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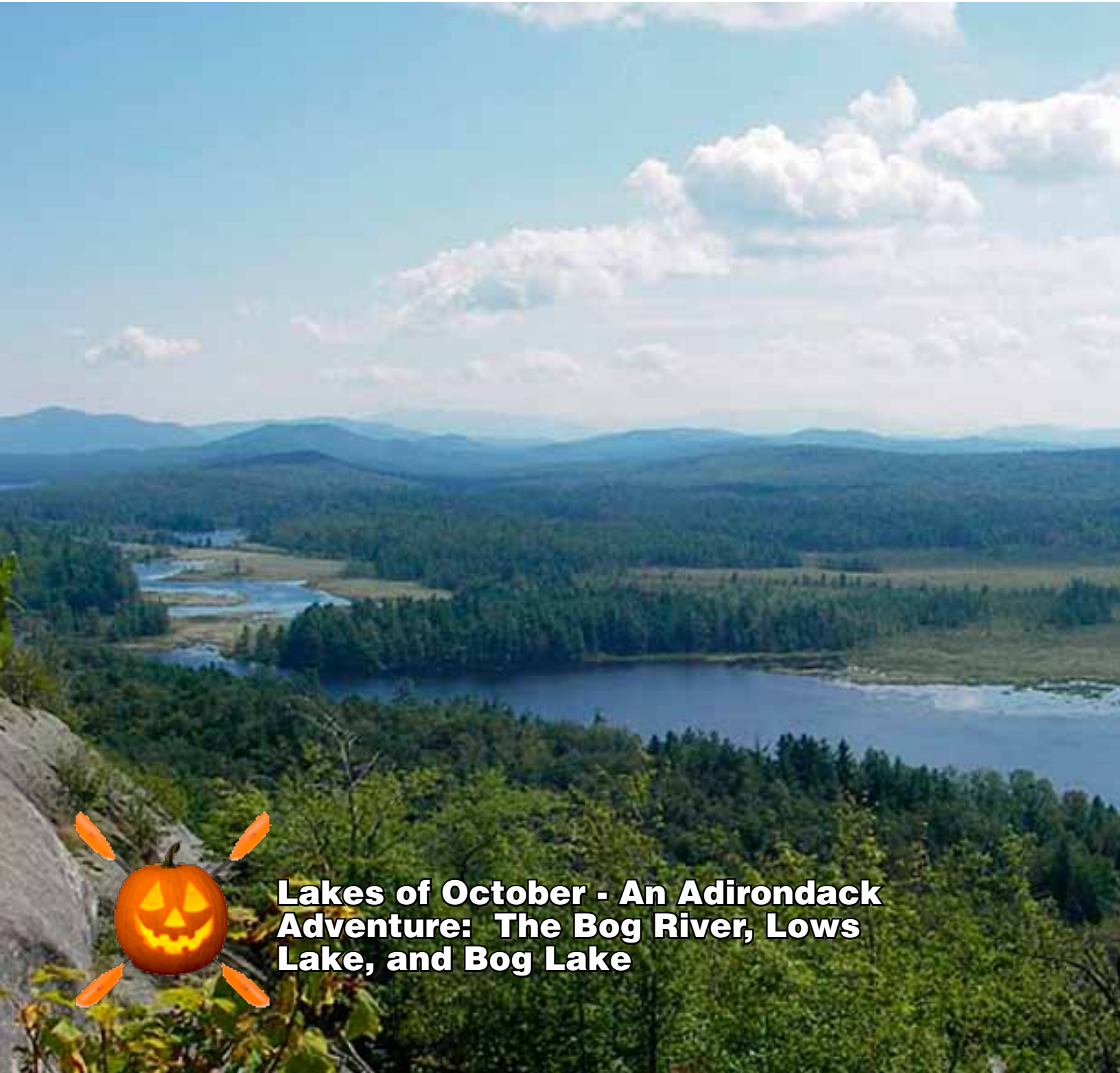
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**Lakes of October - An Adirondack
Adventure: The Bog River, Lows
Lake, and Bog Lake**

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

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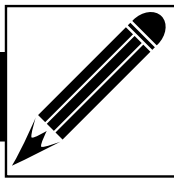
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On The Cover: Hitchens Pond and Bog River east to the Great Range. Photo by Ralph Heimlich.

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.



Please read our classified ads this month at the back of the magazine. This is a service we provide free to our subscribers, so you can list kayaks and gear you want to sell, as you move into updated versions or decide fleet reduction is a wise move in a recession.

If you're not a subscriber or are a commercial vendor, you can sign up for classifieds at .25 a word, which is a pretty good deal. We run the ad for two months; by then the gear is usually sold.

I have a few points to make about the classifieds. First of all the boats listed all tend to be high quality boats being sold by fun and responsible kayakers.

Second point, although we like to list a lot of kayaks in this section, I would advise that you do not sell your kayak at this time. If you are reeling and rocking in this economy, you may have a wee bit of extra time on your hands. And as most of us know, kayaking through lovely marine environments is one of the most wonderful experiences to have in this hydrosphere. It is also one of the most relaxing activities around, so if you are in need of some stress reduction, I don't have to tell you that kayaking can magically unravel many challenges and tensions away.

For those of you interested in buying a boat, this is the time to strike. People are unloading their fleets at summer's end (up north anyway) and may be asking a tad bit less than they would normally, if they're in need of some extra cash.

The selection currently available in our classifieds is outstanding. Also, remember these subscribers would rather sell through this magazine than an online classifieds list, knowing they are sending their baby off to a dedicated and water loving home.

Having recently demo'ed some outstanding Tahe boats from Estonia, I was interested to review what people say about their boats when trying to evaluate them.

Here are some of the qualities our read-

ers value in kayaks:

Tracks well but is highly maneuverable.

Good for both open water and rock gardens.

Can easily accommodate the larger paddler.

Has padded seat rest.

Has fixed rod holders.

Fast yet stable.

Great for racing but can also handle open water.

Sleek and fast, slices through the water like sharp steak knife.

Kept inside.

Designed and crafted by Alan Anderson.

Fun boat for the smaller paddler.

Fun, fast boat.

Handles surf and big waves beautifully.

Tracks like a train so rarely needs a rudder.

Offers speed and is easily turned and controlled in wind with minimum of weather cocking.

Care and feeding: introduce to salt water and fresh water kayaking as much as possible.

And just for the record here's what the dealer Thomas Kitt (Camillus Kayak) says about the Tahe Greenland T: "If you look at your paddle, your boat starts moving forward."

Here's another treatise we enjoyed, that we found on Jim Dreeben's website at Peconic Paddler: "SOLSTICE GTS – Be Still My Heart – I'm addicted. Oh, she glides so smoothly across the bay like on a Teflon carpet. Secondary stability – feels like you are still on shore. The controls (rudder, foot pedals) may have been designed by a Swiss watchmaker. The ergonomics – thigh braces, seat – designed by Mercedes or BMW... And for even more speed, the 18'10" NO-MAD is like a souped up GTS. Boy, does she fly. This baby will cruise at top speed

all day and you won't even break a sweat."

I personally rank how fast a boat gets up and starts moving as a priority, especially for us aging boomers. We want to be on our way!

So this month, check out the classifieds. You might just find yourself not only a new boat but a new entry into the fast lane.

Random notes:

In the making the best of it department, what happens when the lake you are going to use dries up? Austin Canoe & Kayak, Austin, Tx., announced in September: "Important Notice! Kayak Demo Day Location for Austin has changed. Due to the drought, the lake in which we would typically conduct our Kayak Demo Days is inaccessible at this time but the show must go on! The event is now an 'Off the Water Kayak Demo Day' complete with over 75 boats on display, outdoor clinics, BBQ, refreshments and loads of fun! Only applies to Austin. San Marcos & Houston demos are NOT affected."

Did you know you can get an app for your iPhone or iPod touch for more than 14,000 launch sites? We will report more on this in the November issue and meanwhile would appreciate any of our readers weighing in on this new technology. Drop us an email, ackayak@comcast.net.

A note on business:

After nearly 20 years, I closed the magazine's post office box. Unthinkably the people down at the post office encouraged me to do it. You're doing a lot more business by email, right? they asked. With the post office about to go under, this does not sound like a way of encouraging stability. In any event, please note the new address for the magazine is 224 Argilla Rd., Ipswich, MA 01938. Same town and zip, just a new street address. Now you know where we are, why not drop in if you're in the area? We are always glad to meet readers.



Matinicus

Matinicus is a large island in Maine 20 miles out to sea from Rockland. An easier alternative to paddling out there is to take the Robin R. ferry from Rockland. In addition to regular fare (\$55 per person one way on regular scheduled trips), you can add on a kayak for \$15. You can experience one Maine's most enticing offshore island trips for kayakers. www.matinicusexcursions.com

Don't swim in the tropics at night!

A young woman kayaking in the popular bioluminescent Mosquito Bay in Vieques, a tiny island just east of Puerto Rico was bitten by a six-foot shark at the end of August. One of 16 people paddling at night, she and four other people jumped into the water. Something bumped the person next to her, and then a shark bit her leg. The wound ran ten inches long from below her knee to her ankle. The young woman is expected to make a full recovery although she may have some nerve damage and limited mobility in the right foot. A marine biologist could not identify the species because no teeth were found. He noted that the shark was probably just curious.



NRDC Seeks Threatened Status for Blueback Herring, Alewife

By Karl Blankenship

River herring were so common during colonial times that wagons couldn't cross rivers during spawning runs without crushing them. Today, their numbers are so depleted that an environmental group says they should be protected under the Endangered

Species Act.

Saying that river herring populations are a "tiny fraction" of their historic size along the East Coast, the Natural Resources Defense Council filed a petition Aug. 1 asking that they be listed as a threatened species under the act.

Without protection, the two species of river herrings, a part of the National Oceanic and Atmospheric Administration, which has 90 days to determine whether to conduct a full review of river herring status. If it does, the NMFS would have a year to make a recommendation about whether to list the species.

- From The Bay Journal, Sept. 2011, www.bayjournal.com

TRAIL NEWS

Need some inspiration and advice for some Lakes of October adventures?

Fall foliage is here and the Northern Forest Canoe Trail has the best seats in the house! Grab your paddle and view the Northern Forest oranges, reds and yellows from your canoe or kayak. Go to www.northernforestcanoetrail.org to see details.

New York: From the town of Saranac Lake, the Saranac River flows peacefully for ten miles before reaching Class II-III Permanent Rapids. Paddlers journey a meandering course through mature floodplain forest, and are greeted with vistas of mountains, big and small.

Vermont: Lake Champlain's Missisquoi River delta offers coves and islands, and promises sightings of Great Blue Heron, Osprey, and migrating Canada Geese. Let Missisquoi Wildlife Wonders help you plan your visit.

Canada: At its western end, the Missisquoi River flows through southern Québec adding a bit of oh lá lá to your river trip. Explore the Eastern Townships provides shuttle and overnight options.

New Hampshire: The Magalloway River and Lake Umbagog promise sunny autumn days and crisp nights. Hike, Bike and Paddle lets you be a weekend warrior and make the most of the season's shortening days.

Maine: Immerse yourself into the foliage by paddling the Moose River Bow Trip. This 3-day, 34-mile paddling loop of-

fers mostly flatwater, with some rapids and portages on Attean and Holeb ponds and the Moose River.

Got Map? A successful autumn paddle starts with having good directions! NFCT publishes a guidebook and waterproof, 13-map set covering the entire 740-mile Trail. Get maps individually, by state set, or get one free when you buy the whole shebang.



