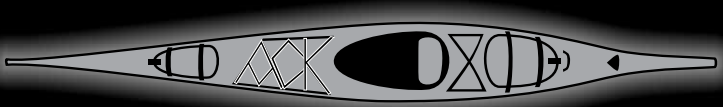


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**Inside: Paddling the North Shore of
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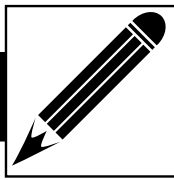
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Deadline for all materials is the first of the month preceding the month of publication.

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

On The Cover: At high tide, the Great Marsh north of Boston has many secluded spots for a refreshing swim. Photo by Tamsin Venn.

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



In this month's Blackburn Challenge results, you will see four entries for Achilles tandems, part of a program for wounded war veterans that has been fast gaining momentum. Initially the goal of the Achilles Kayak Program was to participate in the Mayor's Cup Kayak Challenge – a grueling 28-mile race around Manhattan - and compete alongside some of the best open water paddlers in the world.

Last year with the help of Achilles Kayak Team Manager Gary Williams, the kayak program expanded to compete in three major races: the Bear Mountain Tune-up series, the Lighthouse to Lighthouse race on Long Island Sound, and the Mayor's Cup (five teams total).

The 2011 season expanded even more and included the following events:

- * May 14 - Essex River Race, Essex, MA - 5.5 miles

- * July 23 - Blackburn Challenge, Cape Ann, MA - 20 miles

- * Aug. 27 - Jamestown Counter Revolution, Jamestown, RI - 15.5 mile open water race around Jamestown Island

- * Sept. 10 - Lighthouse to Lighthouse Race, Westport, CT -14 miles

- * Sept. 24 - Achilles Intrepid Challenge, NYC – 14-mile challenge and 7-mile fun paddle from the Intrepid Sea, Air and Space Museum at Pier 82 to the George Washington Bridge.

The goal? To grow the team throughout the U.S. The kayak program is in the process of opening chapters in Charleston, S.C., and Palm Beach, Fla.

The main person to thank for starting the program is Dick Traum, 70, who founded Achilles International in 1983. A knee-down amputee, he started running marathons in the 1970s and was the first amputee to run the marathon distance in the 1976 NYC Marathon. Achilles International has grown to 70 chapters worldwide with more than 60,000 members.

Achilles' goal since the get-go has been

to get disabled athletes to compete alongside the elite athletes in any field. Traum has participated in all of the Mayor's Cup races. His son, Joe, runs the four-year-old Achilles kayaking program. We talked to Joe via email about the program, and here is what he had to say.

"The beauty of the Achilles Kayak Program is that when you give a person with a disability a chance to kayak, the disability virtually disappears. The person becomes one with the kayak and more importantly is able to enjoy training and racing without being different. Our team has chapter members from all over the United States, especially the Achilles' Freedom Team Of Wounded Vets. Our kayak team program uses Current Designs Unity tandem kayaks. An Achilles' member is in the front seat and an experienced guide in the back.

"To begin our fleet of kayaks, we began an endow-a-kayak program in 2011 similar to our endow-a-cycle program. An individual can donate \$2,800 towards the purchase of a kayak.

"The vision of the Intrepid Challenge emerged from the discontinuation of the NYC Mayor's Cup. The Mayor's Cup had been a great idea not only for the sport, but also for NYC.

Achilles has adapted the idea of a kayak race in the Hudson River and with the help of The Intrepid Museum and Cushman and Wakefield will be having the able-bodied and the disabled kayaking together. Wounded Veterans celebrating the sport, NYC, and the idea that goals are reachable. All you have to do is try.

"I love the idea that people with disabilities can get into a kayak and live in a parallel universe. When our athletes are in the kayak their disability disappears. It's contagious!"

Several well known kayakers volunteer for this inspirational program.

Mark Ceconi, who blogs on surfskiracing.com (and wrote the Blackburn Challenge account in this issue), is an accomplished paddler from Ridgefield, Ct., and

has paddled in the Mayor's Cup.

Ray Fusco helped the Achilles group get into the racing scene with the Mayor's Cup and is advising the organizers on how to make the Intrepid Challenge a huge success.

"Achilles International is a pioneer in the world of competitive disabled athletes. Its marathon program and hand-cycle program are world-renowned. It is committed and excited about this paddling program and will no doubt make it as great as its others," says Fusco.

In 2009 Marcus Demuth and his Achilles partner Michael Blair successfully completed the Mayor's Cup in nasty conditions. At the last minute, the organizers limited the paddlers to the elite class. Demuth and Blair overcame wind and waves to win the tandem division.

Demuth writes in the recent Sebago Canoe Club newsletter about the upcoming Intrepid Challenge. It "will be the city's biggest kayak competition, with an estimated 150 paddlers competing on either the 14-mile elite course or the more beginner-friendly 7-mile distance.

The competition is open to sea kayaks, surf skis, outriggers, stand-up paddleboards, and traditional rowers. No matter whether you want to participate as a racer, a volunteer, or just want to drop by to cheer the contestants and join the after-race party, everyone is invited to join."

In general, anybody can join the kayak program with the understanding that kayaking is a competitive and demanding sport.

The program is always looking for volunteers to come out and be a part of the Kayak Team. If you are interested in becoming a member or volunteering with the Achilles International Kayak Program contact Joe Traum at 212-354-0300 or email him at jtraum@achillesinternational.org.

For registration for the Intrepid Challenge, go to www.achillesinternational.org or Joe.

Good luck to all the competitors and to the future of the kayak program!



Proper Technique for Safe High Brace is Key

I wanted to commend you and Wayne Horodowich for his article on “Shoulder Safety” in your March/April 2011 issue. In recent years I’ve seen this subject given more attention in kayaking magazines, but Wayne’s article describes the issue most succinctly and specifically. My own experience illustrates the dangers of doing the high brace incorrectly. In the mid-1990’s my kayak instructor presented the high brace with no mention of protecting the shoulder from injury. The reason I’m sure is that the issue wasn’t widely known at the time. He also discussed the more “advanced” high brace demonstration required in upper level BCU assessments that involve a near capsizé – basically your entire torso hitting the water before righting yourself with a high brace. Of course the trouble with waiting until your head hits the water before doing the high brace is that this essentially dictates that your hand and elbow be far above your shoulder to keep the paddle clear of the water to initiate the high brace. As discussed in Wayne’s article, this is exactly the wrong thing to do for shoulder protection. Ignorant of the danger, I diligently practiced this incorrect high brace technique early on in my kayaking career, again and again hitting the water with an extended high brace position, wham. Yes my shoulder hurt, but this was the most “advanced” high brace method, so I figured more practice and I’d eventually get it, right? Not surprisingly, I eventually spent an entire winter in physical therapy working to regain the ability to simply raise my right arm without shoulder pain – had a hard time even shaking someone’s hand. Rest and therapy helped, but my shoulder has never been the same. To this day it is prone to re-injury and often hurts after a few hours of paddling. This can make rough water paddling a challenge and can make the afternoon paddle back to the launch site a painful chore. Throw in a little headwind on the way home or the need to tow a fellow paddler and my bum shoulder can become a significant safety liability. Since the injury I’ve been hyper vigilant about

proper paddling technique to protect it and have not suffered any major re-injury. But needless to say, my problem shoulder has definitely limited my paddling in various ways over the years. Avoiding the problem in the first place with proper technique is the key. Thankfully, now you can find the issue of shoulder protection in many kayaking handbooks, and it is nearly always mentioned in relation to the high brace during instructional courses. Thanks to Wayne and ACK.

*Jim Nash
Mamaroneck, NY*

More Critter Tales

Sorry to read about the grey seals being shot (“Environment, ACK July/August 2011). But I had a wonderful experience years ago paddling out to Monomoy. We saw some grey seals there but I couldn’t get a decent look at a single one. I complained and a native told me that they like to follow boats. So I did a 180 and, within a minute, there was a grey seal following me, not four feet off my bow! What a look! But my best seal experience was snorkeling in the Galapagos. There you are the toy! The baby seals like to see how close they can get to your face mask without touching you - inches! As the face mask gives you no peripheral vision, the seal is suddenly in front of you, whizzing past. Once you get used to it, it is fun, especially as they never did touch. The other thrill, while snorkeling there, was having a sea turtle check me out. It was about three feet long and swam up to within about six inches of my face mask. Then, obviously satisfied, it turned and swam off. (Watching them in the water, where they use their fins as birds use their wings, I really wanted to say “turned and flew off” but was afraid it would be misconstrued.)

*Herb Stein
Washingtonville, NY*

Atlantic Paddle Symposium Huge Success

The committee for the 2011 meet knocked it out of the park this year - 28 world-class coaches lead 120 paddlers at the three-day

event, May 20 to 23, near Terra Nova, Newfoundland. Newfoundlanders say it is not a proper May 24th weekend without a little snow. Saturday morning had an air temperature of 2 degrees and a 25-knot wind from the north; it snowed for a brief moment so that was a great start for the event.

Highlights of the fourth annual event, which featured sessions for canoeists and white water kayakers and sea kayaks, included:

Mark Scriver teaching solo canoe sessions in white water and then hitting the sea to help run a rock hopping session

Canoe Poling with Kevin Silliker, the master of the pole

Maligiaq Padilla, world Greenland rolling champion, teaching Greenland rolling and paddling techniques

Brenna Kelly leading paddlers down some of the most challenging white water Newfoundland has to offer

Christopher Lockyer leading two dynamic rock hopping sessions

Kevin Callan sharing tips and tricks about enjoying the outdoors

Loads of strokes and skill development sessions

Matt Nelson working with students on incident management

Pictures from this year’s event can be found at www.atlanticpaddlesymposium.com/Atlantic_Paddle_Symposium/Gallery/Gallery.html

The always entertaining Kevin Callan gave a great presentation on why we go on canoe trips, and Maligiaq Padilla showed some great videos from Greenland.

Visit our site to see a full list of the 2011 sponsors and volunteers and pictures.

The location and dates (May 11-14, 2012) have been selected for the 2012 event. We will be hosted by Liscombe Lodge Resort and Conference Centre located Nova Scotia’s Eastern Shore of Nova Scotia. Keep an eye on the website for all the details. Registration opens Dec. 15.

*Christopher Lockyer
Executive Director 2012 Atlantic Paddle Symposium
www.atlanticpaddlesymposium.com*



Dave Getchell Sr. a Finalist for Outdoor Hero Award from L.L. Bean

Dave Getchell Sr., co-founder of the Maine Island Trail Association, is one of ten finalists for a 2011 L.L. Bean Outdoor Hero Award. Perhaps no Mainer has promoted responsible outdoor recreation on Maine's lands and waters more than Dave Getchell, Sr. A self-effacing visionary, Dave's enduring contributions are trust in the recreational user, engagement of volunteers in stewardship, and a knack for successfully engaging both public and private landowners. Concentrated in Maine, Dave's work has reached throughout North America.

After growing up in Bangor, Dave wrote for Downeast Publishing and *National Fisherman*. In 1979 he launched *Small Boat Journal* and contributes to recreational publications to this day. In 1994 he produced the authoritative 250-page *Outboard Boater's Handbook*. Dave's legendary adventures on his open, 18-foot skiff Torngat took him as far from Maine as Labrador and Manhattan (camping on beaches along the way). In exquisite journalistic prose, he conveys that if you can dream it - and prepare carefully - you can do it in a small boat.

Dave eventually joined the Island Institute where he investigated the recreational potential of coastal islands owned by the State of Maine. He concluded that "here was a rare chance to develop an outstanding waterway for small boats that would use the state-owned islands for overnight stops, similar to the way hikers use the Appalachian Trail." He called it The Maine Island Trail. According to the American Canoe Association, it was the first of more than 500 recreational water trails in America today.

Under Dave's vision of balanced access and stewardship, the Maine Island Trail has grown over 20 years to encompass more than 180 properties, the majority of which are privately owned. Some 200 volunteers steward the Trail for thousands of hours each year, monitoring island use and cleaning island beaches. With the Maine Island Trail established, Dave co-founded the North American Water Trails Association and assisted other states to develop water trails of their own.

Closer to home in Appleton, Maine, Dave founded the Georges River Land Trust's Conservation Trails Program and was recognized as the spirit behind the 36-mile Georges Highland Path. He was also a founding member, long time volunteer, Board member, Vice President, and now Honorary Director of Friends of Baxter State Park. (They joke that he is their Godfather.)

In 2006, Dave received a "Gulf of Maine Visionary Award" from the Gulf of Maine Council on the Marine Environment. In 2007, he was awarded the Espy Land Heritage Award by the Maine Coast Heritage Trust.

Presenting the award, interim President David MacDonald noted, "Dave Getchell is truly an outstanding conservationist, and his enthusiasm and work ethic are contagious." In 2009, the Maine Island Trail Association created the Dave and Dorrie Getchell Spirit of MITA Award - its highest honor in recognition of volunteer service.

Dave has summarized his work simply: "In my experience, the vast majority of hikers and boaters do not need policing and strict rules but instead respond with respect and appreciation for the privilege of enjoying these beautiful places."

