddleboards; they are from Surftech, Jimmy Lewis, Tahoe, and Ocean Kayak (Nalu 11' and the new 12").

Many new, from 2010, kayaks and SUPs are in stock at reduced prices. Also, a bunch of used ones.

We paddle almost every day in July and August. Do you want to join us?

22nd Annual Paddler's Rally is Sept. 18. Lots of food, soda, beer, and paddling.

Full moon paddles in June, July, and

August. 7:30 PM until about 9 or 10. Bring food to eat at the beach. Do you want to paddle with us?

*Jim Dreeben
Peconic Paddler
Riverhead, NY*

Happy 20 From New Zealand

Well done on reaching your 20th year with ACK. With me it is so good when the rural postie arrives with the box of overs. It would be grand to catch up with you one day with your and toast our years as editors.

*Paul Caffyn
Editor, Sea Canoeist Newsletter
Runanga, West Coast, New Zealand*

MITA Rocks

You are so kind to have featured us so prominently. I love your \$277M in property value equation! (Eddylines, ACK, May 2011). We should have had you in the room when the Harvard study got underway. On behalf of the staff, Board, and Members, thank you.

*Doug Welch
Executive Director
Maine Island Trail Association
Portland, ME*

Cape Falcon Kayaks

I suppose you know about Brian Schulz, Cape Falcon Kayak, from Oregon. I'm way out of the loop these days, but to me it seems he's got to be one of the best designer/builders around. And his website is fabulous.

I am especially impressed with his F1 design, which to my eye looks just right for a fine all-rounder. Judging from his amazing photos and detailed text, the F1 is quite remarkable, and seems to prove my long-held suspicion that a 14-foot kayak can be as fast or faster than much longer boats.

Perhaps more accurate to say as fast or faster for a given expenditure of paddling effort, especially at mid-range speeds. Is it the shorter LWL thus the lower wetted surface? I'm curious with questions/ideas about wetted surface (eg: less wetted surface vs more LOA is a benefit for all-round

paddlers who are not usually pushing the boat into wave-making speeds). I suppose the topic has been already written about by others.

I first observed this phenomenon with my 13'-10" folding "Tyne" kayaks that I purchased in London and paddled down the Dordogne in 1971 with a friend and kept for marsh outings for another 20 years until they pretty much fell apart. They were not pokey boats.

<http://www.capefalconkayak.com/flsurf.html>

<http://www.capefalconkayak.com/fl.html>

Plans on the website are free for anyone to copy/use, a la kayak design shareware. What would be a lot more fun is going to his farm in Oregon for a week, to build a boat along with others. A social boatbuilding experience.

*James Richardson
Essex, MA*

Moby Duck at Sea

An excellent new book is *Moby Duck*. The book is good writing, interesting theme, science, human nature, etc. A shipping container with thousand of toy plastic ducks broke open in mid-Pacific, the ducks have been found all over the shores of two oceans, even in Maine. A decade or so later, they're still found by beachcombers, an interesting lot of souls he finds - among other interesting things, like ocean circulation research, plastics chemistry, Chinese manufacturing techniques, etc. Have you ever done beachcombing by kayak?

*Alicia Moore
Ipswich, MA*

Kayaking in Miserable Economy

I wonder how you're getting along in the current economy, which is apparently is as durable as it is miserable. I've got a couple of touring stories for you - Bronx River and France.

*Bill Marsano
PouredWithPleasure.Com
New York, N.Y.*



Tybee River Races

The Tybee Island race, reported by *ACK* in 2007 as one of the 10 best kayak races on the east coast, runs early this year on June 4, 2011. As in the past, the race will start and end near AJ's Dockside Bar in the town of Tybee Island, GA, and will benefit the Tybee Island Marine Science Center. Tybee Island is the northernmost Georgia barrier island, 16 miles east of Savannah. It is separated from Little Tybee Island to the south by the Tybee River. There are actually several races to choose from, depending on how you like your challenge.

The Tybee River Race follows a six-mile course on the tidal river separating Tybee and Little Tybee Islands and is for those interested in testing their speed and endurance. The Little Tybee Challenge, approximately eight miles, is for those who want to challenge a full range of sea kayaking skills. This race will circumnavigate part of Little Tybee Island through narrow tidal creeks, tidal rivers, beachfront, open ocean, and two surf zones.

The Challenge has become a kayak

"cult" classic because of the difficulty of the paddling, despite the relatively short course. Breaking surf in shoal areas, a confusing maze of tidal creeks to navigate, and strong opposing tidal currents can whittle away your time and have led in the past to racers washed up on the beach or wandering in the marshlands. Surf-skis will not have an edge trying to speed through the narrow switch-backs and curves of Jack's Cut. About two miles of the course are on open ocean, and the going can get quite rough!

The race has become a community event with racers and non-racers alike out on the water and enjoying the hospitality at AJ's. Gumbo, beer, and a sense of having striven in a good cause are the ample rewards awaiting you if you take the Challenge. Visit TybeeKayakRace.org.



Tour Of and For a Monument

Looking for a Father's Day present? Offer your dad a scenic four-hour trip along the Potomac River to see the monuments of Washington, D.C. Guides will teach your dad all about flatwater kayaks and how to paddle with correct technique. He'll see unique views of the Washington Monument, Lincoln Memorial, the Tidal Basin and other historical points of interest. No crowds out here! The guides will interpret the history behind the monuments and bridges as your dad paddles along. He will also learn about the history of the Georgetown area, as he circumnavigates Washington Island (tide dependent). He might catch a glimpse of heron, kingfisher, and learn about the river ecosystem. All equipment is included.

Trips start at the Columbia Island Marina. If he can't make it on Father's Day, June 19, trips are offered nearly every Sunday June through September. OK, you can go too. Go to www.potomacpaddlesports.com to book.



Adirondack Sojourn

The Adirondacks in upper New York state contain more than 3,000 lakes and ponds and 6,000 miles of rivers and streams of varying river classes. Paddling ranges from rolling Hudson River whitewater to glassy ponds where deer stop to drink; from a short circuit around a scenic lake to a multi-day river and lake camping trip.

Where to start? Download a free Adirondack Waterways Guide with the best paddling routes. This guide offers maps, waterway descriptions, camping opportunities, scenery along the routes, and more. An interactive map of Adirondack waterways and an online trip planner helps map out your trip - from Adirondack campgrounds along the waterway to more luxurious accommodations and dining at the end of your journey. The online map is not meant to be used for navigation. Get a list of canoe and kayak books for detailed navigation maps.

Also check out Featured Adirondack Canoe & Kayak Trips including the west branch of the Sacandaga River through the Silver Lake Wilderness; a short 1/2 mile open water paddle to Schuyler Island on Lake Champlain; and the Deer River Flow, a nine-mile round-trip route in the Northern

Adirondacks. To start planning, go to <http://visitadirondacks.com>



Florida Festival is Top Event

The Calusa Blueway Paddling Festival has been selected as one of the Southeast Tourism Society's Top 20 Events for 2011. The annual canoe and kayak festival this year takes place Nov. 3-6, with a hub at the Sanibel Causeway just off Ft. Meyers, Fla. New this year is national sponsor *Canoe & Kayak Magazine*.

Since 2006, the popular southwest Florida event has offered seminars, guided trips, demonstrations, races, a photo contest, a fishing tournament, and social events to an eager audience of kayakers. This year's festival will include on-water instruction, Stand Up Paddleboard activities, and a Canoe & Kayak film festival. The magazine will be conducting an on-site sea kayak test for a 2012 issue. Publisher Jim Marsh also is reviving a long-distance race similar to the Captiva Classic.

The festival highlights public parks and archeological sites as well as resorts, restaurants and campgrounds along the Calusa Blueway Paddling Trail, a 190-mile marked-and-meandering saltwater trail that spans the coast and inland rivers along the Beaches of Fort Myers and Sanibel. The festival is coordinated by Lee County Parks & Recreation. Last year paddlers came from 21 states and four countries.

For festival details, go to www.CalusaBluewayPaddlingFestival.com and also on Facebook and Twitter. For trail information,

visit www.CalusaBlueway.com. For Top 20 Events, go to www.SoutheastTourism.org.



MD Woman to represent U.S.

by Ann Brennan

25-year-old Samantha Disanti is headed for the Special Olympics World Games after qualifying in kayaking. This June, the entire Disanti family will board a plane to Greece.

"We have been walking around like we won the lottery," mother Kathy Disanti said. "When we put Samantha in Special Olympics at 8 years old we never imagined this would happen."

