

# ATLANTIC

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## Coastal Kayaker



July/August 2011  
Volume 20, No. 4



**Inside: SK102**

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# ATLANTIC

## Coastal Kayaker

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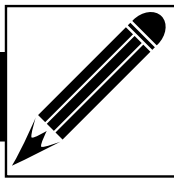
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**On The Cover: Participants' boats ready for action at SK102, sea kayaking seminar on Lake Anna, Va. Photo by Maywin Liu.**

Subscribers may go to our website [atlanticcoastalkayaker.com](http://atlanticcoastalkayaker.com), to see the full-color version of this issue! Email us at [ackayak@comcast.net](mailto:ackayak@comcast.net) or [dweden@atlanticcoastalkayaker.com](mailto:dweden@atlanticcoastalkayaker.com) for the password.



As far as critters and kayaking go, we all have what I like to call the three-tier reward sighting system.

The first tier consists of uncommon critters or ones that do amazing things while in our presence, like the otter that climbed onto the back of a Feathercraft kayak and took a ride, resulting in one of the company's most rewarding photos.

Seals are fairly common but always enchanting to see. Seals and other sea creatures are protected by the Marine Mammal Protection Act (MMPA) of 1972, which means we are to keep our distance from them. That is not always easy. They swim up in front of our kayak, then behind it, to check us out. It's hard not to stop and wait for their big eyes and whiskers to reappear, then slide down out of sight. Baby seals are hard to resist but most of us know to leave them alone and let their mother return.

Here is what the Maine Island Trail Assn. has to say about seals.

"Seals are highly intelligent mammals that are well adapted to Maine's coastal waters. Those who travel the Trail are likely to see them hauled out on ledges or poking their heads above the surface of the water. Once hunted for food and clothing or killed because they were seen as competitors for valuable fish species, seals have flourished since passage of the Marine Mammal Protection Act in the early 1970s. Harbor seals are the most common species found on the Maine coast, followed by gray seals and the occasional harp seal or hooded seal. Understanding the habits and needs of seals can help you enjoy their presence while protecting them from harm.

\* Steer clear of hauled out seals. Stay far enough away from ledges so that seals do not raise their heads and chests in the air or plunge into the water.

\* Keep a constant lookout for seals in the water. Scientists estimate that 800 harbor seals a year are killed or seriously injured due to collisions with boats or other human encounters. View seals from a distance.

\* Leave stranded seals alone: Do not attempt to handle or rescue a seal pup that appears to be abandoned; its mother will not return if you are there. Call the closest marine animal stranding organization."

Whale viewing definitely rates at the top of the Tier One Chart. Some of us have been lucky enough to paddle with whales in the Northeast, Northwest, or Baja. Personally, I've never had that experience, but a dolphin family circling my kayak and a mink running up to see what I was having for lunch are my two favorite interactions.

Seeing a bald eagle ranks high, the white tail distinguishing it from the osprey or vulture – who can all look similar from a distance. Sighting a loon sometimes does not seem as awesome as hearing its call, one of the most uplifting cries of any wild creature. Puffins and gannets, more likely to be seen in Atlantic Canada, rate top status.

Manatee and sea turtles? Definitely Tier One.

Moose? Crocodiles? Basking or other shark? All may provide a frisson of unease depending on how close they come.

In the second tier of desirability of sea creature viewing, I would count sea birds one sees in the transition seasons – such as surf scoter, merganser, bufflehead. I would also include eider and black guillemot in this category because while populous in Maine, they are scarce on my stretch of the coast farther south. I love seeing the guillemot dip its eyes in the water and dangle its bright red feet as it takes flight, the white coverts always obvious. Striped bass and jelly fish swimming underneath one's kayak? Also exciting.

Many everyday critters – Tier Three – we take for granted. How about cormorants perched on piers drying their wings and seagulls drifting overhead? Those are not uncommon sights, but reassuring that we are in just the environment we want to be in. Everyday critters we see outside our normal waters can be elevated to Tier One on vacations, like the flock of brown pelicans

I observed dive-bombing a shoal of fish off the Gulf coast of the Everglades.

As mentioned, many sea creatures are protected by the MMPA. How does that pertain to us?

The MMPA prohibits the taking of marine mammals, and enacts a moratorium on the import, export, and sale of any marine mammal, part, or product within the U.S. The Act defines "take" as "the act of hunting, killing, capture, and/or harassment of any marine mammal; or the attempt at such."

Responsibility for enforcing the Act is divided between several federal agencies. U.S. Fish and Wildlife Service is responsible for protecting sea and marine otters, walrus, polar bears, three species of manatees as well as dugongs (similar to the manatee, but with a fluked tail). NOAA conserves and manages "pinnipeds," including seals, sea lions, and "cetaceans" such as whales and dolphins.

The MMPA has been amended since 1972 to cover such matters as studies of seal-fishery interactions. Recently here in the Northeast, the seal-fishery interaction, which has a long history of tension, has started to heat up again. Off Cape Cod, the Gray seal has made a spectacular comeback in the past decade. The Gray seal will eat anything that moves including cod and halibut. Recently someone, probably a frustrated commercial fisherman, took matters into his or her own hands and authorities found several Gray seals shot.

The seals may also be responsible for the presence of Great white sharks inshore, forcing the closure of two Cape Cod beaches in the height of summer tourist season last year.

The first people to sight and report the Great white off Cape Cod were two kayakers, who witnessed the shark eating seal for lunch. Unphased, they just paddled off.

That wildlife sighting I would definitely put in Tier One.

Got any interactions you would care to share? Let us know, ackayak@comcast.net

# Letters From You



## Summer Paddling

Paddle plans this summer are mostly up on the Maine Island Trail several weekends and maybe New Brunswick for a week. Gas is so pricey it is hard to go anywhere far! Lake Champlain is a mess from the seven weeks of severe flooding - and still it won't come down. Paddlers Trail has many campsites under water. So, for now, Maine it is. Did get down to the Jersey Shore/Barnegat Bay in April - what a pleasant surprise for a paddling destination!

*Ruth Miller*

*Richmond, VT*

## Deer Tick Alert

East coast kayakers, and especially in the Northeast, find themselves in areas infested with deer ticks, which carry Lyme disease. We have all heard the warnings about the dangers of Lyme disease, and how careful we must be about the ticks. It is also fairly common knowledge that the spirochete can cause reactions that mimic other problems, such as arthritis and flu, that one should look for a bullseye rash as a defining symptom, and that the bug can live in the body for years, wreaking long-term damage.

What is less well known is that in a small number of cases, the disease can kill in a relatively short period of time, weeks or even days after infection. I am speaking here from current personal experience.

One day, I started feeling weak and short of breath. The next day, I went into the emergency room with a low heart rate. Fortunately, the doctors ordered a several Lyme disease tests.

My heart rate dropped below 20, and a temporary pace maker was put in. IV and oral antibiotics were started, and I was told to expect a long stay in the ICU.

The cardiologist said that, had I not come in when I did, my heart would have slowed critically or stopped, and that I would be dead.

The infectious disease guru said that the test results indicated that the infection was recent. Fortunately, this is one of the only situations in which this kind of heart problem is repairable using drugs.

What does this mean for the kayaker? A day tripper or someone out for a weekend may not have to worry, as she could get to medical care relatively quickly. But someone out for a week or more could run into serious problems. Did I suspect Lyme? No way. I had no other symptoms: no tick, no rash, no flu. So take Lyme really seriously, folks. It could mean your life.

*David Eden*

*Ipswich, MA*

## Tsunami Blog Post

This week's Tsunami Ranger blog post is written by Moulton Avery, an East Coast paddler with a clever ability to string words together. Feel free to read it, link it to interested friends, and comment below the post. Moulton would love it. Just go to <http://tsunamirangers.com/2011/06/13/confessions-of-an-aging-mariner-a-more-or-less-true-tale-of-loss-and-redemption-on-the-low-seas/> and enjoy.

*Eric Soares*

<http://tsunamirangers.com>

## Friends of Hurricane Island

Now, more than ever, our world needs programs that connect young people with the natural world, that require them to be critical thinkers, and that teach them how to be leaders within their communities.

For the last year, the board and staff of Hurricane Island Foundation have been working to develop programming that accomplishes these goals, while capitalizing on the unique assets of Hurricane: its remoteness, its rugged cliffs, and its location on the edge of the Gulf of Maine.

Pilots for three core initiatives are being launched in the summer and fall of 2011: the Center for Science and Leadership, which will run programs for students and teachers; the Field Research Station, which will host scientists doing research in the marine, intertidal, and nearshore zones; and the Wilderness and Rural Medicine Institute, which will serve basic and advanced medical practitioners who work in remote environments.

An immediate priority for this summer

is the construction of a lab and classroom space to house these new programs. We will be partnering with the skilled craftspeople and teachers at the Shelter Institute in Wiscasset, Maine to construct this building, and I hope you will contribute any way you can. How can you help us reach our goal?

· Contribute financially! Make a donation to help fund the new lab/classroom and, if you can,

Contribute your time and effort! Help raise the timberframe of the new building later this summer. No previous woodworking experience necessary.

Go to [HurricaneIsland.net](http://HurricaneIsland.net) and click on the "Contribute" tab to sign up or to donate!

*John Dietter, Executive Director*

*Hurricane Island Foundation*

*Portland, ME*

## NEWS & NOTES

### Kayaker's Honeymoon Ends in Tragedy

A Massachusetts man died while kayaking in Frenchman Bay, Maine, Sunday, June 19 in high winds. The state medical examiner's office is calling it an accidental drowning. Eric Hogan, 28, of Webster, Mass., was on his honeymoon in a rented home on Hancock Point from where he started. Police blamed high winds on Sunday for blowing Hogan out into Frenchman Bay leading to his eventual death. He left shore around 7 a.m. on a sit-on-top kayak and was wearing a pfd, shorts, and no shirt. Police and emergency crews from Hancock and neighboring towns began searching for him around 11 a.m. after his wife reported him missing. They found his unresponsive body floating off Hulls Cove about 1:30 p.m. The kayak was located off the Porcupine Islands.

According to Gulf of Maine Ocean Observing System's Eastern Maine Shelf Buoy, near Bar Harbor: at 7:00 a.m. Winds were WNW 7 gusting to 8 mph. Seas - 3.5 feet every eight secs. Air - 54 degrees, water - 48 degrees. By 9:40 a.m winds rose to NNW 18 gusting to 24 mph.

*Information from <http://BangorDailyNews.com>, June 21 and [www.gomoos.org](http://www.gomoos.org)*



## Valley Canoe Etain

For 2011, Valley has moved beyond its traditional “fish-form” hull design with the Etain, described as “very slightly Swede form.” In other words, the widest point of the hull is behind the center of the boat, rather than in front.