"Best Sea-Kayaking Trail" in America

The Maine Island Trail (MIT) is being recognized by Outside Magazine as the Best Sea Kayaking Trail in the nation.

The MIT surpassed other premier sea kayaking routes, including Wisconsin's Apostle Islands and Washington State's San Juan Islands, to earn the Top Trail nod in Outside's "America's Best Trails" feature, which ran in the July issue.

"We are gratified that the Trail continues to receive national recognition as a one-of-a-kind boating destination," said Doug Welch, Executive Director. "It's a reflection of the hard work and support of our members, volunteers, and partners, who are all strive to make the Trail a world class recreational boating experience."

NFCT and Hurricane Irene

In September, the Northern Forest Canoe Trail, a trail running through lakes, streams, and ponds in northern New England, had not received reports of impassable sections of the Trail due to tropical storm Irene. However, trail maintainers and land managers are still assessing. Paddle with caution and within your abilities. Scout ahead at every opportunity. Typical obstructions paddlers find after high waters recede are strainers and debris blocking rivers. These can present very dangerous situations causing paddlers to get pinned. Avoid strainers and other obstructions by portaging around them if necessary. In parts of New York and Vermont, some roads and bridges are still closed. Check your route with road closure information released by states' Department of Transportation before accessing the Trail. www.NorthernForestCanoeTrail.org



Kayakers properly outfitted for summer in Maine. PFDs, wet suits, and sun protection..

Maine Bill Would Require Life Jackets on Paddlers

By Bill Trotter

ELLSWORTH, Maine — In the wake of multiple kayaker deaths this summer — three of them in Hancock County alone — a state lawmaker from that county is proposing a new law that would require paddlers to wear life jackets while out on the water. Current state law, which applies to all boaters, requires that each vessel have enough personal floatation devices, or PFDs, on board for each person on that boat. However, state law does not require people on boats to be wearing PFDs unless they are 10 years old or younger. Federal law requires children 12 and under to wear PFDs when on a vessel in marine waters.

State Rep. Richard Malaby of the town of Hancock is submitting a bill that would require canoeists and kayakers of all ages, but not other boaters, to wear PFDs. People in rowboats, who typically are traveling short distances in harbors between shore and larger vessels, would be exempt.

Malaby said he submitted the bill last week as emergency legislation so that it could take effect by the time next summer's tourism season starts. His goal, he said, is to help educate inexperienced boaters about the dangers of paddling out in Maine's wa-

ters and the importance of wearing life jackets.

"[Some kayakers who have died] weren't wearing them, but they didn't understand the impact of hypothermia and 62-degree water," Malaby said Monday. "It is the cold that gets them, I think."

Malaby said life jackets won't prevent hypothermia, but they can help keep people afloat after they become unconscious or their limbs go numb from fatigue and cold.

"They may not be conscious, but at least they might not drown," he said.

Malaby acknowledged some people might argue that people should have a right to not wear PFDs if they don't want to. But the bigger issue, Malaby said, is that many vacationers in Maine don't know enough about the hazards of paddling to realize they should consider wearing life jackets.

"I do think there's a need," Malaby said. "I think it's an educational issue."

Wearing a life jacket is not a guarantee of survival if a canoe or kayak capsizes, but it can help mitigate the short-term effects of hypothermia or unrelated medical conditions that someone in the water might experience. Bodies of fresh water in Maine of-

ten remain relatively cold for months after ice melts at the end of winter, while ocean temperatures can remain below 60 degrees even in the middle of summer.

According to several scientific and water safety websites, people in water less than 60 degrees often become exhausted or unconscious from hypothermia after roughly an hour.

Lamoine resident Diane Sanderson is a constituent of Malaby's who had a personal experience with a kayaker death earlier this summer. She was sailing with her family on Eastern Bay between Lamoine and Mount Desert Island on July 10 when Stratham,



N.H., resident Steven Brooks died while kayaking nearby.

Sanderson, who encouraged Malaby to submit the bill, said a woman paddling with Brooks in another kayak screamed for help after Brooks capsized. She said she and her family sailed over to the couple to help, but that Brooks was unresponsive when they reached the kayakers and then pulled them into the sailboat.

Brooks was not wearing a PFD during the incident, but he may have suffered a medical condition that contributed to his kayak rolling over, officials said at the time.

Sanderson said Monday that, even if Brooks was having a medical condition, a life jacket may have helped. PFDs can help keep a person afloat after they start to suffer from hypothermia and lose their strength, she said.

"He was facedown in the water when we got there," Sanderson said. "At least

we might have gotten to him before he was mostly dead.”

The Lamoine woman said that if adopted, Malaby’s bill would help raise awareness among novice kayakers and canoeists about the dangers posed by going out on the water.

“We advertise on our license plates and everywhere that Maine is Vacationland,” Sanderson said. “I think there’s more education that needs to be done.”

In addition to Brooks’ death, Maine Marine Patrol has dealt with at least one other fatal kayaking accident this summer along Maine’s coast. In June, Eric Hogan of Webster, Mass., died during his honeymoon after he donned a PFD and shorts and then paddled out into windy conditions in Frenchman Bay.

Lt. Jonathan Cornish of Maine Marine Patrol said Wednesday afternoon that the state agency had been called to three fatal boating accidents in Maine in 2011. Be-

sides the incidents involving Brooks and Hogan, there was one on southern Maine this spring, he said, but he did not have access on Wednesday to the details of the third accident.

Without commenting on Malaby’s proposal, Cornish said it is a good idea to wear a PFD while boating. He said Marine Patrol officers have to wear one at all times when they are on the water.

“It doesn’t matter how good a swimmer you are if you’re in cold water,” Cornish said. “It’s a real key to survival to have that on. We strongly encourage it.”

According to Lt. Nick Barrow of the U.S. Coast Guard, federal law requires that there be a PFD on board for each person that is on a boat. He said that children 12 years old or younger legally have to wear PFDs when they are on the water. In addition, if boaters are depending on PFDs that automatically inflate when they become submerged, boaters must be wearing those

PFDs at all times when on a floating boat.

Barrow said that, aside from the issue of PFD usage, there is one thing that could make Coast Guard searches more effective. If kayakers marked their vessels with waterproof owner and contact information, the Coast Guard could determine more quickly whom it is they are looking for, he said.

“If we found [a marked kayak] adrift, we would have a lead to go on,” Barrow said.

Capt. Dan Scott of the Maine Warden Service said Tuesday that state wardens have dealt with five fatal boating accidents this summer that resulted in six deaths. Of those, three involved canoes or kayaks while the two others involved small boats, he said.

On June 3 a canoeist died while paddling on the Allagash River, according to Scott. The man who died was wearing a PFD when his canoe capsized near Churchill Lake in northern Piscataquis County. The man may have had a medical condition that contributed to his death before his adult son pulled him from the water, Scott said.

Later the same month, a man drowned while fishing from a canoe in York Pond in southern Maine. Scott said that man had a PFD with him at the time of the June 16 incident but was not wearing it.


On Aug. 9 on Beech Hill Pond in Hancock County, a tourist from Korea drowned after his kayak capsized approximately 300 feet from shore. He was not wearing a life jacket and tried to swim to shore before he disappeared under the water’s surface.

Two other fatal boating incidents this year that the Maine Warden Service dealt with this summer involved small boats other than canoes or kayaks.

A Linneus man drowned June 28 after the 12-foot aluminum boat he was operating sank in Deering Lake. Nearly a month later, two men from Boston drowned in Lower Richardson Lake near the northern Oxford County town of Andover when they jumped into the water to swim off a 14-foot Lund fishing boat. In both these accidents, the drowning victims were not wearing PFDs and alcohol was considered a factor,


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according to wardens.

Scott said he has not seen the wording of Malaby's bill and that it is too early in the process for the Maine Warden Service to comment on it. But he said, generally speaking, the warden service always encourages boaters to wear PFDs when they are out on the water.

Even for a person who considers himself or herself a good and healthy swimmer, he said, chilly temperatures and swift currents can prove deadly.

"We have unique water in Maine, because for much of the year it is very cold water," Scott said.

Reprinted by permission from the Bangor Daily News, Maine, Sept. 14, 2011. www.bangordailynews.com



Coast Guard Rescues Man Whose Kayak Overturned

HARRINGTON, MAINE — A 62-year-old man was pulled from the water off Pineo Point on Sunday night after his kayak apparently overturned in the Harrington River, according to the U.S. Coast Guard.

The Coast Guard issued a news release this morning saying the incident was reported around 8 p.m. Sunday by a female friend of the kayaker after she had been watching him from shore and lost sight of him. The names of the kayaker and the friend were not included in the news release.

The Coast Guard dispatched a boat from its station in Jonesport and a helicopter from another station in Cape Cod. After looking for about two hours, and with the

help of night vision goggles, the boat crew spotted the man wearing a life jacket and clinging to the kayak. He was rescued from the 60-degree water and taken by ambulance to a nearby hospital for evaluation.

"Because he was wearing a life jacket, our crews were able to locate him faster, and it helped him conserve energy so he could stay with his kayak," Joaquin Layola of the USCG Command Center in Boston said in the written statement. "This case really highlights how wearing a life jacket can save your life."

Reprinted by permission from the Portland Press Herald, Sept. 6, www.pressherald.com. From staff and news services



Patrick Luca.

Police Veteran Drowns in Long Island Sound Accident

KINGS PARK, NEW YORK — On Friday, August 12, boater Teddy Sandomenico found a five-year-old boy in a life jacket floating alone a mile off shore near Sunken Meadow State Park on the north shore of Long Island, N.Y. The boy reported that he had been out with his father when they were flipped out of the kayak by the wake of a passing boat, according to one source.

Despite an intensive overnight search that included members of the elite NYD underwater team, the body of 41-year-old police veteran Patrick Luca was not found until the following day, when it was spotted by a passing motorboater floating about a mile from where his boat had been found. Luca



was not wearing a PFD when found.

Luca had apparently anchored his Sea Eagle inflatable kayak near the mouth of the Nissequogue River, a tidal river that runs into Long Island Sound. Strong currents due to tides and increased riverine flow from recent rains may have had an effect on the accident.

Investigators, citing the presence in the kayak of several items that would have sunk and the fact that the boat was not full of water, believe that the kayak did not actually overturn.

"Bachelorette" Receives Staples in Head After Kayak Accident

LA JOLLA, CA — In an old news item for those who follow *People Magazine*, *Bachelorette* star Ali Fedotowsky received five staples in her head to stitch up injuries received while paddling with her fiancée in their kayak near La Jolla, Calif. last April. While details of the incident are few, the kayak apparently flipped over and Fedotowsky cut her head on rocks. According to tweets sent out after her visit to the hospital, during which medical staff had to shave some hair, she was mostly concerned about the damage to her hairstyle. Fortunately, changing her part resolved the issue.

The incident brings up the issue of when to wear a helmet, discussed by Wayne Horodowich in *ACK's* July/August 2011 issue. When paddling near a rocky shore, a shift in wind or current can turn a quiet paddle into a white-water challenge. As always, be aware of any conditions you may encounter at sea.



Switch & Swim Surf Zone Landing

by Wayne Horodowich

There may come a time when someone in your group will not feel comfortable landing his kayak through the surf zone. Why he is in that situation in the first place is another discussion. You need to get the timid paddler and his kayak to shore, but the timid paddler doesn't want to paddle through the surf zone. When faced with that situation I came up with the "Switch & Swim Surf Zone Landing." The concept is simple, but it takes work. You and the timid paddler need to feel comfortable swimming through a surf zone. You would use a paddler who is confident in landing boats through surf to swim out to land the boat belonging to the timid paddler. Then the timid paddler could swim in through the surf. While paddling with groups in Hawaii I have had to use the "Switch & Swim" technique to get some of the boats ashore in large shore breaks. The paddlers didn't mind swimming in through the waves, but they didn't want to be anywhere near the boats in the shore break.