Over the years Samantha has been involved in soccer, basketball, floor hockey, and swimming. But it was kayaking that proved to be her strongest sport.

The Disantis have bought a kayak for Samantha so that she can practice on her own as well as with her team. At the end of last summer all of her practice and hard work paid off as Samantha won two gold medals at the state competition.

To earn a spot in the World Games an athlete must first win a Gold medal in their

sport. Samantha won two, one in the 200 meter laned course and the other in the 500 meter open course. She will compete in both events in Greece in July.

Samantha's father Frank has coached Samantha since she first joined Special Olympics and was not completely surprised about the invitation.

"She is really competitive," he said. "She's a good sport when she loses and shakes her opponents' hands after a loss, but she does everything she can to win a race."

While Frank said this Samantha nodded her head emphatically, "I don't like to lose. I like to win."

Being invited to the World Games is a huge honor, but for Samantha it goes even further. This is the first year kayaking has been included in the games and only four kayakers from the United States will be attending: two men from Texas, one man from the Eastern Shore and Samantha.

This makes Samantha the first and only US woman to ever compete in kayaking at the games.

As might be expected from an athlete as well rounded as Samantha, she looks at this trip to Greece as more than an opportunity to compete in her sport. She is looking forward to meeting other athletes from all over the world and of course, trying new food.

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Technique

Capsize and T-Recovery Combo

Story and Photos by Wayne Horodowich

During my years of teaching sea kayaking, I have seen numerous dual capsizes when a T-Recovery was being attempted. Most of them were during basic classes when the students were first learning capsize recovery techniques. It is understandable, because a novice's stability is still in the experimental stage. The capsize usually occurs when lifting the bow to drain the water.

The second circumstance where I have seen this same scenario occur was in very rough conditions. This is also understandable, because most paddlers don't practice their techniques in rough conditions. Grabbing and holding on to the bow in rough conditions can be difficult. In all of the dual capsize cases I have seen, the second one capsizing performs a wet exit. It is not common for that paddler to stay in his kayak. Now there are two in the water that need to do solo recoveries or be helped or the two (if they are alone) need to perform an all-in rescue. Immersion time increases due to the second capsize and wet exit. This is assuming that the assisting paddler cannot roll or the roll fails.

If your goal is to minimize immersion time, then you may wish to consider practicing a combination of two techniques. Try combining swimming with your kayak and then add a T-Recovery. Once perfected, there should be no need to wet exit if you were to capsize while performing an as-

sisted capsize recovery technique, because another kayak is right near by.

Photo 1. Here I am helping to drain the water from my partner's kayak after capsize. Let's imagine I lose my grip and balance while in this position and I end up capsizing. First thing to do is to protect your head from banging into the kayak you just dropped. When practicing this skill fall toward the kayak you are draining while keeping your hand on the bow so you can keep your head clear of it.



Photo 2. Now you are upside down with your goal being to get the other kayak back into your grips so you can recover yourself without wet exiting. When you are back upright you would reinitiate the T-Recovery.

Swimming while in your kayak is a great skill to have in your bag of tricks. While upside down turn toward the side where you see your partner's kayak. You have a choice of side stroking to your partner's kayak or doing a dog paddle. If

you dog paddle, rotate your torso so your chest is facing the bottom and your back is toward the surface. One hopes you had your paddle secured under a deck line or attached to a paddle leash before you started draining your partner's kayak.



Photo 3. Swim towards the other kayak. If you need air along the way you can push down with both hands to provide lift so you can get a breath of air before you continue swimming. When this type of dual capsize occurs, the other kayak is usually near by. On windy days the other kayak can quickly move away so you need to start your swim immediately. If it is real windy, you will not be able to catch the other kayak and then a wet exit would be your next option if you couldn't roll. It is important to keep yourself braced into your cockpit when swimming with your kayak. It is easy to slip out if you do not brace yourself in with your knees and thighs while pressing on the foot pedals.

The most difficult part of this skill is finding the other kayak when you are underwater. We easily get turned around when we capsize. If the kayak started on my right side before I capsized, I need to be coming up with my left arm leading. That is why I like to practice this skill by falling toward the kayak as I drop it. Eventually you should practice falling away from the kayak you are draining so you can practice orienting yourself.

As in all planned submersion practice sessions, I recommend you use nose clips



and/or a dive mask. If the water is very cold use a hood. Once you learn how to find the other kayak then take off the mask. Then keep practicing with nose plugs. Eventually you will want to try it, as it will normally occur: free from nose clips. It is always good to be as comfortable as possible when you are first learning the skills. Once you have the orchestration of the skill mastered in controlled and comfortable conditions, then start simulating real life conditions.



Photo 4. Once I get to the bow (or any other part of my partner's kayak) I lift my head to my hands (which are now out of the water) and I take a few breaths. Then I right myself by righting my kayak underneath me. I bring my head up last to reduce strains. I am simulating the same action we use in bracing and rolling when I right my kayak.



Photo 5. Now that I am upright, I can continue with draining the water from my partner's kayak. Most likely the cockpit refilled when I capsized and as it dropped back into the water.

I have often seen the rescuer capsize as a result of being tentative when holding his partner's kayak. If you grab the kayak and commit yourself to holding it, it is difficult to fall over. If your partner's kayak has deck lines you have an advantage. If he does not have deck lines, you may suggest that they be put on so you can better assist.



I find once I grab a kayak I will not fall over. I look at another kayak as an island of stability. I enjoy putting my full weight on the other kayak as I get it into my grip. It is important to know the internal floatation of all the boats your paddling partners have. I typically inspect kayaks on the shore before the group takes off so I know what I may be dealing with on the water. If I don't like what is there I can choose not to go or try to encourage the individual to add floatation if possible.

Once the water has drained out of the cockpit, I can right the kayak so I can get my partner out of the water and back into his kayak.

Photo 6. From the bow, I spin my kayak so I go into the bow to stern position. I prefer the bow to stern orientation, because I feel I have more options for helping my partner if he is having difficulty getting back in. I also like facing him so I can see how he is doing with respect to facial expressions. It is also easier to hear when I face his mouth.



Photo 7. When I get to the cockpit I take my partner's paddle so she has her hands free to climb over the back deck and re-enter her cockpit. That bow to stern orientation leaves her cockpit wide open if I stabilize from the front of her cockpit.

Once my partner is back in her kayak, I help as needed until she is ready to go. Re-

member to take some time to get seaworthy. Since you both capsized, a little rest break is a good idea. You can rest on each other's kayak for stability.



Photo 8. As always, don't let go of your partner's kayak until he tells you to do so. If you assume he is ready you may have another capsize on your hands.

I normally offer this combo in my advanced skill classes. There has to be a comfort level with being upside down in order for this combo to be successful. I suggest you begin with the kayak swim. Once you feel confident with the kayak swim, you can start using it in many different combo drills aside from the one mentioned above.

Again, our goal was to reduce immersion time for both paddlers. By staying in his kayak, the rescuer reduces immersion time. If the immersion time of the rescuer is reduced, it automatically reduces the immersion time for the first person in the water. I feel this combo uses a lot less energy than any of the all-in-recovery variations.

Give it a try on your next capsize recovery practice session.

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



Great Pacific Garbage Patch

Most people are familiar with the macroscopic effects of plastics pollution in the oceans. Images of porpoises cut and entangled by loose nets, whales wrapped in lobster trap lines, and sea turtles in plastic six-pack holders are familiar, as are even nightmare pictures like that above of a dead albatross, killed by ingested plastic debris. It turns out that an even greater environmental danger arises when plastics break down.

A huge gyre of currents in the North Pacific Ocean traps within its loosely defined borders a tremendous floating mass of debris, consisting of plastic, chemical sludge, and other debris estimated to be anywhere from twice the size of Texas to the size of the continental United States. The actual amount of material has been estimated to be in excess of 100 million tons.

Although the plastics do break down over time, they do not biodegrade into harmless components. The process of photodegradation causes the items to break down into smaller pieces down to the molecular level while maintaining their basic polymer structure, forming a floating concentration of plastic particulates in the upper water column. These tiny materials can then enter the food chain as they are ingested by small organisms near the ocean surface, the toxic chemicals such as PCBs and bisphenol A becoming more concentrated as they rise up the chain.

Although the patch is in the middle of the ocean, it is estimated that 80 percent of the material comes from land sources. Based on studies of ocean currents, it is estimated that waste from the Orient arrives in the gyre within a year, while that from the west coast of the U.S. and Canada takes about six years.

Despite the vastly increased awareness of the environmental value of recycling in the U.S. over recent years, it is estimated that less than 15 percent of plastics ever make it into recycling programs.