By Eliza Ginn

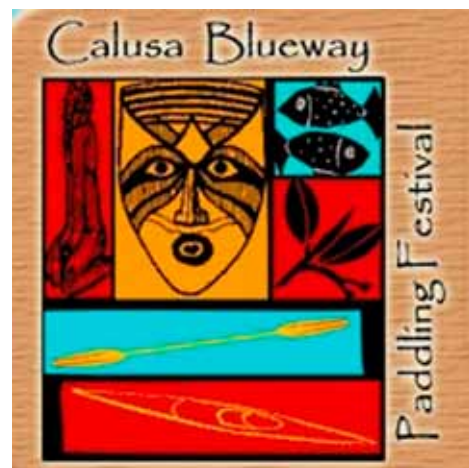
Mark Your Calendar for Premier Paddling Festival

Paddling enthusiasts are preparing for the sixth annual Calusa Blueway Paddling Festival along the beaches of Fort Myers & Sanibel, in Southwest Florida, Nov. 3-6.

The four-day festival, presented by *Canoe & Kayak* magazine, offers hands-on nature experiences along with kayaking and canoeing events such as guided trips, demonstrations, on-water instruction, Stand-Up

Paddleboard activities, green events, speakers, a film festival and evening socials.

The festival also gives attendees a chance to participate in two races - the Calusa Classic and Calusa Dash - as well as a photo contest and a catch-and-release fishing tournament for a chance to win cash



and prizes.

"The local community has put together an amazing list of paddling events over four days," said Jim Marsh, publisher of *Canoe & Kayak* magazine.

This year's wristband is an all-inclusive pass available for \$60 and provides trolley transportation to the festival site for three days of paddling equipment demos, new product testing with *Canoe & Kayak* magazine, admission to the speakers tent, on-water demonstrations, subscription to *Canoe & Kayak* magazine and three evening paddler's socials with refreshments. The socials include Friday's feature, The *Canoe & Kayak* Mag Film Fest Night, and Saturday's Florida Paddling Trails Association annual event with live music and a panel discussion with members of the Watertribe, who will share their experiences participating in an adventure race that circumnavigates Florida.

Hotels and inns in the area have created special packages for travelers with paddle craft. Tent campers and RVers can book waterfront sites with kayak launches and can paddle the Calusa Blueway to the festivities and social hours. Most event sites are reachable by bicycle or trolley. This year the Calusa Blueway Paddling Festival is centrally located on the Sanibel Causeway and serves to highlight the Calusa Blueway

Paddling trail, a 190-mile marked and meandering saltwater trail.

Festival details are available at www.CalusaBluewayPaddlingFestival.com, including lodging packages and a schedule of events. For trail information, visit www.CalusaBlueway.com. Find the festival on Facebook and Twitter. The festival is coordinated by Lee County Parks & Recreation, based in Fort Myers, Fla.



Chewonki Wins Green Choice Award

GreatNonprofits announced May 1 that the Chewonki Foundation of Wiscasset, Maine, won first place in the 2009 Green Choice Award. The contest, held during Earth Month in April, asked people to submit reviews and ratings about environmental nonprofits.

"There are so many great nonprofits who don't have an advertising budget and are not household names," says Perla Ni, CEO and founder of GreatNonprofits. "We enable grassroots nonprofits to gain recognition." GreatNonprofits added that today's results provide surprising insights into the kinds of organizations that are considered effective by volunteers, donors, and stakeholders.

While big organizations such as Greenpeace and the Sierra Club were available for review, those groups didn't see the kinds of results that their smaller counterparts did. For example, the reviews for the Natural Resources Defense Council totaled five, while the Chewonki Foundation garnered 166 reviews and an overall five-star rating.

Chewonki President Don Hudson was thrilled to receive the news and enthusiastically thanked the Chewonki supporters who made their voices heard. "We are de-

lighted to be honored with the 2009 Green Choice Award and to see the reviews that so many of our friends and supporters wrote on our behalf. Our work with young people is a continuous source of inspiration to us, and we are motivated every day by the vision for a healthy planet."

By Betta Stothart Connor



Pierce Brosnan Speaks Out Against Iceland Whaling

In an email to members of the NRDC (Natural Resources Defense Council), ac-

tor Pierce Brosnan has called on the public to take action against Iceland's continuing refusal to abide by the ban on commercial whaling. Gary Locke, the U.S. Commerce Secretary, in July certified that Iceland's continued whaling is undermining the International Whaling Commission and urged President Obama to impose Sanctions on Iceland. The president has 60 days to decide.

In 2004, the United States made an official protest to Iceland regarding its whaling policies and practices, to no avail. According to Brosnan, Iceland actually increased its whaling following the U.S. protest.

"Iceland has proven that it will thumb its nose at anything less -- and will go right on slaughtering whales for profit," states Brosnan in his email, and also points out that the U.S. has never imposed sanctions on any nation for whaling infractions.

Go to www.savebiogems.org/wildlife/ for more information.

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Leg Hook Re-entry After A Capsize

By Wayne Horodowich



Over the years the two main re-entry techniques commonly used for assisted recoveries were the back deck re-entry and the between the kayak re-entry. The leg hook (knee hook) method of re-entry is a more recent development in recovery options. This re-entry technique was primarily used during assisted recoveries. Now there is

also a solo paddle float option that uses the leg hook re-entry, which was recently developed by Christine Burris, which requires the paddle to be stored under the deck rigging.

Photo 1: The leg hook re-entry starts with your body vertical in the water with your chest facing your cockpit. The leg that

will be used to hook the coaming is the leg that is closer to the bow when in starting position. I recommend the assisting paddler use the bow to stern stabilizing position, because the paddler in the water needs the area directly behind the cockpit unobstructed.

The paddler climbing into the cockpit will be placing a good deal of force on the edge of the kayak, which will cause the kayak to roll over unless the assisting paddler stabilizes the kayak securely. The rotational force exerted in this recovery is much greater than the force typically experienced when the paddler climbs on to the back deck. The assisting paddler will be working harder when this re-entry method is being used. As an assisting paddler, be sure to practice stabilizing the kayak with your regular partners to see if you can provide enough stability to allow this re-entry method to work.

As always, I recommend the assisting paddler not only hold the cockpit coaming. As seen in the pictures, he should rest his upper body over the kayak he is trying to stabilize. Adding your body weight makes it easier to stabilize the kayak.

Photo 2: In order to get your leg into the cockpit you will need to lean your torso toward the water in the direction of the stern. Since kayaks have different deck rigging, you will have to find adequate hand holds for your individual kayak. As you practice this re-entry method, you will see why I regularly recommend reliable and functional deck lines. Your hand positions will change throughout the maneuver as you climb in to your cockpit.

Here is a body movement tip you should store away in your brain, which is helpful when trying to move your body when you are in the water. If you are floating on your back and you lift your head and look at your feet, your feet will want to sink. If you want your feet near the surface, try tilting your head back toward the water.

Since your goal is to get your leg up into your cockpit it means you should be arching head and upper body backwards to make it easier to get the leg up. In this example Bill has moved his head and upper body down toward the right side in order to get his left leg up. If you haven't realized it yet, the higher the freeboard the more difficult it is going to be to get your leg up into the cockpit if you have shorter legs.

Photo 3: Before trying to lift yourself into your cockpit, you need to have your leg in the correct position. Just putting your leg into your cockpit is not enough. The reason this re-entry method is called the leg hook or knee hook is because you are hooking your leg at the knee joint over the cockpit rim. It is imperative that you get the crease behind your knee over the edge of your coaming. If you do not do this, you will not have the leverage you need and you will find your leg slipping out of the cockpit. This is why I mentioned the concern of leg length and the distance your cockpit rim is off of the water.

Once you have your leg hooked over the coaming you will need to reposition your hands across to the other side of your kayak. The farther you can reach the better leverage you will have from your arms. I don't want you to think that this is an arm pull-up re-entry. The arms are used for pulling, but they are mostly used for stabilizing your body. As you will see the greatest power will come from your legs.

Photo 4: When you are ready to get into your cockpit, you will use your leg and thigh muscles to lift the bulk of your body out of the water. The best explanation I have heard so far regarding the leg movement is, think of pushing the hooked leg toward the foot brace. As you straighten the working leg the power of your thigh muscles lifts your lower torso out of the water. Your arms are holding your upper body from falling into the water. Think of the body action as sliding your pelvis area up onto your kayak.

If you think of this action as pulling your upper body onto the back deck you will be muscling yourself up. The correct body movement is trying to lift your lower body up over the cockpit. As you lift the lower part of your body out of the water, by



pressing your thigh into the coaming, your upper body will also come up on the back deck.

As the paddler in the water lifts his body out of the water, the assisting paddler will have the greatest workload during the re-entry. The goal of the assisting paddler is to keep the kayak from rotating toward the water so water does not flood into the cockpit. This is assuming that you have already emptied the water from the cockpit using any number of draining methods. If you intend to pump the water out, then extra water in the cockpit means extra pumping


so it is still important you keep the cockpit above water level.

Photo 5: When you have your body resting comfortably and securely over your back deck, you can then place your other leg into the cockpit. As you can see in the photo, Bill is lying on his back deck. If he had a lot of gear on the back deck it could add challenges or even prohibit his movements.


The assisting paddler is still stabilizing the kayak with his body over the boat and hands on either side of the cockpit coaming. When the paddler moves onto the back

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deck, the shift in forces may cause the kayak to rotate toward the assisting paddler, if the paddler on the back deck leans too far toward the assisting kayaker's boat. The grip of the assisting paddler needs to be ready for movement in either direction.

This is also a good time to mention the concern of having too many accessories on the front of your PFD. As you can see, the paddler climbing on the kayak is actually sliding up onto his kayak with the front of his PFD moving along the back deck of his kayak. What do you have on your PFD that can possibly snag on deck lines, deck rigging and/or gear stored on your back deck?



Photo 6: This last part of the re-entry is the same as the back deck re-entry. Once both legs are in the cockpit when you are face down on the back deck, you begin to slide your legs and body down towards your foot braces. After your hips pass by your seat back you begin to rotate your body upright. I always tell my students to rotate up so you are looking at your support. In an assisted recovery, your partner is your support. In a paddle float recovery, your paddle float is your support.

If you have a high seat back you will have to clear that seat back before you rotate upright. A high seat back can interfere with your body as you slide into your cock-

pit so you may have to lift your body over the seat as you slide down.

The assisting paddler will need to move his hands as needed to allow the re-entering paddler to rotate upright.

Photo 7: When the paddler is back in his cockpit, there is a good chance he will have his spray skirt wrapped around his body, because of previously rotating up in their cockpit. While I rest on my partner's kayak I can use one of my hands to help my partner straighten out his or her spray skirt. I use my inside hand to help with the skirt while my outside arm reaches over the kayak I am stabilizing. It is important to note

that rotating forces of the kayak being stabilized reduce significantly when the paddler is sitting back in his kayak. When his backside is in the seat, his center of gravity is lower, which makes it easier for the paddler stabilizing.

When the spray skirt needs to be attached, the stabilizing paddler needs her hands off of the coaming. Just having the stabilizing paddler lying across the deck of the kayak and holding the sides of the kayak just above the water line usually provides enough stability for the re-entry paddler while he attaches his skirt and gets ready to continue paddling. If it were rough conditions, the stabilizing paddler could also

hold deck lines if more stability is needed. As always, the stabilizing paddler does not let go of the other kayak until the paddler in that kayak clearly states that he/she should let go.

I must tell you that using the leg hook can cause bruising on the back of your leg and thighs depending on how much weight you are lifting out of the water and your body's propensity for bruising. If you are wearing shorts you can also get abrasions on your leg depending upon the roughness of the coaming. I suggest you have your legs covered by a wet suit or a dry suit if using this re-entry method.

Since there is more force that needs to be counteracted by the stabilizing paddler, it is important to practice this with your different paddling partners to find out which ones can hold the kayak so your cockpit doesn't drop below the waterline when climbing in. This is of course based on the premise that you like this re-entry method.

Upper body strength seems to be more of a factor with the back deck re-entry. I have had a number of women tell me they prefer the leg hook re-entry, because they can use their leg muscles to help them get back into their kayak. In addition, a woman's center of gravity is usually lower and it is easier for some women to have success with this re-entry as compared to the others.

The only way you can find out if this re-entry will work for you is to try it. Even if you don't end up liking it, there may come a time where you may need it. As I have said in many other articles, the more techniques you know, the more options you may have when challenges arise.



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 for information about USK and sea kayaking education.



Tom Whalen and John Roskilly Wild Meadow Canoe and Kayak, Center Harbor, NH

From time to time, we like to ask dealers which of the products they carry they find particularly noteworthy. We were visiting Tom and John and trying out their new line of Tahoe kayaks (see the review in this issue), and this was their list of other notable products.

Wild Meadow carries several lines of boats using new plastics technology which yield lighter, tougher, and much less pricey boats than traditional construction methods. These include boats by Eddyline, Elie, and Hurricane.

AeroGlass Fiberglass cloth and Resin Research Epoxy with UV inhibitors over a solid foam core. Available in either 12'6" or 14' lengths, these beauties take stand-up paddling into the realm of high esthetics. They must be seen for their beauty and sleek elegance to be appreciated, and paddled to discover the excellent performance of this craft. Comes complete with convenient carry handle and front and rear tie downs for equipment, extra-thick comfort traction pads, eight extra large front and rear attachment points, and real bamboo or wood decking. \$1800-\$2800.



Tahoe Woody SUP

With an elegance reminiscent of a classic ChrisCraft wooden runabout, the Woody features top of the line construction using



Yakclip™

Clipping right onto your cockpit rim in seconds without tools, the Yakclip™ can be moved at anytime to provide a secure paddle rest. Placing the Yakclip™ in front when getting in and out of your kayak will leave both hands free to stabilize your entry or exit without worrying that your paddle might roll off and float out of control. Use the Yakclip™ to hold your paddle while you have a drink. Move it with your paddle out of the way to the side of the cockpit to reel in that big fish! Includes two accessory clips to hold other items at hand, such as a fishing pole, or dry bag. Online prices vary from \$9 to \$12.