Swede form kayaks have a different feel, slightly more glide and a perception of speed that is more noticeable because you are now paddling in a narrower part of the boat. Paddling stroke is also less encumbered and there is a general feeling of having less boat between you and the water. Other features are a hull that has shallow to moderate ‘V’ in cross-section for good initial stability, and rocker that would best be describe as moderate i.e. slightly less than some other Valley boats to provide secure tracking but still enough to provide a lively ride.

The Etain also features a removable deck-pod storage-unit in front of the cockpit. While holding the same as a regular fourth hatch/compartments, the advantage is, it can be taken up the beach (or into the car/house) with you. The deck-pod is ideal for things like valuables, snacks, car keys, and small items of safety-kit that you might always want close at hand. Other features of the Etain include a locking point situated behind the cockpit and special attention given to cockpit ergonomics.

The Etain is designed to appeal to paddlers looking for an expedition style boat with a contemporary feel.

The very subtle Swede form is easier to picture if you consider that the mid-point of the boat is about two inches in front of the seat and the widest point of the boat is about two inches aft of the midpoint.

Valley started shipping Etains this February. There are standard and low-volume models, and the boat is available in three lay-ups of polyethylene, fiberglass, or kevlar.

Suggested retail prices range from \$1899.00 for the polyethylene lay-up, \$3749.00 for the fiberglass, and \$4349.00 for the kevlar. [www.valleyseakayaks.com](http://www.valleyseakayaks.com)



## MTI Belt Pack Inflatable PFD

From MTI Adventurewear, the Fluid Belt Pack is a compact inflatable PFD that sits comfortably around your waist until you need it. Just pull the cord and a life jacket bursts out of the pouch. Slip it on over your head and find your way back to safety. The PFD is specifically designed for SUP paddlers and is so compact you’ll completely forget you’re wearing it. A CO<sub>2</sub> cartridge is triggered by the pull cord for an instant life jacket providing 29 lbs of floatation. The life jacket is tethered to the belt pack around your waist so it won’t float away. Fold lines make repacking the bladder simple. Suggested retail \$99.95



## Talic Tilt Kayak Rack Kit

This do-it-yourself kit will produce a rack essentially identical to Talic’s production model. It comes with all the stainless steel hardware and two-inch wide webbing needed, plus a set of full scale drawings and easy

to understand directions. All the measurements are in both English (inches) and metric. If you are handy with power tools then this is the way to go. The completed kit will hold one boat. Wood is not included in the kit. Retail for \$32.86. [www.talic.com](http://www.talic.com)



### SPACE Lightweight Gear Trailer

Said to combine the versatility of a utility trailer and a cargo trailer, the SPACE™ trailer is a lightweight enclosed trailer alternative that lets you bring everything you want — not just what you need. The lightweight, low-profile, and aerodynamic design allows the trailer to ride in a vehicle's wind draft having minimal effect on gas mileage (less than roof top carriers). The trailer has a 65-cubic feet and 1000-pound capacity and is available with or without the ABS lid. There are several accessories available, including an extra-long trailer tongue. Basic construction is solid, with galvanized steel sides and a marine plywood floor finished with polyurethane. The frame is two-inch square steel with five support crossmembers. Prices start at \$1,499 for the trailer with no lid, and \$2,399 for the unit with lids. [www.spacetrailers.com](http://www.spacetrailers.com)



### Light My Fire Titanium Spork

This “spoon-fork-knife combo brings a bit of civilization to the wild and a bit of the

wild to civilization,” according to the website. While it does come in a plastic version in a multitude of colors, the titanium version is light enough (17 grams, or about 0.6 ounces) to convince even the most dedicated weight-reduction fanatic that eating with a utensil in the wild is OK.

The Light My Fire Spork differs from most of its competitors in placing the spoon and fork at the opposite ends of the utensil, meaning no more soup leaking through the tines and no residual oatmeal when you want to eat your eggs. The serrated cutting edge even allows you to cut your food into civilized mouthfuls.

The titanium version sells for around \$12.00 at [amazon.com](http://amazon.com). There is also a larger, plastic version, the Spork XM, for \$4.00.



### NRS Taj M'Haul Deck Bag

Organize all of those accessories and small necessities that are cluttering up your bow with this new deck bag. Snacks, rain gear, maps, and gadgets are right there for you. Even safety essentials such as your bilge pump, paddle float and sponge will be organized by this roomy bag. Water bottle and safety gear are held in place by the stretchy mesh outer pockets and adjustable bungee lacing. A waterproof HydroLock™ zip-seal insert keeps your dry gear dry. The largest outer pocket has an adjustable clip-in buckle to fit odd-shaped items. A mesh sleeve holds your bilge pump on the side of the bag and a specially designed bungee loop secures it at the top. A zippered mesh pocket facing the cockpit keeps small necessi-

ties like sunscreen, a knife, and your sunglasses handy. The carry handle doubles as a convenient place to attach a paddle leash. There is a clip on the cockpit end to attach a separate cup holder. The bag, which tapers from 13” to 11” to match the shape of a kayak, is made of 400-denier nylon and attaches to your deck lines with tough hook-and-loop straps. Retail for \$89.95 and the separate cup holder goes for \$6.95.

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



### Introducing The Inflatable Wetsuit

Of possible interest to those SUP and paddleboard surfers who don't want the encumbrance of a regular PFD, big-wave surfer Shane Dorian has come up with a new invention designed to save surfers' lives in the big breaks. After a near-drowning incident in 2010, Shane worked together with Billabong Wetsuits and Mustang Survival Corporation to create a prototype of the suit. An incorporated air bladder and inflation system, activated by a pull chord and using standard CO<sub>2</sub> cartridges, allow the user to inflate in emergency situations. Shane has tested the system in a number of big wave situations, and has found the switch from despair to delight fully justifies the effort.

Huge wave surfers are a relatively small market, so it is unclear how much effort Billabong will put into full development. This is still a very new product: Billabong's blog listing is dated June 3, 2011. Details such as amount of floatation, how long the inflated bladder will last, durability, and of course, cost, are still a ways away. Still, the possibility of doing away with a particularly bulky piece of equipment for SUPers is something to anticipate.



COASTSPIRIT PE



# Coastspirit PE

CoastSpirit is the first PE kayak in Tahe Marine range. The deck is equipped with one round and one oval hatch in order to easily pack your gear. The kayak is with slightly swedehulled hull with hard chine and a flat V-shaped bottom, which definitely makes it not only the fastest PE kayak in the Tahe Marine range, but even one of the fastest PE kayak on the market. The kayak is good for general touring, day tripping, but also due to the good maneuverability of the hull, it can take also rougher conditions on open sea. This kayak comes with either retractable skeg or the original Smarttrack rudder system. The Spirit series is the perfect choice for those, who appreciate a quality product that comes at an affordable price.

### SPECIFICATIONS

LENGTH	503 cm (16'5")
WIDTH	56 cm (22")
CAPACITY	Approx. 135 kg (298 lbs)
COCKPIT	86 x 49 cm (34"x19½")
WEIGHT	26-28 kg (57-62 lbs)
STORAGE	Front: round hatch 24 cm (10") Rear: oval hatch 44x26 cm (17"x10¼")

Rudder  
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## Lake Champlain Flooding Update

Lake Champlain in New York and Vermont remains well above flood stage though it has receded from its maximum of 103.2 feet, reached on May 6th. At that height the lake contained an extra 867 billion gallons of water and the area of the lake increased by 15 percent. During the last week of April, the Winooski River carried half its usual annual load of phosphorus. On a single day, April 26th, the Winooski's phosphorus discharge was two times the annual discharge of all Vermont wastewater plants combined. Stream gauges can not begin to estimate the amount of sediment and phosphorus deposited directly to the lake by shoreline erosion.



## Recreational Hazards

Lake flooding presents numerous recreational hazards. Incredible amounts of debris, large litter and logs, now float around the lake. Some normally exposed structures, like the Burlington breakwater, are under water. Many of Lake Champlain's sand beaches are submerged and closed for the next several weeks. Damages can't be fully assessed and clean up activities and repairs can't begin until the waters recede.

Additionally, water temperatures remain on the low end of average for this time of year, between 40 and 50° F. Submersion in waters that cold lead to exhaustion or unconsciousness in 30 to 60 minutes. Check in with the health department and local recreation department before taking to the water. Cold, turbid, debris-ridden water should be avoided. All boaters on the lake should exercise extreme caution. To further complicate matters, many of the lake access areas are underwater so launching a boat will present a problem. The National Weather Service office in Burlington discourages recreational boating at this time.



## 2011 Paddlers' Trail Guidebook Delayed Due to Flooding

The unprecedented flooding and high lake levels have closed beaches and access areas and submerged Trail sites. LCC is working with state and municipal officials and private landowners to assess the damage to the 39 Trail locations. Several sites may remain closed for the summer due to shoreline damage. In order to provide as accurate information as possible for the 2011 season, the annual publication was delayed until late June, to ensure that the information is as accurate as possible for safe paddling.

*From Lake Champlain Committee Ripples E-News – Early June 2011 edition.*



## Gray Seals Shot on Cape Cod

Once Gray seals were rare on Cape Cod, hunted nearly to extinction. Not so anymore. In fact, they have become so plentiful within the past ten years that an unknown assailant has shot and killed six of them so far this year in the Chatham area. Police are investigating.

While the tourists and residents love the Gray seals camped out on local sandbars – and tour companies promise glimpses of the enchanting creatures – the fishermen find them a nuisance. The seals pollute the water and eat their catch. They have been likened to dogs in that they eat everything – not only haddock and cod but also lobster and octopus. They feed on about 11 pounds of food a day.

Officials believe the assailant might be a fisherman annoyed with the seals for messing with some traps.

Gray seals are protected under the Marine Mammal Protection Act. The attacks on the Gray seals are the most serious in 30 years in New England, officials say.

The Gray seal is larger than the more common Harbor seal that we all see off the coast of Maine and elsewhere. Also known as the Horsehead seal, it has a straight head profile with far-apart nostrils. It also has fewer spots than the Harbor seal.

It may also be responsible for the increased presence of Great white sharks that feed on the pups. Officials closed two beaches on Cape Cod last summer, after two kayakers spotted a Great white eating seal for lunch. The kayakers paddled away to safety.

## SK102: Rocking and Rolling on Lake Anna

Story and Photos by Maywin Liu



Brian Blankinship with students.