Chesapeake's Blue Crabs On the Rebound by Rona Kobell

The annual winter dredge survey indicates that the signature crustacean's population is at its second-highest level since 1997. The surveyors estimated there are 460 million crabs in the Chesapeake - nearly double the number in 2007, when the population was heading for a crisis. The next year, the governors of both states, as well as leaders of the Potomac River Fisheries Commission, vowed to reduce fishing pressure by 34 percent through a series of restrictions.

Those changes were a bitter pill for watermen in both states, already reeling from high fuel prices and losses in other business, such as charter-boat fishing and dredging for oysters. But, officials said, the restrictions were needed to ensure the fishery would be viable for future generations. And, it appears, that is what has come to pass.

Preliminary harvest numbers for blue crabs are hovering in the 88 million - 94 million pound range, the highest harvest numbers since 1993. The 2010-11 results mark the third time since the early 1990s that the adult population was greater than the target of 200 million crabs and the harvest less than the 46 percent target.

Since 1990, researchers in Maryland and Virginia have been venturing out to 1,500 sites in the Chesapeake to count blue crabs as they are hibernating in the mud from December to March. They scoop up the crabs in a dredge and count them. From there, they can estimate how many crabs are in the Bay. The survey is remarkably accurate and remains one of the best predictors of the coming season.

The results were not as good as the 2009-10 numbers, which showed a whopping 658 million crabs in the Bay. But this year presented some major challenges. Warmer than usual temperatures going into the winter intensified the shock when the colder than normal December, January

and February hit the Bay, according to Tom Miller, professor of fisheries at the University of Maryland's Center for Environmental Science.

Rona Kobell is a former writer for the Baltimore Sun. From the Bay Journal, May 2011, www.bayjournal.com

Lower Ocean Oxygen Levels Predict Cascading Failure

There is a cascade failure going on in the world's oceans that promises nothing but trouble in the future, and the problem stems in part from agricultural practices aimed at growing more food on the same amount of land to feed rising populations.

A cascade failure is the progressive collapse of an integral system. The agricultural practices relate to "factory farming," in which farmers grow crops using more and more chemical fertilizers.

But farmers aren't the only culprits. Lawn enthusiasts add to the problem with their massive applications of fertilizer designed to maintain a species of plant that doesn't provide either food or habitat. A whole generation needs to rethink its addiction to lawns.

These megadoses are eventually washed into bodies of water, where they spark tremendous blooms in aquatic plants that result in a drastic drop in dissolved oxygen in the water.

Once the surface blooms begin to thrive, they also block sunlight from deeper water and begin to kill off other aquatic plants which are home and food to fish species. More oxygen is lost as bacteria consume the dying plants. And, as the seaweeds die, the few remaining fish and shellfish species move away, deprived of habitat.

Lower oxygen levels in oceans are very attractive to one species; jellyfish, and these odd creatures thrive under such conditions. In fact, jellyfish have few predators except man, and those few are all at great risk of extinction.

This is good news for the Oriental cultures who regard the slimy beast as a delicacy. For the rest of us, jellyfish are an acquired taste, and one we had better acquire if we want to keep eating seafood.

Adapted from mendocoastcurrent.wordpress.com

New Products



New Pygmy Kits:

Pygmy Boats has announced several new kits recently, which should make the fans of the kit company happy. On top is pictured the Pinguino 145. At 14'6" with a 25.5" beam, the Pinguino is the Pygmy version of the short, stable, lightweight, and maneuverable boat preferred by many kayakers for fishing and short tripping. The standard cockpit size of 19" X 36" is plenty roomy for most adults, although a smaller size is available. Full kit is \$955.

The new slim and sleek Murrelet series are 17' by 22" wide yet retain good primary stability. The line offers a choice of 4 deck styles, three of which feature a new curved cockpit design which allows the stern deck to sweep right down to the sheer to facilitate a Greenland-style roll. In the bow, the rise of the deck allows for a comfortable fit with plenty of knee room. The fourth design has a higher stern deck to increase storage capacity, with a snuggler fit for knees and thighs in front. Full kits start at \$1029 at www.pygmyboats.com.



Free Navigational Charts Online

Now that NOAA is offering its charts in digital format for free (<http://www.charts.noaa.gov/RNCs/RNCs.shtml>), the kayaker has many options for using the files. Probably the simplest and cheapest is to download the files wanted, manipulate them as desired in an image processing program such as MS Paint (free) or Adobe Photoshop (expensive) and print out the desired sections. Since the images are stored in a special format (BSB/KAP), you will have to convert them into a format that you can

use with the photo program. There are a number of free converters available online. We used *bsbReader* (sourceforge.net/projects/bsbreader/files/bsbReader.msi/download) to convert the Northeast charts to tiff format files. This free, simple to use, and very barebones utility will also convert to jpg or png. Mac users can get *GraphicConverter*, a shareware utility which reportedly can convert and modify using one program.



Easy Listening On The Water

If you're the sort who likes to listen to tunes or other audio on the water, you will probably know the frustration of having your earbuds fall out and having to stick them back in, interrupting your stroke and concentration. Yurbuds provide a solution. Constructed of bright red medical grade

silicon, they "Twist-Lock" into place for a secure fit that is claimed to stay put during the most vigorous workout. They are "ergonomically designed to avoid nerve rich areas of the ear," so they will remain comfortable for hours on end. They are also sweat and water-resistant, although I was told that a roll would probably blow them out. Available for \$49.95 at yurbuds.com.



Magellan eXplorist 310 GPS

Ready to use right out of the box, the Magellan eXplorist 310 GPS receiver comes pre-loaded with the World Edition map, which includes a complete road network in the United States, Canada, Western Europe, and Australia and major roads throughout the rest of the world. The map also includes water features, urban and rural land use, and city centers. Regional versions of Magellan's Summit Series topographic maps are available for download to expand mapping coverage and level of detail.

A transfective color screen aids readability in direct sunlight. The SiRFstarIII GPS chipset provides accuracy of 10-15 feet (3-5 meters). The device is powered by two AA batteries for 18 hours of constant usage. The eXplorist 310 is rugged, waterproof, and submersible (IPX-7). All of this is packed into a small handheld device that can be hung around your neck with a separately purchased lanyard or attached to your pack with a built-in hook. \$199.00 at magellanps.com.

A Tale of Two Charleston Adventures Anyone Can Paddle

Story and Photos by Ralph Earhart



Paddling past the Battery.

I enjoy reading paddling magazines, but to me the stories of paddling in a bug-infested wilderness, paddling in remote desolate areas, or paddling in extreme weather conditions for weeks at a time become fiction for me. I can believe the stories but they will never be “real” for me. I have no desire to suffer for a few moments of spectacular scenery. If you are a person who wants to read about wearing a bug suit while eating, or portaging miles through steep rocky terrain, read no further. If you are interested in reading about a place where real people can get on the water and have a unique experience, read on.

Charleston, South Carolina played an important part in the early history of our nation and Charleston Harbor boasts great paddling in a modern harbor. Pirate ships,

Revolutionary War British warships, and Civil War federal and confederate ships roamed the harbor. Paddlers can launch from many areas and explore the busy harbor. Just 30 minutes south of the city are black water rivers bordered by the preserved remains of 18th century rice fields that made Charleston one of the richest cities in colonial America. This is the ACE Basin, a 350,000-acre conservation area estuary for the Ashepoo, Combahee, and Edisto Rivers. Paddlers can paddle all day and not see another boat in this area.

Begin a Charleston Harbor paddle by launching at Wappoo Cut boat landing, just west of the city across the Ashley River. Pick a day when it is low tide in the late morning. This will give you the opportunity to paddle with the outgoing tide to Fort

Sumter about seven miles away, or if you’re hearty, another two miles out and around Fort Sumter to Cummings Point on Morris Island.

Paddling out towards the Ashley River takes paddlers by the “number 1” spot for brown pelicans to rest. Cross the Ashley River and paddle by the Battery - this is where the notorious pirate Stede Bonnet and his crew were hanged. Head out across the open water to Fort Sumter. Across the channel from Fort Sumter is Sullivan’s Island where Captain Kidd buried treasure was made famous in the Edgar Allen Poe story, “The Gold Bug.” Round Fort Sumter and paddle to the beach at Cummings Point. Union forces used Cummings Point as a location to bombard the Confederates in Fort Sumter. Because the water is so shallow on



Map by David Eden.

this stretch, paddlers experience chop as they round the fort and head towards the Cummings Point beach.