Photo 1: Once you have established that a group member does not want to land through the surf, then you need to make a plan. If you have the luxury of extra group members, one of the group should stay out in the staging area until the switch occurs. In this example I am assuming it is only the timid paddler and me. Before I land, my partner and I discuss the plan and establish that the timid partner will be capable of swimming to shore through the surf. If I cannot fit into my partner's kayak then this technique will not work. After the plan is decided, I paddle to shore while my partner waits for me in the staging area. As a side note, if I cannot fit in the other kayak I just push it ashore through the surf.

After I land my kayak, I decide what clothing I plan to wear to swim out to my partner who is waiting in the staging area. This next statement is going to get criticism, but it needs to be considered. Under normal surf conditions I would wear my PFD. However, there have been times when I decided not to wear my PFD, because it gave me too much buoyancy with the wet-suit I was already wearing. In Hawaii with



the big shore breaks, I had to get as close to the bottom when swimming under the waves so I only had my bathing suit on. I also had a pair of body surfing fins to get me through the surf by going under it. If you choose not to wear a PFD, you need to weigh all the risks and benefits in doing so. It is not a decision that is made lightly. If something goes wrong you will be without your PFD. There are times when going under the waves may be your only option. Once I have decided what to wear, I swim out to my partner who is waiting in his kay-

ak in the staging area. The staging area is out past the surf zone where the swells just roll under the waiting kayak.

Photo 2: When I get through the surf zone, I meet up with my partner. This could be a good time to get a short distance transfer (bow push) to deeper water where the switch will occur. It is prudent to be a little farther out from the break zone than you think, because there are some sneaker waves that sometimes come in. You don't want to be switching positions and get surfed in at the same time.



4



5



6

You also need to consider issues regarding the spray skirt. If your skirt doesn't fit the second kayak's coaming then it is useless. Can you fit into the skirt your partner has for his kayak? When does the timid paddler take off his skirt and when do you put it on? If the skirt has shoulder straps then you may have to remove paddle jackets and/or PFD's. If the skirt has a large enough tunnel, so it can fit over the head and shoulders of both paddlers, then the switch can be made while either is sitting in the cockpit. Otherwise it may have to be done in the water pulling it over your legs.

Photo 3: When ready to make the switch, I stabilize the timid paddler's kayak while I am in the water. There are a number of ways to do this so choose the one that works best for you. This is a good skill to

practice with your partners when you have your capsize recovery practice days. I like being near the bow so I can watch the paddler get out of his kayak. I find a spot where one arm can reach under the kayak and grab the opposite deck line. The other arm reaches straight up to hold the deck line on the same side as my head. I get as close to the cockpit as my reach allows while keeping my head comfortably above water. This allows me to provide stability in either direction. Being able to see the paddler get out of his kayak allows me to anticipate which way he may be leaning so I can compensate accordingly. It is best if the paddler getting out of the kayak does it quickly as possible. Our goal is to not get water into the cockpit so we will not have to deal with draining water. This is another good skill

to practice during those wet training days. Two paddlers trying to empty water from a swamped kayak while both are in the water.

Photo 4: When the timid paddler is in the water, he stabilizes the kayak so I can climb into his kayak without capsizing. Once I am in the kayak with my spray skirt attached, we can deal with getting the swimmer back to shore.

There are different philosophies about helping the swimmer through the surf. My personal opinion is not to have the kayak anywhere near the swimmer as he is in the surf zone. Once a sea kayak is in the surf zone, you are mostly at the mercy of the surf. When I am in a kayak in the surf zone I don't want to run over any swimmer and I don't want him smashing into my kayak or me. I also don't want the resistance he will add if he is holding onto my kayak. I feel I can do the most good by landing first and then swimming out into the surf to help if he needs assistance. In fact, it could be a great time to use a paddle swim to get the two of you to shore. If the timid paddler is capable of getting in through the surf on his own and he wants to do a paddle swim, he could take the spare paddle (which you should have with you on the trip) and use it to get to shore. This will work if you left the spare paddle with the timid paddler when the first kayak landed. If you didn't bring a spare paddle (tempting the wrath of Neptune) then you will need to swim out with your paddle if the timid paddler needs his paddle to swim ashore.

Photo 5: If you remember, earlier we used a bow push to move the swimmer to deeper water where the switch occurred. Now it is time to move back to the staging area. This time we have the swimmer holding the back of the kayak as the paddler heads toward shore. The reason it is best to have the paddler behind the kayak is in case you misjudge the waves and a steepening wave takes the kayak. If that is the case, then the swimmer can let go and the kayak will be taken away from him. If you severely misjudge and a breaking wave is on you, then the swimmer can push the kayak forward and move to the side while the paddler sprints forward. Your greatest concern is getting distance between the swimmer and the kayak. This latter example should never occur, because it is your responsibility

ty to be scanning the ocean behind you at all times. If you time it properly, you can tow the swimmer close to the break zone where the swimmer lets go of the kayak and then the paddler continues into shore putting distance between the swimmer and the kayak.

Photo 6: After I separate from the swimmer, I head into shore and land as quickly as possible. As I land I keep an eye on the waves and the swimmer. Once I am in the surf zone there is not much I can do for him, but I want to know where he is. After landing, I head back down to help the swimmer coming in. I keep an eye on him location in case I need to get to him. You may lose sight of him in the waves, but you will see him again after the wave passes. I have gone out into the surf zone and swam in together. .

Photo 7: The only true way to gain comfort in the surf is to understand the forces in that environment. I recommend playing in the surf even before you learn to kayak in it. Most of the time I will go out and body surf after the group has landed if there are decent waves. Body surfing in through the surf can be your fastest way to shore. In addition, the timing you learn while body surfing translates beautifully to surfing your kayak.

Photo 8: If your plan is well thought out and the skills of the paddlers meet the challenges, then the timid paddler will find himself coming ashore with his group and kayak waiting for him. As I mentioned earlier, if there are more than two in the group then after the timid paddler gets to shore the kayaker that waited with him at the staging area can now land. If you had that third boater he could have been instrumental in stabilizing the kayak while the two other paddlers switched positions. Think about how to best use the group in these unique situations.

These paddlers will be spending some significant time in the water. The exposure time will be considerable. Dressing for exposure is vital for this technique to work. This technique may not work in all surf zones. If you have a significant long shore current then you have other challenges. If the waves were huge, then I would not recommend this as an option. Big surf provides additional challenges and risks. It is difficult to swim in the aerated whitewater.



I once went out to body surf in big Hawaiian waves. I was feeling brave and wanted to give it a try (not one of my smarter moments). When I got halfway out I knew I was in trouble. I was surrounded by white-water and waves were continuing to roll over me. I knew I needed to get to shore or blue water. Blue water was closer so I took the best breath I could and went down. I swam out as far as my lungs could take it. I came up ready to take a quick breath (if I could) and go back down. I was glad I made it out to blue water. The only reason I made it was because I had body surfing fins on. Now I had to think about getting back in. When the right wave came in I rode it toward shore. When it broke I knew I was going to ride it all the way in while holding my breath. It was a great ride and a very long breath hold, but I learned a valuable lesson that day about big surf and the aerated whitewater in big surf. The length of the surf zone also needs to be considered along with the wave size and frequency. How much energy will it take and how long will it take to get out to your partner? As you can see, there are a number of factors that need to be addressed before you jump in and swim out.

Landing a partner's kayak can occur for a number of reasons other than feeling timid about landing in surf. If you have a very seasick paddler this may be the option you choose for getting the sick pad-

dler ashore. Of course you can always just have the paddler in question paddle toward shore and bail out of his or her kayak when confronted by the waves and let the waves take the kayak to shore. I am not a big fan of letting waves tumble kayakers in the surf zone if I can find ways to prevent it. I once had to land a boat for someone in the group, because there was a rocky beach and he trusted my surfing skills more than his own. He had a new composite boat and they didn't want to smash it up. Thank goodness I was able to fit in the kayak. It gave me the opportunity to bring the kayak in safely. If you do this for another paddler, discuss in advance that you will do the best you can, but you are not responsible for damages to his kayak.

As always, I recommend that you practice this technique in advance of needing it. Start in a small surf zone to work out the orchestration of your plan. Once you feel comfortable with the skill you can add it to your bag of tricks. The need to use it doesn't come up often. However, if it does, you will be glad you have it as an option.

Wayne Horodowich is the founder of the University of Sea Kayaking, LLC (USK), has been teaching sea kayaking since the 1980s, and produces the "In Depth" instruction videos. Visit www.useakayak.org for information about USK and sea kayaking education.

Lakes of October: An Adirondack Adventure

The Bog River, Lows Lake, and Bog Lake

Story by Ralph Heimlich



Lunch Stop on Bog Lake. Photo by Jim Allen.

A group of us decided to abandon the steamy Chesapeake Bay in August and head for the cooler climes of the Adirondacks. Several had day paddled this area on previous Loons of the Adirondack's trips, so we decided to head for the Bog River Flow and Lows Lake, in the north central part of the Park.

We convened at the NY Department of Natural Resources' Eaton Lake Campground for our first night because of the 8-10 hour drive from the Washington metro area (not a good idea to try and drive and paddle into the back country on the same day). Dave Isbell, Dick Rock and I had driven up in the big white truck with two canoes and large kayak on top on Saturday, arriving about 4:30 PM after a pleas-

ant, low-pressure drive up I-83, I-81, I-88, and NY 8 through Utica to NY 28 and NY 30 (487 miles, 8 hours 49 minutes driving time).

We found Jim Allen and Al Larsen already there and set up, and quickly set up our own camps. One of the interesting (daunting) things about the Lake Eaton Campground is its active recycling program, operated out of a small garage where garbage, cans, bottles, and plastic are separated and crushed for reuse. The daunting part is the two-strand electric "girdle" around the entire building necessitated because a hungry bear tore off the garage door the year before. You can bet we took our trash down right after dinner! Walking around camp, however, many "city" camp-

ers with ice chests and frying bacon seemed destined for an ursine visit at some time.

Sunday morning we packed up and pulled out of Lake Eaton for the back country, after first arranging for a campsite for that Friday when we would come out of the



Swimming Loon. Photo by Jim Allen.



Al, Dick, Dave, and Jim loading up at Lows Lower Dam. Photo by Ralph Heimlich.

woods again (Do this in advance because the park can't take your reservation on site, only through the website or by phone to its contractor). We drove north on NY 30 nearly to Tupper Lake, then turned left on 421 to Horseshoe Lake and the put-in at Lows Lower Dam, about a mile above the Bog River Falls at the point where the Bog enters Tupper Lake. This parking area is very small, and the area is very popular, so we started encountering cars a half-mile down the road to the dam. However, going in on Sunday was a good choice. We got parking right at the end of the road next to the dam, as people shy of the rainy forecast headed

home from the weekend early. We had a variety of boats on the trip, mixing kayaks and canoes, Greenland and Euro paddles for the kayaks, and canoe paddles and kayak paddles on the canoes. After about a half hour of unloading boats and gear and squeezing everything in, and signing out at the backcountry register, we were paddling up the Bog River from the dam, through a narrow, heavily wooded and rocky gap.