“There’s Jay’s blue Anas Acuta.” We were on our way to Lake Anna, Va., for SK102, following a Subaru loaded with two kayaks and lots of camping gear. I was headed to my first SK102 as an assistant instructor. This was SK102’s 13th year. I had never formally coached before. I was excited and nervous. Would starting on the 13th year bring me bad luck?

SK102 was created by Brian Blankinship in 1999 as an on-the-water tutorial of basic kayaking skills. In the setting of a backyard weekend camping trip on a thermally-heated lake, beginners were encouraged to learn in a nurturing environment while allowing more advanced kayakers to share their knowledge and skills.

Brian is a longtime Steering Committee member and former Coordinator of the Chesapeake Paddlers Association (CPA), a Mid-Atlantic sea kayaking organization. Safety is a particular interest of Brian and a main focus of the CPA. SK102 began with just 46 students and ten instructors.

Classes were originally in one-hour blocks and ranged from basic strokes and wet exits to intermediate strokes and rolling. Maximum class size was nine to allow for individualized attention. As SK102 grew, more instructors were recruited to maintain the small class size. Additional options were added, and classes shifted to two blocks of three-and-a-half and three hours to allow participants more time to practice often newly acquired skills. Outside of class, instructors offered one-to-one informal instruction for any who asked.

Instructors were volunteers, recruited from the local kayaking community. SK102 has also attracted top coaches Alison Sigethy, Chuck Sutherland, Moulton Avery, Mark Schoon of Maine, and Brian Houston of Florida. More than 99 different instructors and assistants have participated over the years. You never know who will attend. This particular year, the surprise guests were Maligiaq Padilla and Dubsides, the past and present men’s Greenland kya-

king champions.

On arrival, I was greeted by big smiles. I didn’t know many people but it didn’t matter. No one stayed a stranger for long. Nerves soothed, I added my kayak to the ever-growing rainbow flotilla at lakeside. Tiptoeing among the kayaks, everything from recreational to sleek surf skis, I felt like a kid in a candy store. A Tahe Marine! An Epic surf ski! An NDK Romany! I wanted to try them all.

I looked for a spot for my tent. Dave and Teresa’s two-acre yard was filling rapidly. All around, laughter echoed frequently through camp. This was a record year: 30 instructors/assistant instructors, 115 students, five event volunteers, and more than 160 kayaks.

Brian gathered the instructors for a quick meeting. We received our final Saturday class assignments and rosters. Many instructors were veterans, some were new to teaching, and some, like me, were completely new. I was in the morning Green-



*Maligiaq and Dave Isbell.*

land paddling class, acting as both a student and assistant for Maligiaq and in the afternoon basic rescues class as an assistant instructor. Across from me, Maligiaq was frowning at his list. Was he worried about working with me?

We headed back to our campsites. The smells of cooking and grilling filled the air. Campers offered passers-by tidbits. To my surprise, Maligiaq and Dubsided joined my “Baltimore” camp. Dubsided, in his trademark black outfit, dreadlocks tucked under a black scarf, smiled as we offered a quartet of hummus, something you don’t often serve in Greenland. They grabbed baby carrots and dug out large scoops. Maligiaq confessed that he was nervous about teaching since he feared his English would not be good enough. I assured him he was fine, and his students would be extremely excited to have him. I would help him with any words he might stumble on. His smile lit up his whole face.

As we finished dinner, Brian called a 15-minute warning for the night paddle. The sun was setting, and he wanted us on the water before it was dark. We hurried to our kayaks.

More than 100 kayakers launched. We rafted up as Brian gave us the safety briefing. The sky changed from pink to red to purple as the sun disappeared. We left in four groups: one fast, two medium, and one leisure speed. Each leader would ensure his “flock” was together by having us number-

ing off periodically, ending with the sweep.

I paddled with the second medium group. Barry, our leader, started the count-off. We were 25 strong. Darkness came quickly. Above us, a few early stars shone brightly, scattered here and there in the nearly cloudless sky. Our fellow paddlers wore lights, some very bright, others more of a glow, dancing above the dark water. We could hear the soft splash of paddles and an occasional clunk as kayakers bumped, followed by laughter and apologies. The group was hushed, marveling at the lake’s quiet and brilliance of the night sky. This was the first night paddle for many.

Barry stopped frequently to count off. We heard chatter over the VHF, time to turn back. The night air was crisp with a slight breeze. Above us, more stars appeared: the Big Dipper, Polaris, Orion. Barry called off the names of a few more stars and constellations. By the time we return to camp, the sky was a sparkling carpet. Was this really the same sky I see in Baltimore? I had never seen so many stars at home.

The next morning was surprisingly cold. I awakened to birdsong. Other early risers were gathered by the coffee pots, hunched in their fleece and hats, hands cupped around their steaming mugs. As the sky brightened, more people emerged from their tents, stretching and shivering as they hurried to the coffee or made their breakfast. As the 8:30 start time approached, Brian once again gave a 15-minute warning.

We instructors gathered at the edge of the lake and introduced ourselves to the participants. It was a very large group with so many unfamiliar faces.

Almost every group would have a leader and assistant instructor and maximum of eight students. Classes offered included kayak design/basic strokes, basic rescues, advanced rescues, intermediate strokes/bracing, Greenland paddling, wing paddling, and rolling. Because the demand for basic rescues and strokes was so high, more classes were added. Greenland paddling was also popular, even without the prior announcement of our special guests.

After a few words of welcome and guidance from Brian, we headed to our individual groups. The Greenland group was led by Dave Isbell who gave an overview of Greenland paddling. We broke into advanced, intermediate, and beginner sections. I followed Maligiaq to the advanced group.

We were the last group onto the water. Maligiaq assessed our paddling. How fast could we steer our kayakers in a straight line, around the buoy, and stop quickly? With gentle guidance, he corrected our strokes and gave encouragement. Some students had trouble steering and asked me for advice. I whispered to Maligiaq, asking about the sweep stroke. He showed us the slide stroke, used for paddling into the wind and with a storm paddle and the sweep stroke used for quick turning.



*The Tina Turner rescue.*

He closed his eyes. We had to paddle as quietly as possible. We were hunting a seal. He heard us four times; twice from my hands squeaking on my carbon fiber paddle! We practiced drafting, paddling no more than six inches away from the kayak in front.

I was enjoying myself. My main duty as assistant was to help with the occasional word or lead some of the demonstrations and practices. At the same time, I was being coached on how to improve my strokes by one of the best kayakers in the world. His advice: no need to hold the paddle at a high angle or to twist too much at the torso. If you feel strain or “fluttering,” change the

angle of the blade. Everything should feel smooth.

Mailgiaq demonstrated his technique. He used short, low-angle strokes at a high cadence. He was so fast; he almost looked like he was hydroplaning.

Our final exercise was for me to lead a “seal hunt” to “attack” Dave Isbell and Dubside’s group. I took a serpentine path for boat control practice, the others drafting behind.

The friends decided on a competition. Dubside and Maligiaq would paddle backwards while we drafted behind as fast as we could. The first team to cross the finish line won. Maligiaq named us Doka “point of the spear.” Doka won! But, then, our advanced group was shorter than Dubside’s group!

Dubside and Maligiaq pointed us to Dave Biss’ group: “hunt the seals!” We invaded their group. A new challenge: Maligiaq would paddle backwards while everyone else, including instructors, would draft behind in a straight line, as closely and fast as possible. The instructors teased each other with “paddle faster” and “close your big gap.” Maligiaq congratulated us on a job well done.

After a quick lunch, we re-grouped for our afternoon classes. I was assisting

Yvonne in one of the basic rescue classes. Eighty students had enrolled in basic rescues! She pared our rescues to three: T-rescue, paddle float self-rescue, heel hook rescue, to allow more time for practice. Most of our class had never done a rescue or were not confident about their skills. I would demonstrate all the rescues in addition to guiding the participants through their practice.

Before going onto the water, I checked PFDs to ensure they were tight enough. On the water, I checked that all had their skirt grab loops out. I capsized for the T-rescue. Yvonne narrated as I performed the steps. I pushed down on the upside stern while petite Yvonne pulled the kayak up and over her deck, showing how a rescuee can help the rescuer.

Yvonne and I each took four students to practice. The students were tentative at first but grew more confident with each successful rescue.

I demonstrated the paddle-float self rescue as Yvonne narrated. One pair discovered why we recommended the dual-chamber paddle float over the single chambered one as they struggled to stay afloat while propelling themselves onto the kayak.

We regrouped for the third rescue: the heel hook aka “Tina Turner.” Two victims entered the water. I helped a man more than twice my weight. He tried to pull himself into his cockpit but fell back into the water. He tried again. He pulled himself halfway up but fell back heavily pulling his kayak and me over. I was so surprised I came up laughing. I had never been pulled over in a rescue before! Yvonne rescued me, asking me to demonstrate the heel hook rescue again. I quickly re-entered my kayak. One student declared that I made the rescues look very easy. After practicing, the women reported the “Tina Turner” easier than the T-rescue.

Yvonne and I demonstrated the scramble during the final minutes of class. Yvonne started at the back of her kayak, using the deck lines, scooted into the cockpit. I jumped into the back of my cockpit, straddled it before scooting forward to drop

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into my seat. My paddle stayed in my hand in case I needed to brace.

We cautioned that the scramble was not a true self-rescue as it could be difficult in rough conditions. It could also be difficult if the victim is tired since it required strength to jump onto the kayak.

I had enjoyed my first coaching outing. It was very gratifying to see the students' thrilled faces as they successfully accomplished their rescues.

Many students had made arrangements for informal one-to-one rolling instruction. As I returned to the launch, I saw John, 12, working with Dubside, going under again and again. This was his first time rolling. Dubside laughed as he helped him up. Determined faces, upturned kayaks, and sweeping paddles were all around. Instructors were standing next to their students, encouraging them.

Others tried out "dream kayaks." Yvonne zipped by me in a surf ski, smiling. Others rolled in the Tahe Marine. Kathy, looking to upgrade her kayak, tried out five possibilities before deciding on the Tempest 165.

Barry, serving as "Grillmeister" for the ninth year, was firing up the grill. Suzanne, who had done all the shopping, lent a hand. It was a lot of work to feed a horde of 152. People, including Dubside and Maligiaq, wandered from camp to camp, visiting old friends, making new friends. Many had pre-dinner snacks and offered them to passers-by. Visitors to our Baltimore camp cheerfully participated in our chocolate tasting.

Dubside encouraged people to try his balance ropes. Several twirled around, some quite amusingly, as they got stuck, bottoms up.

Dave Isbell announced a surprise. Maligiaq and Dubside were giving a rolling demonstration. Side by side, Maligiaq in a black skin-on-frame, Dubside in the white Tahe Marine, they rolled holding their paddles in various positions: extended paddles, behind their backs, under their kayaks. This was followed by a variety of hand-rolls including several while holding a large rock. They missed a difficult roll here and there

and came up laughing, telling us, even world champions blew rolls.