The paddling plan is to arrive at the sandbar by the fort or Cummings Point beach just before low tide. Take a break, swim and relax, and then head back with the incoming tide. I do this trip in my 14-foot Wilderness Pungo, a recreational kayak, when it is a relatively calm day with winds expected to be no more than 10 mph in the afternoon. Summer winds generally do not pick up on the harbor until after 11 AM. In fact, sailing classes in the summer do not begin before 11 AM due to a general lack of wind. I use my 14-foot Wilderness Tsunami when it is windy or I do not expect to get back into the Ashley River before early afternoon.

By going out past Fort Sumter to Cummings Point, paddlers will go over the Charleston bar. From the founding of the city until the jetties were built in the decades following the Civil War, large merchant ships and warships did not cross the Charleston bar without a pilot. In the 1700s, when merchant ships came to Charleston, they anchored off the Charleston bar and waited for a pilot boat to come out. Blackbeard, the infamous pirate, learned about a convoy of merchant ships that was set to leave Charleston and he used the bar to his

advantage. He and his cohorts anchored their ships off the Charleston bar, the merchant ships leaving Charleston saw them and thought they were other ships waiting for the pilot to lead them across the bar. The merchant ships went out and as soon as they crossed the bar, Blackbeard unfurled his sails, captured, and looted them. Merchant ships coming to the city saw the ships anchored on the seaward side of the bar and assumed they were other merchant ships waiting for a pilot. They got close and Blackbeard captured them. He had the city blockaded for more than a week before the word of his presence got out and all shipping ceased.

The Charleston bar discouraged British warships from entering Charleston harbor to support British troops as they tried to, and eventually did, capture the city after a major land siege. The same bar kept Union ships from attempting to pass Fort Sumter and enter the harbor so that Union forces could capture the city during the Civil War. Charleston did eventually fall into federal hands, but only after General William Tecumseh Sherman began his march northward from Savannah. Confederate troops left Charleston to avoid being cut off from the rest of the Confederacy. One morning when Fort Sumter and city batteries failed to return fire, the Union forces realized the



Number One resting spot.

city had been abandoned by the Confederates.

Travel 30 miles south of Charleston and paddle on Penny Creek and the Edisto River in the ACE Basin. This is a completely different experience, almost a “time warp” from the harbor. I have paddled in the tidal sections of the rivers of the ACE Basin during major weekends in the summer and saw no other boats. I tell people that a great day paddling in the ACE is when one sees more alligators than boats. Take Penny Creek down to the Edisto River, paddle through



The Author at Cummings Point.



Rounding Ft. Sumter.

a rice field canal, and then cross back over the Edisto to Willtown Bluff, about a seven-mile paddle. Plan the trip to take the outgoing tide from the Penny Creek landing, arriving at Willtown Bluff just before low tide. This requires running a shuttle unless

one plans for a 14-mile trip by arriving at Willtown Bluff at low tide, swimming at the sand bar just off the boat landing, and then paddling back to Penny Creek with the incoming tide. Swimming note: humans are not on the food chain for alligators. Nature



Penny Creek.

provides all the food they need in the wilderness. However, I do not recommend swimming in the narrow creeks. I save swimming for the wider sections of the river.

If the tides do not work for that trip, do the reverse, taking the incoming tide from Willtown Bluff, cross the river and go through the rice field canals, and then paddle up Penny Creek. Alligators, egrets, herons, perhaps even a bald eagle are common scenes along this black water route. The water is the color of tea due to the organic material released in the swamps that drain into the river basin. Because the water is relatively sheltered, I use my 12-foot Wilderness Pungo. Even though the rice field canals are narrow and there are 90-degree turns, longer touring kayaks can easily make the trip. If you do this trip on your own, plan to explore the rice fields but do not expect to paddle directly through them; it took me several attempts to learn my way through the rice fields.

The rice fields in this area generated great wealth to the plantation owners, making Charleston one of the wealthiest colonial cities in America. Plantation owners learned that areas with a three-foot tidal difference were excellent for rice cultivation. They cleared the land, built dikes and canals, and made themselves rich cultivating “Carolina Gold” rice. The work associated with rice cultivation required significant labor and that led to the importation of African slaves to do the backbreaking work. African slaves generated wealth throughout the South Carolina rice and cotton plantations. One is amazed when paddling through the rice fields that all the work was done by manual labor. Commercial cultivation of rice in these fields ended in the 1920s after hurricanes in two consecutive years damaged the infrastructure with a severe one, two punch. The rice fields are now managed by conservation minded plantation owners as “rest stops” for migratory waterfowl and wild rice grows in them.

Paddlers from experienced to beginner can enjoy paddling in the Charleston area. These are just a sample of the many trips. Bring your boats and do your own exploring during the day and enjoy a nice meal, nightlife if you want, and a bed at day’s end. The



Paddling through a rice field canal.



18th C. water control on a rice canal.

hustle of the harbor and the serenity of the ACE Basin provide an interesting contrast in this historic area.

A great resource for paddling around Charleston is my book, *Kayak Charleston: Trips Within an Hour of Charleston*. This

guide provides detailed directions to more than 60 landings and throw-ins within an hour of Charleston; tells a little about each landing, notes the tide offset from Charleston Harbor, and suggests more than 100 paddling trips. Order it through Barnes and Noble bookstores (ISBN 0-9748955-2-0); buy it from one of the local kayak retail shops; or order it directly from the web-

page: www.kayakcharleston.net.

Ralph Earhart is the author of the guide-book Kayak Charleston: Trips Within an Hour of Charleston. He operates a tour company specializing in small groups and families and tells about the history of the area on the trips.

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How Far Can You Go?



Jon Turk leads 2011 Ellesmere Island Circumnavigation

In 1988, Chris Seashore and Jon Turk paddled from the south coast of Ellesmere Island, up the east coast and across to Greenland. Turk writes on his website, "It's been nagging me, for the last few decades, that no one in modern times has circumnavigated the island. (Of course some teenagers on dogsleds may have done it a long time ago, but that is a different story.) I was on book tour most of 2010, traveling around in cities and on freeways, talking about the spiritual value of deep wilderness. Fair enough, but after a while I knew that I had to follow my own best

advice," Turk writes.

In May, Turk, Tyler Bradt, and Erik Boomer began a circumnavigation of Ellesmere.

Ellesmere Island is one of the closest points of land to the North Pole. Regarded by many as one of the last great Arctic expeditions, this circumnavigation will follow the rugged, treacherous coast of Ellesmere for 1,400 miles. The team will sail, ski, trek, and sea kayak during the spring and summer thaw. If all goes well, the journey will take 100 days and will be completed by mid-August 2011.

The group set off on skis from Grise Fiord, on the south coast of Ellesmere, using kites or sails when possible to drag the kayaks. They will travel in a clockwise direction moving, first, on solid ice on their journey west, then north around the island.

Arriving at the north coast in mid-June, the team will be faced with the crux of the expedition. Unimpeded by any landmasses, the full force of the Arctic icepack collides relentlessly against the island. They expect to encounter jagged pressure ridges, and fractured, grinding ice.

In early July, they will round the northeast corner of the island into the Nares Strait between Ellesmere Island and Greenland. Pinched between these two giant landmasses, the Arctic icepack squeezes together and jams into the strait.

Huge icebergs from calving Greenland glaciers, accelerated by global warming, will add to the complexity, excitement, and stunning beauty of this place.

Turk and his team will complete the expedition by sea kayaking the remaining five hundred miles back to Grise Fiord, completing the first circumnavigation of Ellesmere Island.

Major sponsors are: Eddie Bauer - First Ascent; Polartec Performance Grant; Wilderness Systems; and AT Paddles. For more information: www.jonturk.net.

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New Destinations! Remote islands! Trip planning guides!

Join the Maine Island Trail Association!

Current members enjoy access to Trail properties for day or overnight use in return for observing low-impact techniques outlined in MITA's annual 250-page Trail guide - included with membership. View the guide online at <http://guide.mita.org>. Established in 1987, the Maine Island Trail Association is a membership organization dedicated to the protection and enjoyment of the wild islands of coastal Maine. With 191 trail sites and over two decades of community-building, stewardship and education, the organization developed a model of sustainable recreation while creating America's first recreational water trail, extending 375 miles from the New Hampshire border to Machias Bay.

www.mita.org



An Easter Kayak on the Bronx Kill

Story by Pat Slaven Photos by Kam Truhn



Matt, Pat, and Jim take alternative transportation along the Harlem River.

Easter Sunday, 2011 we all could have joined our respective families for the new tradition of overpriced buffet at a marginal restaurant, but we chose to go kayaking and do a longish early season paddle. We asked friends to accompany us. All had cold water gear and strong padding skills.