The Bog River Flow is a beautiful Adirondack river whose flow is slowed down considerably because of the dam, which raises the water level and floods out the former gorge. Paul Jamieson, the dean of Ad-

irondack guide book authors, writes of the Bog River: "All of them [old-time Adirondack guides] agree that going up the Bog, with its many tough carries, its crooks and turns, was a test of physical stamina. Poet and N.Y. State Librarian Alfred B. Street's guide, Harvey Moody, called it one of 'the confoundest crookedest consarns in the woods.' More, once at the headwaters, it became a test of spiritual fortitude. Street, Hammond, Headley, and Wallace could not find language strong enough to express their revulsion at the 'dismal scenery' around Mud Lake [as it was then called]. It was 'the gloomiest sheet the wilderness contains' where 'each member of the insect tribe holds high carnival.' The vast bottomland was of 'indescribable loneliness' and 'weighed on the spirit.' Once having been there, you never want to go back, says Hammond". (Paul Jamieson, *Adirondack Canoe Waters, North Flow*, 2nd Edition, ADK, 1981). A.A. Low built the lower and upper dams in the 1890's to generate electricity and facilitate running logs out of the backcountry, but the transformation of the Bog River Flow and Mud Lake into Lows and Bog Lake is all to the plus side for recreationists today.

Wildlife abounds. We saw three eagles on the way in, including what was probably an immature with two parents, and a mature eagle setting on a fish on the river bank. Wildflowers abounded at this season, especially many species of aster, blue or purple gentian, carnivorous pitcher plants, and white puffs of bog flowers. A pair of up-turned roots from fallen trees looked like giant wagon wheels, and resembled the rustic furniture made by local artisans. We passed about six parties of canoeists heading out, and gammed about what campsite they used and the merits of each. The loads in their canoes, stacked over the gunwales with ice chests, furniture, etc. was truly impressive.

We passed under the railroad trestle bridge into Hitchens Pond and arrived at Lows Upper Dam, the only real portage on our route. Dave and I paddled up the small creek leading from the spillway and unloaded, while Dick, Jim, and Al opted for the

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Portaging the floating bog. Photo by Dave Isbell.

beach, a slightly farther carry (but they had carts). The Upper Dam was the location of A.A. Low's forest empire, and the location of his fieldstone bunkhouse and other buildings, the foundations of which remain today. Interpretive sign boards showed fish and deer catches of those long ago days, how the buildings looked in their prime, and the sad story of the Great Fire of 1908, which burned A.A. out, leaving him to die nearly penniless four years later. Several loads later, we had all the boats and gear above the dam and prepared to relaunch.

The Bog bends west here and narrows down, skirting a long, sinuous glacial esker laid down 10,000 years ago when the last great ice sheet melted north. This area has long had a floating bog, that wanders around the flow, but usually admits canoeists with a narrow channel to one side. Alas, strong winds had fractured the bog and jammed it, like a cork into the neck of the Bog River's bottle. We snuck over the 12-foot bog "drag" on the left and snaked around the remains of the channel to open water again.

Several islands formed from the eskers and rocks litter the eastern end of Lows Lake where it enters the Bog River Flow, and we chose one and paddled down it into the wind off the larger lake. Clouds had

gathered and rain threatened, so we were looking for a campsite pronto. Turning left into the lake, we settled on site number 18 at the eastern end, which had been recommended by several outgoing campers and was close at hand. Pulling into the large beach, we found a spacious site and set up our tents (and hammock), and the Noah 16 tarp over a pair of downed logs serving as kitchen, table, and bench. Like many of the sites in this area, site 18 has a privy (just a box seat in the woods, no shelter) but we had to find a place to hang our food bags, and selected a "bear grove" and spent a while heaving lines to get the comestibles up above the bruins' heads. Separating the privy and "bear grove" from camp was a large cutover meadow of blueberry and blackberry bushes—a veritable bear cafeteria. Just after we finished setting up, Ranger Dawn paddled up in a kayak with a shovel and bucket, finishing her rounds of cleaning campsites. We had been introduced to Ranger Dawn from Chip Walsh's 2005 trip report (she seemed surprised to be "famous") and asked her about the bears, which hadn't struck recently. She seemed reassured by our gear (tarp and tents) and when we told her we had hung our food.

Shortly after Ranger Dawn left and we



Breakfast by Ralph. Photo by Dave Isbell.

finished dinner, the rain commenced and poured down with a vengeance for about an hour. Thanks to the tarp, we could sit, digest, and watch the rain come down, but after dusk, the mosquitos drove us to our sleeping bags, as loons cried mournfully in the rainy night.

Monday morning dawned clear, if not very bright. After a quick breakfast, we loaded up for an exploration under cloudy skies. We paddled out toward the west on the lake, passing a large contingent of Boy Scouts paddling to the camp. Dave took us up into a sheltered channel at the far north end of the lake, where we had to carry (empty boats) over a ridge to continue paddling into Grass Pond, on the north side of the Lake. Rain started to gently fall as we finished the carry, but we paddled on, circling into Grass Pond for a view of the starkly steep cliffs of Grass Pond Mountain, rising another 150 meters above the lake. Peregrine falcons nest on those cliffs, and we thought we saw some flying over camp a day later. We passed the carry that follows Chair Rock Creek up to Cranberry Lake, about 3.2 miles. The constant rain let up just as we recircled to the mouth of Grass Pond, so we ducked into (empty) site 29 for late lunch and dried off a little.

We turned right out of Grass Pond and explored the west end of the lake, passing the carry into Big Deer Pond, which continues over to the Oswagatchie River more than six miles away. I stopped to see a through passage behind an island, and then joined the rest as we paddled back to camp under gray skies with the wind in the east and in our teeth.

Rain again in the afternoon, and it was beginning to get on the nerves of this hammock camper. Hammocks are ok to keep the rain off (especially with my bigger tarp over the hammock itself), but just walking around camp and getting into gear gets everything damp or wet after a while. After a long rainy night, Tuesday broke pretty dry, with just the drips off the trees remaining. We breakfasted and set out to explore the rest of the Bog River, and Bog Lake, to the south of Lows Lake. The Bog River was broad after we passed through another floating bog choking the mouth into Lows Lake. Just below a causeway below site 37 (cut off to preclude vehicle traffic on the Sabatis Road), the river was choked with a permanent bog and diverged into left and right channels. We tried the right channel first, but dead ended at a massive beaver dam after about half a mile. Back tracking, we tried the left channel and snaked around meanders through the bog, hauling over a small beaver dam and eventually paddling into Bog Lake. We searched for the entrance to Clear Pond (one of about 1,000 in the Adirondacks by that name), but couldn't find a channel through to it. Jim found a landing for a carry, while the others saw a campsite high above a steep bank. Both paths led to the same campsite on the carry, which winds around to a road and Clear Pond. We lunched at the campsite high on the bluff, enjoying the breeze off the lake and warming temperatures as the sun emerged. After lunch, we continued west on the south shore of Bog Lake, speaking with a pair of fisherman in a rowing skiff they'd trucked in. A loud drone announced yet another landing by a float plane over on Lows Lake, service to a small piece of private inholding within the Wil-



Jim and Dick on the Bog River. Photo by Ralph Heimlich.



Intricate channels offer a contrast to the wide-open lakes. Photo by Ralph Heimlich.

liam C. Whitney Wilderness Area, which enfolds Lows Lake and the Bog River. After circumnavigating the lake, we paddled back through the Bog River and back out onto Lows Lake as another plane was landing, then taking off. The others made the correct shortcut back to the lake, but I missed the turn and paddled nearly a mile to get back to the lake, around a floating bog. Being alone, with a west wind, I set my downwind triangular sail and took the

lubber's way back to camp. The little 12-foot Pack Canoe wanted to weathercock, so it wasn't all smooth sailing, but I enjoyed the envious stares of other paddlers, having to do with muscle power alone. Tuesday night was our clearest star night, and having the broad beach beside campsite 18 gave us as much scope for sky-watching as we could have. When the moon (about half) rose, it washed out the best of the star show, but it was impressive for a

lubber's way back to camp. The little 12-foot Pack Canoe wanted to weathercock, so it wasn't all smooth sailing, but I enjoyed the envious stares of other paddlers, having to do with muscle power alone. Tuesday night was our clearest star night, and having the broad beach beside campsite 18 gave us as much scope for sky-watching as we could have. When the moon (about half) rose, it washed out the best of the star show, but it was impressive for a



In the narrows on the Bog River. Photo by Jim Allen.

while, especially with rafts of loons calling and conversing in the night.

Wednesday morning was a moving day. In the Adirondacks, you don't need to get a permit for a paddle-in campsite unless you spend more than three days or have a party larger than ten persons, so we were set to move to a new campsite back closer to the upper dam. Because it would be a house-keeping day, we slept late and I volunteered to make pancakes. I'd brought a thin aluminum baking sheet, and we built a support of blocky logs so the sheet could be held over two backpacker stoves. The setup worked pretty well and we had several hotcakes each. I also brought a six inch dutch oven Brent gave me and used it several nights for biscuits and for dump cakes (brownie mix and canned fruit). Just enough to know you'd had a treat.

We packed everything up and headed out of site 18 and Lows Lake into the Bog River, following the esker back toward the east. We settled on site 12, a spacious pine-needle carpeted site on the north bank about half way back to the dam. This site also had a privy, way up on the hill, which we referred to as "consulting the old man of the mountain," and "penthouse" rise overlooking the river that Al and Dick moved into. After we set up, everyone took off to explore the other side of the esker by boat, but I stayed around camp and pattered and read.

On Thursday, Al Larsen had to pack up and leave to meet family near Boston, so we went with him out to the Upper Dam. When we got there, we dragged the boats out on the west side into the grass and decided to climb the Hitchen's Pond overlook, a rocky ridge about 1.5 miles from the dam. It was a pleasant uphill walk that brought us out on above tree line on glacial-scarred granite slabs a few hundred feet above the dam, Bog River and Hitchens Pond. From there, we had glorious views to the east of all the high peaks, and to all the surrounding lakes. Since the weather was fine, it was like looking at a huge map spread out around us.

Hiking down, we helped Al complete his portage, then wave him goodbye and paddled on up the Bog back to site 12, just four now. The rest of Thursday was lazy day, swimming in the 80 degree temps and reading. At evening, a huge thunderhead reared up somewhere over Utica and rose thousands of feet into the sky, reddening in the sunset and then turning ashen and lit by lightening flashes as darkness descended. It is always rather comforting to watch someone else getting a royal belting while all is calm and dry around you. We did get a little shower later in the night, but all was over by morning.

This was our last day. As we packed up and got ready to move out, Ranger Dawn paddled up and was surprised to see us still

hanging around. She said she was paddling out to the Lower Dam since all the sites were full on this Friday morning and many more paddlers were likely to be heading in. We bid her goodbye, finished packing and launched down the Bog River, alternatively sailing and paddling slowly as more and more canoes and kayaks headed up into the backcountry.

After negotiating the bog drag once again and portaging the Upper Dam, we launched into Hitchen's Pond for the last hour's paddle down to the Lower Dam and "civilization." Ranger Dawn was at the landing and we were able to give a couple of incoming paddler choice parking spaces. We drove out and stopped at the edge of Horseshoe Pond for a leisurely lunch before heading down to Lake Eaton Campground to check in for our last night.

We enjoyed the bright lights after being in the backcountry, stopping to shop at Hoss's General Store and Trading Post (a good place to get any last minute items and maps and guidebooks for future adventures). Then we headed to Quackenbush's Restaurant for a feast. We stuffed ourselves back to training weight, but left enough room to stop at the Soft Serve for giant swirly cones, which tasted great in the Adirondack afternoon.