After dinner, we gathered at the lake-side. Greg shot off donated expired flares, detailing their age and storage history. None of the expired aerial hand-held flares stored in kayak dry bags or in PFDs fired. Hand-held and 12 G flares, up to 12 years old, stored on sailboats or dry boxes, were still functional. Greg tried a few fresh ones, with minimal water exposure. All worked.

People moved to the bonfire to listen to musically talented attendees. As the fire died down, campers wandered back to their tents, tired but happy. Gradually the guitar and drums were replaced by snoring.

Sunday started with clouds. Dubside joined the early risers in a yoga class. Meanwhile, Brian directed people to informal classes: navigation, kayak building, knot tying, kayak camping, cold water safety, forward stroke improvement, and race paddling. Some worked on their rolls. Around us, people packed up to leave. I took a final paddle around the lake. The yard was nearly empty when I returned. Had 140 campers really been there?

What an amazing experience! I was impressed by the organization and all the attendees. The modesty and warmth of Maligiaq and Dubside crystallized the spirit of the event. With so many people, some chaos was to be expected. But there was none. Instead, there was a genuine community spirit of generosity and friendship, un-



*Rolling sessions: Dubside helping John..*

reserved sharing of skills and knowledge. Many instructors were professionals who could have charged for their knowledge. Instead, they volunteered at SK102 so others could share their love of kayaking. I was honored to work beside them and inspired to continue with my coaching training.

As we left, the sky turned dark. It had rained each of the prior twelve SK102s. On lucky 13, the rain waited until all had headed home.

*In recognition of the significance of the event, SK102 received the 2008 ACA's J Henry Rushton award for advancing the sport of kayaking. It is part of a series of volunteer-run training events hosted by the CPA aimed at improving skills and making kayaking safe as well as fun.*

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## Do I Need a Helmet?

By Wayne Horodowich, Photos by Duane Strosaker

Whenever I am asked, “when should I wear a helmet?” I reference the stories that I am now going to share with you in this article. Years ago I received an e-mail titled “20 stitches, but all is well.” I knew immediately the e-mail would be worth reading. They say a picture is worth a thousand words. In this case they are right.

“King Neptune vented his wrath upon me. It all happened so fast that I really don’t know what happened. I was paddling through some rocks when a powerful wave caught me at an angle I wasn’t expecting, with my paddle on the opposite side of the boat from the wave and I simply couldn’t brace. The result was that my face came to blows on one of Neptune’s well-placed rocks. The rock won!



*I fought the rock and the rock won!*

I ended upside down on the rock with my boat about five feet above the water. I had several concerns at this moment, but my primary fear was that my helmet had become dislodged and it was no longer protecting my head. I needed to get out of there fast so I managed to scurry out of the boat quickly and into the water where the next wave flushed me into the clear.”

My response to “when do I need a helmet?” is very simple. The general rule of

thumb is to wear your helmet when there is a chance to hit your head on something hard. I elaborate with the usual specifics: rock gardens, caving, surf launching and landings. In fact the use of helmets is becoming more widespread for use all day on open waters. A few tour companies require the helmets to be worn while in the kayak regardless of the conditions. I know some paddlers who always wear a helmet.

I wear my helmet when surfing, caving, and during most surf launches and landings. If I know the area and the waves are not big I may launch and land without a helmet. However, I know I am taking a calculated risk.

I wanted to discuss helmet use, because of Dave’s unfortunate accident. In Dave’s case the helmet was forced off his head. That is the main reason why I am writing on helmet use. If someone gets a head injury and they are not wearing a helmet most of us will say, “That is what you get for not wearing a helmet.” However, what do you say if they were wearing a helmet?

Since I didn’t know why the helmet came off Dave’s head I will share some personal experiences with you. Since helmets are usually designed for fresh water (whitewater paddlers), the materials used can erode more quickly due to the affects of salt water. My first helmet had the rivets rust off and the helmet was ripped from my head by a big wave while playing in the surf zone. The strap detached at the rivet connection. I decided to use a screw and locking nut to fasten my straps to my helmet. As a side note, all of the helmets we used in the UCSB program, when I ran the program years ago, needed to have the straps re-bolted to the helmet because the rivets rusted out. I mention this because you should wash your helmet after each use in fresh water. In addition, you should test the

structural integrity of the straps, buckles, and attachment points and replace as needed. I recommend connecting the chinstrap and pulling very hard to be sure the straps do not pop off at their attachment points.

Another helmet experience was when I was too confident when entering a cave on a calm day. There were no swells to be seen as I approached a very familiar cave. I had been watching for swells for well over five minutes. Overall the day was a calm one. I donned my helmet as a precaution, but I didn’t close the chinstrap buckle. After being in the cave for a few minutes, I heard that very unmistakable sound of thunder coming my way. I knew what it was and that I just had a few seconds to turn to hit the wall of water with my bow. I was tossed off my sit-on-top and my helmet went flying. When I was in the water I had to decide to either go for my helmet or my boat. I went for the helmet, got it on my head and buckled it before the next wave hit. I went under the wave and my mischievous boat actually hit my helmet-covered head. I love learning lessons the hard way as long as I live to tell the tale.

If you are intending to kayak in rocky areas, you may wish to consider a helmet with a face guard. Barnacle encrusted rocks can do a lot of damage around your face even if you have a helmet on. The Tsunami rangers wear body armor when they play on the edge. Elbow pads, kneepads, shoulder pads, forearm pads, gloves, etc, are available for those who like jousting with hard stationary objects.

I am a strong believer of taking responsibility for your actions and having the freedom to make your own choices. I am a defender of those who enjoy high-risk activities. As an instructor, I feel an obligation to present as much information as I can so my students can make their own informed



decision. Once they make their decision they will be dealing with the consequences of their actions.

Aside from the obvious times to wear a helmet here are a few others. I have seen paddlers get hit in the head by kayaks and paddles during recovery practice, especially in rough water. When birds take off they lighten their load. If you are paddling into a cave or near cliffs it is preferred to have bird droppings on your helmet rather than your head. In addition, birds taking flight have a tendency to dislodge rocks from the cliffs above. Swimming in a surf zone with a loose kayak is a sure head banger. Launching or landing from a mother ship can cause some bumps. Watch out for those cross beams when paddling under piers, especially when there is swell or wave action. Since it is darker under the pier the back-light effect makes it harder to see the beams and other obstructions just under the surface. It is common to find some nasty rusty protruding bolts under piers. Anyone who has walked on slippery rocks knows how easy it is to slip. I have seen some incredible tumbles over the years. Sometimes the lunch break on the rocks is the most dangerous part of the day.

As for helmet design and styles, I will leave that up to you and a Google search. Helmet design has improved over the years. The inclusion of nape straps (straps that secure the back of the head), have improved the fit and reliability of helmets. There are some companies that have actually done

quality research as to helmet designs and materials. While I like to look good, too, function should be more of a priority than fashion or color. There are some helmets that have a small brim on the front for a bit of glare protection. I prefer those softer brims that you can attach with Velcro.

As I said earlier, wear your helmet when you think there is a chance to hit your head on something hard. Also, make sure the helmet is secure. Here is the result of what happens when the helmet comes loose. Imagine if Dave didn't have a helmet.

It is also worth mentioning the support that Dave received from his paddling buddies. I am sure there was the usual MANLY type jokes being thrown around at Dave's expense, but you better believe his paddling partners took care of his needs and cleaned and dressed his wounds. I personally know these guys. They like to play hard and they assess their risks. They are also right on the spot, when someone needs assistance.

Earlier I mentioned that I support a person's right to take risks. I will add that taking foolish risks can not only put you in jeopardy (which is your choice), but it should NOT put the others in your group at risk. A conscientious group will try to save the daredevil when the daredevil gets hurt, which increases the group's risk during the rescue. I raise this point, because I think the members of a group need to make choices as to whom they paddle with and agree to the level of risk for the day's adventure. That doesn't mean accidents, incidents,

or injuries cannot occur. In this example, Dave was prepared and so was the group. Yet an injury occurred. The group was also prepared to deal with the injury. That is how the system should work if you and your paddling buddies practice your skills and bring adequate equipment and supplies. This group had a first aid kit, fresh water and looks like they used it well. Do you paddle with a first aid kit? If not, why not?

This also opens a discussion about first aid training. As the level of risk rises, so should the level of first aid training. There should be a few in the group (if not all) with proper first aid training. It would be a shame if the only one in the group with proper training was the one who got hurt.

I want to thank Dublin Dave for allowing me to share his accident in this article. When I asked for permission he said "anything to help promote sea kayaking safety." Also, thanks to Duane Strosaker for providing the pictures.

So there you have it. If you want to protect your head, wear a helmet. If you want to protect more than your head, add more protection. Most importantly, make sure you double-check your chinstraps and buckles. Also make sure your helmet design and head shape coincide so your helmet cannot come off of your head when secured. To test your helmet, put your helmet on and secure it as you would on a normal paddle. Try to work it off your head to see if King Neptune can do it later. If the helmet does come off when secure, it is time to shop for a new helmet. As for shopping for a new head, I think I will leave that subject for another time.

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

# How Far Can You Go?



Tim leaving Dunedin. Copyright Tim Taylor.

## Tim Taylor Forced to End Attempt

Tim Taylor of New Zealand has also abandoned his plan to have the first continuous solo circumnavigation of New Zealand by kayak. Taylor writes in his blog in June, "Well folks I'm sad to say but the dream is over. Having spent weeks on shore waiting for the correct conditions to get around Cape Reinga, I finally admitted defeat this week and made the hard decision to return home yesterday morning via aeroplane."

Taylor, however, plans to finish the trip and will take up where he left off. "I'm now firmly convinced that I have to get things finished. Having talked to a number of people about the weather and the stretch of coast around Cape Reinga, my new plan is to continue to train at home and aim for some of the more settled winter weather that typically comes in late July/August," he writes.

As of day 190 (4 June) Paul Caffyn writes in his most recent newsletter of the KASK (Kiwi Assn. of Sea Kayakers), Tim "is still waiting for surf to ease along 90 Mile Beach, not to mention waiting out today's gale warning forecast of 40 knot north-easterlies. He has 40 miles of open surf beach to The Bluff, then 27 miles to Cape Maria van Diemen where he can turn east for Cape Reinga, where two to three weeks of reasonable weather should see him finishing back at Wairmarino, where he started back in November 2010 (and where he first started kayaking as a boy).