Liquid Logic Versa Board

The Versa Board is a very stable hybrid which acts as either a SUP or SOT, depending on your mood. Retailing for around \$899, the Versa Board can be used for

fishing, as a diving platform, or for plain paddling pleasure. The board has a spring-loaded, lever-controlled skeg system controlled with a simple lever, changing it from an easy turner to a strong tracker. The solid stability of the board derives from its double tunnel design, while the hidden keel adds extra strength to the board. With a three inch draft, the board will not get hung up on rocks or reefs. The attached Tag Along Wheel makes getting to the water easy. Multiple optional seats and a number of other optional deck mounts and storage solutions are available. The Versa Board is 12' 3" long, 33" wide and weighs 53 pounds.



YakGrips

Retailing for \$12-\$15 a pair, YakGrips are neoprene paddle shaft sleeves that protect the hands from the wear and tear of constant paddling without the need to wear padded gloves. There are two basic styles for solid and break-apart paddles, and each comes in a range of colors.

EddyLine Fathom

This is Tom's choice to paddle. At 16' 6" long and 22" wide, the Fathom is quite a performer, according to Tom. The construction looks like a highly polished fiberglass, but is Eddyline's triple laminated sandwich of ABS and Acrylic, called Carbonite, yielding a rugged body with a durable finish. You shouldn't be getting any leaks with this boat. The hull has a hard chine for good edging, and a pronounced rocker, which aids in maneuverability.



The deck directly forward of the large keyhole cockpit has a high, rounded contour, so the larger paddler will be very comfortable. The padded seat and thigh cleats increase the comfort level. Despite the roomy accommodations, the Fathom is no tubby, lifestyle boat. Tom says it tracks well, accelerates nicely, and is easy to paddle a cruising speed. Despite the hard chine, he reports that the boat has surprisingly good primary stability. The rocker imparts a liveliness that he really enjoys. The Fathom does have a skeg, with the smoothly sliding mechanism on the port side towards the rear of the cockpit area, but Tom says he's never had to use it.

Eddyline's attention to detail is evident throughout the boat. The three hatches open into roomy compartments. Each cover is attached to the boat with a lanyard on the inside of the cover. The handles lines are attached with shock chords, so they keep tight to the deck without flopping. Also, the deck has a molded flat area for a compass.

At 50 pounds, the Fathom is not the lightest boat you could buy, but if you're looking for a sturdy, durable boat that is fun to paddle, this is the boat for you.

Suggested retail price is \$2699.



From left: Cameron and Lindsay Joy, Tom Whalen, and John Roskilly of Wild Meadow Canoe and Kayak.

Take a moment...
Enjoy the spirit of Tahe Kayaks



Greenland T

The Tahe Marine Greenland was born when centuries of established kayak culture met up with the creative capabilities of modern technology. This kayak is a direct descendent of the traditional canoe inspired kayaks of Greenland, ancient boats that reached Central Europe as early as the 17th century. Our modern reincarnation uses the same classic low volume hull with a V-shaped bottom.

LENGTH	545 cm (17'10")
WIDTH	33 cm (21")
CAPACITY	Approx. 135 kg (298 lbs)
COCKPIT	82x45 cm (32 1/4"x17 1/4")
WEIGHT	Fiberglass: 23-25 kg (42-46 lbs) Carbon/aramide: 22-24 kg (40-44 lbs) Semi-carbon: 17-19 kg (33-35 lbs)
STORAGE	Front: round hatch 24 cm (10") Day hatch: 15 cm (6") Rear oval hatch 44x26 cm (17"x10 1/4")

Camillus Kayak
Main street 24
13031 Camillus NY
Tel. +1 315 672 84 39
www.camilluskayak.com



Sea Kayak Carolina
1731 Signal Point Road
Charleston, SC 29412
Tel. +1 843 225 79 69
www.seakayakcarolina.com

Wild Meadow
Rt25 Center Harbor NH 03226
Tel. +1 800 427 75 36
www.wildmeadowcanoes.com



Cape Cod Kayak
1270 Route 28A
Cataumet, MA 02534
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Pygmy Boat Trials in Sea Otter Inlet

Story and Photos by Freya Fennwood



Wet launch off the Queen of Chilliwak.



The author getting soaked in a hard rain.



Hannah Barrett on Tricket Island.



Hannah and John paddling in the Broken Islands in the Haki Recreation Area.

It is 4:30 am and I'm standing on the car deck of the Queen of Chilliwack stuffing bags of ramen noodle soup and peanut butter into my kayak. The Queen of Chilliwack follows one of British Columbia's most picturesque routes, making an overnight voyage from Port Hardy to Bella Coola every two days. We have been onboard since 8 p.m.; now it's 4:45 a.m. and time to disembark. As I groggily stuff bags into hatches, the pain of an early morning is overridden by a sense of expectation and joy. Today I will slide into the wilderness and escape modern life; today three new Pygmy Boat designs will begin sea trials along the remote B.C. coast.

These kayaks came to life over two years ago when John Lockwood parked his camper on the waterfront of Tigre, Argentina and started designing on his laptop. His first design, the Pinguino Sport, was released in 2009 and is a recreation kayak intended for gunkholing and surfing. On our voyage, John is paddling her big sister, the Pinguino 145, which is roomy, comfortable, and maneuverable like her sister, but has the added length needed to keep pace with longer boats. Hannah Barrett and I are paddling the new Murrelet-SDC and the Murrelet-2PD, respectively, which are sleek, low volume, high performance, 22-inch-wide, 17-foot-long touring kayaks.

At 5 a.m., after threading through remote islands for seven hours, the enormous ferry door, which doubles as the auto ramp, opens like the jaws of a great white shark and we slip out into the misty Fitz Hugh Sound. As we are "wet launched," one by one, I think of how amazing the British Columbia Ferry System has been to cruise into a protected bay and hover there to disgorge our kayaks – what a fantastic service!

I'm the last on board. I zip up my life-jacket and cinch my spray skirt tight. Two deck hands dressed in bright orange lift my fully-loaded kayak, carry her to the edge, and lower her down to the launch platform.

It's completely calm, a sea of blue water and mysterious islands peek through the grey mist. As I paddle away, many of the crew and several early rising passengers cheer and wave from the decks above. Then the ferry motors engage and the last outpost of civilization for a hundred miles churns into the distance, leaving us alone with the water and islands.

The tide is going out as we paddle into Sea Otter Inlet. On either side of the passage hundreds of starfish, sea anemones the size of soccer balls, and gooey red sea cucumbers line the shore. Thousands of clamshells gleam on low tidal beaches, and hundreds of translucent blue and orange jellyfish the size of toaster ovens bob by our paddles, silk tentacles loosed like spiders web.

We paddle smoothly, observing the abundance of life in the water. I settle into my boat, feeling the nuances of her design. She is sleek and thin. The deck in front of my arms is even lower than the Arctic Tern 14 and I am able to pull a low strong stroke, which delights me. Her hull plies the water smoothly. She carries me and 90 pounds of camping gear as a horse carries a jockey. Hannah is in the Murrelet 2PD, with a higher front deck allowing for more knee and foot room, and a very low rear deck, designed for Greenland style rolls. She is not rolling but her boat's beauty is cause for jealousy. Her cockpit drops from the front deck to the rear in a beautiful curve, which makes every paddle stroke look like she is in the Ferrari of the sea. John is feeling fast and strong in the Pinguino 145. He is amazed by how comfortable his hip feels. "There is so much room in here I can keep my cranky old body actually comfortable." We put the boats through their paces, speeding up and looping back. I love how my boat accelerates and holds speed. She is fast. Hannah and I are neck and neck. John, surprisingly, keeps up well. He glows with satisfaction, gloating about putting us young women in longer boats with more wetted surface. His Pinguino 145 is a shorter boat with much less frictional drag, and he can easily keep up with us at cruising speeds.



Our first night's camp tucked above the high tide mark.

Our Hakai recreation map tells us there are two campsites in the area, one at the end of Sea Otter Inlet, another looking out at Fitz Hugh Sound. We begin searching for a campsite but the shore gives no clues. The land is rugged. Large boulders line the water's edge, and above the high tide mark a thicket of small cedar trees and hemlocks twisted like Japanese bonsai march up steep impenetrable hills. We follow the passage until the two islands that are creating the inlet converge at a tidal rapid, which is impassable. We turn around and head back towards where we were dropped off in the morning.

Finally we find a flat spot nested below a large overhanging cedar tree. The flat ground is just above the high tide mark behind a logjam of ancient trees. This means that storms sometimes hit the beach. We

carry our boats all the way up the beach, which is cobbled rock and clamshell at low tide. Eventually, our boats are secure, tied to knotty trunks.

The day after next we cross Kildet Sound in five foot swells rolling out of Queen Charlotte Sound. It's fun to ride the rollers up to the top and slide back into the trough. From the top of a large roller I can see the waves crashing on a nearby rocky shore in plumes of frothy white. After a 15-mile paddle through myriad islands we land on the sandy beach of Triquet Island. Nestled on the lee side of this paddler's paradise we build a fire and settle into our camp chairs for the third of many beautiful nights to come. Salty broth warms my stomach and reminds me of the waterlogged islands, the curve of the boats, the reflections of the sea.

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Tahe Marine

by Tamsin Venn and David Eden



Tamsin paddles the Greenlander (top), while David tries out the Lifestyle 444 (bottom).

In July we had a chance to test drive several Tahe Marine sea kayaks at Wildmeadow Canoe and Kayak on Lake Winnepesaukee, N.H. We tried the Greenland T, Lifestyle 444, and BaySpirit, very different boats with the same strong attention to performance and detail that make these kayaks stand out.

One of the biggest kayak manufactur-

ers in Northern Europe, Tahe, founded in 1989, has recently become better known in this country. Product development and production is located on the northern coast of Estonia. Tahe is Estonian for “willpower” so the company translates its name into “willpower on the sea.”

“A lot of thoughtful details go into the boats,” says Tom Whalen of Wildmeadow Canoe and Kayak. “They just do a nice job. The appearance of the boat is wonderful.” Tom carries several Tahe models including the Spirit and Wind series, Lifestyle, and Greenland.

Tahe’s Greenland, designed by Swede Johan Wirsén, is already known among Greenland paddlers. At 17’ 10” with a width of 19.75”, it has the traditional sleek lines of this class of kayaks, with a low volume, multi-chine hull, and low rear and fore deck, making for easy rolling maneuvers. Wirsén designed it following requests for a larger volume cockpit. This version has all the features of a native Greenland kayak

yet has paid attention to updated details and creature comforts. The seat, requiring a sit-up-straight profile, and padded back band, is very comfortable. Although this wasn’t the smaller “ocean” cockpit, well-placed thigh braces made for excellent lower body boat control for edging and rolling maneuvers. Optional foam thigh pads would make the fit even more snug and comfortable.

Details include an adjustable skeg with an easily-reached slider on the left side to facilitate deploying. The skeg provides a lot of directional power, making it almost impossible to do anything but go straight when fully deployed! You can set the skeg at various angles. Well-placed deck lines have large beads fore and aft to hold the lines away from the deck to aid in rapidly securing a paddle or other gear. The handles at both ends are shock chorded so they retract snug to the deck and don’t flop around. The deck rigging is attached with substantial recessed togs. A day gear hatch is easily accessible behind the seat for reaching items

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Tamsin in the Bay Spirit.

while underway.

The SealLine SmartTrack Control System, a steering/foot brace system with solid foot braces and toe-operated rudder controls, is standard and eliminates the reduction in paddling efficiency that sliding rudder controls cause.

Recessed hatches with real rubber Kajak-Sport covers maintain the sleek lines of the Greenlander. Under mild conditions on Lake Winnepesaukee, the Greenlander cut the water beautifully with little effort, tracking well at all angles to the wind, yet responding well to turns with a slight lean. In fact, the hard chine design of the hull means that you need to pay attention when edging a turn; it takes very little effort to get a strong result. The very low freeboard would make a skirt essential in any sort of sea. I found no need to use the skeg in moderate winds, but the sliding adjustment cable, right at hand, offers subtle variations for different wind and loading situations.

The Greenland is available in one length – 17'10" with three different cockpits: the OC, Ocean, which is the smallest and roundest, most like a traditional style; the LC, Large; and T, the large keyhole cockpit, easy to get in and out of, yet still providing a snug fit. As Thomas Kitt, the dealer, says, "All you have to do is look at your paddle, and this boat starts moving forward." While the Greenland is not designed for racing, it reaches high speeds with little effort.

The only downside is that someone with long legs and big feet might find the cockpit limiting, like a typical Greenland kayak. In summary, the design and lines are really beautifully done, and the attention to detail is outstanding, making it a traditional Greenland boat with all the comforts of up to date technology.

The Lifestyle 444 is a roomy, fast,

stable boat, and extremely comfortable. One could just hop into it in shallow water without use of paddle support. It tracked very well for a fairly short kayak (14' 6"), and we found no need to use the rudder. It leans in a turn like a longer-length kayak. Its length is deceiving, because it measures 14.6', most of that is waterline. The large 23.75-inch-cockpit and high deck, put this model firmly in the most popular style of kayak sold these days – short, maneuverable, easy to get in and out of, good tracking, and speed.