One more sleep at Lake Eaton, and we packed up and headed back to Washington, taking a leisurely course down out of the mountains. We had to stop at Mountainman Outdoor Supply Company (<http://www.mountainmanoutdoors.com/>) in Old Forge, which has one of the largest inventories of canoes and kayaks anywhere. It was a treat looking at all the shiny new lightweight canoes and kayaks, and checking out the store. Then it was back in the truck and home.

If you go, check out these maps:

Lake Eaton: <http://www.dec.ny.gov/outdoor/24464.html>

Bog River and Lows Lake: <http://www.dec.ny.gov/outdoor/38963.html>

Also check out our photos at picasa-web.google.com, users ja657258 and 101178211036772879744.



Jim Dreeben Peconic Paddler, Riverhead, NY

What's New in Stand Up Paddling?

A new design in hull shapes called displacement hull is becoming popular. With a displacement hull the bow of the SUP looks like a kayak; there is less rocker than on a planing hull. Displacement hull SUPs are faster and track really well. They don't surf (the big stuff) as well as boards with planing

hulls. Most are extra stable.

Two cool boards from Lakeshore Paddleboard Company are the 17-pound Betty Board for women and the 29-pound Wet Woody Sport for everyone. LPC also has a 12'6" board and a 14' long by 32" wide River Rover which can easily carry a passenger, and it is good for long distance touring.

All LPC Boards have displacement hulls, 11" fins for tracking, tie downs and bungee cords.

For 2011, Surftech has added more models to their line including the fast, straight tracking, Joe Bark 12'6" Competitor and the 14', race winning, Dominator. Surftech has an SUP package including a



LPC Betty Board



LPC Wet Woody



Surftech Joe Bark Dominator

10'6" Blacktip board, an adjustable paddle and a leash for \$699.00. The most popular SUPs from Surftech are the Randy French Softops, the Laird Tuflite boards and 2 beautiful Bamboo boards.

Werner Paddles now has 5 models of SUP paddles. Many paddlers like the lightweight (about 21 oz) Spanker. For less stress and easy paddling, Werner makes a narrow blade which comes on the Carve and Nitro. They also make some two piece and adjustable paddles, and, paddles with bent shafts to reduce wrist fatigue. Dreeben says, "If we don't have the perfect length Werner Paddle for you we can probably cut one while you wait. The (uncut) lightweight

Spanker and the powerful Advantage are usually in stock.

"We also have Gillespie Paddles; some are made of wood/carbon fiber and some of beautiful laminated wood. We have paddles from Surftech, Lakeshore and Jimmy Lewis too."

Do you know the "C" stroke or the "cross bow turning stroke"? Need more information about Stand Up Paddling? Call Jim Dreeben.

Peconic Paddler, 89 Peconic Ave., Riverhead, N.Y., 11901. www.peconicpaddler.com; (631) 727-9895 or ((631) 834-2525; info@peconicpaddler.com.



Werner Spankert



Werner Carve



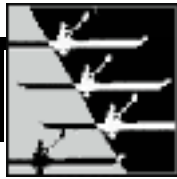
Gillespie Huki Surf



Surftech Joe Bark Competitor



Surftech Randy French Softtop



Tahe Redux: Kitt Comes Calling with Kayaks!

Story and Photos by Tamsin Venn and David Eden



Tamsin and David paddling the Marine Fit models S and M. The large, comfy cockpits were too big for our spray skirts!



Kitt, Zegul Baidarka, Zegul 520 LV, David.

David: The remnant of tropical storm Lee was thrashing the trees and lashing rain against the windows when Tammy told me, "Thomas Kitt is coming through Ipswich tomorrow with a bunch of boats to test. We're meeting him for breakfast at 8!" Kitt owns Camillus Kayaks, N.Y. and is the dealer for Tahe Kayaks of Estonia. He had several Tahe Marine kayaks, as well as boats from Zegul and MarineFit. All three Tahe brands work out of the same Estonian factory and maintain the same high construction standards. In the September, 2011 issue of ACK, we ran a review of Tahe boats that

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Tamsin in the Zegal 520 LV.



David testing the Reval Midi.

we tested on Lake Winnepesaukee is gentle summer conditions. If the weather held for the next 12 hours, we would be having a more rigorous test situation.

It was still wild as we breakfasted with Kitt, with sustained winds of 15 knots out of the northeast gusting into the 20s and rain bucketing down (I can't believe this is considered only a Moderate Breeze on the Beaufort Scale!). Even so, we decided to stick with the original plan of testing the boats off Pavilion Beach in Ipswich. Better to test boats in nasty conditions.

Tammy: I started off in the Zegal 520

LV (Low Volume). Length is 17'1", width is 21". This boat tracked like a star and just flew along. It has a vacuumed carbon/aramide layup with an extra reinforced keel strip area; a lighter carbon vacuum-infused version is available. With more rocker than many designs, this boat was quite playful, just wanting to surf, and yet it tracked well in the waves and moved along swiftly. It felt like a good all-round expedition and distance boat, with plenty of hull room for larger paddlers who like the long narrow boats. The seat was comfortable. It has two extra hatches besides the main ones

fore and aft so you have day access in front and right behind your seat for rescue gear, yet does not interfere with your leg room. You can opt for either the original Kajak-sport skeg system or the SmartTrack rudder system, allowing for rigid foot braces with peddles on top that can turn the rudder with a flick of the toes. Lots of cords on deck make stowage easy. Very comfortable, fast, seaworthy boat. The designer is Johan Wirsén. MSRP \$3859.

David: I first paddled the Zegal Baidarka, a thrill as there are very few around. Kitt said that they sell as fast as he can get them in. At 18' by 21 1/4", it is a needle of a boat. A special bulge in the bow below the water line replaces the traditional baidarka's bifurcated bow and reduces drag, making this one fast mover. Like downriver racers that I have been in, the Baidarka has low primary stability, making it a boat you need some time to get used to. Once over that preliminary hump, the Baidarka slices the water like a hot needle through cold butter. It has a skeg which can be extended vertically for virtually bomb-proof tracking; for most paddling, 1/3 deployment is all that might be necessary. It comes in vacuum-infused carbon-fiber (44-48 pounds) or vacuumed carbon-aramide (53-57 pounds) layups and has oval rear and 10" round fore hatches. MSRP \$3750.

Tammy: Next I paddled the Tahe Marine Coastspirit, which has been touted by Tahe as its first polyethylene cruiser. This boat, too, was outstanding, but for different reasons. It felt more stable than the Zegal, and was very fast for a poly boat. In fact, Tahe describes it as being the fastest poly boat on the market. It achieves that speed with a hull shape that is slightly swede-formed with a hard chine and a flat V-shaped bottom. It is 16'5" long by 22" wide with a weight of 57-62 pounds. It did really well in the wind and waves, and turning was easy and trustworthy with the SmartTrack rudder system. (It also comes with a retractable skeg.) Construction is 3-layer rotomolded polyethylene, making it virtually indestructible. Features include bow and stern hatches, carrying handles

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and plenty of deck lines. MSRP \$1619.

David: I was lucky to be the first person in North America to try the Tahe Marine Reval Midi (MSRP \$2942 - \$4149, depending on layout). This is a beautiful boat with the clean lines and flawless finish we saw in all the Tahe boats. The ride was stable, yet playful, working well in the unfriendly conditions, with good tracking, smooth as silk surfing in the small waves, and excellent maneuverability with or without the rudder down. This is a mid-volume kayak, with plenty of storage for weekend or short trip. Two oval hatches bow and stern and a behind-the-cockpit day hatch make gear retrieval easy. The Tahe hatches, by the way, are a special plastic/rubber construction that saves on weight while adding rigidity to the large hatches. The cockpit is large enough for comfortable entry and exit, but small enough to be able to take some pounding from breaking seas. The regular Tahe options are available (fiberglass, carbon/aramide, or semi-carbon layups, skeg or skeg/rudder), as well.

Tammy and David: Finally we tried the MarineFit in Small and Medium. MarineFit is the lower-priced range of Tahe boats. This basic boat is made for the European market and comes in limited color and color accents in a fiberglass layup only. Basically equipped, it does have plenty of features - bulkheads, hatches, deck lines, carrying handles, adjustable backrest and seat pad, adjustable foot support, and even a Smart-Track rudder system. The large cockpit provides easy entry and exit and the range has several models to fit almost everybody in sizes size XS through L and in XL as a tandem.. These boats were outstandingly stable yet cruised along at a really fast speed. They turned easily with rudder or lean, easily shook off the beam seas, surfed nicely without wallowing to one side or another, and rose to oncoming waves beautifully. The most amazing aspect of these boats in our test was that, despite their relatively high profile, there was no discernible sideways drift when we paddled perpendicular to the 15-knot wind. They were remarkably stable and comfortable while still maintain-

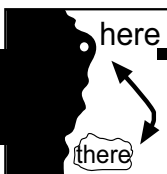


Tammy in the Coastspirit by Tahe Marine. Look at those sleek lines!



The Tahe Reval Midi and the Zegul Baidarka looking as sexy on shore as on the water.

ing performance, and are priced reasonably. The Small is 14'9" long and 23.5" wide with a weight of 46-51 pounds, while Medium is 15'9" by 23 1/4" and weighs in at 49-53 lbs. They retail at \$1642 for the Small and \$1792 for the Medium.



Plum Island Paddle: Marsh Madness with Peter and Alicia

Story and Photos by Tamsin Venn



Alicia and Peter head off over the marsh, possible here because of the very high tide.

Peter and Alicia Moore had wanted to paddle the back side of Plum Island for three years. They are always messing about in their kayaks, finding new put ins and paddles, up along shore and back, along flooded highways, on New Hampshire lakes, in the marsh, or from their house on Deer Isle, Maine, out to Mark Island Light and back, or other new spots.

“Did you know the Deer Isle Garden Club has created a launch spot on the road out to the crafts place?” queries Alicia.

A few years ago they sold their fiberglass cruising yawl *Gemini* kept in Newport, R.I., not far from their New York City apartment. Every summer they sailed it up to Maine and back.

They started to depend more on their Klepper for travels. But the Klepper hadn’t

gotten any lighter as they moved into their 80s, even with the wheels, and usually needed some repair work, so often they opt for the red Hydra Minnow and the blue Aquaterra Keowee, the very first rec kayaks the kayaking world knew. I was in my old, trusty Arluk 1.8.

It was in these these fast, seaworthy and light boats that we launched on a bright blue sky day at the end of August for a trip down the back side of Plum Island, Newburyport, Mass. Neither of us had done the trip for awhile so we were both game to see what had changed, if anything, nearly 20 years later.

Can you guess what the singular major development was?

Read on.

I was happy to be part of Peter’s strat-

egy. The mariner he is, I knew he would be fairly exact about getting the tides timed right, so with that in mind I showed up at their house at noon, to make it up to Newburyport, Mass., for a 1 p.m. high tide launch.

We hoped to ride the outgoing tide down the back and started about 1:30 p.m. The launch is at the Plum Island Bridge on the way to Plum Island from Newburyport. The lot has parking for about 20 cars. It was an 11.6-foot very high tide, meaning we would have a lot of water to cross over channels, plus a good swift current, and a longer window of opportunity before possibility of getting stuck, something Peter meant to avoid at all costs, following recent unhappy memories of having to haul their Klepper over the mud at low tide.

“We would have done this trip before,” said Alicia, “but we were just trying to work out the logistics.”