Kate and Pat poured over local charts and found a little known Bronx waterway to explore – the very urban Bronx Kill. This tiny water way disappears into mud at low tide and requires a portage at a new moon high tide. It is known among paddlers as a way to avoid the boiling currents at Hell Gate where the Harlem and East Rivers come together and flow at the behest of lunar gravity, around Manhattan or exit towards Long Island Sound. It also has the distinction of defining Randall's Island

which is known for Icahn Stadium, concerts, the annual appearance of the Cirque du Soleil tent, plus a public health hospital.

There was no good way to loop back to our home base in Yonkers without fighting a stiff current in the Harlem and Hudson Rivers. A car shuttle seemed to solve the problem. We assembled our group of padding friends and shuttled to Hunts Point Riverside Park leaving a few sturdy vehicles there. In less than an hour we were back in Yonkers launching kayaks from Yonkers Padding & Rowing Club (yprc.org) for our adventures. We had an ebb as we paddled south down the Hudson pushing the pace a bit to ward off the morning chill. Per usual entering the Harlem River and seeing bridges over head is a thrill. The big blue Columbia University “C” greeted us.

We took a break near the Peter Sharp Boat house waiting for the tide to rise a bit. There is a public garden with a clean bathroom - heated yet. The park rangers looked at us with surprise as the park wasn't quite open and asked where did we come from? And why were we wearing the weird get-up? Were we swimmers? We continued south, down the Harlem River – we knew that the mouth of Bronx Kill was close to the Triboro Bridge and we had a count of bridges we'd pass under since there generally are no signs visible from the water. A GPS would have also worked. As we passed under the High Bridge, I asked my colleagues to take a photo of me. Many years ago my dad painted a picture of it on a business trip to New York. It's been on my wall for quite awhile.



Built in 1848, High Bridge is the oldest standing bridge in New York City.



Gwen in the Tube.

Soon we were close to the Triboro Bridge and examined a small inlet, then realized it had to be the stealthy Bronx Kill. We knew from Google maps that its demarcation is ball fields and up on the banks we saw a game in progress – maybe others avoiding the relatives? A group of cricketers greeted us. What they perceived as a drainage ditch came alive with eight Easter egg colored kayakers making their way across.

The Bronx Kill narrows into a minuscule channel maybe 30 feet wide and most of a mile long. This tiny waterway separates a patch of the Bronx from the rest of the country, yes there were more bridges

overhead and as we noted kayak passage had to be planned for about one hour before high tide. We were about an hour too early and did have to carry boats about 20 feet over a rocky patch and under a low bridge. At high tide even a kayak cannot easily pass under as there is just too little clearance. One could do a portage up and over. But what fun is that?

All too soon the Bronx Kill morphed into the mouth of the Long Island Sound. Our favorite picnic spot beckoned as we paddled across the entrance of New York Harbor for North Brother Island. The currents are squirrely which is being nice; however with the massive volume of water alternating between “in” and “out,” it is to be expected. We picnic in the sun and out of the wind. Spring was finally on its way. In honor of the day, Kate pulled out a dozen dyed hard boiled eggs; I had a package of Peeps & jelly beans. This little island is inhabited by nesting herons and egrets, who seem to ignore the bird sanctuary signs next door on South Brother Island (which is posted off limits). They make their nests from the flotsam and jetsam. Gwen and Kate explored and returned creating art with found objects. After a bit we packed up our kayakers and slipped back in to the water. The last part of the trip did involve crossing a shipping channel. We held our position by a buoy while a tugboat pushed a barge towards New York City. We crossed the channel and paddled the last mile to the Bronx River. We made good time up the Bronx River, waving to folks on the shore who were enjoying Easter in the park among the blossoming trees. Hunts Point Riverside Park was full of families; our cars sat patiently waiting for us in the lot. Our trip tallied 16 miles; it was good day on the water with good friends.



Goodyear goose nest.

Events - Run of the Charles

A River Ran Through It...

By Mark Ceconi

Photos by Wes Echols



Off to a good start at the Run of the Charles River Race.

Compromise can be a terrible thing. “I’m really not that far out of shape...” “Four Guinneses can’t be considered excessive; they’re half the calories of an IPA...” “Stopping to search for seaglass on an eight-mile training paddle will suffice to prepare me for the 19-mile race on the Charles...”

The theme for this year’s 2011 Run of the Charles Canoe and Kayak Race that took place April 30 in the Boston, Mass., area might have been: “Races are won on the flats, and lost on the portages.” Scott Stenberg posted this on a recent Facebook thread. This was to be a self-fulfilling prophecy for me this year. The flat water bit went fine - it was the running (a very loose description) that proved to be my undoing. And the 19-mile race has six portages (say “por-taaa-jez”), the longest, half-mile in length. My race start began at Riverdale Park in Dedham, and wound its merry way to the finish line festivities approximately 18-plus miles down this scenic river. When the smoke cleared, it was another exceptional day, for another exceptional race.

From the get go, it was going to be different from previous years. My buds,

Jim and Steve, would both not be making it for this one. Thankfully, Tommy (Kahuna) Kerr would be, but my regular road trip companion would be driving up separately. Both Roger and I had braved potential rush hour traffic driving up to Wellesley, Mass., to rendezvous with Sean, my fast friend since waaaay back in high school, fellow racer, and host for the evening. For the first time ever, we’d be catching a ride in the early AM from the finish, where we dropped our cars, rather than playing the inevitable automotive musical chairs, standard for any point to point race. We’d be ferried over by the good graces of Aims Coney, ski and canoe orienteer and all around outdoor athlete, and his wife, Terry. I sent my beloved Westside EFT with them, and hitched a ride with David Vandorpe. There was entertaining conversation on the way over - debating the merits of Cheerios in the blender as a training supplement, et al.

Upon arrival at the start area, while hunting down Aims and trailer, I discovered Rob Flanagan performing a mel-ondectomy on the sidewalk outside Aims’ van - slicing up honeydew for our crew. Seems Rob had attempted the feat in tran-

sit, but wisely selected to wield his knife in public instead.

The staging area was the usual re-connecting with old paddling friends on the lawn and the Porta Potty line. (Sean was espousing the comfort advantages of the handicapped Port-a-Lets versus the standards (“There’s so much room in there...”), to which I reminded him of the little known 80’s ad campaign slogan: “Never set, in a Port-a-Let.”) Turncoat Glicker (Joe Glickman) shunned his kayaking brethren for a single blade in a C-2, and Chaz Ross and lovely bride made the long drive to again put in a strong showing in his V12 Elite. Longest trip of the day award had to go to S.S. Weyman, a Bermuda-based surfski paddler who originally hails from South Africa. He also won the “savage tan” award; us pasty New Englanders quite literally, paled in comparison.

For those who have never done the ROTC, there are 6, 9, and 19 mile races in addition to the 24-mile relays and Pro Am canoe races. The river itself meanders through Boston suburbs - it is quite scenic, and generally is accompanied by some current assist. Thanks to the efforts of the



The author puts on the pressure.

Charles River Watershed Association, the historic Charles is far cleaner than ever before, sporting wildlife up and down its banks. In addition to the six portages, the 19-mile race offers one mini rapid.

The starts were clustered tightly together this year. Our wave comprised open kayaks, K-1s, 2s, and fast touring boats.

At the gun, we all shot off the line, several K-1s, and the formidable K-2 team of Quagliata and Spies among them, peppered with some open class skis and a Mohican or two (Ted and Dave). I managed to hang with the front runners for the first mile and a half, riding wash behind Roger, Rob, and good friend Tim Dwyer, in his Typhoon. By mile two, they all began to pull away...

I was optimistic, though. I'd been in this place before - pop too soon and pay the piper later, so I settled in for the long haul, trying to keep my HR at 160. Like the proverbial tortoise and the hare, I hoped to benefit from pure attrition, without being one to succumb to this myself.

The five miles to the first portage drag on; the river's wider and everyone's still feeling fairly froggy, so you're basically trying to keep tempo, and avoid being dropped. The initial portage is a wake up call. Envision timing your dismount as you coast smoothly into shore (Reality: Clip several rocks and get your rudder tangled in a bush before skittering up and over the steep, loose shale embankment.). You then leap out gracefully, simultaneously shouldering your feathery craft, and prance

nimbly down the path. (Reality: Stagger awkwardly away, drinking tube coiled python-like around one leg, while jerking your 40-pound boat to one shoulder, the knife-like fiberglass coaming digging into your rotator cuff, neatly missing the padding taped to your pfd intended as a cushion.)