Another boat we had a chance to try was the BaySpirit in the Spirit series. This boat comes in at 17'1" long, 22" width and has a rounded V hull, making it an all around favorite boat, good for speed, touring, camping, surfing. It has a spacious keyhole cockpit. This boat includes the wonderful addition of a "mini-box" an oval day hatch in front of the cockpit that is handy, waterproof and padded, ideal for your SLR camera.

The rounded hull cut through the water in a smoother fashion than the chined Greenlander. Its length made tracking ex-

cellent, and the skeg was not necessary to hold course in a beam sea. It surfed beautifully. It is a sturdy, seaworthy boat that just wants to travel. With the skeg up, the Bay-Spirit turned easily with one or two paddle strokes. The comfort level, as with other Tahe boats, was high. An oval hatch in the rear and round hatch in the bow provide a lot of storage space. The Spirit feels like a solid expedition boat, with all the modern comforts Tahe provides.

We have not had a chance to try the new CoastSpirit PE, part of the Spirit design series, and Tahe's first polyethelene kayak (very few available in the U.S. right now). The Camillus Kayak Shop (www.camilluskayak.com) does advertise these. It is said to be very stable and very quick. Tahe will offer several other PE boats next year.

Tahe has several innovative features such as special straps around the cockpit to secure your paddle, aiding in a paddle-float self-rescue. While this is not available on all models, Tahe's seat-securing system is standard on all the models we examined. The front of the seat is bolted to a stud set into the inside of the hull, anchoring the seat and preventing the swinging movement that occurs in hung seats during normal use and which can lead to cracking of the hanging cheeks and seat failure.

Tahe boats are made in Estonia, where lower manufacturing costs and high government subsidies help keep the cost competitive, in the \$2100-\$2900 range.

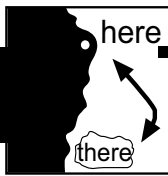
Visit Tahe's website at www.tahemarine.com for a full list of its models for 2012.

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Missisquoi Pastoral Paddle: Northern Forest Canoe Trail



A paddler enjoys a misty evening on the Missisquoi.

One Day, Two Night Itinerary

Cows are classic Vermont; and no place in the state rivals the bovine population of northwestern Vermont's Missisquoi River Valley. Cows appear transposed against an open and pastoral backdrop framed by broad views of the horizon and dramatic mountains in the distance. Part of the Northern Forest Canoe Trail, the Missisquoi River provides long stretches of mellow paddling and offers unique opportunities for inn-to-inn paddling and, thanks to the presence of the 26-mile long Missisquoi Valley Rail Trail, a scenic bike shuttle for the trip.

Evening in Richford and Montgomery Center

Richford is a great place to begin a Missisquoi exploration, and your best bet for

lodging is the stately Grey Gables Mansion. Owners Tim and Debby Green offer a number of guest rooms with private baths, wireless internet, and secure outdoor boat storage. Built in 1892, the stately mansion exhibits a multi-gabled design complete with ornate exterior woodwork, a wrap-around porch, mahogany staircases, and bedroom fireplaces.

The best dining in the area is in Montgomery Center, 20 minutes from Richford. There you'll find several good options: The Belfry, a classic New England dining establishment with a lodge-like atmosphere; the Snowshoe Lodge and Pub, featuring pub food with an eclectic twist; Bernie's Restaurant, serving homemade soups and breads and authentic Mexican food Mondays and Thursdays, and Flicks, special-

izing in gourmet sandwiches and pizzas made with local and organic ingredients.

If you need to purchase gear or rent a bike for your activities, leave some time before dinner to shop at First Trax, also in Montgomery Center.

Paddling the Missisquoi River

After a hot breakfast at Grey Gables, which may include entries such as eggs benedict, blueberry pancakes with Vermont maple syrup, or cinnamon french toast, you'll be ready for a day on the Missisquoi River! Montgomery Adventures is best equipped to provide boat rental and shuttling services in the region, and can help arrange vacation packages for those that appreciate the convenience of a bundled trip. Montgomery Adventures, Brooks to Bays Nature Tours,



The euphoniously-named Bridge of Flowers.

and Bert's Boats also provides guided river trips, which is recommended if you want to better develop your navigation skills and spot area wildlife. You'll need to book ahead for any shuttling or guiding services. Departing from Richford's Davis Park, you have two possible destinations - East Berkshire or Enosburg Falls. Refer to the NFCT's Section 5 Map and the NFCT Guidebook (pages 107-109) for help plotting your route.

On the river, it is worth stopping at the NFCT Doe Campsite, situated on a bluff six miles outside of Richford, which provides commanding views of the valley. Long and short-tailed weasels are often seen swimming and diving for crayfish here.

Those seeking a half-day trip will want to leave a vehicle (or a bike) near the Route 118 Bridge in East Berkshire, (6.4 miles, 2-3 hours). The NFCT recently built a stone stair providing river access to Dick and Pam's Market, a classic small town market and deli located on river right.

If you are up for a full day trip (16 miles, 6-7 hours), plan to finish in Enosburg Falls. This journey trip requires some whitewater or lining skills to navigate several rocky ledges and the breached Samsonville Dam before arriving at the Lawyer Landing take-out upstream of the Route 108 bridge. Camping is permitted at this privately-owned access, which was built for paddlers in 2004. Alternatively, if the idea of an inn-to-inn paddle captures your imagination, make reservations at the Somerset Inn. Operated continuously as hotel since 1877, it features a Victorian dining room serving up hearty meals.

Evening and Morning in Enosburg Falls

Once off the water, it is worth walking over to the pedestrian Bridge of Flowers and Light, one of the few remaining sand-filled bridges in the northeast. Built in 1915, the bridge was a vital transportation link for milk from the area's farms to creameries along the river.

For dinner, consider Halvey's Café with its creative American specialties and artsy atmosphere; Kit Kat's Diner, a classic diner where you're sure to spot all the local faces; the Parkside Grill, featuring American food; Enosburg House of Pizza; or the Somerset Inn, with its English-style pub.

If you stay the night, your best bet for breakfast is Kit Kat's Diner.

On your way out of town, make sure to stop by the Enosburg Opera House in the center of the village. Gifted to the town of Enosburg in 1892 by Dr. B.J. Kendall Co., the largest employer in the area and a manufacturer of patent medicines, the Enosburg Opera House is a restored wood frame Victorian building hosting a variety of cultural events throughout the year. Check its schedule in advance to see if you are lucky enough to catch a show while in town!

Maps and Guides

Northern Forest Canoe Trail Map Section 5
Northern Forest Canoe Trail Guidebook

Other Activities

Cycle the Missisquoi Valley Rail Trail
Catch a show at the Enosburg Opera House

Places to Stay

The Gray Gables Mansion
The Somerset Inn
The Coach House

Jay Peak Holiday Rentals
NFCT Doe Campsite
Lawyer's Landing Campsite

Where to Eat

The Belfry
Bernie's Restaurant
The Snowshoe Lodge and Pub
Flicks (Montgomery Pizza and Subs)
Mac's Market
Halvey's Cafe
The Parkside Grill
The Somerset Inn
Dick and Pam's Market

Outfitters and Guides

Montgomery Adventures
Brooks to Bays Nature Tours
First Trax
Bert's Boats
Montgomery Marvels

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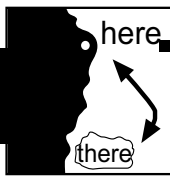


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www.mita.org





Kayaking Boston's North Shore: Ipswich to Annisquam

Article and Photos by Tamsin Venn



Exploring the protected waters of the Great Marsh can be a fall reverie.

In summer, the waters around Cape Ann, Mass., north of Boston can resemble a kicked hornet's nest, motorboats zooming about in a frenzy. And just as unpredictable. Come September the outboard engines hibernate, heat lingers in an Indian summer day, and you have calm waters all to yourself. That is the best time to meander in your sea kayak.

If you had any trip you could make on the North Shore for a day, this would be the one to do: Start at Pavilion Beach in Ipswich, travel behind Crane Beach to the quiet waters around Hog Island. Then paddle out the mouth of the Essex River, follow Wing-

aersheek Beach to Annisquam Lighthouse, and finish at Lane's Cove's breakwater. Tidal estuaries, sand dunes, salt marshes, a 17th century farm, lighthouse, and the open ocean await you on this ten-mile journey that follows the shoreline almost entirely.

Early morning is the best time to start, before the winds come up. Bring a picnic and make a day of it. Then tuck into one of the local eateries at day's end to refuel and relax.

Your journey starts in Ipswich at Pavilion Beach, which joins Little Neck to Great Neck. Most kayakers launch at the north end, there's plenty of free parking. From the

beach, you look over to Sandy Point Reservation, at the south tip of Plum Island. That stretch of beach is state owned and so allows kayaks to land (Plum Island National Wildlife Refuge stretches eight miles north and prohibits landing.) Beyond is Ipswich Bay and the hazy outline of Cape Ann.

After launching, turn right (south) and paddle into the mouth of the Ipswich River. Then bear left toward the marshes into Fox Creek, a tributary of the Ipswich River. You have now entered the territory of mud, grass, egrets, and minnows.

You are also now behind Castle Hill and The Great House, a large, English Stuart-style mansion built by Chicago plumbing magnate Richard Crane in the early 1920s.

Head for the Hay Canal Bridge (which is on the road to Crane Beach). In 1820 a business called the Essex Canal Company built the half-mile canal from Fox Creek to the Castle Neck River to aid in transportation. The idea was to take the logs that came down the Merrimack River from New Hampshire forests to the shipbuilders in Essex. At the time, it was a huge success. Then the railroad arrived, the mud closed in, and it lost its commercial value. Now it's just a narrow channel through which motorboats, Jetskis, kayaks, and canoes travel. The speedsters have gotten better about observing the no-wake zone, but a few yahoos still zoom by, so it's best to stick to the sides.

After the bridge, you paddle another few minutes until you reach the main channel, known as Castle Neck River. Now head for Hog Island, the large drumlin that looms ahead to your left.

Note that Fox Creek dries out at low tide. You must paddle through here three hours on either side of high tide. Once out in Castle Neck River, you will be able to find a deep channel even at low tide.

In the late 1990s Mass. Audubon spearheaded a project to protect thousands of acres of marsh behind barrier beaches from Hampton Harbor, N.H., to Gloucester, Mass., in what is known as the Great Marsh, the largest span of marsh in New England. The Great Marsh includes the Es-

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Kudzucraft.com Guntersville, AL

sex Bay Estuary as well as the Parker River National Wildlife Refuge, Parker River, and Ipswich River. Officials hope to keep the Great Marsh healthy by efforts to improve sewage treatment, septic systems, curtail animal waste and fertilizer run-off, and make shellfish bed closure a thing of the past. The beautiful marshes you are traveling through make up just one corner of this vast expanse of 25,000 acres.

In early September, you will see wisps of pale, sea lavender growing on the marsh and surviving high tides. The rest is billowing cloud and a sea of grass. On a clear day, you will feel you have stepped into a Martin Johnson Heade painting. *Spartina alterniflora*, which the tide covers twice a day, is tough and wide; the coarse *Spartina patens* grows higher up and only gets covered in the flood tides. Harvested in colonial times for salt marsh hay to feed livestock, it saved the farmers having to feed the cattle an extra salt ration. Prized by garden clubs, it is an excellent mulch with lots of nutrients minus the seed heads of grass and weeds. The *alterniflora* was also used for roof thatching. Come back in October when the grass turns gold.

In September bird migration is in full swing. Many shorebirds start migrating south in July, peak in August and September and go into November. (The spring migration is much more concentrated - mostly packed into the month of May.) Fall gives you more time to see migrators, according to local ornithologist Bill Berry, who is in process of updating *The Birds of Essex County, Massachusetts*, first published in 1905.

For kayakers, the best time to spot the sandpipers scuttling along the mud flats is at mid to low tide. But you can always see the bigger birds. Most notable are the Great blue herons, which flock in great numbers before heading south. They have become much more common on the North Shore, because they nest inland in swamps or lakes, according to Berry; swamps are abundant with the recent population growth of beavers. You will also see white egrets. The smaller ones are the snowy egrets with yellow feet also known as "golden slippers." The larger Great egrets have black feet.

Osprey did not nest in the state for the last couple of hundred years, and by tradition a big hole in their territory runs from



To portage from one channel to the next is easy with an obliging friend.

southern Massachusetts to the Boothbay area in Maine. That started changing in 1989; now osprey use several platforms in the marshes and even move onto duck hunting blinds in a housing shortage. One osprey's nest in Essex Bay has been occupied since 1989.

Don't forget your binoculars.

By now you're ready for a break. Remember you're going to take your time doing this trip. Keep Hog Island to your right, and at the Trustees of Reservations dock at the end of Hog Island, pull your boat up onto the beach. The Trustees of Reservations manage about 2,100 acres of beach and marsh including Crane Beach and Castle Hill, and seven islands in the Essex River Estuary and Bay.

Take the 3.5-mile trail from the dock to the top of the island. Hog Island, now known as Choate Island, is a truly magical place. It was the summer home of Masconomet, chief of the Agawam Indian tribe, who liked the high vantage point and the great fishing and clamming in the area. In winter he and his tribe retreated to the nearby woods in Middleton and Topsfield.

In 1638, the Agawams sold the island, which eventually the Choates bought and built a house on in 1725 - the prominent dark-brown colonial house, named for United States Senator Rufus Choate.