We left a car up at the bridge, and positioned another one at Pavilion Beach in Ipswich; with three people, we could leave one person to watch the boats while two picked up the other car.

The day was one of those perfect end of summer days. The sky clear blue, with etch-a-sketch clouds firmly planted on the screen, infinite in this land of endless green glistening marsh was like some kind of Dutch painting. Anything pointed upward took on monumental proportions in this horizontal universe.

With the tide so high, we literally dropped the boats from the car into the water. This trip was looking good.

Peter and Alicia paddled around a mini haystack – a replica of the haystacks that once populated these marshes in the 19th century, marsh hay stacked on straddles like giant cupcakes, that were floated onto land at high tide, the hay a nutritious salty meal for cows. Now, a few of them dot the marshes, in the local historical societies’ attempt to recreate a bygone landscape.

Alicia paddled behind the haystack and disappeared.

We were soon on our way, into gleaming water, marsh grass that was this side of fall gold. The air space above our heads swarmed with dozens of avian acrobats, swallows catching nutritious bugs for their long journey south scheduled in the next couple of weeks. Our migrating bird IDs were sketchy (see sidebar for a better effort), but we’re pretty sure we saw sandpipers, ruddy turnstones, and lesser yellowlegs coming in for landings on the salt pannes. The sensation of end of season flight propelled us forward, swooping birds and the tide racing out carrying us with it. Alicia noted that the light that day would be the same as April’s, as the days grew shorter.

Except, the tide wasn’t racing out and taking us lazy people with it.

In fact, we were paddling against it. The best way to find out is to look under water, Alicia said, as she headed to a bank to see which way the grass fronds were heading. Sure enough, they were pointing toward us. The wind was too, but mildy, so not a factor.

We realized that the Merrimack River,



The Plum Island Bridge. The put-in is to the left of the photo on this side of the bridge.

which feeds the Plum Island River, must have been catching the ebb here, possibly stronger than usual, due to volumes of water recently flowing into the river from Hurricane Irene – she had been here a mere four days before (and northern New England, mostly southern Vermont, was wrecked from floods.)

Newburyport got its start as one of the most important harbors in America’s early colonies. Wood could be floated down the Merrimack from New Hampshire’s forests, for a booming shipbuilding trade. Nowhere more than Newburyport do you feel New England’s far flung commercial historical connections.

As we paddled along, we all contributed our observations – the marsh lavender had gone by, the goldenrod was blooming, the tide was still against us until we noted a distinct line in the river that seemed to mark the tide divide, and at last we were going with the ebb tide, about an hour into the trip. Hear the waves crashing on the other side of the dunes? Cars lined the access road for fall migration bird viewing. (Plum Island is on the flyway and gathers hundreds of species of birds on their spring and fall migrations.) The Keowees yawed a bit in waves but were easy to keep in line. The water was warm. Peter was older than Alicia for about two more weeks. Peter had printed out maps. My chart didn’t start until we were well into Plum Island Sound. We were probably somewhere “here” on the map.

At first, the trip is an intimate slice of river, cut in two at times by marsh islands. We intuited the channel, and called it right. You just had to avoid turning hard right into



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www.mita.org





High tide offers many opportunities for exploring over the marsh.

meandering outlets and ditches. Alicia kept wondering where the Parker River came out. Finally, we noticed a buoy and determined it was the Parker, followed by Nelson's Island, a drumlin with a few scraggly trees, and then the Rowley River. At this point Plum Island Sound opens up into a small inland sea, and gets... less interesting. Alicia headed over to one side to paddle along the marsh and avoid the sightless middle channel.

Most of the way down, you can see a white swatch of sand that is Crane Beach

and a green drumlin that is Steep Hill, but the biggest visual reference is the recently constructed Ipswich wind turbine, a huge three-blade helicopter turning confidently. Of course from this distance, you can't hear it or feel any vibrations (such as residents on Vinalhaven, Maine are experiencing).

The turbine is the singular aspect that completely changes this trip in historical context. Here is our one, impressive, but modest attempt, to divorce ourselves from fossil fuels. It is our beacon on this bright blue day and into the future.

We talked about all the windmills we have every known, both in modern and historic times.

As we got to the Ipswich Yacht Club and the mouth of the Plum Island Sound, the current was cooking. You had to time your ferrying through the line of moored sailboats to avoid crashing into them or being pulled under a hull, like a water-made billiard table. Peter said looking at the moorings was like looking at a boat coming toward you at high speed, so great was



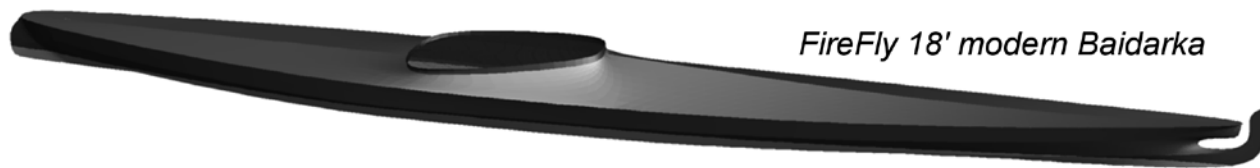
Some lucky owners have their marsh cottages grandfathered in.

the wash.

Fortunately, it was a sailboat-deprived weekday, so we didn't have to deal with any moving targets coupled with a screaming outgoing tide.

Kudzu Craft

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We had seen several kayakers – surprising for a weekday – but speculated they were the underemployed, until hey who is that, it was David my husband, coming out to greet us from Pavilion Beach. He had been paddling against the current and was more than glad to turn around and head the other way. We also rejoined Alicia who had been sticking steadfastly to the visual rewards of the marsh edge while Peter and I were making a beeline for the Yacht Club. Should we stop there for a drink? he asked.

We carried on and landed at Pavilion and began our car ferry, after a three-hour trip with one 15-minute break pulled up on the marsh.

This trip worked well. Although the tide was against us for the first hour, it was an easy opponent. We were confident in the knowledge that it would turn in our favor, as opposed to many marsh trips when you know the wind and tide are going to go against you, and it's only going to get worse. Timing is everything.

Thanks to Peter for his great logistics to Alicia for the peanut butter crackers, and thanks to one of the most gorgeous late summer days you could ever imagine.

If You Go

Launch Start: At the Plum Island Bridge on the Plum Island Turnpike. From I-95, take Exit 57, then MA 113 east about four miles to Rolfe's Lane. Turn left. Note the sign for Plum Island/Parker River Refuge. Drive to the end of Rolfe's Lane and turn right. Go about a mile, past the airport on your right. Right before the bridge, turn right into the parking area. Free parking, many spaces.

Take Out: Pavilion Beach, Ipswich. From MA 128, take MA 1A to MA 133 into Ipswich. Go straight at the town green on County Road, which will lead into Jeffrey's Neck Road. Follow that road all the way to the end. The launch beach area is at the north. (Naturally you can do this trip in the other direction as well.)

Trip length: 7 miles

Charts: NOAA #13274

Tidal Range: 7.8 feet at Newburyport

Don't Miss: Mass Audubon's Joppa Flats Education Center on the Plum Island Turnpike just before the put in on the left side of the road.



Although the sound opens up in several places, it remains fairly well-protected.

Read: *Sea Kayaking Along the New England Coast* by Tamsin Venn for a description of a 19-mile circumnavigation of Plum Island through the mouth of the Merrimack River.

What others say:

“The Plum Island River flows in both directions to a point, which makes sense as it is coming in and out at both ends. Not sure if the confluence is in the middle or not, but you would be starting out from the bridge with tide against you if it is already going out.

I have been with a group that opted to take out on the Merrimack side rather than try to get under the bridge to the launch point because some members could not make it against the outflow coming under the bridge from the marsh.

“Nice paddle. I sometimes do that paddle when we go to the beach at Sandy Point. I paddle down and my girlfriend takes the car.

“I have not done it in a while and usually I either get wind or tide change and end up working way too hard. Also, the river getting out and around the point can be pretty hairy depending on tide and wind. While not too dangerous, one of my more difficult paddles was exactly what you did

- into a growing headwind. Plum Island Sound is much longer than I ever knew!”
Don Staruk, Newburyport, Mass.

Birds We Probably Saw:

This was a bird sighting report from Bill Gette, Mass Audubon Sanctuary Director at the the Joppa Flats Education Center, Wed. Sept. 7 at various locations around the Parker River National Wildlife Refuge.

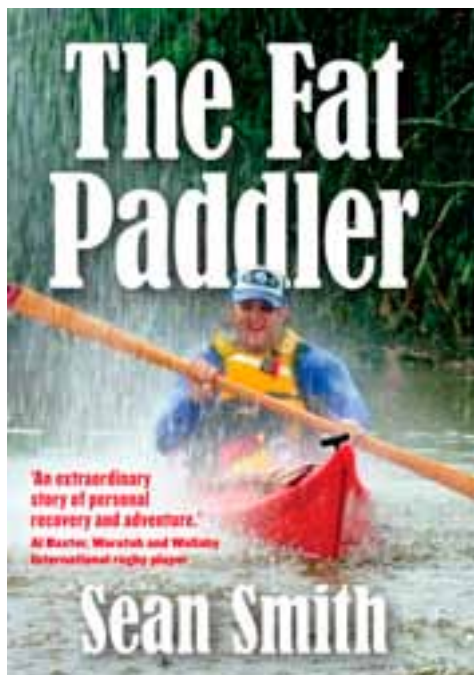
SEMIPALMATED PLOVERS, SHORT-BILLED DOWITCHERS, STILT SANDPIPERS, GREATER YELLOWLEGS, WHITE-RUMPED SANDPIPERS, BUFF-BREASTED SANDPIPERS, BAIRD'S SANDPIPER, MERLIN, BLACK-BELLIED PLOVERS, SEMIPALMATED PLOVERS, SANDERLINGS, SEMIPALMATED SANDPIPERS, HUDSONIAN GODWIT, LEAST TERNS, RED KNOTS, NORTHERN HARRIER, OSPREY, BLACK-CROWNED NIGHT-HERON, CEDAR WAXWING, BELTED KINGFISHER, and YELLOW-RUMPED WARBLER.

Peak Bird Migration: Aug. 1-Oct. 31

Chow Down: At the Black Cow, Newburyport, Mass., seating on the outdoor deck right on the Merrimack River.

The Fat Paddler *By Sean Smith*

Reviewed by Eric Soares



The book's title says it all. This book written by Aussie kayaker Sean Smith, and distributed by Finch Publishing, an independent publisher in Sydney, Australia, tells the story of an ordinary bloke who took up sea kayaking in earnest because he had to. It's not about a long sea kayaking expedition. It's about a fun-loving rugby rower out riding his scooter who was run over by a hit-and-run driver. He got banged up pretty badly, and his femur was broken in two. After recovering from that ordeal, he was in Bali for a rugby tournament when the terrorist attack on the nightclub occurred. He witnessed the explosion, carnage, and

confusion, and though he did not get blown up, he was emotionally traumatized.

Later, he was a passenger in a sports car and was nearly killed in a serious accident. This time his pelvis was destroyed, and he suffered internal injuries as well. He details his recovery with straightforward language laced with dry down-under humor. As a person who has also spent some time in hospital, I could relate to his suffering and depression.

His doctor told him he was morbidly obese and a prime candidate for cardiovascular disaster. He quit smoking, toned down his partying, dieted, and began an exercise regimen. Since his lower body didn't work right, he took up sea kayaking to develop his upper body. He relates a funny story of his first trip on flat water and how he capsized several times and had to endure the applause of little old ladies when he was towed to shore. All kayakers should think back to their first excursions on the water and remember the awkward and embarrassing moments. *Fat Paddler* has a knack for self-deprecating humor that really tickled my funny bone.