"Tim's timetable to finish by March was in my view was a tad ambitious particularly since it took me 86 days back in 1979 just

to paddle around the North Island - and I had a support party on shore. However it is now less than three weeks to midwinter with colder sea temperatures and shorter hours of daylight in comparison to summer paddling. I have no end of admiration for Tim's drive and determination but hope sincerely he is still gaining a semblance of enjoyment and pleasure from his trip."

Taylor, 24, has been kayaking since age 12. He began his adventure leaving from Tauranga Nov. 27, 2010, paddling clockwise around the country. He estimated total kayak distance was 5,500 kilometers.

Good luck to this determined young man. For more information, [www.nzkayaker.com](http://www.nzkayaker.com)

## Sandy Robson Strives to Repeat German Odyssey

In 1932, caught up in the world wide depression that had particularly affected Germany, 25-year-old Oskar Speck decided to try to get to Cyprus to find work in the copper mines there. From Ulm, Germany, he took a bus down to the Danube River and set off for Cyprus. On the way, his vision changed and he decided to see more of the



Heavy seas at Cape Reinga.

world, so began what would become a seven-year voyage across the world. By 1939, he had gone through three folding kayaks and had reached Australia. Unfortunately, he got there just in time for World War Two and was immediately interned as an enemy national.

Sandy Robson is a kayaker from Western Australia. She has been teaching Outward Bound for 17 years and is known for an early attempt to circumnavigate as much



Sandy Robson. Photo by Paul Caffyn..

of the Australian coastline as she could in the single year of 2007, racking up 6000 Km (3728 miles) of the total of 13000 Km distance.

Sandy plans to complete her journey in five years. She left Ulm on May 11, the 79<sup>th</sup> anniversary of Speck's start. Passing through Vienna on the 30<sup>th</sup> of May, she reached Belgrade on the 14<sup>th</sup> of June, planning to leave there after four days of rest and relaxation.

For more see [www.sandy-robson.com](http://www.sandy-robson.com).



Oskar Speck.





## Car Topping 101: Strapping A Kayak On Your Car

By Tom Holtey

How will you get your kayak home from the shop, or bring it to the water?

This topic can be very lengthy and complex when one looks at all the combinations of kayaks, cars, roof racks, and rack accessories. So, this article will be simple for now.

The ingredients are basic and more or less the same for all vehicles and kayaks. You will need: your car, your kayak, and some sort of roof rack system; including bars and/or pads and straps.

Many cars have a factory-installed “luggage” rack on the roof. A factory rack will have crossbars (side to side) and/or sidebars (front to back). Crossbars are essential and can be added if needed. Factory installed racks generally have a weight capacity that will limit the load to one, maybe two kayaks.



Your vehicle may be (or can be) outfitted with a sport rack. The Yakima and Thule brands are good examples. A sport rack is not available as standard equipment on your car, but there are specialty sport racks made to fit most vehicles. Sport racks are installed at outdoor shops, or by the consumer. The rack consists of crossbars, supported by towers or feet, and some sort of clip that clamps the towers onto the car. Sport racks are typically stronger, carry more weight and facilitate the use of accessories.

Many kayaks can be loaded directly onto the crossbars, as well as canoes, hull-up, upside down. The key to this is that the gunwales of the boat must create a long and flat stable base for the kayak to rest upon. Some sit-in-side kayaks can be loaded hull-up, but this is typically not preferable, as

the cockpit combing is weak, and all the weight of the kayak will rest upon it. One advantage of hull-up loading is that rainwater will not collect inside the kayak.

Deck-up loading, right side up, is a good option for the majority of all kayaks, but requires hull shaped saddles, or “U” or “V” shaped foam pads, on the crossbars. Some U shaped foam pads are “soft rack carriers” and do not require crossbars. They are simply placed on the roof. The advantage of deck-up loading is that less saltwater will drip onto your car and windshield.

Without a saddle set or U shape foam blocks the hull of your kayak would rest on the “keel” line of the boat, point loaded on the crossbars, and deform the hull shape. Specialty kayak saddles can be attached to factory luggage racks and sport racks, or one can snap on generic foam hull blocks, slotted to snug around crossbars.



### Soft Racks

Soft Racks are typically pairs of foam blocks, placed directly on the car’s roof, for the kayak to rest on. U-shaped soft racks are for deck-up loading, and long flat blocks are for hull-up loading. Do not confuse canoe style car top blocks with kayak



racks; they will not work for a kayak.

Some sort of padding is required for fiberglass and composite kayaks. At the very least glass kayaks need a form fitting saddle or U shape foam block. Plastic kayaks do not need much for padding, if any at all.

The first step is to get the kayak onto the car. This can be a challenge for beginners, so plan to have some help; it is easy with two people to lift a kayak onto a car, one person at the stern, and the other person at the bow.

You will place your kayak onto...

\* A. The crossbars, kayak hull-up, if the gunwales allow.

\* B. U-shape foam blocks or kayak saddles, mounted to the crossbars, kayak right side up.

\* C. Flat, wide soft racks, placed directly onto a plain car top, kayak hull-up, if the gunwales allow.

\* D. U-shape soft racks, placed directly onto a plain car top, kayak right side up.

The next step is to tie the kayak to the car. If you chose A or B, from the list above, the instructions are the same. You will need two tie down straps per kayak, and a way to tie the bow of the kayak to the front bumper and the stern of the kayak to the rear bumper.



### Tie Down Straps

Tie down straps are simply long straps with a cam-buckle on one end, like a very long belt. They may come in eight to 20 feet lengths, ten feet being quite common. If you

have a small car, ten footers should do. If you have a tall car, van, or SUV, you may want to use 15-foot straps. You will need one pair of straps per kayak.

Make sure the kayak is well placed and



centered on the crossbars. The kayak should be balanced so that it is not inclined to tilt to the front or the back, like a seesaw. (The kayak can be skewed a bit forward or aft, as long as it balances OK.) Ensure that the centerline of the kayak is parallel with the centerline of the car.

Tie the kayak to the crossbars with a pair of tie down straps:

Toss the buckle free end of the strap



up and over the kayak to the other side of the car. Bring the free end of the strap under the crossbar, and inside the tower, looping it around the crossbar, but not winding it. Toss the buckle free end of the strap back over the kayak to the other side of the car. (If the strap is long enough you can “jump rope” it instead of tossing. Tossing in wind can be a problem; you may have to toss the buckle end of the strap.) Prevent the two ends of the strap from crossing over the kayak.

Pull on the plain end of the strap so the buckle end rises up on the side of the kayak and almost out of reach. Loop the plain end of the strap under the bar and around, but do not wind it around the bar. Thread the plain end of the strap through the cam buckle and snug it up tight, firmly, but not so tight as

to squeeze the kayak. Repeat for the second strap. Always make sure the straps are behind the tower and under the bar. Keep the straps in contact with kayak as much as possible, aiming to leave no gaps between the kayak and the straps.

Any loose end of the strap should be secured so it does not flap in the wind as you drive along. Wind it around something and tie it off, or your strap may have a feature that manages with the loose end.

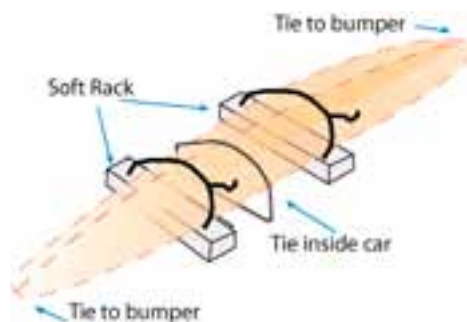
Test the tie down by grabbing the kayak's gunwale and shaking it. If the kayak and the car rock as one then you have a good tie down. If the kayak moves, but the car does not, or not much, then the down is poor and needs to be redone.

If you chose C or D, from above, the tie down is the same for all types of Soft Racks. You can approach this in one of two ways; Attach the kayak to the soft racks then lift it all to the car top, or... place the soft racks on the car top then put the kayak on the soft racks. First timers should do the latter, and then aim for prior.

A soft rack system should have two foam blocks (flat or U shape, maybe with built-in straps or separate straps), one or two standard tie downs, and bow-stern tie downs. A “Kayak Carrier” is just another term for “soft rack.” Bear in mind that not all soft racks are sold that way. Do not confuse surfboard soft racks with kayak soft racks. They will not work very well for a kayak, but are OK for a small surf kayak or wave ski.

Place the foam rack blocks on top of the car. The best placement is close the windshield and close to the rear window. The center part of the car's roof is flimsy and can dent, or “oil can” easily. The very front and back sections of the roof are much stiffer and stronger.

Then have your friend help you lift your kayak onto the blocks. Remember, hull-up on flat blocks, deck-up on U-blocks. Carefully center the kayak and the rack blocks.



The kayak should be balanced so that it is not inclined to tilt to the front or the back, like a seesaw. (The kayak can be skewed a bit forward or aft, as long as it balances OK.) Ensure that the centerline of the kayak is parallel with the centerline of the car.

Secure both soft rack foam blocks to the kayak, so the blocks cannot blow away while driving. It is best if your soft rack has built-in and/or dedicated straps for securing the foam to the kayak. You may use the slots on the bottom of the block if so equipped, or devise any way you can of tying the foam blocks to the kayak. The strap should go under or through the block, and then over the top of the kayak and around. The straps should cinch snug, but not tight enough to squeeze the kayak or cut into the blocks.

Now you need to secure the kayak (soft racks attached) to the car with “center strap(s).” The best way to do this is to open the doors of the car. Gently toss a standard tie down strap over the top of the kayak. Bring each end of the strap inside the car, one end through one door, the other end through the opposite door, and cinch it up inside very snugly, but not too tight. If you have a two door car use one tie down strap, maybe two. If you have a four door car use two straps. Close the car doors on the straps. Some vans and other vehicles may need a strap through open windows in the rear.

Do not strap the kayak to the roof through the open windows in such a manner as that it will prevent your opening the doors. You do want to get out after all, and may have to in a hurry if there is accident.

Cars that have automatic seat belts may bedevil this through-the-door tie down. You may have to figure out another approach. Some soft rack car top kits may have small hooks or clips to secure the center straps to the door frames or rain gutters.

Once you have figured out exactly where you like to strap the soft racks to the kayak you can pre-mount the foam blocks to the kayak before lifting it to the roof. Getting a good placement on the rooftop worth the experimenting.

Tie the kayak to the front and back bumpers of your car.

### Bow-stern Tie-Downs

Methods A, B, C & D are all the same when it comes to bow and stern tie downs to the front and back bumpers of the car. The reason to have bow and stern tie downs to pre-

vent lifting and swiveling from side to side.

