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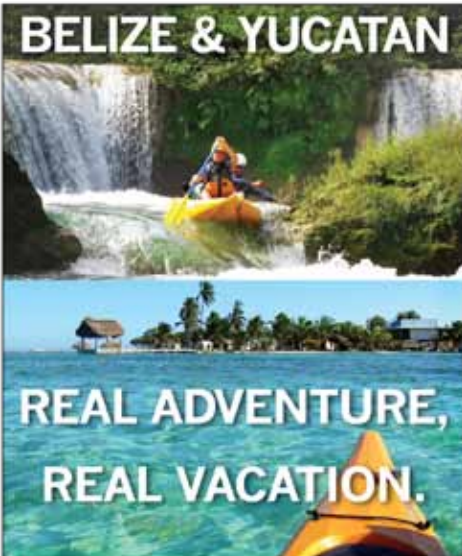


December 2011
Volume 20, No. 8

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Coastal Kayaker

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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.

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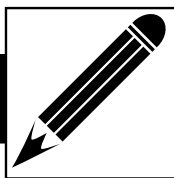
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In 1985, the Bahamas National Trust took a bold conservation stance: the Exuma Park was made a protected replenishment zone. All fishing is prohibited within the boundaries of the Park. The Osprey, Raptor pandion haliaetus, sometimes called a "fishhawk," is the only creature allowed to fish in the Park. The benefits of this initiative are far reaching. There is evidence that more marine species are reaching adulthood and are restocking areas outside the park boundaries..



The December issue wraps up our 20th year of publishing *Atlantic Coastal Kayaker*. An average of ten issues a year for 20 years adds up to 200 issues of *ACK* and an average of ten articles an issue adds up to 2,000 stories on kayaking our coast. Pretty remarkable.

I look back nostalgically on our early issues. At the time the sport was so new, and every article burst with news and revelation. Places people had paddled or boats they bought, safety issues and gear, people and more places, all seemed to shed new light on the sea and the journeys that some likened to backpacking on water. New friendships were formed, others broken on taxing expeditions. New marriages fledged on wild islands, while others foundered in double kayaks. Children came and got put in middle hatches, then their own boats. Olympic medals were won on flat water, championships lost on Hawaiian surf. People got saved by their cell phones, others by their companions. We learned the scoop rescue, towing techniques, a dozen Greenland rolls. Some went to Greenland. Some stayed home. Some paddled the coasts raising funds for worthy causes. Others saved the whales, or patted them in Baja. Some perfected their forward stroke, others their c to c roll. Some are still working on their roll.

Symposia have come and gone. Some have grown larger, better. Clubs still attract a throng, more through Facebook and Twitter. We've seen the sit on top folding kayak and the take apart fiberglass model. We've got GPS, SPOT and APPs to help us stay found. We've got comfy seats and neoprene mukluks. We have lighter, faster boats and ergo-dynamic paddles. We've got affordable drysuits and bendy wetsuits.

We have totally depended on our contributors to provide the entertainment and inspiration over the 20 years – from a paddler taking his grandson out to pick golf balls out of the creek via kayak for resale, to kayak-sailors on Moosehead Lake; from Anarctica to Sweden, Ireland to Anglesey, the Nile to the Columbia, Seattle to St. Petersburg.

From Manhattan to Australia, Madagascar to Mount Desert, inspired circumnavigations abound. We've seen polar bear

and manatee, osprey and Arctic trout. We've taken ferries, planes, cars, and bikes to get to our put-ins. We've cheered and toasted in coastal pubs and around campfires. We've volunteered to clean islands, follow swimmers, pair with the wounded. We've gone online, then back in print. All of it would not be possible without our faithful contributors, photographers, and bloggers. A million thanks for your inspired words and images...and useful information. May the wind always be at your back, the water 60 degrees or warmer, and your solar batteries charged. A special thanks to the 20th year's contributors:

Jim Allen
Karl Blankenship
John Boesch
Ann Brennan
Paul Caffyn
Mark Ceconi
Leslie Chappell
John Christie
Tina Cohen
Jim Dreeben
Ralph Earhart
Wes Echols
David Eden
Freya Fennwood
Eliza Ginn
John Happ
Ralph Heimlich
Tom Holtey
Wayne Horodowich
David Isbell
Rona Kobell

Donna Lind
Maywin Liu
David Manzo
Paul Molyneaux
Steve North
Greg Pflug
Kathy Reshetiloff
Sandy Robson
Ruth Sespaniak
Pat Slaven
Daniel Smith
Eric Soares
Alan Spencer
Herb Stein
Duane Strosaker
Tim Taylor
Bill Thompson
Bill Trotter
Kam Truhn
Jerry Wylie
Reinhard Zollitsch



Surf Skiers Seek Answers

The surf ski community lost a close friend and paddling companion in October when Todd Ellison died in a tragic surfski accident on Mille Lacs, Minn. According to a report on surfskiracing.com

posted by Zach Handler, five surf ski buddies, including Zach headed out on surfskis from Cove Bay at the south end of Mille Lacs, the goal to paddle north by northeast to Malmo, a 16-mile downwind run, a typical surfski trip for the group.