Choate and Long Island, connected by a causeway, was a working farm in the 18th and 19th centuries. You'll walk past the c. 1778 Proctor Barn. Cornelius Crane and his wife, Mine, are buried on top Choate Island, which overlooks Plum Island Sound. There's a path to the top.

Choate Island is open year-round 8 a.m. to 4 p.m., and it's best to allow a mini-

mum of two hours for a visit here. Trustees members are free. In summer, a caretaker lives in the small white cape house along the way.

After a picnic, paddle over to the back side of Crane Beach, to what's known as the inner beach. The water tends to be warmer on this side, and you can land a boat wherever you want. In late summer, the beach is filled with what my British cousin likes to call "gin palaces," large motorboats, moored three and four abreast, madly partying. In September, you'll have the place to yourself, along with the sanderlings, the crickets, and a sailboat or two.

Leaving the shores of Crane Beach, you exit through the mouth of the Essex River. That mouth can be turbulent at times, especially when the wind is going one way and the tide another. Cross over to the Victorian mansions on the other side, round the point, and follow Coffins Beach, around Farm Point, to Wingersheek Beach.

Right across from the Annisquam Yacht Club (note sailboats moored and flag flying), you can land on Wingersheek for another break. That spot is at the north end of the Annisquam River, which opens into Ipswich Bay. At the other end, it empties into Gloucester Harbor making Cape Ann an island.

That geographic fact is celebrated every July in a challenging 22-mile open ocean race for paddlers around Cape Ann, called the Blackburn Challenge, sponsored by the Cape Ann Rowing Club. The club's original intent was a fun outing with an overnight on Thacher Island off Rockport, but the event has now turned into a three-plus-hour race, attracting some of the world's best paddlers.

At the mouth of the Annisquam River in 1631, colonists settled in Annisquam Village, a delightful collection of clapboard houses on quiet streets. The name, According to William Bright in *Native American Placenames of the United States*, it is from the Algonquian for "top of the rock."

In those days, Annisquam rivaled Gloucester as a fishing and shipbuilding center, strategically located on the edge of Massachusetts Bay. The river was considered an important harbor of refuge for vessels traveling along the coast. As you paddle up the shore, you pass a series of coves that provided shelter from storms well known to seafaring vessels. Those now provide the same for kayakers.

After the Annisquam Yacht Club, you will pass Annisquam Lighthouse. Government officials built the lighthouse at Wigwam Point, a common meeting ground for local Indians, to serve as a marker for the entrance to the Annisquam River in 1801. In 1897, they replaced a second lighthouse with the white brick tower you see now. They added a fog horn in 1931 but soon decided to operate it only from May to October so summer residents could sleep at night.

The Coast Guard completely renovated the lighthouse in 2000 replacing several thousand old bricks, and today it is automated, but a Coast Guard family lives there.

On a clear day when you aren't concentrating on waves casting spray onto your face, you can see the New Hampshire coastline and Mount Agamenticus in Maine.



The entrance to Lane's Cove, a gap in the sea wall, shows the rocky character of Cape Ann.

Continue paddling up the shore. Rocky outcrops provide perches for cormorants drying their wings. The water is remarkably clear, and you will probably see the diving flags of scuba divers exploring the rich biomarine underwater landscape. One day, we encountered an entire group of Gloucester High School students on a morning expedition. They were paddling kayaks the school owns.

You'll pass Hodgkins Cove, Plum Cove, then reach Lane's Cove in Lanesville, your final destination. Although a sleepy town today, Lanesville was once a great fishing port - cod was so plentiful, you could row out into Ipswich Bay and bring back a boat load of fish. Then Lanesville became prosperous in granite quarrying. The cove has a massive breakwater created so that the townspeople could load granite onto sloops. When the granite industry died in the 1930s, it left a lovely, quiet weather-beaten village, with granite stoops and colorful flowers, completely untouched by Rite-Aid or Dunkin' Donuts. Paddle through the breakwater, make a sharp left, and land on the concrete ramp.

That ends your North Shore paddling day, from the long stretch of marshes along Ipswich Bay, to the protected coves of Cape Ann. To experience all this, you only need your kayak.

Access and Directions:

Pavilion Beach in Ipswich: From MA 128, take MA 1A to MA 133 into Ipswich. Go straight at Town Green onto County Road, which will lead into Jeffrey's Neck Road. Follow that road all the way to end.

Lane's Cove in Annisquam: From MA 128, cross the Annisquam Bridge. At the bottom of the hill, take the Grant Circle Rotary three-quarters of the way around and get off at MA 127 North/Washington Street. Follow that into Lanesville (4.5 miles), then turn left onto Duley Street and follow it to the cove. Park at the top of the ramp, which is parallel to the seawall. Expect some mud at low tide.

Resources

Trustees of Reservations www.thetrustees.org

Kayak Outfitters on the North Shore Essex River Basin Adventures

Ozzie and Sandy Osborne have been running this kayak outfit for several years and know what they're doing. They provide

tours, lessons, and a great shop located on Western Ave. off Rte. 133 in Essex. Every fall, ERBA offers its entire fleet for sale.

ERBA, 1 Main St., Essex, MA 01929; (978) 768-ERBA; erba-info@erba.com; www.erba.com

Discovery Adventures

Tours, kayak snorkeling, instruction, and kayak rentals, marine science field trips and educational travel adventures. Rentals and instruction in the new craze, SUP - stand up paddling. The shop is located on Rte. 127 in Lane's Cove at 1077 Washington St. You can take the MBTA to CATA and get dropped off at its door.

Discovery Adventures, POB 31, Gloucester, MA 01930; (978) 283-3320; www.discoveryadventures.com

Plum Island Kayak

Offers tours, instruction, rentals in the Plum Island area in Newburyport. Also fishing trips on sit-on-top fishing kayaks; Isles of Shoals by mothership; Mass Audubon Joppa Flats nature trips; seal watching. Bring your own kayak and save.

Plum Island Kayak, 92 Merrimac Street - Unit 101 B, Newburyport, MA 01950; (978) 462-5510; info@plumislandkayak.com; www.plumislandkayak.com

North Shore Kayak Outdoor Center

Tours, instruction, rentals with shops on Tuna Wharf in Rockport and two locations in Gloucester. Guided tours of the beautiful Rockport coast leave Bearskin Neck daily from Memorial Day to mid-September.

North Shore Kayak, 9 Tuna Wharf, Rockport, MA 01966; (978) 546-5050; 85 Bass Ave., Gloucester, MA 01930 (near Good Harbor Beach); (978) 282-5050.

It also has a location on Seven Seas Wharf in Gloucester (closes after Labor Day) at 63 Rogers St., Gloucester, MA 01930; (978) 282-5556. nskoc@comcast.net

Kayakers' Favorite Eating Spots

A good refuel spot in Ipswich is the **Choate Bridge Pub**, near the Choate Bridge, the oldest stone-arched bridge in the United States. In Essex, at **Farnham's** you can sit at a picnic table outside, look over Choate Island, and gnosh on Ipswich clams. For steamers, head to **Woodman's** in Essex.

In Gloucester to **Cape Ann Brewery** for good local brew and friends. In Rockport, you can take your lobster and slaw out to a picnic table at the **Lobster Pool** and enjoy the sunset over Ipswich Bay.

Building Fuselage Frame Boats

By S. Jeff Horton

Reviewed by David Eden



I suppose nearly everyone who has an interest in kayaking and the people of the Arctic has dreamed of building his or her own boat at some point. I know I have. Over the years, I have collected a small library of skin-on-frame books and am always delighted when a new one comes along that I like enough to add to my shelves. The new book by S. Jeff Horton, *Fuselage Frame Boats, A Guide to Building Skin Kayaks and Canoes* (The Kudzupatch Inc., paperback, 148 pages, \$18.95) certainly fulfills that.

A fuselage frame boat essentially uses the same method of construction as

early airplane bodies: a series of graduated frames cut as solid pieces from marine grade plywood with thin wooden stringers to provide shape and rigidity for the body. Horton states in his introduction, "The style was very popular in the 1950s and 1960s and many boat plans appeared in magazines such as *Popular Mechanics* and *Popular Science*." This is not traditional Inuit or Aleut construction, by any means. It is, in fact, the way that many folding kayaks are constructed. Horton has you building light-weight, relatively inexpensive boats quickly to get out on the water as soon as may be. There is little or no history or philosophical meanderings. Read, build in as little as 100 hours, and paddle!

Horton starts in with a description of terms and a discussion of tools. The latter is one very pleasant surprise to those familiar with other books on building skin-o-frame boats. The intimidatingly huge collection of adzes, draw knives, and other esoteric or antique tools (Did you ever try finding any of these at the local hardware store? "Go around to the local antique stores and you may have some luck," one clerk advised me.) can be enough to scare off any but the most dedicated traditionalist. Horton's book is obviously designed for boaters whose main concern is to get out on the water, but who would enjoy building their own boat. Like the 1950s magazines he mentions, Horton assumes that anyone with a minimum of tools and some basic

skills can build his boats.

The construction process does require the building of a special frame, called the strongback, before work on the boat can begin. This may seem excessive to the eager builder who, steeped in misconceived native lore, thinks that he or she can simply hop in and do it. However, the strongback is essential to an accurate and easy build.

The book includes plans and directions for building two kayaks and a canoe. The plans are in the form of lofting directions, which are a little intimidating at first. They are list of points with offset measurements to define the outlines of the frames. I tested the procedure using a piece of cardboard and found that it was actually quite simple, once I understood the process, which is fully illustrated and explained by Horton. It is a connect-the-dots process, with the numbers indicating the position of each dot on a flat surface, in my case, cardboard. For those uncertain of their own abilities, Horton does offer full-size plans for these and other boats on his website, www.kudzucraft.com. He recommends that the frame images be cut out and glued to the plywood before cutting, and I think this is a good idea for lofters, as well. It is much easier to draw the frames on paper, adjust lines and make erasures, than to work directly on the plywood.

I recommend this book highly to anyone who is interested in building a skin-on-frame boat.

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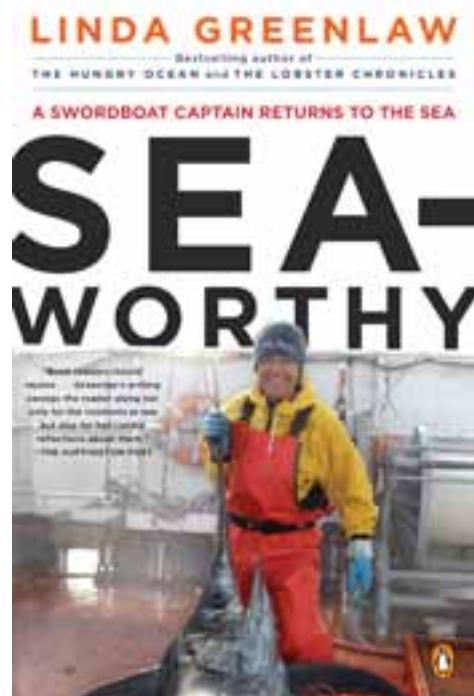
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Seaworthy: A Swordboat Captain Returns to the Sea

By Linda Greenlaw

Reviewed by Paul Molyneaux



Everybody loves a story of a successful comeback, and Linda Greenlaw's latest book, *Seaworthy - A Swordboat Captain Returns To The Sea* (Viking, 242 pages. \$25.95 hard cover; \$18.99 paperback), hooked me from its beginning, with the author's musing behind the locked door of a Canadian jail cell. Greenlaw is, in the tradition of American adventurer authors like Jack London, a great storyteller. Her unabashed candor and determination in the face of the internal and external challenges confronted when returning to an old passion, make you want to hang in there with her, just to find out if she is still "America's greatest swordfish captain." But this is more than just a fish story; it's a confession, a lesson in self examination that offers insights on aging, identity, and fishing culture within the context of Greenlaw's humbling return to swordfishing and subsequent arrest for fishing in Canadian waters.

The fact that Greenlaw doesn't offer excuses, or blame anyone but herself for her predicament, promises the reader that this is not going to be a "my side of the story," diatribe. For the most part she bears

the brunt of her mistakes, and reassesses her view of herself as a law-abiding fishermen. "For someone who professes never to have crossed the line in word or deed, I sure seemed to be coming up with a lot of evidence to the contrary," she writes.

Questions of knowing oneself and one's capabilities are what drive Greenlaw's newest book. Before taking command of the *Seahawk* (a.k.a. *Shithawk*), Greenlaw wonders if at age 47, she still has the physical capacity to stand on deck all day hauling aboard fish that often weigh twice as much as she does; she worries about whether she still has the knack for filling a boat with fish. She takes on these doubts as frankly and courageously as she does the veritable slab of a boat she's agreed to captain to the Grand Banks. In a series of triumphs over an often comical, sometimes dramatic, litany of tragedies that surround her brief detainment by the Canadian authorities, Greenlaw and her stalwart crew display the qualities that separate fishermen from "normal" people; namely a willingness to take big risks and persevere, not just to earn money, but to be on the edge.

Greenlaw contemplates the changes in her own mentality after a ten-year hiatus from blue water fishing. She wonders at the split personality she's developed: the charming author vs. the screaming captain hell bent on having her way, and willing to play any mind games necessary to get it. She is a self-described "goody-goody" who has been branded by one environmental group as a "serial killer of swordfish," and the line between the two is never clear.