He had a strong desire to paddle among ice bergs and so traveled to America with a folding kayak and paddled until he finally reached Alaska. Since Australian waters are comparatively warm, he had no idea about drysuits, which are essential in the frigid Alaskan seas. He wrote:

"It's hard to describe the discomfort of a drysuit in a manner that gives the

full sensory experience. The rubber suit doesn't breathe and it is immediately lined in sweat. It becomes clammy and slippery on the inside, even as the cold outside air freezes your face and hands. The neck gasket feels like a rubber garrotte, maintaining a constant pressure as each breath fights against your crushed windpipe. I was having flashbacks to hospital and the respirator tube in my throat and struggled with the rising fear of being choked again."

He started his website, www.FatPaddler.com to share his experiences and to help beginners with their trials and fears. He also uses his website to promote charitable causes, such as a 111-kilometer night paddling race called the Hawkesbury Canoe Classic that benefits leukemia research. Sean decided to enter the race and trained for it. After weeks of preparation, the Classic happened and Sean went for it with everything he had. Here is an excerpt from *The Fat Paddler* which indicates how tough the race was:

"When I passed the final checkpoint, almost eighteen hours had passed since the start of the race. My pelvis was screaming, my hands were blistered and my hips now streamed blood into the boat from the pressure sores. But I could see the finish line only a couple of kilometres away, and my pace picked up to full sprint, racing along the final stretch. My Greenland paddle sang as it whirred through the water.

Continued on page 27

Moby Duck: The True Story of 28,800 Bath Toys Lost at Sea and of the Beachcombers, Oceanographers, Environmentalists, and Fools, Including the Author, Who Went in Search of Them

Reviewed by Tina Cohen



What's in a book's title? It can be a pretty good tip-off about what to expect in the book, and might even suggest not just what information the contents will deliver but the attitude with which it is. This title, with its humor, and the cover art of plastic ducks with smiley beaks surfing a treacherous open ocean had me intrigued at first glance.

With its twist on Melville, *Moby-Duck* by Donovan Hohn (Viking, 2011; Hardcover, 416 pages, \$27.95) suggests a joke, but the story told is no joke at all. As obsessed as Melville's Ahab was in chase of the mythical white whale, the author, Donovan Hohn, traversed global waters in search of similarly elusive but compelling yellow plastic ducks, curious as to what their travels might reveal. This isn't a novel, no exercise in imagination - as if a children's story - about plastic ducks toppling into the Pacific when their cartons spill from a heavily laden freighter caught in heavy seas. It's a true story, and as it turns out, a not unusual occurrence in the shipping business.

On January 10, 1992, a freighter that departed Hong Kong hit rough weather en route to Seattle, south of the Aleutians in an

area known as the Graveyard of the Pacific. The waves could have been 40 feet high. Among the cargo washed overboard were 28,800 bathtub toys, "Floatees," including ducks, beavers, turtles, and frogs. The author wasn't the only one interested in their fate. As the title hints, Hohn's quixotic quest to track them down put him in good company; his adventures and his opportunities to learn from well-respected oceanographers, scientists, environmentalists, and salvage specialists are what the book shares with us.

Hohn, a former teacher, begins by describing his own curiosity with the news story and how the iconic "rubber duckie," now most commonly plastic, captures both children's and adults' imaginations. Many of us would take that spark of interest - so many bath toys loose at sea and what happens to them? - and satisfy that by looking at a map or adding the story to our "Hall of Fame" for ducklings or heroics on the high seas. But *Moby-Duck* is more than that.

I don't want to call it the "dark side" of curiosity, but here is where the author's obsession creeps in. Hohn quits his job, bids farewell to his pregnant and understanding wife in Manhattan, and dedicates most of the next few years (he is home for the birth of his son and subsequent quality time) to the ducks, or, more generally, plastics and the ocean. It turns out there is nothing cute about the situation.

Hohn explores the story from a number of perspectives, including the mapping of ocean currents, changes in the polar icecap, and navigation of the Northwest Passage. But one pervasive theme is the vast amount of plastic now in the sea, whether in the infamous floating "Garbage Patch" of the Pacific, or the mountains of it on Alaskan or Hawaiian beaches.

The prognosis is dismal for any of this pollution going away quickly or easily. Hohn muses on whom to hold responsible. With the cost of manufacturing cheaper abroad, products travel great distances on freighters offering little guarantee of safety in bad weather. Consumers accept the eco-

logical price of using cheap, disposable products. Much of the litter Hohn sees is plastic beverage bottles. In exchange for that one quick drink someone has enjoyed, that bottle will be around for at least the next 50 years before degrading, and its toxins, such as PCBs, will be ingested into the aqueous food chain.

Thinking of the long list of marine pollutants, Hohn sadly concludes, "I know now it is upon Rachel Carson's ocean, not Melville's, that I've sailed." Melville romanticized the sea as eternal and immutable. The illusion is a nice one, as is the notion that our throw-away lifestyle, largely supported by cheap plastics, won't have permanent and negative consequences. Maybe the kind of hope Hohn had that the ducks would survive their travail is metaphor for ours as well.

Tina Cohen is a summer resident of Vinalhaven, Maine. Review printed by permission of The Working Waterfront, Aug. 24, 2011; www.workingwaterfront.com

Continued from page 26

This was it, the final burst of energy before achieving the goal I'd set several months before."

Does the Fat Paddler finish the race? You'll have to read the book to find out. I discovered that Sean Smith is a wonderful human being, the kind of bloke you'd want to paddle with, to share a brew and a sausage on the barbie with. He is unpretentious and a straight arrow. He still loves to have a good time, but is now on the high path of a life worth living. His inspirational writing style makes you feel good, like talking with a good friend.

I read *The Fat Paddler* over a couple of days while sitting in the shade next to a beautiful little creek. It was an easy read, full of adventure and fun. Filled with tribulations and triumphs, the book was a delight. Erik the Red says, "Check it out!"



Another Successful “Wizard of Oz”



Stuart Trueman surfed into Broome in northwestern Australia July 28 to become the second person to complete a circumnavigation of Australia in the past year and a half. (Oz is the nickname for Australia, a reference to the fictional Land of Oz in the 1938 film.) Another wizard, German kayaker Freya Hoffmeister completed her kayak circumnavigation last year. Trueman left in early April 2010 and completed his journey 16 months later, admittedly taking chunks of time off to recharge and not beat any records. He headed south for a counterclockwise route. He also took the long way around the Gulf of Carpentaria and stuck to the shore rather than the 300-mile shortcut across the top of the Gulf. Hoffmeister took the shorter, riskier route in her attempt to break a speed record, which she succeeded in doing.

According to Paul Caffyn, the only other person to paddle around Oz, Trueman also used a sail, but his record stands as the first unsupported trip.

The start was not auspicious. In the first day Trueman got heat exhaustion and had to return to Broome to recover (it was rainy season with high levels of heat and humidity). One of his first entries: “Seen plenty of wildlife which has taken an interest in me. A few sharks have tried to taste the Nadgee Kayak, which must taste a bit off as they only have one bite. But some of the bites can be sporting, one took some of my rudder with it and one hit so hard it moved the whole kayak sideways! Now the wildlife is a little less aggressive Dugongs,

fish and fishermen... Coastline is stunning and the evenings are a reward for the day’s toil in the sun.”

Here are some of his other blog entries, edited for space consideration.

31 May

Between Denham and Kalbarri lie one of the more challenging areas of coast for a sea kayaker. The Zuytdorp Cliffs run for 200 km north of Kalbarri and offer only one landing place at False Entrance.

What makes this area such a challenge is that the weather is changeable and blows from the south. Also the swell runs in from the southern ocean, then of course there is the distance.

20 June

I’ve met many who have helped me along the way such as David Evans who met me as I was leaving to do the cliff stage. He had never seen kayaks on the ocean and was amazed at what was being done in a kayak. He gave me his contact details for Geraldton and admitted later that for a few reasons he never expected to see me again! He helped me in Geraldton and fed me great home brew. Another couple beat the record and invited me round for dinner in 1 min 50 secs after meeting me.

Heading East

I’m off the west coast and I’m at a little place called Windy Harbour, 100 km East of Augusta on the South West Corner.

There were Southern Right Whales slapping tails on the water when I rounded the corner which I took as applause as I’d finished the West Coast.

28 July Albany

As well as whales I’ve been seeing Grey Headed and Yellow Nosed Albatross’s, seals and dolphins but they don’t sing as well as the whales!

I’m being well looked after by the Albany Canoe Club before heading off on the next leg.

26 September Ceduna

The beach from the Head of Bight to Fowl-

ers Bay was no picnic. South East winds were forecast so I knew it would be a struggle but minimal SW swell. With only 1-2 meters swell it built large surf which dumped onto hidden rock shelves and sand bars.

I got knocked out of the kayak and had to swim for shore through the surf. I was desperately holding on to the kayak when I saw my water bottle drift off. I could let go of the kayak and go for the bottle or keep with the kayak... I couldn’t help crying “Wilson!” as I remembered Tom Hanks had the same problem in the film *Castaway*.

18 to 25 Oct Adelaide

I’m taking a week off in Adelaide to rest up and spend some time with my family.

Terry Bolland and the staff of Canoeing Down Under in Perth made me very welcome and were very generous during my stay in Perth.

With their knowledge of the coast south of Perth they gave me some extra paddling fleeces for the cold seas and weather ahead and fixed a broken paddle.

Terry also lent me his sat-phone for use while crossing the Great Australian Bight.

29 Oct Kingston SE

What is remarkable is the list of things that have not broken or worn. This is testament to the build quality and design in all areas of the Nadgee Kayaks. Everything can be repaired in the field and most can be avoided with a bit of maintenance.

If you have paddled a kayak most weekends for a couple of years and can only list a few things that needed maintenance you’re not getting out enough!

11 Nov Wye River (60 km West of Melbourne)

I had a week of struggling against the weather to get to the SA-VIC border which tested me, then things turned around and I had a few days of good weather to get me past Cape Otway and on my way to Melbourne.

The coast from Adelaide has been a bit

of a struggle, but now I feel as though I'm on home ground as I'm getting into familiar territory.

18 Dec Sydney

Had to wait out a bit of weather but then I had a good run up to Sydney.

Along the way I was whisked up to Sydney for me to give a short presentation to members of the NSW Sea Kayak Club. Again as with the Victorian Sea Kayak Club I was taken aback by the interest shown in the trip and the encouragement and generosity I received.

21 Jan 2011 Coffs Harbour

Hard to get back into it after 2 weeks off. Had a further week off in Foster with the family and felt better after that.

It feels like a different trip without the challenges of the south coast to deal with. There are of course different problems such as the current and the prevailing winds being from the North East. I measured myself going backwards at 4 km the other day just from the East Australian Current which runs North to South.

2 Feb Brisbane

Things are getting more tropical as I head north. I'm seeing different wildlife in and out of the water such as turtles, dugongs and different bird life. It's also getting warm; I've not had to get in the sleeping bag for a few camps now. The North East winds are not as strong and I'm getting a few southerly winds to help me along.

13 March Mission Beach

Well it's been raining, and raining, and raining. Not really news for those who live up here as many towns have been cut off for days due to floods. Mission Beach only opened the day before I arrived. With cyclone Yasi and the rain many are wondering what next.