Conditions were considered not extreme for surfskiers – air temp 77 degrees, water 60 degrees, wind 20-30 from the south, clear skies, moderate waves (four to six feet from trough to crest).

Reef areas of piled stone in the lake, however, can cause large waves in a small area – the waves may have been 12 feet tall.

About half way across the lake, Todd encountered one of those reefs and capsized, which is normal in surfski paddling. The problem was that his paddle leash detached, and he was separated from his boat, which in the wind and waves quickly blew away.

Attempts to climb on or be towed by his escort boat were unsuccessful in these tippy boats in windy conditions.

The two paddlers made the decision for the escort boat to paddle to shore to get help while Todd stayed in the water.

Todd's companion paddled like hell for shore, alerted 911, and soon multiple search boats took to the water as well as an airplane flying grid patterns over the water.

By 9 p.m. the search was called off. The search resumed in the morning, and Todd's body was located about a mile from where he capsized.

The surfski community is exploring the accident – rescue practices in strong winds, leash failure, communication, rescue protocol (leaving a victim in the water), towing options, grab points on the ski, group dynamics, and the accepted surfski mode of traveling light without a lot of extra equipment, to make sure this tragedy doesn't happen again.

"We are all blessed to know such a fine human being, and he will never be replaced," wrote Zach Handler. For a full account, go to <http://surfskiracing.org>

On The Cover:

Ladies of the Lake exploring the Pictured Rocks shoreline of Lake Superior. Photo by Bill Thompson.

Letters From You



All My Favorite Places

The issue just received (October 2011) had two of my favorite places in it. Bog Water Flow and Plum Island. I camp at Hitchen's Pond or on Low's Lake almost every September. Great reports!

What places similar to Hitchen's Pond/Low's Lake do you know about in NH or Southern Maine? I'm looking for a place to paddle and camp where there are no powerboats.

*Walt Thompson
Newburyport, MA*

The Appalachian Mountain Club's Quiet Water Guides are a great resource for powerboat-free lake and pond paddling in New Hampshire and Maine. - Ed.

Preserve Pelican Island

I am proud to serve as President of Pelican Island Preservation Society and Co-Chair this year's Wildlife Festival. Most of you know how passionate I am about the area - the natural treasures we are blessed to have here in Indian River County. By serving on PIPS board

I am giving back to the resource I work in. Pelican Island National Wildlife Refuge is one of my favorite offices - I love leading groups here and telling the history of the area. Right now, I am asking you to help us with this year's festival.

It's the 20th annual Pelican Island Wildlife Festival and it is just around the corner, March 17th - yes it is St Patrick's Day and we will be wearing GREEN and going green.

We want to involve as many of you as possible in this fun event. This one-day event has become the most successful environmental event on the Treasure Coast, attracting up to 10,000 visitors from throughout Florida and even from other states. The festival features more than 80 environmental exhibitors, including arts and crafts, outdoor and kids activities, live music, boat and kayak tours, food vendors (including beer and wine), and an abundance of information associated with the Indian River Lagoon, other natural resources of the Treasure Coast, and National Wildlife Refuges of Florida.

We need you all with donations large and small to ensure that PIPS will be able to put on another quality festival. If you have any sug-

gestions or ideas on how you can help us go Green this year - give me a call anytime!

*Kristen Beck, President PIPS
(Pelican Island Preservation Society)
www.firstrefuge.org*

Bring in the New Year on Lake George

I run a kayaking club in the Adirondacks: www.adirondackpiratepaddlers.com. Check out our website. Click on Forum, then Trip Reports. There are some fine video of trips from this summer. We have a nine-year tradition of paddling New Year's Day on Lake George. It is a fun event. We usually watch the Polar Bear club take the plunge, then paddle out to Diamond Island or Long Island/Speaker Hatch Island. We meet at Lake George Million Dollar beach at 10:15 a.m., have a meeting, a toast to a member, and then launch. We have had up to 20 plus paddlers on this event. Most paddlers go out to eat and have an ale at Carl R' restaurant afterwards.