Lloyds of London, the famous maritime insurer, defines "captain" as "master, under God," and Greenlaw makes no apologies for her love of that role. The fact that she does not try to hide her faults and uncertainties makes us root for her when she finally gets sprung from jail and heads back to the Grand Banks, "hungry," as she says, "for fish." Once she gets fishing, Greenlaw describes the methods she uses to manipulate her fellow boat captains and her crew, revealing a level of psychologi-

cal intensity experienced aboard boats ever since Ulysses sailed for Troy. But even in the so-called totalitarian environment of a vessel at sea, captains must be responsive to the feelings of the crew, also known as hands—her hands. It's a neural network of control, and Greenlaw mentions twice the need to work with her crew, rather than have them work for her.

While she omits mention of the camera crew that accompanied her on her voyage, it's the accuracy with which Greenlaw illuminates the details of the inner struggles experienced by, and among, fishermen that makes this book such an honest testament. There is something elemental in the way she and her crew persevere in the face of physical pain, rough seas, and personal ambivalence toward each other and the venture. "We share the good, and we share the bad," Greenlaw reminds us in one of her frequent references to the share system by which fishermen get paid—an egalitarian system where everyone, including the captain, earns an equal share of the boat's catch.

On this trip full of disasters, they share mostly bad, and the profit, subsequently, is the learning experience. Getting back to the dock alive is always a plus, as Greenlaw mentions, as is her realization that in spite of being ten years older, she can still handle the physical and emotional work load. But the big lesson here is Greenlaw's self-acceptance, which allows her to say goodbye to her youthful zeal, the good and the bad of it, and to embrace fishing on a deeper level. The result is a tale of humility, triumph, and fishing.

PQ: Her unabashed candor and determination make you want to hang in there with her, just to find out if she is still "America's greatest swordfish captain."

Paul Molyneaux is a former commercial swordfisherman. He is a professional journalist who has written for the Fishermen's Voice, New York Times, and National Fisherman and is the author of two books, The Doryman's Reflection: A Fisherman's Life, and Swimming in Circles: Aquaculture and the End of Wild Oceans, available at www.doryman.com. Reprinted with permission from the Fishermen's Voice, Gouldsboro, Maine



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NORTH ATLANTIC

SYMPOSIA AND SHOWS

Sept. 7-10: 6th Annual Downeast Sea

Kayaking Symposium

Sponsored by Carpe Diem Kayaking, Bar Harbor, Maine. Four days of classes. Full slate of British Canoe Union training and assessments, plus rolling, beginning Greenland, and more. Also, Just for Fun series of guided nature tours and exploring. BBQ, Fri. night paddlers' wine and cheese. www.carpediemkayaking.com

Sept. 17-18: Collinsville Canoe and

Kayak Annual Fall Demo Event & Sale.

Saturday 9 a.m.-6 p.m., Sunday 10 a.m.-5 p.m. 41 Bridge St., Rte. 179, Collinsville, Ct. Right on the Farmington River. Rain or shine. www.ckkstore.com

RACES

Sept. 9-11: 27th Annual Adirondack Canoe Classic:

The "90-Miler" follows the original "highways" of the Adirondacks from Old Forge to Saranac Lake, N.Y., paddling through the heart of the Adirondack mountain wilderness. For both recreational and competitive boaters. Friendly competition and warm Adirondack hospitality. www.maescanoe.com

Sept. 10: Soundkeeper's L2L - Light-

house to Lighthouse Race. Norwalk Islands, Ct. 14/7 mile race start and finish at Compo Beach around the Pecks Ledge and Greens Ledge lighthouses. <http://norwalkriverrowing.org/>

Sept. 10: Marblehead Rotary Great Race.

Marblehead, Mass. 7-mile open water race. Start at Devereux Beach, out around Cat Island and back. Also Family Fun Walk. Food, music. www.rotarygreatrace.com

Sept. 11: The Great Stone Dam Classic.

Abe Bashara Boathouse, Merrimack River, Lawrence, Mass. 8.6-mile two-loop course, 3.5-mile recreational, 1K youth race. www.neckra.org

Sept. 18: 35th Annual Great Josh Billings

Run Aground Triathlon. Great Barrington and Lenox, Mass., 27-mile bike ride, five-mile paddle around Stockbridge Bowl, six-mile run around the lake ending at Tanglewood in Lenox. www.joshibillings.com

Sept. 21: Bolton United Way Race.

Bolton Lake, Bolton, Ct. 5.5- and 4-mile evening race. www.neckra.org or pdlqlt@mac.com

Sept. 24: Achilles Intrepid Challenge.

From Intrepid Sea, Air & Space Museum Pier 84 to George Washington Bridge, 14 or 7 miles, Hudson River, New York City. Join Achilles Freedom Team of Wounded Veterans, coincides with ten-year anniversary of 9/11. www.achillesinternational.org

Sept. 24: Long Lake Long Boat Regatta.

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

Sept. 25: Third Annual Connecticut River

Paddle Battle/Canoe & Kayak Race. Herrick's Cove, Rockingham, Vt. Benefit for the Bellows Falls Rotary Club/Scholarship Fund. www.ctrpaddlebattle.com/

Oct. 1: Holyoke Rows Holyoke Cup.

Holyoke Rows Boathouse, Holyoke, Mass. 10K, 5K. www.holyokerows.org

Oct. 8: Great Pumpkin Race.

Empire Kayaks, Island Park, N.Y. Two-miles. Mid-race, beach your kayak, grab a pumpkin, and paddle back to Empire. T-shirts, awards, pumpkins, buffet. <http://empirekayaks.com>

Oct. 9: Pumpkin Classic.

Farmington River, Simsbury, CT. Start and finish at Curtis Park (out and back course). Mild current, beautiful foliage. Prizes: Pumpkins! www.neckra.org or jimmycanoe@comcast.net

Nov. 6: The Great Potato Race.

Connecticut River, Hadley, Mass. New England Canoe & Kayak Racing Assn. annual banquet follows the event. www.neckra.org

Go to www.neckra.org for more fun and noteworthy races.

CLUBS

Brattleboro Outing Club

Brattleboro, VT

The Brattleboro Outing Club hosts nine canoe and kayak outings May to October, all free and open to the public, suitable for family canoeing and kayak touring. For more information, contact Larry McIntosh at (802) 254-3666, Lmacyak@yahoo.com, or <http://brattleborooutingclub.org>.

Sept. 17: Connecticut River; Bellows Falls, Vt., to Westmoreland, N.H.

Oct. 1: Sommerset Reservoir, Sommerset, Vt.

LIGHTHOUSES

Sept. 17: Deer Isle-Stonington Light-

house Weekend. Island Heritage Trust will open Mark Island Lighthouse to the public. Come in your own boat or contact Walt Reed (for a fee) at Guided Island Tours. Lighthouse open 9am-4pm. Rain date, Sept. 19. www.islandheritagetrust.org

MID ATLANTIC

Sept. 23-Oct. 2: Qajaq Build Delmarva

This six-day workshop runs prior and during Delmarva Retreat (see below). Instructor Mark Kaufman. Woodworking skills are not needed and all materials are supplied. Build a Skin on Frame (SOF) replica of the Fram #176 West Greenland qajaq 1888 on display at the Fram Museum in Oslo, Norway or Disko Bay kayak 1931 replica from the Canadian Museum of Civilization. www.delmarvapaddlersretreat.com or Laura Ventura at folkware@yahoo.com

Sept. 30-Oct. 2: 22nd Annual Delmarva Paddler's Retreat.

Camp Arrowhead, Lewes, Del. The premier gathering of those interested in Greenland paddling skills and craft. Shared learning experiences. Guest instructors from Greenland. New this year: Contribute to Short Film Festival. Space is limited! Go to www.delmarvapaddlersretreat.org

SOUTH ATLANTIC

SYMPOSIA AND SHOWS

Oct. 26-30: Sea Kayak Georgia Skills Symposium and BCU Week

Tybee Island, Georgia. BCU courses as well as skills training courses developed by Sea Kayak Georgia and some of the world's leading kayakers. 4 Star Sea Leader Training & Assessment, Canoe Star Training & Assessment, Coach Training & Assessment. Courses are available for all skill levels and everyone is invited to attend. Naturalist Day Paddle. Exploration Series. www.seakayakgeorgia.com

Oct. 7-9: 21st Annual Born to Raise Sail

Celebrate with the new owner of Balogh Sail Designs (BSD) David Valverde. Kayak and Canoe Sailors gathering. Cedar Island, N.C., Driftwood Motel and Campground. Weather permitting sailing in Pamlico Sound, Cedar Island Bay or Core Sound. Socializing, idea exchange, rigging/sailing techniques. Buffet seafood dinner. Come to gather and meet some of the most interesting and friendly people in the sport of kayak and canoe sailing. Contact David Valverde, (718) 548-1188, davev@balogh-saildesigns.com.

Nov. 3-6: Calusa Blueway Paddling Festival

Off the beaches of Fort Myers and Sanibel, southwest Florida. Festivities include competitive canoe/kayak races, fishing tournament, paddling clinics and demos, seminars, family activities, archaeological and environmental events, guided tours, and more celebrations along the Great Calusa Blueway. Events at public parks, resorts, campgrounds along the 190-mile Calusa Blueway Paddling Trail. Sponsored by Canoe & Kayak Magazine. www.CalusaBluewayPaddlingFestival.com

RACES

Sept. 28-Oct. 8: World Championships of Surf Kayaking. Outer Banks, N.C. www.ckk.com

worldchampionshipsofsurfkayaking.com

Sept. 30: North Carolina WaterTribe Challenge 2011. 100-mile circuit in Pamlico Sound. Start at Cedar Island Beach to Graden Paul Park and back.

Sept. 30: North Carolina WaterTribe Ultra Marathon 2011. 50-mile sprint ending at Beaufort. For both, <http://watertribe.com>

Oct. 7-9: Tour du Teche. A 130-mile race through the Cajun, Creole, Indian country of southern Louisiana on entire length of Bayou Teche. Must finish within allotted 60 hours. Cash prizes. USCA sanctioned. Part of The TECHE Project, dedicated to preserving the historic waterway that opened wild Louisiana to the French, Acadians, and others. www.techeproject.com

Nov. 5: PaddleFest 2011. Hunting Island State Park, Hunting Island, Beaufort, S.C. 3 and 6 mile kayak and canoe races begin

and finish in the Lagoon at Parking Lot J. Cookout and Awards Ceremony. www.HigherGroundBeaufort.com

CLASSES AND WORKSHOPS

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 in the coastal kayaking discipline. Josh is the Outdoor Program Coordinator for the Charleston County Park and Recreation Commission. Sue is a Coastal Kayaking 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

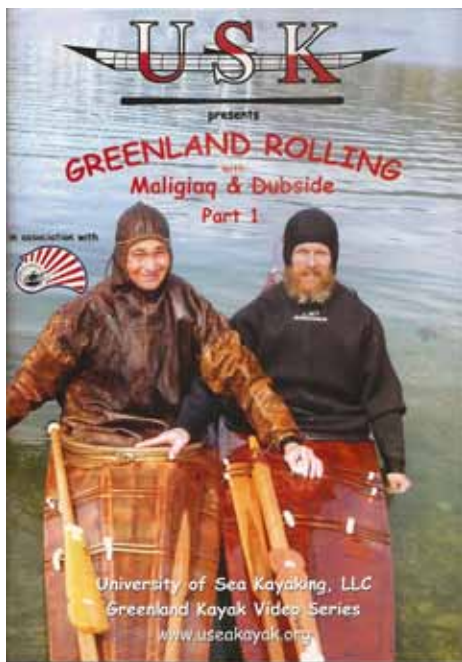
Oct. 22-23: Greenland Comprehensive Skills Workshop. Cheri Perry and Turner Wilson teach traditional kayaking skills and tools of the Inuit seal hunters: strokes, rolling variations in this two-day workshop. www.seakayakcarolina.com

GREAT LAKES

SYMPOSIA AND SHOWS

Sept. 9-11: 5th Annual Hiawatha Paddling Festival

Les Cheneaux Islands, UP, Michigan. ACA instruction, personalized attention, small venue, exhibitors. www.kayakfest.org



DVD Release



Greenland Rolling with Maligiaq & Dubside: Parts 1 & 2

USK's Greenland Kayaking Video Series

What better way to learn Greenland rolling than from one who learned his techniques the traditional way as he grew up in Greenland? In these videos Maligiaq Padilla, eight-time winner at the Greenland National Kayaking Championships, demonstrates the rolling techniques that were passed on to him from elder kayak hunters. Explaining the details of each roll is Dubside who is internationally known for his Greenland rolling and ropes gymnastics skills.

Since University of Sea Kayaking (USK) videos are known for attention

to detail, Maligiaq, Dubside, and Wayne Horodowich have combined their talents to create this comprehensive teaching tool for those who want to learn the fine points of Greenland rolling techniques. Since Maligiaq demonstrates these rolls as he learned them from the elders, it also serves as a historical record.

These two videos give detailed instruction of the required 35 techniques in the Greenland National Championships in addition to other popular techniques. The producers have captured incredible underwater footage and overhead angles that provide unique details of the rolls. Each technique is seen from at least four different camera angles so the viewer can see all aspects of the rolls. You will no longer wonder what is happening underwater after seeing these videos.

As a side note, there will be a \$1 donation made to Qaannat Kattuffiat (Greenland Kayaking Association) for every video that is sold to help support the organization in

its efforts of promoting Greenland kayaking techniques.

Aside from the rolling video, USK has added four bonus chapters: Learning to roll – A very successful learning progression for your first roll; Euro Paddle Transition – Sea kayakers and whitewater paddlers who have a roll who move into Greenland rolling techniques; Multiple Rolling Views – Uncut footage of the rolls from different camera angles; Greenlandic Glossary – Audio & written list of rolls and Greenlandic terms.