At this point I joined S.S. in his rented Epic V-10 Sport. He had previously introduced himself at the start, recognizing my mugshot from the most wanted section of www.surfskiracing.com. We traded long pulls: ten minutes on, ten minutes off, and the miles dropped away. At some juncture we picked up a racer in a white Current Designs fitness boat, along with Mark Jacobsen from Charles River Canoe and Kayak in his K-1, and had quite the little train going. I felt like Thomas the Tank Engine for awhile there, a puffin' and a chuffin', but both of us were giving off a good head of steam, taking our turns, pulling hard. The other two would open a gap on one of the portages. We'd reel them in on the paddling sections, but again they'd gap us on dry land. Eventually their gap stuck, and they held it into the finish. That's racing - smart tactics that played to their strengths.

The half-mile long portage through Wellesley was nothing even approaching fun. Last year, it seemed to go mercifully quickly. This year, it was an eternity. Shuffling past the lines of cars stopped by traffic officers, allowing racers to cross,

I made brief eye contact with one driver of a minivan. He had an incredulous look on his face, as if he couldn't comprehend why in heaven these kayak and canoe types would want to run with their boats down a city street. I was right there with him.

This particular portage gave me insight to how butchers separate bones from joints, along with the tools of their trade. I believe they do so with carbon fiber and Kevlar kayak cockpit coaming, judging by the way my humerus was cleaving clear of my clavicle and scapula, shouldering my boat. I cursed everything: the developing dinner plate-sized bruise on my right love handle from banging the kayak up and down in the carries, people who drive the speed limit in the passing lane, God's green earth, the light post I happened to be passing by at that particular moment...

But most of all, I cursed the invention of the wheel. Because, you see, dear reader, there is nothing worse than physically humping your kayak slung over one shoulder along a public thoroughfare, only to witness some wispy little runner-type tippy tap past you, effortlessly rolling his or her boat behind. The approaching rumble is the worst - you know they're coming and, save a pathetically indignant little burst in what might generously be deemed a trot, you're literally a dead man walking.

So many went over to the dark side of wheels this year. My only consolation was that somewhere behind me, Sean was hefting his heavier Stick o' Buttah Futura II, balanced on his head. In the weeks leading up to the race, Sean attempted some shade tree mechanics of his own to cross over, sawing the wheels off a pram (That's actually what he called it, a pram... as if the implied Anglophile status might somehow lend credibility to Rube Goldberg-esque style contraption that squatted in his driveway.) and attempting to lash them on to the Futura. He eventually settled on a heavily padded hat instead, serving to cushion his Fontanelle as he carried his surfski Nigerian water carrier style atop his cranium.

It was helpful to match strokes with S.S. over the miles - when my speed would drop off, he'd take a pull, and vice versa. I was dog tired, and called out to him several times that if he could go, then

do it, as I was pretty cooked. "Stick a fork in me..." were my exact words.

The river narrowed, twisting and turning, doubling back upon itself, as the current quickened. As we neared the location of the rapid under the bridge, I called out advice to him, as to which line to take. He shouted back that he'd follow my line through, so I just put my head down and kept cadence until I could hear the rushing water and cheers of the spectators watching the swims.

Tom Walton in his C-1 was just ahead of me here. I don't know Tom, but now I do; he had his name written in large block letters on the back of his pfd. As I followed his line toward the rapid, I stole a quick glance behind me to be sure that S.S. was on my stern. And he was nowhere to be seen. Knowing I had told him which line to take, I fully expected both of us to punch through together, and he would collect me on the remaining 4 to 5 miles to the finish.

To call what lay before us a rapid is to be kind. An energetic little set of riffles might be a more apt descriptor. However, it is a crafty little set of riffles. For those who've not done it before (and sometimes, even for those who have), the Charles lures you into thinking that river right is the best line. After all, it appears to be leading into it, the tranquil little eddy tucked alongside the more turbulent water to the far left.

They would be wrong. What happens river right, is that you drop down into that seemingly placid little eddy, which immediately kicks you in the arse hard left into the turbulence, only by now you have broached, and are fast approaching the concrete bridge abutments... sideways. What generally ensues is the inevitable highside and PLOOP!, a refreshing little swim to check out the vastly improved water quality. The best way through is river left, right down the center of the rapid. The current still kicks you hard left, but you thread the needle, cleanly missing the concrete piers.

Tom attempted the placid route, and I shot past him as he was spun in the eddy. Evidently, the same thing happened to S.S. here - he stayed upright, but saw quite a bit of scenery in one place as he was spun around as well. A number of folks swam at this spot, particularly those piloting more tender boats. The EFT was unfazed, in fact, I think the spectators above were disappointed at the lack of a show, and after one

more portage, all that remained was the remaining slog to the finish.

In the remaining miles, the Charles opens up, from the overhanging branches and tree-shuttered, semi-darkness of the narrows, to the approaching metropolis of the city itself. You can feel the change in the river. It becomes bigger, broader, less suburban, more impersonal, citified. These, for me, are also the hardest miles. Compared to the forest glade feel of the earlier sections, replete with geese, ducks, swans, and the occasional Great blue heron, this part is the "let's get it over with" part, standing in the way of the finish line barbeque and festivities. Last year, I unraveled in the closing miles here. I was tired, bone weary, can't raise my shoulders any higher tired, but it was that dull ache, that foretells the feeling like you've been hit by a minibus for a day or two afterwards. The white buoys (or were they orange?) grew closer, the cheers grew louder, and I was done. Seven minutes slower than last year, but given my current state of fitness, and lack of preparatory training intensity, it felt like a gift to break the three-hour mark with a 2:54. Nothing to write home about, but nothing to hang my head in shame over, either.

Many fellow competitors had great races. Chaz rocked out loud in his V12, as did TK, paddling Greg Barton's old boat, a Twogood Mako Pro. Tim had managed to avoid the fishing lines this year, but in a superb display of power and rotation, popped his seat cleanly out of his Typhoon, still managing an outstanding time. Dave Grainger, Rob... all put in great effort, with solid results.

Betsy Echols and Leslie Chappell were a warm, welcoming paparazzi, snapping away and cheering me in. Helen Parkinson, and son, Chris, were there too, more smiling faces to greet me. We stood on the banks watching the six-mile race come by - Wesley, Chris, and Mike were in this one. Finally, it was Chris, powering strongly to a first place finish, trailed not far behind by Wesley, in his bumblebee yellow and black Stellar SES. The two had a bit of a friendly dogfight out there. Chris exploded off the line and Wesley worked hard to slowly reel him in. Chris then made a textbook tactical move in the wake of several C-2s, opening some daylight as Wesley tried to labor up and over their bow



Cheering up the racers on a grey race day.

wakes. He opened up a gap, and held it all the way.

Slotting into third was Bob Capellini, whose hair once again stayed perfectly in place during his strong effort. Francisco Urena, decorated soldier, and new to surf-ski racing, chased Bob in. I was pleased to be able to cheer them on, along with another good friend, Bruce Willis look alike, Mike Parkinson, and that always ready for a party, Boston firefighter, Timmy Shields, who had done the 9 miler.

Pam Browning and Ted van Dusen graciously allotted some space in their waterside New England Canoe and Kayak Racing (NECKRA) tent and exhibit area to set up the barbeque grill brought in by Rob. Thanks, Rob! (It's rumored he actually removed the wheels from his boat to wheel the grill in as well.)

It was the best of times, and it was the best of times. This was my favorite part of the event, gathering around the grill, drinking coffee from lidded travel cups, and sharing stories of our day's efforts. I'm reminded of a song by John Prine, "Lake Marie": "There were four Italian sausages on the outdoor grill, and they was sssssss-sizzlin'..." There was a sumptuous feast of steak, hotdogs, sausages, and kielbasa, with tables set up for snacks, Capellini pasta salad, and the infamous Dwyer magic bars.

All around the grounds of Herter Park, similar scenarios were reenacted. Racers clustered around the centrally located results board, small booths of sponsors and exhibitors plied their info and wares. Good times and fast (quite literally) friends. Thanks to the CRWA and all their volunteers who lined the banks and takeouts to cheer racers on, and worked the tables at registration. Until next year...

Events - Essex River Race

Story by Tamsin Venn Photos by David Eden



SK singles class begins to spread out.

May 14, 9 a.m. more or less. Captain's meeting. Bill Kuklinski asks the roughly 168 boaters gathered for a show of hands - who is here today but not last year? - a small showing of hands goes up. Last year, boaters faced 30 mph winds and they were complimented on their readiness to rescue the overturned and wet, ignoring their race times. This year, those competitors are rewarded. Winds are from the southeast at 8 mph or less. Just looking downriver, there

was little wind, slightly overcast, flat water, perfect for the running of the 2011 Essex River Race in Essex, Mass.