*Paul Martin
Queensbury, NY*





Sandy Robson.

Robson Completes First Stage

Sandy Robson has completed her first stage of retracing Oscar Speck's paddle from Germany to Australia. Speck set out in a folding kayak on the Danube River in 1932. It took him seven years, three kayaks and 31,000 miles to reach his destination. Robson's goal is retrace as much of Speck's journey as possible, over a period of five years, returning home between stages to regroup. Planning for stage 2 is underway as she seeks a travel companion and sponsorship. Here is an excerpt from her blog about the first part of her amazing journey:

Stage 1 - Ulm, Germany to Cyprus (May - October, 2011)

Retracing Speck's route, I have followed the Danube River (Donau) to the Bulgarian Border. The route then headed overland to Skopje and entered the Vardar River in Veles, Macedonia. The Vardar took me to the sea near Thessaloniki in Greece. Here I began island hopping in the Greek islands all the way across the Aegean Sea to Turkey. I followed the Turkish coast to Tasucu. I was supposed to cross from Anamur in Turkey to Cyprus, however, border regulations being a little different to the 1930's, I found I must go on a ferry to get to Cyprus!

I allowed 6 months to complete Stage 1 but have travelled a lot faster than I imagined, averaging 1000km per month...there may be time left after Cyprus to explore more of Turkey and Europe...During the journey I have kept an online diary. I am calling it a Blog, but it is really a diary of my travels that you can use if you are planning a sea kayaking trip in these locations. I hope there will be some inspiration and useful information for other kayakers.

Go to www.sandy-robson.com/ for more information



Freya Hoffmeister.

Paddling the Second Continent

Freya Hoffmeister, who successfully paddled around Australia two years ago, has started her next great adventure, her attempt to paddle around South America. If successful, she would be the first person to accomplish this paddling adventure. As of mid-November she was at the southern end of the Argentine Coast in Cabo Danoso, having started in Buenos Aires in September. Her plan is to break the clockwise trip down into three legs with eight months of paddling and four months off, each leg about 5,000 miles long. The second leg will start in Valparaiso, Chile, and the third in Georgetown, Guyana. She has been making good progress. She hopes to finish May 10, 2014 on her 50th birthday. Good luck to Freya! <http://qajaqunderground.com/expeditions/south-america/>



George Dyson.

Baidarka Man Publishes New Book

George Dyson, author of *Baidarka the Kayak* (1986, Alaska Northwest Books) and founder of Dyson, Baidarka & company, is a designer of Aleut-style skin kayaks and

is credited with the revival of the baidarka style kayak. He will have a new book out early 2012. *Turing's Cathedral* has been described as "a creation myth of the digital universe." Dyson, son of physicist Freeman Dyson, is also subject of Kenneth Brower's book *The Starship and the Canoe*.



Maine Publisher Launches National Social Network

Maine Boats, Homes & Harbors, Inc., Rockland, Maine, announced the national launch of USHarbors.com, a free website that delivers tide charts, weather data and forecasts, photography, and a steady stream of local stories and information through a social network of more than 1,100 harbors across 20 coastal states from Eastport, Maine, to Washington state. Go to www.USHarbors.com



Clean Water Takes Over

"Well I love that dirty water. Oh, Boston you're my home." Those lyrics, made famous in 1966 by the garage band, the Standells, will have to retire. Recently the International River Foundation gave the Charles River its top award for river management, beating out more than 20 other countries. The Charles River Watershed Assn. (which runs the popular Run of the Charles race in April) accepted the award. It was founded in 1965 to save the river. Through persistent efforts of officials, environmentalists, and volunteers over nearly 50 years, the river's EPA grade has gone from a D to a B plus. Sewage and corporate pollution control

and citizen watchdogs, including kayakers, have all contributed to the success. "So long a pauper among rivers, the Charles is now one of the greatest American civic accomplishments of the last 50 years," writes columnist Derrick Jackson in the *Boston Globe*. Down by the banks of the River Charles has never been cleaner.

Hypothermia Alert

Hypothermia can kill at temperatures well above freezing. In a case from the 1960s, a man died after falling asleep on a beach at night with the temperature in the 70s F. He had been drinking and swimming.