The two DVDS are: Rolling with Maligiaq & Dubside Part 1 – MSRP - \$29.95; 14 of the 35 competition techniques. Running Time: 87 minutes plus Bonus Chapters, 37 minutes; Rolling with Maligiaq & Dubside Part 2 – MSRP - \$29.95; 21 of the 35 competition techniques. Running Time: 105 minutes plus Bonus Chapters, 42 minutes.

The videos are available at www.useakayak.org

Klassifieds



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

EPIC ENDURANCE 18. New in 2004. Length: 17' 11" Width: 22" Weight: 45lbs. Fast yet stable touring kayak. \$1,600

WEST SIDE BOAT SHOP EFT. New in 2006. Length: 19' 4" Width: 20" Weight: 30lbs. This is a great boat for racing but can also handle open water. \$1,400

Both kayaks located in Saranac Lake, NY. Roger (518-354-8377) or rgoeking@roadrunner.com (10)

CURRENT DESIGNS SOLSTICE GTS Fiberglass, 17'7", 52 lbs., cockpit 16x29, front & rear hatches, retractable rudder. Sleek & fast, slices through water like sharp steak knife, it moves! Excellent condition, light use, lives inside. deQuervain's tenosynovitis, unable to paddle. White hull with mint green deck. Incl. spray skirt. Southern VT. \$1800. rottlvr@together.net (10)

PERCEPTION SOLE'. With rudder. 14'6", 49lbs, cockpit 36x18, color - smoke/ocean blue, front & rear hatches, retractable rudder. Responsive & fun to paddle. Excellent condition, hardly used, lives inside. Incl. spray skirt. Easy to handle and lift. deQuervain's tenosynovitis, unable to paddle. Front & rear hatches. Southern VT. \$850. rottlvr@together.net (10)

BETSIE BAY RECLUSE. Designed and handcrafted by Alan Anderson. In excellent condition. 19'x22" beam with many extras. \$2,500. Contact Fred @ (917) 723-7979 evenings. To learn more about this model, visit www.BBKayak.com (10)

CURRENT DESIGNS RUMOR. 16'x20" kevlar, 42 lbs., Greenland style, fun boat for the smaller paddler (see at cdkayak.com), very good, nearly new condition. \$1000.

FUTURA SPECTRUM. Surf ski carbon/kevlar, about 24 lbs. Fixed foot braces for 28-32 inch leg length. Repaired side seams but watertight the last 4 seasons. Fun, fast boat. Inexpensive way to get into surf skis. \$500. Both boats in Wilmington, N.C., Michael Snyder (910) 617-9425; yobospop@aol.com (10)

NECKY ARLUK III. Kevlar - 47 pounds. Yellow over white. Sunto compass installed flush in deck. \$1300. info@madrivedecoy.com (10)

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/WhiteBlue Gel Coat - \$2750.00. Shipping from CA extra.

Custom marine canvas storage bag extra - \$750.00. 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 1-2X/month thru Oct. so can arrange a demo. \$1,200. Ruth 802-434-5843 / 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 Snapdragon 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 (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.boreal-design.com. Please call for more info or to try the boats out. Cat Radcliffe 508-369-3028 catherineradcliffe@earthlink.net (9)

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

mail.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 (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 (4)

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

Check out our recently revamped website www.atlanticcoastalkayaker.com with up-to-date calendar, classifieds, and many resources for kayakers. You can submit a classified ad online and renew your subscription or you can email us at: ackayak@comcast.net.

The 25th Run of the Blackburn Challenge

Blood, Sweat, and Beers

by Mark Ceconi



Mark and Sean in their Fenn tandem surfski. Photo courtesy of Mark Ceconi.

Driving up from Connecticut was a relief. At home, my central air was malfunctioning and the prospect of four hours in an air-conditioned car was a welcome one. The outside temperature readout hoppedscotched back and forth in the triple digit range...103, 105, and for one brief instant, 107... When we arrived on the Upper Cape, traveling up to the idyllic little town of Rockport, and located a parking space to accommodate one Toyota RAV and one 25-foot long Fenn tandem surfski, to say that it was hot would be the understatement of the century. The heat and humidity were tangible; a wall of oppressive stickiness. If this was the scenario for the next day's 25th running of The Blackburn Challenge, I would not be opposed to going voluntarily for a "dip" mid race. The other option might well be heatstroke.

I might well go into the history and lore

of the Blackburn, but one would be better served visiting the website: www.blackburnchallenge.com, as the story behind the race is awe-inspiring; a study in fortitude and the will to live. Suffice to say that by virtue of one Howard Blackburn, we have the circumnavigation of Cape Ann, Mass., that exists as the premier race on the eastern seaboard.

My usual peeps, Steve, Jim, and Tommy Kahuna, were delayed at work so would make the trek up later this night. We hooked up for dinner with "Molokai Challenge" Richard and Chantale Germain, and David Joblin, down from our neighbor country to the north, Oh Canada, and Paul Banks, resident of Brooklyn, but also a homeowner on Prince Edward Island. I'd conclude the maple leaf crowd had us outnumbered. Finer company though, I could not have envisioned. Following a sumptuous Italian

meal, back at the hotel I mixed up one full Camelback, and another 70-ounce "boost" bottle with Endurox, requested a wake up call for some ungodly hour, and called it a night.

The next morning dawned way too early, actually it didn't dawn at all - it was pitch frickin' black. I stumbled around in the inkiness, readying, and slipped out the door of room #339, hoping I hadn't left something important, like my shorts, behind.

The boys assembled in the lot. My tandem partner, Sean, was meeting us there to transfer our ski from my vehicle to his for the drive over to the high school. Surprisingly, it was not unbearably hot. It really was not hot at all. The sky was gunmetal, there was actually a breeze, and the smell of rain was in the air. Crossing fingers that this would hold for the race, we shuttled up to Gloucester, Steve picking me up some

morning fuel from Dunkin' Donuts.

Arriving at the jam-packed lot, it was Lake Buena Vista Social Hour. So many familiar faces to chat with; it was hard to go 15 feet without bumping into some paddling compadre you knew. That pre race buzz abounded - the hissing sound of ripping duct tape as numbers were affixed to bows; multiple gel packs pre-torn and taped to gunnels, like grapes hanging from a vine. It was hydration central, the lot a sea of furrowed brows as paddlers debated how many ounces or litres to bring, attempting to predict whether or not the sun would break through with a relentless beating in mind. One OC-2 duo had strapped what appeared to be two 55-gallon water drums with drinking tubes bored into them, onto their deck. Clearly, we were all expecting the worst. It began to rain, a light, refreshing drizzle. The OC-2 team unstrapped one of their barrels.

Since this year marked the Blackburn's 25th anniversary, and was now a designated world class open water rowing event, it was astounding to witness the overwhelming number and variety of ocean going vessels, from the massive OC-6s, to the single and double seat rowing shells, to the dories and work boats... Sea kayaks, FSKs, surfskis, prone and stand up paddleboards. If it could float, and be propelled by oar, paddle, or hand, it was there, and had a number taped to it. I believe I even saw a Styrofoam beach cooler with numbers taped on each side - "Lil' Igloo" was the vessel's name.

After registering, we bolted to shuttle vehicles to the finish, pimping out our own rides on the beach, to paddle back to the start line through the narrow channel under the drawbridge. Suddenly, a grey domed head popped up no more than three feet off Steve and Jim's Elite - a seal! I took this as a good omen, until I remembered what follows seals. Having just finished Susan Casey's *The Devil's Teeth* (What was I thinking just before an "open water" race?), and recalling how the Lower Cape was currently being visited by not one, but three, "men in gray suits," I thought to myself: "Go away little seal, go away."

This year, a number of doubles lined up. Sean and I were piloting our plain vanilla Mako XT (not the tropical hued "watermelon" from last year, but a lighter carbon version of this stable ski for two). Steve and Jim were in their more highly caffeinated

Fenn Elite, and Tim Dwyer and local Beverly boy, Mike Tracy, were racing Wesley's loaner Stellar SE-2. They aimed to break the doubles record, and were growling, gnashing their teeth, and frothing at the mouth as one Brit friend says: "Like a dog at broth," on the start line. They were literally straining at the bit. Boston Firefighter and massage therapist Timmy Shields, and his partner Chris Kielb, were at the helm of a striking goldenrod yellow XT double, and Phil Warner and Nick Schade were skirted inside Phil's ever-so-beautiful, mahogany Guillemot Fast Tandem, designed by Nick and handcrafted by Phil himself. There was a lime green Nelo Waterman wild card as well, captained by none other than Dana Gaines, holder of the doubles record, and his stoker, Sarah Evertson. The rain had abated, but graciously gray skies remained.

At our start, immediately Tim/Mike, Jim/Steve, and Timmy/Chris jumped off the line, Jim/Steve riding bow wash in the triangle between the three boats. We had an outgoing tide, and the GPS registered 8.5 mph for the first mile or so. We kept pace with the Guillemot, and hoped that the leading groups' start line frogginess would wane, dropping back to a more realistic (i.e. physically less excruciating) pace - not likely. Jim/Steve and Tim/Mike started to pull away, matching cadence in a display of doubles power. We inched our way up to Timmy and Chris, whereupon Sean immediately struck up a conversation.

Timmy, normally quite social, seemed on the taciturn side this early morning, probably having something to do with the fact that our heart rates were spiked into the stratosphere. Chris was only somewhat more communicative. Hence, Sean's attempts at a friendly chat were largely met with brief responses, or not at all. Undeterred, Sean immediately launched into a rousing chorus of "Yo, Ho, Blow the Man Down," adjusting the lyrics to include Timmy and Chris' names in the chorus.

Finally, the Annisquam ended, and out amidst the lobster pots of "Lobster Alley" we went. There was some texture here, mostly beam waves and boat wake from the lobster boats visiting their traps for "bugs," as the lobsters are referred to. I like this section; the multitude of multi-colored buoys bobbing alongside the rocks, the boat crews hauling up their catch hand over hand, dumping the freshly baited and



You have to admire someone doing this standing up. William Rich, men's paddleboard winner. Photo by Leslie Chappell

emptied pots back into the water. It's the first real taste of the Atlantic; it feels like New England.

We settled into a rhythm, the two doubles ahead of us sliding out of sight on the horizon, our competitors from the river dropping back. Time to get into "the zone" and let the miles tick away. My mind turned to other aspects of the race...

In the singles HPK class, Sean Brennan was favored to win. A former U.S. National Sprint Team member who had spent some time Down Under with a surfski, he was, quite simply, in another league. The infamous Joe Glickman (aka: "Glicker") was also in the mix. The question was, had the demands of Joe's recent book deadline and potential movie deal eroded his stratospheric level of fitness? (It's rumored he will take over Daniel Radcliffe's role as a much older, life-worn Harry Potter, in the latest epilogue now in the works. Or maybe it was Dumbledore...?) Barend Spies, another superfit marathon team K-1 paddler in a borrowed Stellar SES, would also be a dark horse, and one could never rule out Eric McNett, or the Westside boat paddlers Hugh Pritchard and Brian Heath; the last denizens of closed boats in a surfski dominated class.

The beam chop had now morphed into

small, glassine, rolling swells, exactly the kind of texture, or lack thereof, I hate. The sea appears flat, but the boat continues to roll on unseen bumps. Surfisks like a bit of character in the water to settle their rounded hulls down - these conditions were annoying. Cheering spectators dotted the rocks of Halibut Point, its huge, striated expanses of granite the size of parking lots, rolling down like broad meadows into the crashing waves below. Two enthusiastic race fans clanked away on cowbells. I personally prefer that if cowbells are to be used, they come in minimums of three ("More cowbell! I need more cowbell!"). In 2002, Greg Barton won the entire race in a bone stock Epic Endurance 18, working the rebounding swells off the rocks in this section to defeat much faster boats. It's a dangerous gamble though - a swim and beach landing here would not be hospitable. This area was not without some small rides, however. We managed to link three or four and watched our GPS shoot up to 8.7 mph.

Dana and Sarah suddenly appeared to our right, prompting Sean to comment on the fact that we were reeled in, and planting the seed that if they had caught us, then where were Timmy/Chris and Phil/Nick? Sean is like "The Mayor" on the water, amiable and conversational. We/he struck up a conversation with Dana and Sarah, and the miles melted away. Eventually, as our lines took us farther apart, I could hear them continuing to converse. That's the beauty of a double, particularly for longer races. Apart from the ability to punch the hole of one with the power of two into the wind, the companionship staves off boredom. You always have someone to berate, particularly in the closing miles when exhausted, every last little thing gets on your nerves.

Straitsmouth is the halfway point of the race, shooting the gap between the rocky island and shore, we called out our number "269!" to the race boat anchored to our portside. There were some wobblers here, no doubt caused by the shallows and current converging. Immediately thereafter, we wound our way through sections of weed, and lo and behold, our speed dropped from 7 mph, to somewhere around 5.3. "Either we're hitting some funky current, or we picked up weed!" I yelled to Sean. "Do you want to stop?!" "No!" he shouted back, "Keep going!" We mired on. At this point, Dana and Sarah began to pull away slowly,

inexorably. There was nothing we could do to increase our speed. My HR hovered at a steady state 160, but this Little Engine That Could actually could not.