Tie off to the grab handles located on the stern and bow of your kayak. If necessary tie to strong points of the deck rigging. (A tie down to the rudder is your last resort.) You can use simple rope, straps, or bow-stern tie downs specifically made for the job.

### Bow Tie-Down

Take a close look under the bumpers. Look for tow loops welded onto the frame, or bumper brackets. These may be evenly spaced, one in the center, or two each side. (These are good tie down points for bow and stern lines.) You may find only one, off to one side, and not evenly spaced, sorry, just bad luck, but you may have to use it anyway.

On some vehicles you can find a gap between the body panel and the bumper cover that a strap or strong cord can pass through and tie around the steel bumper that is behind the plastic cover. (Make a custom permanent loop for this.) You can also tie a short loop of strong cord to a tow loop or frame member that is hard to reach to.

Many commercially available bow-stern tie downs have hooks that can easily hook to tow loops, bumper covers or the frame. What ever you secure to make sure that it will not interfere with the moving, sharp or hot parts of the car.

### Stern Tie-Down

It is best to have two lines running from each side of the bumper to the grab handle (or deck lines) of your kayak. This will form an upside down letter V. One single line is OK, but two are better. If you have two kayakers on the car, tie the right kayak to the left side of the bumper and left kayak to the right side of the bumper, making a letter X (or a letter V if both kayakers are tied to the center of the bumper). Preferably the line(s) are centered and will not tug your kayak out of alignment with the centerline of your car.

Tie off the stern of the kayak to the rear bumper and the bow of the kayak to the front bumper. (Yes, you can place your kayak stern first or bow first as you please.)

Do not tighten the bow and stern lines too snug. They should be almost loose, but not tight enough to strum like a guitar string. You do not want to bend your kayak like a banana.

Do your best to tie both front and back. One line is better than none. Choice

between the front and the back has merits on both sides, with a front line preventing lift, possibly the most compelling. Any line you use in the front should not impair your field of view or create a distraction. A light rope or thin strap is best. A line in the back is best to be very visible, particularly if the back of the kayak hangs over and past the rear bumper. Consider adding a red flag even if not required by law.

Bow and stern tie downs are not 100 percent necessary if:

A. The distance between the crossbars is long compared to the length of the kayak.

B. You are moving at lower speeds on smooth roads or are going a short distance.

C. The geometry of the car, kayak and rack system prevent use of bow-stern tie downs.

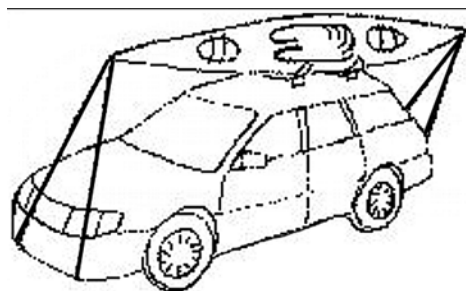
Take extra tie down precautions if you do not have bow and stern lines and drive at slower speeds.

### Additional Car Topping Tips and Info

All roof rack makers and car top accessory manufactures recommend that you do not exceed 55 MPH with a load on the roof. Needless to say this means drive extra carefully. Be 100 percent sure your kayak is secured to your car and will not fly off while driving. Careful driving will really help prevent this from happening. Anything coming off your car and striking another, or their property, is your responsibility.

The strongest parts of a kayak are just behind the seat and at the front of the cockpit where you place your feet, or at the bulkheads (if equipped) being the strongest. If at all possible place your kayak so it rests on the crossbars at these strong points

More than one kayak can go on a car. Typically two will fit nicely on most passenger cars. Each kayak needs to be independently tied with its own tie down straps.



V-Shaped Tie-down



Crossing the bow and stern tie-downs for multiple boats.

Tom Holtey is an ACA certified instructor and the publisher of [www.topkayaker.net](http://www.topkayaker.net). Go to his website for more information on roof racks.



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](http://www.mita.org)



# Runner Meets Bike Meets Horse Meets Kayak

Article and Photos by Tamsin Venn



*The Three Amigos - Runner Lisa, Biker Jan, and Kayaker Tamsin before the start. Where's the horse?*

My neighborhood is blessed with an extensive trail system that not only has miles of running, biking, and riding trails – and generally everyone gets along – but a river that runs through it.

An organization called Essex County Trail Assn. (ECTA) helps to maintain and protect those trails including those in Bradley Palmer State Park, Topsfield, Mass., stage for the inaugural ECTAthalon June 4. Twenty-five four-person teams ran, rode, biked, and paddled their way to the finish line on a sunny early summer afternoon, all thanks to ECTA that organized the race and event chairman Rick Silverman, an avid paddler.

Paddlers are used to being called in for multi-sport events, but this was the first time many experienced being handed off a pinny by a horse. They patiently waited within a taped-in corral for their rider to come into view. It was so unique, that

some paddlers took time to chat with their equestrian team member at the pinny transfer, some meeting for the first time. Then they remembered to dash down the lane, avoiding horses, across the bridge, and down the path to the put in on the Ipswich River.

Distance was about equal for all. After a 3.5-mile course, runners handed their ECTA pinny off to mountain bikers who pedaled a 3.8-mile route through the wooded trails. They passed the pinny onto the horse and rider who followed a 4-mile trail network through private estates, Grotton House and Arabella Farms. The rider then passed the pinny onto the kayaker for the 4.4-mile section of water from the Winthrop Street Bridge in Topsfield to the take out on Peatfield Street in Ipswich, then run down the street to the EBSCO (the local offices of the computer information giant) parking lot for the finish.

This is the first race many had been in, where the winners were determined by pace of the horses, which had nothing to do with getting to the finish line first. “Willful delay,” is not something in a kayak racer’s lexicon. Let me explain.

Here were the directions for the equestrian phase: “As in a hunter pace, the equestrian leg of the ECTAthalon will be run against an optimum time (not against the clock) based on a distance of four miles at a steady average trot (8-10 mph), reduced to 6-8 mph to allow for ground conditions. Exact OT (optimum time) will be established by a pace setter.

“Where footing is bad, it may be necessary to walk, but time can be made up by cantering in the appropriate places. Excess speed will be penalized (minutes under optimum time x 2), and penalty added to the team total. Willful delay (“stalling” to kill time after speeding) within sight of finish

will incur a five minute penalty.”

Our equestrian, Kate Griswold of Ipswich, aced it. She was one of two riders with 0 penalty, and moved us up handily from eighth to fifth place. Lisa Slack ran the unforgiving 3.5-mile loop and handed her pinny off to mountain biker Jan Lindsay who swirled her gears to handle the multiple terrain changes. She gave her pinny to a volunteer who ran it to Griswold and off to the races she went.

Last came the kayakers, who put in at the Winthrop Street Bridge and paddled down river. Here were the warnings for the kayakers: “There are two hazards paddling the course. The first is a two-foot drop one mile into the race. The other is a railroad bridge you will pass under at the three-mile point.”

At the two-foot drop, a volunteer helpfully stood at river’s edge directing kayakers to the highest flow. I can still feel the sickening crunch of rock on fiberglass hull (the majority of kayak entries were plastic) and I had to brace to stay upright in the riffle, taking on some water. I jettisoned earlier plans to portage this section, too much work.

I lost the most time at the railroad bridge. I went for the far bridge bay, which was the closest line of sight, as opposed to going in the middle, and the person behind me passed me as I got swept onto river right and had to extract myself from the gravel, costing precious minutes.

Did you spit on him? my teammate inquired when I told her about the incident.

A post-race celebration took place in the EBSCO parking lot overlooking the



*Downstream, the boats await their paddlers.*



*While 1/2 mile upstream, the boaters anxiously anticipate the thunder of hooves.*



*And here they come! Just trying to avoid the too early/too late rules.*

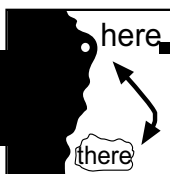


*Husband and wife team Franz and Cynthia Franz had his two kids as ballast on the river.*

Ipswich River, with chow, Ipswich Ale, music from Orville Giddings, a local rock group, and a raffle from REI for a tent, sleeping bags, and backpack – the latter which I won! Sponsors included REI and New England Small Craft, as well as EB-

SCO, among other generous companies.

The presence of horse made this event a truly unique experience for most of the participants, and I’m sure many will be back for the second annual ECTAthon next year.



## Kayaking Cape Rosier

Article by John Christie



*The Cape Rosier area offers a maze of land and water interfaces for the kayaker to explore.*

# Kudzu Craft™

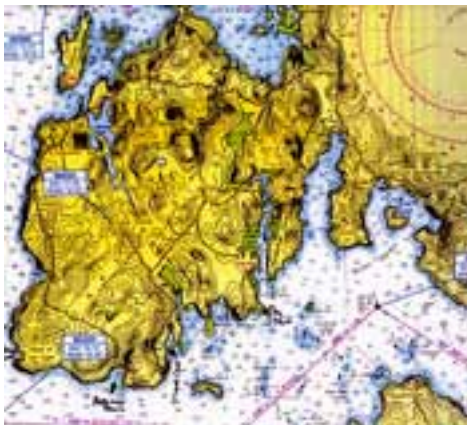
Fuselage frame kayaks  
Full sized plans, kits, supplies  
Kudzucraft.com Guntersville, AL



Although Cape Rosier lies only a few miles, as the crow flies, from my boyhood home in Camden, Maine, and despite the fact I'd once taken a trip while still in high school with Captain Ralph Wooster on his boat, *Betselma*, to Castine, I think the first time this unique Maine treasure entered my consciousness was at, of all places, the first Common Ground Fair at the Litchfield Fair Grounds more than 30 years ago.

It was there that I was held in thrall by two heroes of the "back to the earth" movement, the iconic Scott Nearing and his wife, Helen, who were telling the story of their move from Vermont in the early 1950's to Cape Rosier. Wanting to escape the ski development in that state, they bought a homestead where they eventually built a stone house, now open to the public.

In 1954, they co-authored *Living The Good Life*, the best-seller that became the



*Cape Rosier*

bible for folks seeking a primer on how to live off, and appreciate, the natural world around us.

That encounter provoked me to take a trip to this still-sparsely settled peninsula jutting into Penobscot Bay between Castine and Deer Isle. And it inspired me to make annual visitations since then to this off-the-beaten-path beauty spot.

On the western shore of the Cape, the Maine Bureau of Parks and Lands manages the Holbrook Island Sanctuary, comprised of both a mainland picnic area and a canoe and kayak launching site, a network of hiking trails through upland forests and along rocky shores, and an adjacent island. The real attraction is the 115-acre Holbrook Island itself, lying a little less than half a mile from the mainland portion, and a sheltered kayak paddle. On the mile-long island there are barely-visible vestiges of the long history of human occupation. Instead, there are now open fields, dense evergreen forests, rocky ledges, sandy beaches, and mud flats that invite the visitor to spend the day.