Nevertheless, with the onset of winter, kayakers in most of the continental US will face colder conditions, with a vastly increased chance of hypothermia. What used to be called "exposure" is the leading cause of accidental death among outdoor enthusiasts, and yet is entirely preventable with suitable precautions. So be prepared! There are many helpful articles on avoiding hypothermia on the Web. Here are some sites we found especially interesting:

sea-quest-kayak.com/information-kayaking/hypothermia-sea-kayaking

marinerkayaks.com/mkhtml/Kyksaftw.html
hseakayak.ws/kayak/kayak.nsf/1/A951F39CEC155A3F85256B0E0077492A

<http://www.princeton.edu/~oa/safety/hypocold.shtml>

Gundalow To Launch Spring 2012

Gundalows once plied the Piscataqua and rivers surrounding Portsmouth, N.H. The long (about 70 feet) and narrow (19 feet)



flat-bottomed cargo vessel first used in the 1600s was ideal to navigate shallow rivers. A flat deck made it easy to carry cargo - cotton, spices, produce, manufactured goods, wood, coal, and more. This regionally unique vessel was the highway truck of its day.

The Gundalow Company, a non-profit organization that uses the humble, single masted wood boat to teach about heritage and environment of the Piscataqua, is building a newer seaworthy replica to replace the old one built in 1982. When complete, scheduled for spring 2012, the Coast-Guard-approved gundalow will be able to transport 49 passengers out of Portsmouth, Dover, Greenland, Durham, Exeter, N.H., and York, Maine. It replaces the venerable *Captain Edward H. Adams*, named for the captain who built the last commercial gundalow in 1886. Not seaworthy, that replica has been docked on the grounds of the

Strawbery Banke Museum in Portsmouth.
www.gundalow.org



Chris Bensch, Shay Bickley, Jason Self.

Out of Sight, Out of Mind

Out of Sight, Out of Mind is a team of three kayakers with a mission to promote the intrinsic and ecological importance of the world's oceans. By "being the change we wish to see in the world," they aim to inspire others to follow suit and have announced the Never Ending Cleanup Contest. To enter, like their Facebook page. Remove trash from any waterway using any human powered craft and post pics of the removal and disposal to their wall. The person/group with the largest amount of trash removed at the end of each month will win prizes from their sponsors. Spread the word. Go get 'em Tigers!

<http://www.facebook.com/gulfkayak>

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Ladies of the Lake

Article and Photos by Bill Thompson



LOL Participants afloat on the crystal waters of Lake Superior, Day 1.

This summer Down Wind Sports hosted the 8th annual Ladies Of The Lake Sea Kayak Symposium. This five-day event was organized for female sea kayakers to gather, paddle, learn, socialize and celebrate another year of paddling. Our idea is to provide a quality paddling experience promoting “women kayaking with women for women.” This is also a unique symposium in that it is a “traveling” symposium.

We pick a new location in Michigan’s Upper Peninsula each year that offers diverse paddling opportunities and somewhere new to explore. This year the event retraced its roots and revisited the site of the first LOL in Munising, Mich., and all attendees enjoyed the hospitality and beau-

tiful paddling at Pictured Rocks National Lakeshore.

Our headquarters for the long weekend were at Sydney’s in downtown Munising, where our retail location was set up and all off-water activities took place.

On Thursday, Aug. 18, the symposium kicked off with Bonnie Perry’s BCU 3 Star training program where five eager participants hit the cool waters of Lake Superior to gain the necessary skills to assess for the BCU 3-star award. Participants were treated to sunny skies, bumpy water, and the opportunity to learn from one of the Midwest’s top coaches.

Other participants were treated to a day of adventure, paddling various trips along

Pictured Rocks National Lakeshore and Grand Island National Recreation Area. These beautiful destinations are recognized as world class and “must see” trips for kayakers featuring majestic arches, caves, and waterfalls.

During the day conditions were varied from well protected waters to more challenging conditions located along the National Lakeshore.

The upstairs of Sydney’s was transformed into a paddle sports market place with Down Wind Sports displaying the latest boats, kayaking gear, and clothing. As the day wore on, participants weary from the road, stopped in to register themselves and gear up for what would prove to be a

great weekend. The symposium drew participants from as far away as Colorado, Minnesota, Wisconsin, Illinois, Ohio, Washington State, Indiana, and Michigan. Some even traveled internationally from Canada. We are very proud to say that we have some of the most talented coaches in the country joining us, many of whom live right here in the Midwest. Our featured coaches/presenters, Ginni Callahan and Cindy Scherrer, brought their talents from the West Coast.