The race was slated to start at 9:30 with high tide around 9 a.m., an earlier start than usual. Racers had a nice push from outgoing tide, but dueled the top of the outgoing tide coming back in.

Many look on the race as a tune up to the Blackburn Challenge, for kayakers to stretch their muscles and jumpstart training



The Publisher at the Essex Shipbuilding Museum, race gathering site.

Kudzu Craft
Fuselage frame kayaks
Full sized plans, kits, supplies
Kudzucraft.com Guntersville, AL



The Harold Burnham gig, Tom Maillot cox.

for the the 22-mile open ocean race around Cape Ann mid July.

Clearly this is a sentimental favorite. Pat Lofuts came up from Pennsylvania for his seventh year, joined by his daughter. He left the sliding seat at home, not enough spring training yet. Perennial Row Hard No Excuses Tom Maillot, for whom this race is a puff ball - he rowed across the Atlantic in 2001 - has been doing the race for 20 years. Due to a recent operation, he hadn't planned to race, but at the last moment

hopped into Harold Burnham's pilot gig as the rudder, keeping the heavy boat on line while its backward rowers did the work. Jordan Engel slid down from Vermont to pick up a surfski he had bought from one of the racers. Henry Szostek planned to retire the Rufus T. Firefly (Groucho Marx in the movie *Duck Soup*) and build a boat he could take a nap in. The race is more like a spring fling than a race, even the High Performance Kayakers (HPK) like to check out how each other's spring training measures so far.

The setting becomes more marine historic every year. This year it coincided with an Essex River festival, so the boatyard was lively with outside visitors, tables and face painting, chowder and hot dogs, beer and bottled water. And right before our very eyes, Harold Burnham and company were building the pinky schooner *Ardelle* – the Burnhams have been building schooners in Essex since 1819 in this former shipbuilding capital of the U.S.

New this year, the start was moved several hundred feet downriver due to the condemned restaurant deck once used as a staging area. No length was added. Another change, three stand up paddle boarders took part, but I'm not sure how far they got. At the finish line race organizer Donna Lind queried – are you in this race?

The race is a marvel in simplicity. It starts right in the town of Essex next to the public landing at the Essex Shipbuilding Museum and Periwinkles restaurant. It goes 5.5 miles out the Essex River, around Cross Island, and back.

This river race requires point to point strategy. Due to a high tide, that strategy was less pronounced and the visuals more confusing. If you chose to cut distance by paddling over submerged marsh, you risked slower boat speed, not to mention actually getting stuck on the marsh or scraping over rocks. But cutting distance is always tempting.

Everyone flew out the river, one kayaker said his GPS measured a five nautical mile rate, but reverted to 4 once he made it around Cross Island and came back against a tide, impeding progress.

This is a fun mixed race, which like its longer sister the Blackburn, combines the old – the traditional banks dories lumbering along, oars dipping and dripping – and the new – the triangular wedge of a surf ski



The SUPs off on their 6-mile odyssey.



Rounding the half-way point at Cross Island.

stern practically submerged and a hunched over human cranking up the stroke rate barely dropping water. Because it's a short race, everyone arrives in time to see each other at finish line activities.

On a personal note, I haven't done this race in more than 17 years (my daughter's age). It was a hoot to be paddling in it again, and with the huge crowd (168 people) it felt like a Rip Van Winkle experience – the race going on all these years, gathering momentum and history and anecdote altered by surf skis and GPS models. I meant to just stroll around the course, but the minute Donna Lind set the Sea Kayak division on play, I cranked out of there, like a Catskill ghost on gatorade, and in all honesty didn't stop flailing until I arrived back at the finish line, staring longingly at my sloshing Dasani water bottle lashed under my decklines, not wanting to interrupt one single stroke for a sip. Umm, think camelback water system...I tried different stroke combinations – trying to channel the Bert Reitz Forward Stroke Clinic DVD. My husband, taking photos off Conomo Point for this article, gave me the highest compliment of all – when you came around Conomo Point you were even in the pack. Yahoo.

If you're not eyeballing your GPS, you look ahead at the water world of submerged marshes and tiny moving colorful forms

on the horizon, the pulling boats slightly higher than the rest. Your view going out is Hog Island and the spare settlement of the 1700s Rufus Choate House (setting for the movie *The Crucible*). In this mode, the Fast Kayak and HPK class start to pass you. As you round Cross Island, you get a full view of the dunes on Crane Beach and white castles fill your eyes. Now everyone has pretty much settled down in their paddling order, and not too many stray from the formation. On the way back in on the river, you get back to sorting out the old from the new buildings to determine where the finish line is on the causeway. Shoulders ache, knuckles tighten, listing to one side starts, and you best switch your gaze to near foreground – how fast the marsh is passing by – as opposed to how far away the causeway is. Not to mention the stubbornly unchanging boat lengths between you and the next kayak. Everyone has punched in cruise control.

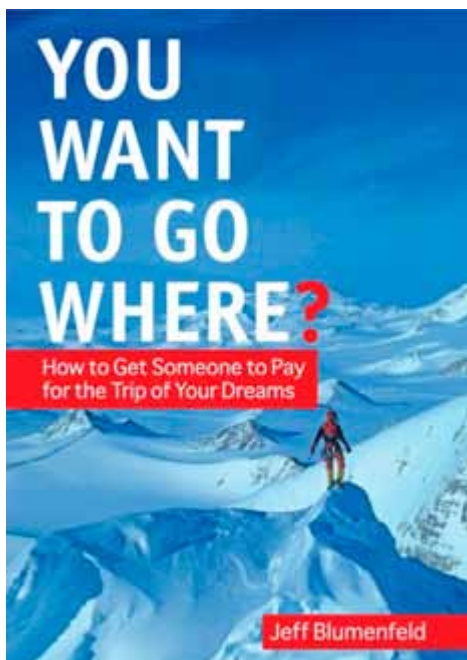
Then you get over the finish line and join the clumps of boats rafted up to talk over the race, lingering on the water.

So, like many others, I'm jump started to the Blackburn Challenge, this year July 23, as usual out of Gloucester, Mass. It's a leap from 5.5 miles to 22, but hey. Go to blackburnchallenge.com for an entry form.

See you there.

You Want To go Where? *By Jeff Blumenfeld*

Reviewed by Tamsin Venn



It's one thing to circumnavigate your local Great Heron Island. It's quite another to circumnavigate Antarctica, Great Britain, Australia, Sri Lanka...

If you've dreamed of ramping up your expedition fantasies and exploring a part of the world you would like to know better, the book *You Want to Go Where? How to Get Someone to Pay for the Trip of Your Dreams* (Skyhorse Publishing, New York, NY; 2009) is for you. The author, Jeff Blumenfeld, who is an avid kayaker (as well as fly-fishing angler, downhill skier, sailor, and fluent in Morse Code – although that doesn't come up too often in conversation) expertly walks you through the details. He is the founder of his own public relations and special events firm based in Darien, Ct., and speaks from more than 35 years of experience in promoting outdoor products and expeditions. He is also the editor and publisher of Expedition News, a newsletter, blog, and Web site (expeditionnews.com) he founded in 1994 to cover the adventure marketing field.

Although most of the expeditions Blumenfeld has promoted don't involve sea kayaking, one can still learn a lot and be entertained about the driven (some might say crazed) people he writes about. One

man – Norman D. Vaughan - receives funding to climb a mountain in Antarctica named after himself; a Denver school teacher climbs the tallest peaks in each state in record time; a golfer receives sponsorship for hitting a golf ball 1,319 miles across Mongolia. Sea kayakers can relate to such hyper focus.

Hundreds of proposals cross Blumenfeld's desk, so he has become familiar with what he calls the "So What?" rule. In other words, who cares if you want to make that amazing trip? Marketing people want firsts. It's not enough to climb Mt. Everest, you have to be the first Canadian woman or the first blind person to climb Everest, the first woman to circumnavigate Australia by sea kayak (thank you Freya Hoffmeister).

The book takes you behind the scenes of some of the world's most daring and outlandish expeditions – such as Paul Schurke's historic Bering Bridge Expedition; the planning for Will Steger's North Pole and Trans-Antarctica Expeditions; and New York artist Reid Stowe's attempt to spend the longest time at sea – 1000 Days; not to mention the Icelandic sea captain who built a replica Viking ship and sailed it to New York. There's also the tragic – the young French woman, Audrey Mestre, who died while trying to break the record for the longest freedive, diving unfathomable depths on one breath of held air.