History tells us that the island was first settled during the Revolutionary War by Captain Jesse Holbrook from Truro on Cape Cod. The tall pines on the island provided the masts for sailing ships being built in Castine. The last member of the final family that occupied the island. Anita Harris, passed away in 1985, and generously willed the island to the State of Maine, with the condition that it be maintained "as a wildlife and natural area...devoted wholly to the preservation of nature."

In keeping with her wishes, the island has been allowed to return to its natural state, and most of the buildings have been removed. In strict compliance with her be-



*Castine Harbor.*

quest, the state forbids picnic facilities, motorized vehicles, commercial ventures, road construction, fishing, hunting, and trapping.

Scott and Helen Nearing would be pleased!

You can also reach the island with a somewhat-longer, but equally pleasant paddle, from the launch site right at the public landing in Castine, and out around Nautilus Island. Even if you choose the shorter kayak trip from Cape Rosier to Holbrook Island, you really should plan a visit to Castine while you're in the area. It'll be an immersion for you in Maine history, as Castine is one of the oldest communities in North America, having been continuously occupied since the early 1600's, and has been the site of numerous trading posts, forts, missions, and permanent settlements of France. Not to mention what is still considered by some historians to be the ignominious site of the worst naval defeat in United States history in 1779, when the British Fleet came down from Halifax, Nova Scotia, forced the American Fleet up the Penobscot and bottled them in, resulting in the scuttling of all the ships. The crews, which included Captain Paul Revere, ended up making their way back to Massachusetts on foot. Revere himself was court-martialed, but later exonerated.

You'll get to Cape Rosier by heading south from Bucksport on Route 175 to its intersection in North Brooksville with Route 176, where you'll turn right and follow the well-marked directional signs to

the Cape and the Sanctuary. I suggest that when you arrive on the Cape you bear left so you can head around the seaward side, past the Nearing Homestead, through the village of Harborside, ending up at the spot to launch your kayak for the paddle to the island.

If you decide to start your adventure in Castine, you'll leave Route 175 south of Bucksport in West Penobscot at its intersection with Route 166 which will take you right into Castine.

Either way, you're in for a treat. If you're like me, you'll start making plans for another trip to do some more kayak exploration of the surrounding shoreline. One I'd suggest is heading up the Bagaduce River from Castine to Bagaduce Falls, a round trip of about ten miles, and a delightful paddle.

*Reprinted with permission from The Portland Press Herald/Maine Sunday Telegram.*

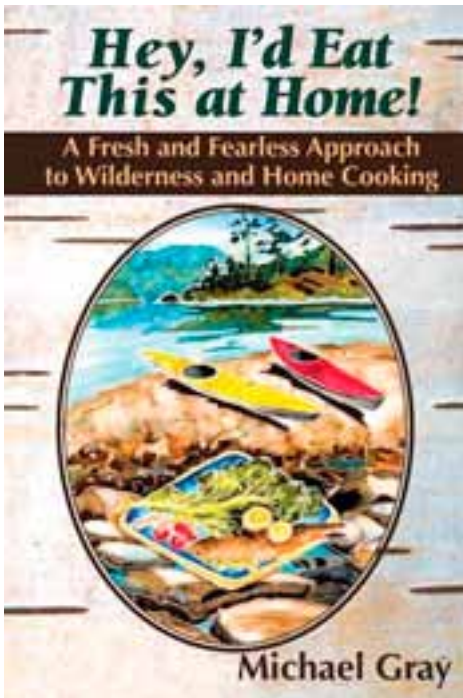


*Bagaduce reversing falls.*

# Hey, I'd Eat This at Home!

By Michael Gray

Reviewed by David Eden



*"Our lives are full of things beyond our control, and these factors have an even greater impact when we are in the backcountry. We can't control the weather, critters, or personalities - but over the years I have learned that the aroma of Georgia Peach Cake baking in the wilderness can make people forget about challenging weather and bugs." - Michael Gray.*

You've been paddling all day into a headwind with spitting rain. You pull into your destination, set up camp, and start the stove roaring. Soon the water boils, the cooking is done and you gratefully dip your spoon into a steaming hot mess of...over-salted, over-processed, freeze-dried glop.

The freeze-drying of food certainly made a lot of options available to the camper. Packages of Sweet and Sour Pork, Beef Bourginon, and Chicken Marsala certainly sound tempting. But the result seem, inevitably, rather rank.

I have tried, in the past, to incorporate fresh food in my camping menus. This has only really been successful on canoe or car trips, where space concerns are not quite as pressing as in a kayak or when backpacking. Most of us just don't have the experience to develop methods to bring fresh food cookery into the wild.

This is where Michael Gray comes to the rescue with his fabulous new cook book *Hey, I'd Eat This at Home!* subtitled *A Fresh and Fearless Approach to Wilderness and Home Cooking*. Gray has had the time to work on both technique and recipes: he has been guiding trips to Alaska, New Zealand, Central America, and the Great Lakes as the founder of Uncommon Adventures since 1984. He has also taken his culinary expertise to such venues as the East Coast Canoe & Kayak Festival in Charleston, South Carolina.

As a cook book aficionado, I flipped to the recipes first. The first thing that caught my eye about this well-organized book is the icons that categorize each recipe. There are four main icons that show the recipe to be suitable for base camp, canoe, kayak, and backpacking, in order of inclusiveness. There is also a secondary icon (a carrot) which shows that the recipe is vegetarian, and a further mark ("V") that indicates vegan dishes. It is therefore easy to flip through and choose recipes based on activity.

And what recipes! Baked Brie. Orange Rum Raisin French Toast. Hummus with Pita and Veggies. Cinnamon Plantains. Shrimp Diavolo. Chicken Gorgonzola with a Smokey Cream Sauce. Pan-Seared Pork Tenderloin in Cherry Red-Wine Peppercorn Sauce. I could finish this review with just the table of contents.

For those of us who find quantity conversions a mite challenging, every single recipe has quantities based on 2, 4, 6, and 12 campers, as well as prepare-at-home and in-camp instructions and a shopping list. Many recipes also include variations.

Gray also includes some traditional foil-roast recipes for camps where open fires are permitted, but, again, his epicurean touch lifts these recipes out of the burned Boy Scout disasters of unhappy memory. Wild Mushroom Chicken Marsala. Bacon-wrapped Onions. Caribbean Carrots.

The section on Lunches and snacks is relatively short, as Gray considers this meal a "moveable feast." He lists a number of possibilities under the various categories Carbohydrates, Proteins and Fats, Fruits and Veggies, and Desserts. (Did I mention

that desserts are very important to Gray?)

After salivating over the options in the recipes section, I returned to the front of the book to check out the technical information. Gray starts with a chapter on planning, in which he explains that there are two basic ways to pack food: the pantry method, in which food is carried in bulk and meals are created by exploring the pantry and being creative. This works best on longer trips. Gray presents a combination of the pantry method (for lunches, mainly) coupled with specific meal planning for trips of around a week or less. Following, there are chapters on nutrition, food storage, and hygiene and clean water. My favorites were The Backcountry Kitchen (again, with pots and pans recommendations based on group size and activity), Portable Produce, which explains how to bring perishables on trips, and especially Backwoods Baking, which discusses gear and methods for this underused activity.

The back pages include useful conversion charts, sample menus, and a reference list of other useful adventure cook books.

Ending with a list of deserts: Easy Black Forest Cake. Bananas Nigel Foster. One Burner Brownies. Georgia Peach Cake.

Gray's book is available from amazon.com for \$18.95.



Michael Gray





## GET LISTED!

Send calendar listings to [ackayak@comcast.net](mailto:ackayak@comcast.net) or ACK Calendar, P.O. Box 520, Ipswich, MA 01938, or enter them online at [www.atlanticcoastalkayaker.com](http://www.atlanticcoastalkayaker.com).

## NORTH ATLANTIC

### SYMPOSIA AND SHOWS

#### July 2011: Great Hudson River Paddle.

Various events along the Hudson River Greenway Water Trail. [www.hudsongreenway.ny.gov](http://www.hudsongreenway.ny.gov)

#### July 21-23: 51st Friendship Sloop Rendezvous and Races

Harbor Park, Rockland, Maine. Demonstrations and visits to historic Friendship Sloops. [www.fss.org](http://www.fss.org).

**July 30: Paddles Up Niagra.** Beaver Island State Park, Grand Island, NY. [www.niagragreenway.org](http://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

**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](http://www.maineislandkayak.com)

[maineislandkayak.com](http://maineislandkayak.com)

### RACES

#### July 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](http://www.holyokerows.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](http://www.lakeplacidinternational.com)

**July 4: 4th of July Contoocook River Race.** Contoocook River, N.H. 5 miles flatwater. [Prtsen1@comcast.net](mailto:Prtsen1@comcast.net) or [www.neckra.org](http://www.neckra.org)

**July 10: Philadelphia Canoe Club Open House Race.** Schuylkill River, Philadelphia, Penn. 8.5 miles, .5 youth canoe and kayak race. Start/finish Philadelphia Canoe Club. [www.philacanoec.org](http://www.philacanoec.org)

**July 13: Holyoke Rows Boathouse Challenge.** Connecticut River, Holyoke, Mass. 10k, 6k, 3k. [www.holyokerows.com](http://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](http://www.mirpace.org)

**July 16-17: 6th Annual Maine Kayak Fishing Tournament.** Kayak anglers fish the Sheepscot, 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.maineKayak-fishing.com](http://www.maineKayak-fishing.com)

**July 23: Blackburn Challenge.** Gloucester, Mass. 23-mile race on mainly open wa-

ter, 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](http://www.blackburnchallenge.com). Or email [Donna-Lind@comcast.net](mailto:Donna-Lind@comcast.net) or call (978) 764-9407

**July 28-30: Empire State Regatta.** Erie Canal, Fairport, NY. [www.empirestateregatta.com](http://www.empirestateregatta.com)

**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](http://www.kayakforacause.com)

**July 31: Harrison Street Regatta.** Downtown Boathouse, New York City. From Pier 96 to the 72nd St. dock. Winner is the second to cross the finish line. Open to all human-powered craft. DB's fleet of public kayaks is available for use. 2:00 PM start. Post-race BBQ. [www.downtownboathouse.org](http://www.downtownboathouse.org)

**Aug. 6: Laurel Lake Assn. Canoe and Kayak Race.** Fitzwilliam, N.H., sponsored by one of the best lake associations in N.H. 5-mile and 2.5-mile race. Largest children's race in New England. [www.laurellakeassn.com](http://www.laurellakeassn.com)

**Aug. 14: The Bird Island Challenge.** Upper Buzzards Bay, sponsored by The Gleason Family YMCA, Wareham, Mass. Race Director: Richard Wheeler. 13-mile race starts at Zecco Marina/British Landing, Wareham, and follows the coast to Marion where races round beautiful Bird Island, noted for its historic lighthouse and major nesting site for the endangered Roseate Tern. Also 3-mile Long Beach and 6-mile Great Hill courses. To benefit YMCA scholarships. [www.ymcasouthcoast.org](http://www.ymcasouthcoast.org).