Friday threatening weather was a backdrop for the instructional courses with high winds and severe thunderstorms heading towards Munising. As a precaution the Pictured Rocks Trip was cancelled (good call) but the morning classes were held. From forward strokes to rescues, participants learned new and exciting techniques to help improve their paddling. For the most part the weather held off so ladies could get into the water and practice these skills before thunder and lightening chased us off the water just before lunch. The benefit lunch was held back at Sydney's for the Alger Parks & Recreation Department (APRD), with the proceeds going to benefit its Youth Scholarship Fund. Thanks Ladies.

Thankfully the skies cleared and the afternoon classes went off without a hitch and many ladies commented they loved playing in the waves.

After cleaning up and finishing dinner, participants headed over to the headquarters and enjoyed participating in The Price Is Right Game Show. More than \$1500.00 of swag was given out to our lucky contestants and many hilarious moments were provided by "Bob Barker" and "Johnny Olson."

After settling down from the game show, participants were treated to a presentation by Ginni Callahan. Set to beautiful music Ginni took us on a paddlers adventure from the west coast of the United States, down to the Baja of Mexico and over to the land down under - Australia. Her soothing style, combined with the most amazing photos, and set to John Denver's Calypso was the perfect way to conclude

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Despite the threatening skies, participants got in a good morning's practice.

the day. Yeah Ginni.

On Saturday the weather was stellar and participants hit the water for more in depth instruction and fun. Bracing, rolling, towing, and rescues were all fun, but the one with the most laughs was Becoming One With Your Boat Through Play! Saturday also saw another session of boat demos. Many participants used this great opportunity to test paddle the latest boats from all of the leading manufacturers. We are proud to say that this allowed some people to find the perfect boat for them, finishing up their

time with a shiny new kayak and a smile from ear to ear.

After another long day of paddling the ladies got all fixed up in their finest for The Werner Paddles Academy Award, also known as the Oscar, which is an accolade bestowed by Werner Paddles and Down Wind Sports (WPDWS) to recognize excellence of female kayakers in the paddle sports industry. The formal ceremony at which the awards were presented is one of the most prominent award ceremonies in the world and this year the ladies didn't disap-



One of the many overhangs and caves to be explored in the National Lakeshore.

point. The Red Carpet saw many interesting outfits including a rare Hannah BP Design!

The evening's hosts were "Tom Cruise" and of all people "Meatloaf," who is now apparently getting back into the movie business after appearing in the *Rocky Horror*

Movie Show in 1975. This year tearful acceptance speeches were the norm with the evenings surprising winners being Anne Jackson, Lori Stegmier, Kay Simandl, Elizabeth Jensen, Susan Stroebe, and others.

An interesting note was that the beau-

tiful and talented Edith Nelson didn't get a single award despite ten (10!) nominations. This was surely a year to remember as the evening was filled with laughter, pageantry, and fun. After the awards the paddling celebrities danced the night away at the Vanity Affair after party - too much fun.

On Sunday participants gathered at the demo beach for the annual Blessing Of The Boats, which provided a wonderful moment on a spectacular Sunday morning and a perfect closure to such a great weekend. Thank you so much Bonnie.

Sunday was also a great opportunity for participants to hop into one last class and get a little more practice in before packing up for the long drive home.

I have been involved with many sea kayak symposiums around the Great Lakes and with all honesty this is by far the one that I look forward to every year.

How great is it to see participants so eager to learn, coaches so willing to give so much, and to be surrounded by laughter and smiles all weekend long. How long do we have to wait until next year?

Mark your calendars. Ladies of the Lake 2012 will take place Aug. 17-19 in Grand Marais, Mich.



Practicing rescue techniques on dry land makes on-the-water work much easier.



Of course, the after party is half the fun!

My Green Manifesto:

Down the Charles River in Pursuit of a New Environmentalism

By David Gessner

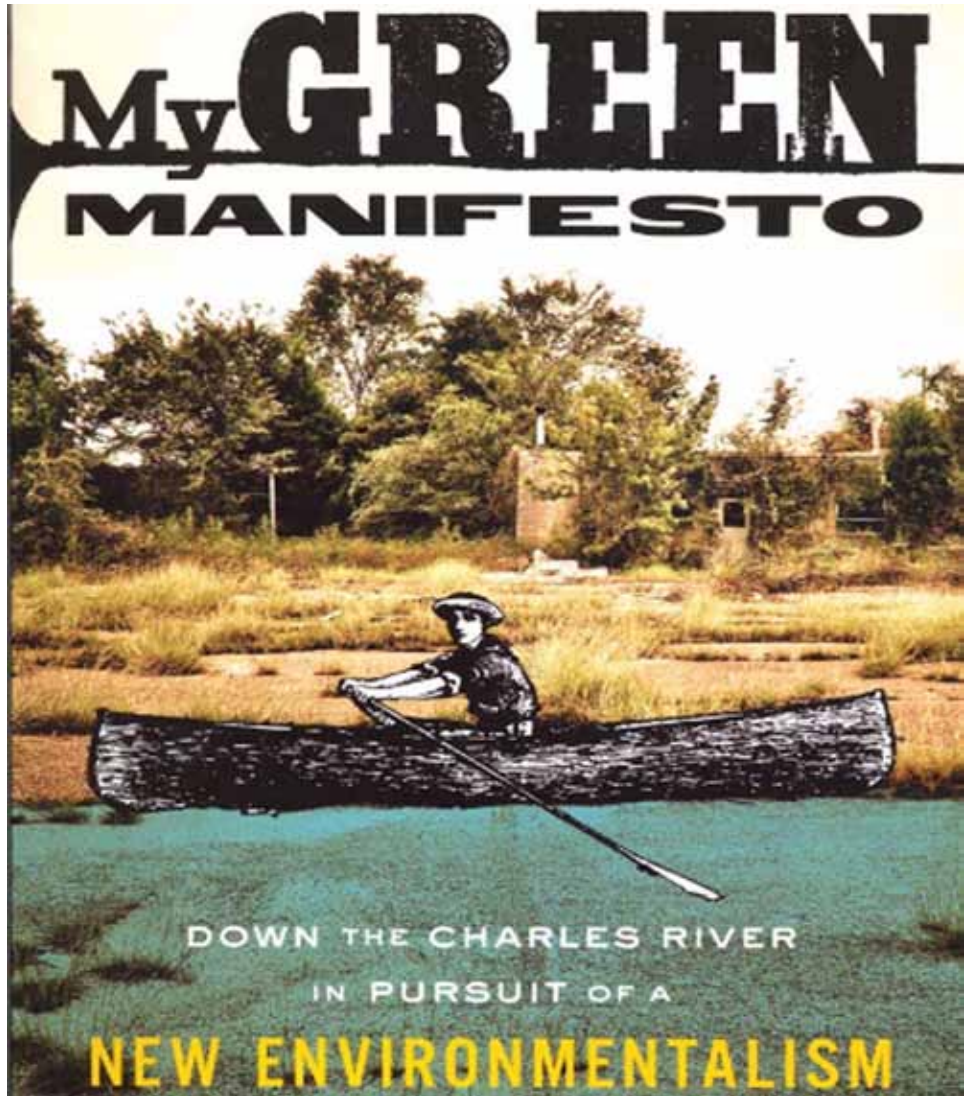
Milkweed Editions (Minneapolis, Minn.) \$15 trade paper (224pages)

In this funny and inspiring manifesto, Gessner (Return of the Osprey) canoes down Boston's Charles River with Dan Driscoll, an upbeat, pot-smoking, environmental planner, who has spent nearly 20 years fighting to revitalize the once famously polluted river.



As they paddle, Gessner meditates on environmentalism (which he thinks has “lost its soul”), on global warming, and the “shrill warnings about our pending doom” sounding from the environmental community. Gessner sets out to find a new environmentalism, something “that is a part of [his] everyday life, not running roughshod over it.”

For Gessner, environmentalism begins with a connection to a particular place. It needs advocates like Driscoll, “a stubborn guy who fell in love with a place and then fought like hell for it.” And while his friend's fight to bring a bit of



the natural world back to the banks of the Charles may not account for much in the long run, Gessner believes that committing to a lifelong environmental fight is an act of personal fulfillment.

The book is an easy, pleasurable read, with an environmental message that seems true enough: there is still transcendence to be found in

the “limited wild” of our own communities.

So get out there, enjoy it, and fight for it before it's gone because, at least according to Gessner, this is the key to a better life.

Reprinted from Publishers Weekly online, August 2011.

www.publishersweekly.com



Jim Dreeben: Paddling Captain to Peconic Bay



Jim Dreeben is owner of Peconic Paddler, Riverhead, N.Y., right on Peconic Bay, in Eastern Long Island, N.Y., between Orient and Montauk Points.

1) Why is Peconic Bay such a great place to paddle?

Peconic Bay is clean water and is not much affected by tides. It has beautiful beaches for swimming (and practicing rolls and other skills) and lots of put-in spots.

2) You say you've been in business since 1966. That's a really long time! How did your kayak business start?