25 April Weipa

Things are going well and I'm plodding along. Still a bit of a way to go though.

15 May Sweers Island

I was looked after wonderfully by Lyn & Tex Battle who own the fishing resort on the Island. I had chance to recover and gather



Stuart Trueman in Broome, 28 July 2011.

myself together before the next stage.

May Gulf of Carpentaria

As far as I am aware this is the second time the coast of the Gulf has been paddled from the North East to the North West tips. I had a blast from the past when I met professional fisherman Steve Russell and his two sons. Steve remembers feeding two sea kayakers fish and chips on his dad's fishing boat when he was in his early teens. That was almost 30 years ago when Paul Caffyn paddled through.

1 June Nhulunbuy

The winds have been a bit fresh and have been kicking up the seas into short sharp waves which make life a little uncomfortable on the water. It's also a bit of a lottery when you land as to how far you have to carry your stuff in the morning in search of the sea as the beaches of mud can stretch for quite a way.

The sharks have been giving the back of the kayak a bit of a going over. It does not matter how many times it happens it's still a heart stopper when I get a hit. I even pulled a shark's tooth out of the rudder when I landed in Nhulunbuy.

19 June Darwin

My stay at Nhulunbuy was a very welcome break and I'd like to thank Alan Cross and all at the Gove Surf Life Saving Club for their hospitality.

The changes between the Gulf to Arnhem Land happen quite suddenly. You go from flat landscapes, muddy shores and

tides once a day to rocky headlands, clear waters and tides twice a day. As you move west the tides get bigger and so the currents get stronger.

28 July 2011 Broome FINISHED

That's it back where I started. I've achieved my goal of seeing the Australian Coast by kayak and wasn't disappointed.

For more on Stuart's blog, go to <http://nad-geekayaks.com>

Website Gives Expeditions a Kick-start

Increasingly, we're receiving expedition pitches from Kickstarter, the largest funding platform for creative projects in the world. Every week, tens of thousands of people pledge millions of dollars to projects from the worlds of music, film, art, technology, design, food, publishing and, yes, even exploration.

This is not about investment or lending. Project creators keep 100% ownership and control over their work. Instead, they offer products and experiences that are unique to each project. On Kickstarter, a project must reach its funding goal before time runs out or no money changes hands. Why? It protects everyone involved. Creators aren't expected to develop their project without necessary funds, and it allows anyone to test concepts without risk.

Photographer Marcy Mendelson of San Francisco is using Kickstarter to raise funds for her cheetah conservation project in Africa this fall. So far she's received \$3,125 from 48 backers for her three-month journey to South Africa, Botswana and Namibia to tell the story of the cheetah and conservation for National Geographic News Watch and Cheetah-Watch.com. Live video updates from the field and a published book will result. Backers receive everything from a simple listing in return for \$5, to Mendelson shooting the backer's wedding, assuming it's in northern California and they donate at least \$1,800. (For more information: <http://www.kickstarter.com/projects/cheetah/to-save-the-cheetah-a-documentary>).

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GET LISTED!

To submit an event for consideration, send to "Calendar" ackayak@comcast.net or ACK Calendar, 224 Argilla Rd., Ipswich, MA 01938. For full listing of sea kayak clubs and outfitters, go to www.atlanticcoastalkayaker.com

NORTH ATLANTIC EVENTS

Oct. 28-30. Autumn Gales. Stonington Borough, Stonington, Ct., run by Kayak Waveology. Late fall storm gathering event centered on strong tidal flows and westerly winds that really make the local tide races pop and protective surf beaches great venues to work in. Top guides and coaches. Greg Paquin, Kayak Waveology, www.kayakwaveology.com

RACES

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: East Coast Open Water Rowing Championships. Sponsored by Team Saquish Rowing Club. Nelson Beach, Plymouth, Mass. 3 miles. www.saquishrowingeducationocietyinc.org

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 jimmycanoec@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

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

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

Oct. 1: Sommerset Reservoir, Sommerset, Vt.

CLASSES

For a complete list of outfitters, go to www.atlanticcoastalkayaker.com

MID-ATLANTIC

Oct. 7-9: West Michigan Coastal Kayakers' Assn. Annual Meeting

Northern Exposure Campground, Mesick, Mich., north of Grand Rapids. The lake at the campground is approximately 6 miles long and about a mile wide. It is surrounded by beautiful pine and hardwood forests. The lake's waters

are clean and clear. In addition to paddling on the lake, there is an opportunity to paddle on the Manistee River above or below the dam. For anyone interested in paddling on Lake Michigan, it is approximately 25 minutes to a launch site. Call the campground ahead for reservations and use the WMCKA name to ensure that everyone is in the same area (sites #71-105 in the Woody-World area). Campground phone numbers are (800) 563-7425 or (231) 885-1199. For more information www.wmcka.org/events

Oct. 8-10: The Gales Storm Gathering
Marquette, Mich. Fun, invigorating sea kayaking instructional event for students looking to gain experience "in conditions" on the Great Lakes. Practice rolling, rescues, towing, leadership, and group management once the placid waters of summer have dissipated. Provides access to top coaches from the area and abroad for one on one coaching. Shawna Franklin and Leon are featured guest coaches. For more information, www.galesstormgathering.com

Nov. 7-10: Paddlesports Pro 2011
Conference and trade show sponsored by The Paddlesports Industry Association and the Trade Association of Paddlesports. Kalahari Resort, Sandusky, Ohio. www.paddlesportsindustry.org

SOUTH ATLANTIC

SYMPOSIA AND SHOWS

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@baloghsaildesigns.com.

Oct. 20-23: Florida Paddlers Rendezvous
Annual gathering of canoe and kayak clubs, sponsored in 2011 by the Space Coast Paddlers. Base camp at Manatee Hammock Park, Titusville, Fla. Come for one day or four. Cost is \$5 per person for USCA event insurance. Otherwise, just pay your camping or lodging fees and any launch or parking fees. For more information <http://paddlersrendezvous.com>

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. 28-20: Corpus Christi Halloween Paddlefest

Sponsored by the Corpus Christi Kayak Club (about 100 members) at IB Magee Beach Park (Friday-Sunday), Port Aransas, Texas. Invited are kayakers from 18 other Gulf kayak clubs.

Highlights include guided kayak tours Shamrock Cove birding refuge, historic Lydia Ann Lighthouse, Harbor Island circumnavigation for dolphin viewing, Padre Island canal homes, or Corpus Christi Bay around the city and Lexington Aircraft Carrier.

Group camping on the beach or nearby hotels. Demo kayaks, tips and advice to new kayakers, group dinners. For more information, johnsonkw@earthlink.net or www.hask.org

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

Dec. 5-8: Cabretta Surf Camp
Paddle Georgia Coast. 15 miles to Cabretta and exploration of Cabretta Island. www.seakayakgeorgia.com.

15 mile paddle out to 16th Annual Sweetwater Kayaks Symposium

ACA IDW/ICE Level 1-3: Feb. 17-20

BCU Week: February 21-25

Kayak Symposium Weekend: Feb. 25-27
13060 Gandy Blvd., St. Petersburg, Fla. Classes: with world class coaches. Evenings: dinner & slide shows. Kayak: sheltered lagoon or the Gulf of Mexico. Geared to the beginner to the experienced. Coaches include Nigel Foster, John Carmody, Don Thompson, Steve Maynard, Tom Nickels, Greg Stamer and many others. For details and registration go to www.sweetwaterkayaks.com; email jean@sweetwaterkayaks.com

RACES

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

Oct. 7-9: Tour du Teche. A 130-mile race for canoes and kayaks through the Cajun, Creole, Indian country of southern Louisiana. Non-stop race from Port Barre to Berwick on entire length of Bayou Teche. Must finish within allotted 60 hours. Cash prizes. USCA sanctioned. The race is part of The TECHE Project, a civic organization 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

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

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.

NECKY LOOKSHA SPORT. A 14'4" red hull with black straps/deck lines, comes with an inflatable seat, two bulkheads, factory rudder, paddle and critter cover. Well used but extremely seaworthy. It tracks very well but is highly maneuverable due to slight aft rocker and very short water-line length in a lean turn. It is great for both open water and for rock gardens/caves.

NECKY CRUX. A 7'7" high volume (72 gal) large cockpit creek kayak, comes with paddle, type III life vest and critter cover. Excellent condition – only used twice. It can easily accommodate the larger paddler.

OLD TOWN PACK. A 12' canoe with 9-layer Royalex hull, comes with a paddle and two seats – one woven internal and one padded clip on. Weighs 33 lbs with a 400 lb capacity.

HOBY MIRAGE SPORT. A 9'7" sit-on-top kayak that is propelled by the Mirage foot-drive system and comes with a factory flip-up rudder and controls, internal fishing rod holders w/covers, external bait storage, a large recessed deck storage, two internal dry hatches, and a padded seat rest w/ adjustable incline. Carry capacity of 245 lbs, weight is 49 lbs.

EMOTION CHARGER. Yellow 9'3" sit-on-top surf/fishing kayak with leg/knee straps and internal rod holder. This broad and stable kayak tracks quite well due to prominent aft keel and up-swept "deep-V" bow. Also, paddle, type III life vest, two mid grips plus fore and aft handles, extra long foot well, capacity of 275 lbs and weight of 39 lbs.
For all: Best offer – call Tim @ (570) 459-5559. (11)

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, N.Y. Roger (518) 354-8377 or rgocking@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 hand-crafted 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' x 20" 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@madriverdecocoy.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/White/Blue Gel Coat \$2750.00. Shipping from CA extra. Custom marine canvas storage bag extra \$750.00. Contact: TsunamiX15@gmail.com (9)

CURRENT DESIGNS SOLSTICE in fiberglass. White over white, 17'6", 22" beam. 52 lbs. Very good condition. Excellent for touring/tripping due to water-tight bulkheads and large, easy to load hatches. Tracks like a train so rarely need the rudder. Regular size cockpit, comfy seat w/ low seat-back. A fast, efficient boat over long distances, yet very predictable in rough conditions. Permanent-mounted deck compass and tow-rig hardware. Reason for selling: bought the new upgraded model. Located in NW VT, but I travel to ME 1-2 month thru Oct. so can arrange a demo. \$1,200. Ruth (802) 434-5843 / vtidiot@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 http://www.borealdesign.com/_en/kayak.php?id=12

Boreal Designs INUKSHUK, poly, yellow, good condition \$750 http://www.borealdesign.com/_en/kayak.php?id=13

Boreal Designs NANOOK, composite, dark red/ white, as is \$900 http://www.borealdesign.com/_en/kayak.php?id=7

Please call for more info or to try the boats out. Cat Radcliffe 508-369-3028 catherineradcliffe@earthlink.net (9)

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

CHARLESTON SEA KAYAKING. A community of kayakers informally meeting to enjoy time on the water. Connect with this great group in Charleston at www.meetup.com/The-Charleston-Sea-Kayaking-Meetup-Group/

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.

BACK ISSUES AVAILABLE from Atlantic Coastal Kayaker. We have nearly 20 years of back magazines for sale. Cost is \$2 an issue. Go to our website for a complete list. www.atlanticcoastalkayaker.com. Or email us at ackayak@comcast.net for a complete list and order form. (Note, some magazines unavailable because they are sold out.) You can also mail us at Atlantic Coastal Kayaker, 224 Argilla Road, Ipswich, MA 01938. Happy paddling, happy back issue reading!

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.

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	53 cm (21")
CAPACITY	Approx. 135 kg (298 lbs)
COCKPIT	82x45 cm (32 1/4"x17 3/4")
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")



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