**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. 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.

**Sept. 9-11: 27th Annual Adirondack Canoe Classic:** The “90-Miler” follows the original “highways” of the Adirondacks from Old Forge to Saranac Lake paddling through the heart of the Adirondack mountain wilderness. For both recreational and competitive boaters. Friendly competition and warm Adirondack hospitality. [www.macscanoe.com](http://www.macscanoe.com)

**Sept. 21: Bolton United Way Race.** Bolton Lake, Bolton, Ct. 5.5- and 4-mile evening race. [www.neckra.org](http://www.neckra.org) or [pdlqlt@mac.com](mailto:pdlqlt@mac.com)

**Sept. 24: Long Lake Long Boat Regatta.** Adirondacks, N.Y. Includes the ten-mile Kayak Championships. All races begin and end at the beach across from the Adirondack Hotel. [www.macscanoe.com](http://www.macscanoe.com)

Go to [www.neckra.org](http://www.neckra.org) for more fun and noteworthy races.

## TRAIL NEWS

### 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](mailto: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](http://www.NorthernForestCanoeTrail.org)

## SOUTH ATLANTIC

### EVENTS

American Canoe Association (ACA)

**Coastal Kayak Instructor Certification Workshop (ICW).** Hosted by: Sea Kayak Carolina. Location: Charleston, S.C. Instructor Trainers: Josh Hall and Susan Kershaw. Dates: Level 1 – 2 ICW is a 3-day program Sept. 17 – 19. The Level 1 – 3 ICW is a 5-day program Sept. 17 – 21

Josh Hall is chairman of the ACA Coastal Kayak Committee and an Instructor Trainer Educator in the coastal kayaking discipline. Josh is the Outdoor Program Coordinator for the Charleston County Park and Recreation Commission. Sue is a Coastal Kayaking Instructor Trainer Candidate, an Open Water (Level 4) Coastal Kayak Instructor and a co-owner of Sea Kayak Carolina. Boats and other gear will be available as needed. Sea Kayak Carolina, [http://www.seakayakcarolina.com/ACA\\_schedule.html](http://www.seakayakcarolina.com/ACA_schedule.html)

## GREAT LAKES

### SYMPOSIA AND SHOWS

#### July 8-10: Door County Sea Kayak Symposium

Ellison Bay, Wisc. Kayaking is for everyone! Whether you are an experienced kayaker or just beginning, the Door County Sea Kayak Symposium is a weekend of fun, growth and learning for everyone! [www.everyonepaddles.com](http://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](http://www.downwind-sports.com)

#### August 18-21: Ladies of the Lake Women's Sea Kayak Symposium

Munising, MI. Our idea is to provide a quality paddling experience promoting “women kayaking with women for women.” [downwind-sports.com/lol/](http://downwind-sports.com/lol/)

#### Aug. 19-21: Lake Superior Goes Greenland

Naturally Superior Adventures hosts Ontario's only Greenland-style sea kayak symposium on Lake Superior, Wawa, Ontario, Canada. Instructors include Bonnie Perry and Doug Van Doren, two of North America's finest Greenland-style paddlers. Perfect for first-time and experienced Greenland-style paddlers alike, registration includes the use of a handmade paddle. Contact: Me-

gan Gamble (800) 203-9092; [info@natural-lysuperior.com](mailto:info@natural-lysuperior.com)

**August 19-21: QajaqTC Training Camp** Camp Lookout, Lower Herring Lake, Frankfort, Mich. Tenth annual training camp devoted exclusively to traditional Greenland skills. This is a “paddle-in” event; pontoon boat available to transport gear. The location is on a strip of land that shares Lower Herring Lake and Lake Michigan shoreline. Water quality is pristine, and participants end their days gathered around a bonfire watching spectacular Lake Michigan sunsets. Guests are Adam Hansen from Greenland, Cheri Perry and Turner Wilson, and the family of John McConnell, Jane Taylor, Emmett Dooley; David Sides, Heather Lamon. [www.qajaqtc.org](http://www.qajaqtc.org)

## PACIFIC NORTHWEST

### July 18: Yukon 1000

1,000 miles, Whitehorse to the Alaska Pipeline/Dalton Highway, Alaska. Longest canoe and kayak race in the world. Teams are tracked using SPOT devices. [www.yukon1000.com](http://www.yukon1000.com)

### Aug. 13: Yukon 360

A long weekend race on a different Yukon River each year. This year, Stewart and Yukon Rivers, from the silver town of Mayo to the gold town of Dawson, Alaska. [www.yukon1000.com](http://www.yukon1000.com)

### Oct. 26-30: Greenland Week Kayak Festival and Qajaq Competition

Lake Sammamish State Park, Issaquah, Wash. A kayak symposium for all who want to know more about Greenland style kayaking. A variety of lessons are available starting Wed. Oct. 26 through Sat. the 29th. Some of the lesson topics are: Rolling w/a Greenland paddle, Competition Rolling Skills and Strategy, Rock Garden Kayaking w/Greenland Paddles (or this class may be Surf Kayaking w/Greenland Paddles if conditions allow), Tidal Rapids Kayaking w/Greenland Paddles (at Deception Pass), and Carving a Paddle. Featured instructors include: Maligiaq Paddilla (8x National Qajaq Champion of Greenland), Dubside, Helen Wilson, and George Gronseth. [www.kayakacademy.com/pages/lessons/courses/greenlandweek.html](http://www.kayakacademy.com/pages/lessons/courses/greenlandweek.html)

## INTERNATIONAL

### July 17-24: Greenland National Open Kayaking Championship

Sisimiut, Greenland. Foreign kayakers of all skill levels are welcome to enter. [www.qajaqusa.org](http://www.qajaqusa.org)

# Klassifieds



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**TSUNAMI X-15 SCRAMJET.** Custom handmade by Jim Kakuk, Aug., 2001. Carbon/Kevlar w/Stainless Hardware & Structural supports. Handles surf and big waves beautifully. Perhaps the best-conditioned Tsunami boat in existence. Original custom Red/White/Blue Gel Coat — \$2750.00. Shipping from CA extra.

Custom marine canvas storage bag extra — \$750.00. [TsunamiX15@gmail.com](mailto:TsunamiX15@gmail.com) (9)

**CURRENT DESIGNS SOLSTICE** in fiberglass. White over white, 17'6", 22" beam. 52 lbs. Very good condition. Excellent for touring/tripping due to water-tight bulkheads and large, easy to load hatches. Tracks like a train so rarely need the rudder. Regular size cockpit, comfy seat w/ low seat-back. A fast, efficient boat over long distances, yet very predictable in rough conditions. Permanent-mounted deck compass and tow-rig hardware. Reason for selling: bought the new upgraded model. Located in NW VT, but I travel to ME 1-2 month thru Oct. so can arrange a demo. \$1,200. Ruth 802-434-5843 / [vtvidiot@gmail.com](mailto:vtvidiot@gmail.com). (9)

**NDK Pilgrim.** A responsive kayak designed for the small or slim paddler. Narrow hull, offering speed and is very easily turned and controlled in wind with minimum of weather cocking. Easy to roll as any Greenland style kayak. Multiple-fit option is due to a raised area on either side of the cockpit. Low rear deck for easy rolling, keyhole cockpit. Sloping bulkhead behind the seat allows the kayak to be emptied by lifting only the bow. Dimensions: 15.75' x 19.69. Color: Quill deck, White hull, Black Trim. Like new condition. \$2995 (retail was \$3599) - includes brand new Snap-dragon Sprayskirt custom made for the kayak. Care & Feeding: introduce to salt water and fresh water kayaking as much as possible. For photos & detail: <http://www.WannaKayak.com/NDK-Pilgrim/>.

Please contact Fern at [Learn2Kayak@aol.com](mailto:Learn2Kayak@aol.com) (9)

**Boreal Designs MUKTUK**, poly, red, good condition \$700

**Boreal Designs INUKSHUK**, poly, yellow, good condition \$750

**Boreal Designs NANOOK**, composite, dark red/ white, as is \$900

Pictures and descriptions of the boats may be found on the Boreal website [www.borealdesign.com](http://www.borealdesign.com). Please call for more info or to try the boats out. Cat Radcliffe 508-369-3028

[catherineradcliffe@earthlink.net](mailto:catherineradcliffe@earthlink.net) (9)

**NECKY ARLUK III.** Kevlar - 47 pounds. Yellow over white. Sunto compass installed flush in deck. \$1300. [info@madrivertdecoy.com](mailto:info@madrivertdecoy.com) (9)

**KATSALANO wanted.**

Rusty Norton (203) 281-0066 or [lovepotent@hotmail.com](mailto:lovepotent@hotmail.com) (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 [pinkyplatt70@yahoo.com](mailto:pinkyplatt70@yahoo.com) (6)



**NECKY ARLUK III**

Fiberglass (composite). Beautiful touring sea kayak, completely refinished with new gel coating on the bottom and trim line. This boat has Kevlar reinforcement in bow and stern areas. This is an excellent buy for a composite boat that is solid, functional and lightweight. Front and rear compartments

have new neoprene hatch covers under the hard shell covers, deck lines, bungies, and new Fastex straps and buckles. After the time and expense of restoring this boat, and to keep it pristine, I am not going to paddle it and risk compromising the finish of this wonderful boat. If you are familiar with the Arluk series, then you will already know what a great boat this is. I will deliver to buyer within 100 miles of Atlanta for no charge, providing they pay up front. Additional mileages may be negotiated. \$1350. Roger Lance, Buford, Georgia (30519), [rogerlance@atex-usa.com](mailto:rogerlance@atex-usa.com) (4)

**Handmade CHESAPEAKE 17'**

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

**NDK ROMANY**

Fiberglass, Quill Deck over white hull, Composite Seat, Factory Installed Nexus Compass, Rear Rope Skeg, Manufactured 2006, 16'x21.5", 54 lbs., Dayhatch, with extras, Like New, \$2675, Albany, NY Area, Call Charlie @ 518-234-9235 or [cummings55@gmail.com](mailto:cummings55@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](mailto: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.

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