I owned the gas station across the street from 1966 to 1983, and where I am now was my gas station from 1976 to 1980 when I took out the pumps. I kept the repair shop for a few more years and I had U-Haul for 40 years, then went full time watersports. I started renting canoes from both places in 1980. Kayaks came about in about 1985. In 1987 Perception (Aquaterra) made the Sea Lion; it became an instant success. I had Edyline and a few years later, Valley.

In the 1990s I did a few paddling trips in Florida, Belize, and the Bahamas for pleasure and training - rescues, big water, rolling. We used mostly used Sea Lions.

That gave me experience paddling in all conditions. There were big ocean swells and long distances of flat to choppy water.

3) What are the most dramatic developments in sea kayaks over the years?

Kayaks have become lighter, more streamlined, with better rudder systems. Even skegs are made better and don't have as many problems as old-style ones. Sit-on-top kayaks have become the biggest sellers now. They are safer, simpler, and give more confidence to paddlers.

4) Who are the majority of your customers? Any changes in the profile?

Customers are the same. All ages. Desired upper skill level - most don't care; they just want to have fun. Even with many very wealthy customers, most want basic kayaks. In fact, my high end (fiberglass and Kevlar) sales are down.

5) What is the key thing you tell your customers about safety?

Without scaring them: "Wear a PFD always. Don't paddle alone. Leave a trip plan with a relative. All of my kayaks are safe but sit-ins should be used close to shore if you don't have self-rescue skills (and bulkeads). Sit-ons are safer especially if you want to go off shore, in rough water, or go surfing."

6) What is your favorite type of paddling?

Flat to moderate chop. Long hard paddling from two to six hours.

7) Where is your favorite place to paddle?

Peconic Bay and Shinnecock Bay, Mattituck Inlet. They are close by. I like paddling in Florida, the intercoastal on both sides and the Gulf on Florida's west coast.

8) What advice can you give people wanting to surf in their kayaks off Eastern Long Island? Best places to go?

Ponquogue Beach in Hampton Bays. Good surf sometimes and sometimes small to moderate (good for beginners). Even safer is surfing in Long Island Sound because the waves never get real big but you can get

a few good rides.

9) Can you comment on the emerging popularity of SUP paddling?

Suping has taken off like no other sport. Anyone (almost) can do it. The exercise you get SUPing is very good; you get a full body workout, especially your core. There have been lots of SUPs on the market for about three years but it looks like there might be twice as many for 2012.

New designs, more speed, more stability. My shop will probably have 20 different models, a "perfect" board for each paddler. The percentage of women SUPers is increasing. The appeal: the challenge, see fish swimming below, the workout, something new, the list goes on.

10) Any advice for someone trying to buy a kayak?

[(sic) Trust your salesman especially if he is a serious paddler.] Buy a longer kayak. Buy the lightest paddle you can afford. Buy a comfortable PFD so you won't mind wearing it. I would like to sell you any kayak but if you are not going to use it that much, rent a high end one occasionally. It paddles so much better than a short inexpensive one.

11) How is a smaller specialty shop such as yourself surviving against the big box stores?

We can give customers advice from experience, not from a catalog. We know how to tie it on your car correctly. We probably sell better quality watercraft.

12) What kayak does your grandson paddle?

He likes my 18'10" Current Designs Kevlar Nomad, but he fits better in a low profile 16' kayak like an Epic or Suka or Sparrow Hawk; he likes them all also. He started with an 8' SOT, a 12' Raven then a 14' SOT and now a long one. His "boat" of choice is a (racing) Joe Bark Competitor SUP (or any SUP, especially longer ones).

For more information, Jim Dreeben, Peconic Paddler Kayak, Canoe, SUP Pro Shop, 89 Peconic Avenue, Riverhead, NY 11901; (631) 727-9895 or (631) 834-2525; jim@peconicpaddler.com; www.peconic-paddler.com



How to Dress for Cold-Water Paddling

By Daniel Smith, Charles River Canoe & Kayak

Spring and fall are great times to paddle, but the cold water temperatures encountered during those seasons make paddling significantly more dangerous. Paddlers who are immersed in cold water lose body heat four to five times faster than when in air of the same temperature. Such rapid heat loss can lead to hypothermia, cold shock, and death.

The primary mechanism of heat loss in cold water is convection, where water constantly flowing over your skin carries heat away. Therefore, reducing the flow of cold water across the skin, by wearing appropriate clothing, reduces your risk.

For more information on preparing for cold-water paddling (including life-saving tips and recommended skills practice), read *Off-Season Boating, Cold Shock, and Hypothermia* by Chuck Sutherland, *Cold Water Paddling: Preparation and Outfitting* by Daniel Smith of New England Sea Kayaker, or drop by our store and speak to one of our dedicated paddlers.