After about two miles of this, passing the twin lighthouses on Thatcher Island and Milk Island to our left, I'd had enough. "We need to stop!" I shouted, "No way that's current alone! I'll bet we're dragging something!" By now, the green Nelo was about 500 yards ahead of us. Reluctantly, we dragged both wing blades as water brakes, slowed to a stop, and back paddled. An osprey-sized nest of weeds drifted off our rudder and past us. "Look at that!" cried Sean. Bolstered by this sight, we increased our cadence, forward this time, and once again shot back to 7 mph. We almost immediately began to bridge the gap to the green Waterman.

The last stretch before the sea wall at Dog Bar is a long one. Known as "The Backshore Stretch," it would feel longer than it does if one weren't eagerly anticipating the sight of the sea wall and lighthouse, signaling the really long pilgrimage across Gloucester Harbor to the Mecca of the Greasy Pole. For whatever the reason, I'd felt imbalanced all day (Some would argue that I am imbalanced...), and somehow managed in the most benign of conditions to actually "whiff" the water with my blade several times, scooping up a wingful of Cape Ann air. Sean was putting in mini intervals here, and each Herculean effort would set up some trembles in the boat. Testily, I barked at him to "Quit it!" and stay smooth. He might have commented on my paddle version of air guitar, but he was more of a gentleman than that. It was at the beginning of this stretch that the surfski class winner, Sean Brennan, came by us. He was a machine, each forward stroke cleaving the water with maximal efficiency, displaying the measured efficiency of a wind turbine. We waited for the inevitable onslaught of front runners to follow suit, but they never came. He was alone.

Picking up some swell to carry us around the sea wall, there were a group of sea kayakers frolicking like porpoises in the rebounding waves. They were there to cheer us on for the final push to the finish, and their presence was greatly appreciated. The harbor was the flattest I'd ever seen it. Aside from an occasional cabin cruiser wake, there were no gargantuan day cruis-

ers bearing down on us, their red-nosed pilots hell-bent on running down some "speed bumps." The final two miles take seemingly forever and a day; the white building marking the finish buoys dangles teasingly on the horizon, like the proverbial carrot on a stick. Just when you never think you're going to get there, you are there, coasting to a swim in the cool water, friends and helpful spectators carrying your boat up to the sand in assistance.

In our class, Tim and Mike smoked the former record with a 2:38:40, followed by Jim and Steve, then us. Timmy and Chris hung in with a time close to the magical three-hour mark.

Sean Brennan was untouchable, finishing with a blistering 2:34:24, followed by Glicker, then Barend Spies. All the anticipated front runners did not disappoint. A number of paddlers working their way up through the ranks served notice that they had arrived - Francisco Urena and Greg Leshner both posted amazing times in the 2:50 range, and the flatter conditions and accommodating temperatures allowed a number of racers to post personal bests.

As if on cue, as the racers arrived on the beach, the sun broke through the clouds, to mark the start of an absolutely glorious day. The Ipswich Brewing Company was on hand with a free-flowing tap of Ipswich Ale. A host of dedicated volunteers served up pulled chicken and pork sandwiches, rice, beans, and mac n' cheese to a hungry contingent of competitors, the massage tables had a waiting line as usual, and a jammin' band rocked the beach, kicking the party into full swing. The remainder of the day was filled with great conversation as boats lined the beach, and exhausted racers lolled in the sand, soaking up their daily dosage of Vitamin D, passing the hours to the awards ceremony at afternoon's end.

Much gratitude to the Cape Ann Rowing Club for once again hosting such an incredible event. To all the volunteers, the spectators who came out to cheer us on, and especially to the racers themselves, who "bring it" year after year, 25 of them so far, to make this the jewel in the crown of races on the East Coast...thank you. See you back again under the Greasy Pole in 2012.

Mark Ceconi regularly races in the Northeast and wrote about this year's Run of the Charles race in ACK's June, 2011 issue.

Blackburn Challenge 2011**Official Times****ENTRANTS****PaddleBoard – Women**

	Start	Finish
Sylvie Bell	7:42:35	DNF
Anneliese Brosch	7:42:35	DNF

Paddleboard – Men

	Start	Finish
William Rich	7:42:35	11:40:30
Ryan Flynn	7:42:35	12:31:35
Jonny Conant	7:42:35	12:44:11
Michael Brown	7:42:35	12:44:21
Eric Rydbeck	7:42:35	12:51:52

Achilles Tandem

	Start	Finish
Robin Francis, Ricardo Corral	8:27:55	11:48:50
Kam Truhn, John Devine	8:27:55	12:05:50
David McPherson, Richard Traum	8:27:55	12:14:20
Gary Williams, Dan O'Conner	8:27:55	12:45:36

Sea Kayak Double

	Start	Finish
Brian Davis, Walter Raineri	8:27:55	11:41:51
Bob Porter, Peter Britton	8:27:55	12:01:42
John Moore, Ben Zorfas	8:27:55	12:10:25
Joe Royer, Carol Lee Royer	8:27:55	12:15:14
Michael Henry, Meghan Kalisz	8:27:55	12:33:46

Fast Sea Kayak Double

	Start	Finish
Dana Gaines, Sarah Evertson	8:27:55	11:26:37

High Perform Sea Kayak Double

	Start	Finish
Tim Dwyer, Mike Tracy	8:27:55	11:06:35
James Hoffman, Steve DelGaudio	8:27:55	11:13:13
Mark Ceconi, Sean Milano	8:27:55	11:26:09
Philip Warner, Nick Schade	8:27:55	11:34:00
Timmy Shields, Chris Kielbs	8:27:55	11:36:29

Sea Kayak Single – Men

	Start	Finish
Tucker Lindquist	8:32:35	11:53:43
John Karoff	8:32:35	11:57:50
Edward Gries	8:32:35	12:02:35

Eric Ekman 8:32:35 12:10:13

Josh Ormsby 8:32:35 12:12:13

Sea Kayak Single – Women

	Start	Finish
Pam Browning	8:32:35	12:13:26
Johna Till Johnson	8:32:35	12:43:00
Mary Beth Gangloff	8:32:35	12:53:50
Tracy Keller	8:32:35	13:18:25
Vicky Stoeckle	8:32:35	13:56:18

Fast Sea Kayak Single - Men

	Start	Finish
Dave Furniss	8:38:40	11:38:06
Roger Gocking	8:38:40	11:39:24
Rick Carter	8:38:40	11:43:35
Rock Robitaille	8:38:40	11:50:30
Brian Blankinship	8:38:40	12:00:05

Fast Sea Kayak Single – Women

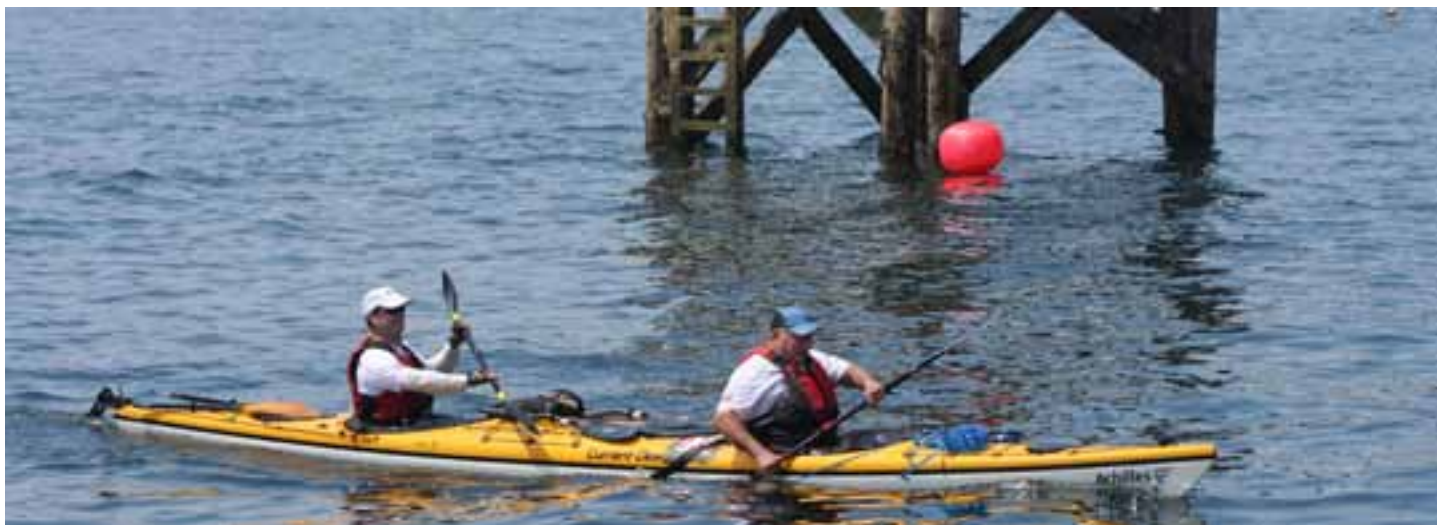
	Start	Finish
Fiona Cousins	8:38:40	12:05:56
Lisa Huntington	8:38:40	12:17:45
Cyndi Janetzko	8:38:40	12:20:40
Elizabeth Prout	8:38:40	12:27:07
Beth Umland	8:38:40	12:34:51

High Performance Single – Men

	Start	Finish
Sean Brennan	8:44:00	11:18:24
Joe Glickman	8:44:00	11:26:26
Barend Spies	8:44:00	11:27:03
Brian Heath	8:44:00	11:28:16
Eric McNett	8:44:00	11:30:43

High Performance Single – Women

	Start	Finish
Kathleen McNamee	8:44:00	11:51:48
Stefani Jackenthal	8:44:00	12:05:26

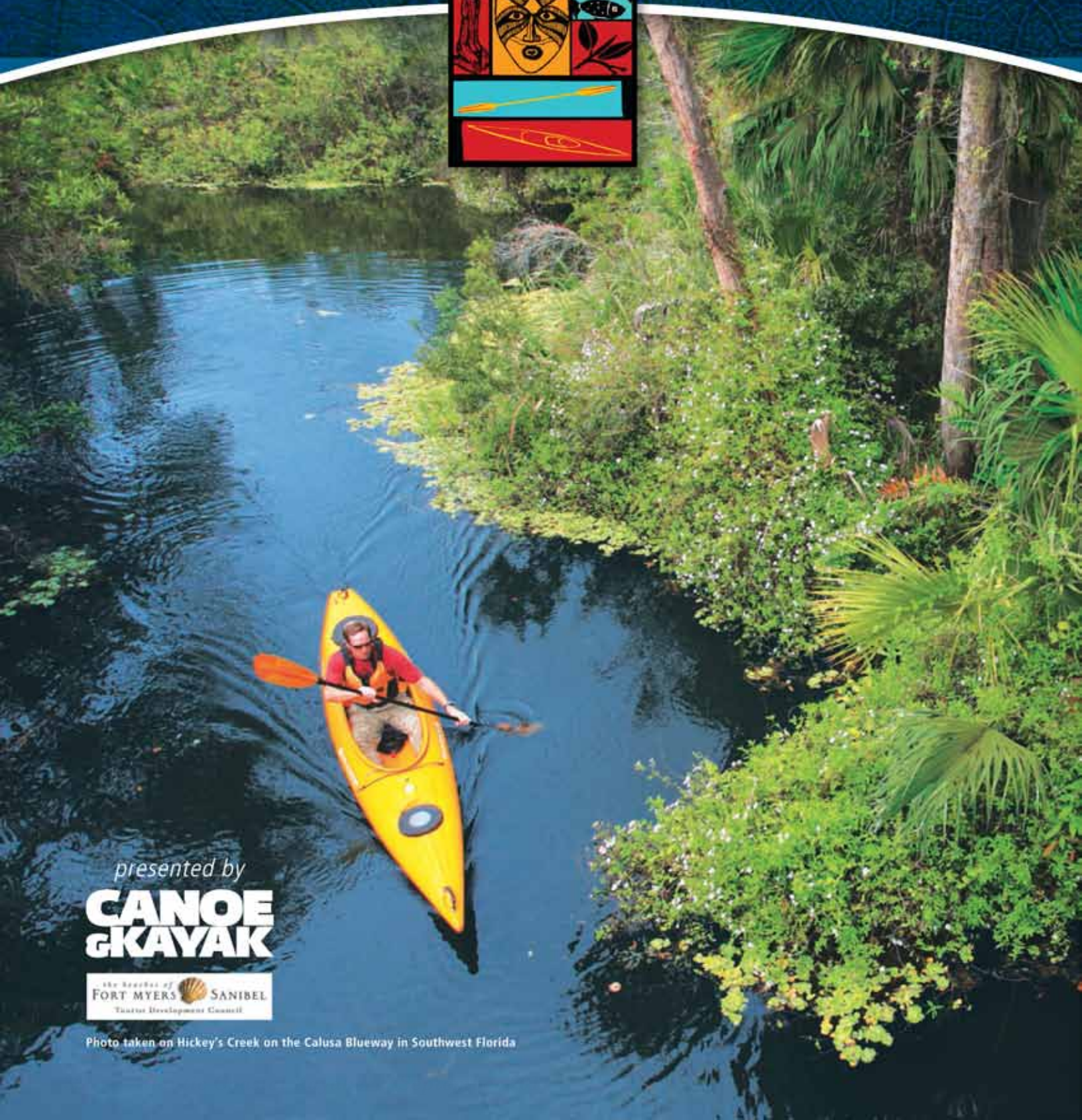


Kam Truhn and John Devine of the Achilles International program, slide under the Greasy Pole. Photo by Ruth Sespaniak.

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Photo taken on Hickey's Creek on the Calusa Blueway in Southwest Florida