While greatly inspired by these motivated explorers, Blumenfeld also provides practical advice on how you, yourself can fund and arrange your own adventures. That includes what is expected of you in return re. speaking engagements and copy-write on photos, etc. (He includes an interesting history on how technology has changed to relay back the highlights and blogs of the expeditioners – think fax machines vs. iphones). The appendix includes a useful list of Adventure and Expedition Grant Programs.

Blumenfeld warns that it is not easy to get someone to pay for your dream trip, but with the right idea and proper preparation, it's possible to raise thousands of dollars in cash and outdoor gear and apparel for your expedition. His dual tone reflects opti-

mism where sponsorship is concerned and a healthy dose of reality. (Don't forget to write thank you letters, he warns, and bring back a souvenir to your sponsor – like a soapstone Inuit carving from the Arctic). He even offers suggestions for trips of a lifetime.

"The challenge today is not so much to climb Mount Everest or explore the depths of the sea, but rather to figure out a way to pay for it all," says Blumenfeld.

"An extreme outdoor sponsorship can provide a halo around a brand. Send a sleeping bag to the top of Mount Everest and, assuming the explorer doesn't die from frostbite, this extraordinary use of the product speaks volumes about the brand, even if the typical consumer will travel no farther than a Boy Scouts weekend at a nearby state park," writes Blumenfeld.

(Northface comes to mind!)

So next time you're out on your 15-mile jaunt down the Sakonnet River in Rhode Island, happily hugging the shoreline, or meandering your way through Florida's Everglades with eyes glued to your GPS, or kayaking the remote outports on Newfoundland's southwest coast and ponder... I could be the first to... you might just be the next first. Pick up this book and get some useful hints on how to make that happen... and get paid for it.



Jeff Blumenfeld.



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.atlanticcoastkayaker.com.

NORTH ATLANTIC

SYMPOSIUMS AND SHOWS

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 11-12: MEC Toronto Paddlefest.

Sunnyside Park, Toronto, Canada. Sponsored by Mountain Equipment Co-op. Free event with courses, gear, booths, and Paddle Swap. www.mec.ca/paddlefest

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

July 2011: Great Hudson River Paddle.

Various events along the Hudson River Greenway Water Trail. www.hudsongreenway.ny.gov

July 30: Paddles Up Niagra.

Beaver Island State Park, Grand Island, NY. www.niagragreenway.org

CLASSES

2011 Tidal Race & Rock Garden Workshop Series.

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

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 Coobscook, 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

June 4: Buzzards By Open Water Rowing Challenge. Sponsored by the Buzzards Bay Rowing Club. Start at Fort Taber Park, New Bedford, Mass. Proceeds support Seamen's Bethel. 3 miles in New Bedford's outer harbor, start at Fort Taber Park. www.buzzardsbayrowing.org/

June 4: 4th Annual Sakonnet River Race. 13 miles from McCorrie Point, Portsmouth, R.I., to 3rd Beach, Middletown and back. Hosted by Betsy and Wes Echols. www.surfskiracing.com

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.macsca-noe.com

June 9 through summer.

Holyoke Rows Kayak Fun Races. Connecticut River, Jones Ferry River Access Center, Holyoke, Mass. Thursday evenings

6:00 PM, open to all abilities, no official times taken. Start your watches together and everyone posts their own times. Assorted loops ranging from 4 - 6 miles. www.holyokerows.org

June 12: 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.

June 25: Aggie Man Triathlon. Point 2 Point Adventure Racing. Eliot, Maine Boat Basin to top of Mt. Agamenticus, York, Maine. 2 mile kayak, 25 mile road bike, 3 mile run. Beginners and relay teams welcome. www.aggie man.org

July 2: 19th Annual Sheepscot River Race. Wiscasset, Maine. A six-mile canoe and kayak race that starts at the Wiscasset waterfront and finishes at Sherman Lake in Newcastle. Contact Sea Spray Kayaking (888) 349-SPRAY (7772); <http://seaspraykayaking.com/>

July 2-4. The Lake Placid International Regatta. Flatwater sprint canoe/kayak races, Lake Placid, N.Y. www.lakeplacidinternational.com/

July 4: 4th of July Contoocook River Race. Contoocook River, N.H. 5 miles flatwater. Prtsen1@comcast.net or www.neckra.org

July 13: Holyoke Rows Boathouse Challenge. Connecticut River, Holyoke, Mass. 10k, 6k, 3k. www.holyokerows.com

July 16: Paddle for Poverty. Steamboat Wharf Marina, Hull, Mass., 6-mile out and back and shorter novice loop. All ages. Raffle, barbecue. Benefits Mir Pace International in Guatemala. www.mirpace.org

July 16-17: 6th Annual Maine Kayak Fishing Tournament. Kayak anglers fish the Sheepscoot, Kennebec, Androscoggin, and New Meadows Rivers in mid-coast Maine. Prizes, gear giveaways, raffle. New bait and corporate team divisions. Hosted by Seaspray Kayaking. www.maine-kayak-fishing.com

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

July 30: Kayak for a Cause. Cross Long Island Sound, 13.5 miles, in a group to raise funds for worthy causes. Crab Meadow Beach, Northport, N.Y., to Calf Pasture Beach, Norwalk, Ct. Event followed by party at Calf Pasture Beach, lobsterbake, and music. www.kayakforacause.com
Go to www.neckra.org for even more fun and noteworthy races.

TRAIL NEWS

Maine Island Trail Assn. Island Clean Ups:

June 4: Casco Bay

June 11: Muscongus Bay; Joint paddle with Southern Maine Sea Kayaking from Round Pond, 10 a.m.

Other clean-ups full. For more information, www.mita.org

Northern Forest Canoe Trail

2011 Waterway Work Trips (WWT). No experience necessary.

July 15-17: Deerland Carry, N.Y.

July 15-17 and July 22-24: Allagash Wilderness Waterway-Tramway Carry, Maine

July 22-24: Davis Park River Access, Vt.

July 29-31: Gull Pond Portage Trail, Maine

Aug. 12-14: Lake Umbagog National Wildlife Refuge, N.H.

Trips are \$60 member/\$75 non-member,

to include food, tools. Space limited to 6 people per trip. Contact Trail Director Walter Opuszynski, (802) 496-2285 ext. 2 or Walter@NorthernForestCanoeTrail.org

July 30: Second Annual 740 Miles in One Day Challenge. Join anywhere on the NFCT and help accumulate 740 miles in a single day. Last year, kayakers and canoeists paddled more than 1,600 miles, and this year they plan to beat the record. The challenge is not to cover the entire 740 distance, but to paddle as many Trail miles as everyone collectively can. For more details Northern Forest Canoe Trail, Waitsfield, Vt.; www.NorthernForestCanoeTrail.org

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

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 Navi-

gation & 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

June 16-19: 2011 Inland Sea Kayak Symposium

Washburn, WI. www.inlandsea.org

July 8-10: Door County Sea Kayak Symposium

Ellison Bay, Wisc. www.everyonepaddles.com

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 to enter. 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.

KATSALANO wanted.

Rusty Norton (203) 281-0066 or lovepotent@hotmail.com (6)

Experienced Retail Sales People needed for the 2011 season. The Retail Sales position requires a high level of customer service as well as a willingness to work as part of a team. Applicants should be confident, self-motivated and outgoing. Paddle sports experience highly recommended. Position starts immediately. Must be available to work weekends and occasional evenings. Extended vacations are usually not available during the season, but time-off is available with advance notice.

Experienced Kayak Instructors for Kids Kayak Program wanted. Seeking experienced instructors who are outgoing and enjoy working with kids. This position requires safety conscious individuals with a high level of customer service and attention to detail. Position starts in June and continues through August.

If you're interested in becoming part of our team, please fill out an application which can be found at <http://www.cck-store.com/employ.htm>. Collinsville Canoe & Kayak

41 Bridge St , PO Box 336 , Collinsville, CT; 06022; (860) 693-6977 (6)

Paddle in Maine: rent 4BR 1840's farmhouse with attached barn in Deer Isle, Maine. Have all the comforts of home on a quiet dirt road one mile from Gray's Cove-direct sandy launch into Eggemoggin Reach. Call Mary (774) 218-8926 or pin-kypplatt70@yahoo.com (6)

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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)

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

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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)

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

Check out our recently revamped website with up to date calendar, classifieds, and Atlantic Coast resources for kayakers. You can submit a classified ad online or email to ackayak@comcast.net.



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