How Cold is Cold?

When do you need to wear your cold-water gear? We recommend the American Canoe Association's guidelines for cold-water paddling - always wear protective clothing when:

- both the water temperature and the air temperature are below 60°F
- you will be more than 1/4 mile from shore and the water temperature is below 60°F
- you expect to be repeatedly exposed to cool (65-70°F or less) water in cool or mild weather

However, the colder the water, the more dangerous immersion becomes, so be aware of this increased risk and dress accordingly. The following chart shows our minimum recommendations for paddling clothing. Choose more protective clothing than what's indicated when the conditions are more challenging, you tend to get cold easily, or you expect to be immersed.

WATER TEMPERATURE/HYPOTHERMIA RISK/APPROPRIATE CLOTHING

60°F and up. Low. Clothing for the weather.

55-59°F. Moderate. Wetsuit or drysuit.
45-54°F. High. Drysuit recommended.
below 45°F. Extreme. Drysuit strongly recommended.

And how cold is the water now? Visit the National Oceanographic Data Center's page on New England Sea Temperatures to view current and historical average water temperatures at eight locations throughout New England.



Used by permission of boaterexam.com.

Layering for Paddlers

Generally, dressing for paddling is similar to any other outdoor activity: You want to wear layers that can be added and removed throughout the day to adjust your clothing to the changing outdoor temperature. Most importantly, all clothing you choose should retain very little water if it gets wet; otherwise you lose a tremendous amount of body heat warming the water in your clothes. For this reason, cotton clothes should be avoided at all costs.

The inner layer, or base layer, should consist of wicking synthetic fabrics like polypropylene. This layer should draw sweat and moisture away from your skin and allow it to evaporate quickly. A thin base layer is best, because a thick base layer will prevent you from adjusting to warmer temperatures. Even your under-

wear should be made of wicking fabric — it's much more comfortable!

An excellent example of a wicking base layer is Hydrosilk paddlewear by NRS. Hydrosilk is a nylon/spandex blend that keeps you dry and cool when it's warm, and warm when it's cool.

The second layer is for insulation, so it can consist of fleece, wool, or other insulating, non-absorbing materials. Again, one or two thin layers is ideal (unless it is very cold), because then you can more easily adjust to a variety of conditions.

The outer layer is for protection from the elements. Here you will choose a paddling jacket, drysuit, or whatever you need to avoid the rain, sun, wind, spray, surf, and anything else that comes your way.

Wetsuits & Neoprene Paddlewear



NRS Hydroskin top and bottom..

A wetsuit is a neoprene garment that traps a thin layer of water between itself and your skin and reduces the circulation of this water. Because this water layer must necessarily be thin, a wetsuit must fit snugly to properly protect you during immersion, and the paddler should not wear any clothes underneath the suit.

WETSUIT ADVANTAGES:

- inexpensive
- resistant to rough treatment
- keeps you warm in cold air

WETSUIT DISADVANTAGES:

- hot in warm weather
- doesn't keep you dry
- doesn't breathe (retains sweat)
- limited range of protection (best in water 50°F and above)

Most kayakers choose a Farmer John



Kokatat Supernova paddling suit..

style of wetsuit, which has full legs but no sleeves. A Farmer John is more comfortable and less constricting when paddling, but doesn't offer as much protection as a wetsuit with full sleeves and hood. Whichever style you choose, make sure it has an available relief zipper so you don't have to remove the entire suit to answer Nature's call.

Importantly, a wetsuit is not outerwear, it is a base layer — wearing anything under your wetsuit (other than, perhaps, polypro underwear) compromises its ability to keep you warm. Layer clothes on top of the wetsuit if you need to keep warm.

Recently, a wide variety of neoprene garments have been introduced that offer more flexibility than a wetsuit. For example, the NRS Hydroskin line of paddlewear is available in mix-and-match tops and bottoms, both long- and short-sleeved. Paddlers can more easily adjust to the current weather conditions by selecting the appropriate combination of garments. For example, on a warm day when you'll be repeatedly immersed in cooler water, you might choose a neoprene short-sleeve top and shorts.

Drysuits & Paddling Suits

A drysuit is a waterproof garment with latex gaskets at all openings (ankles, wrists, and neck) to keep out all water. No water circulates across your skin during immersion, and the insulating layers worn under the suit decrease heat loss to the water.

Because drysuits are made of breathable materials, they trap less sweat inside the garment than traditional, non-breathable fabrics like urethane-coated nylon. Therefore, drysuits are amazingly comfortable in a wide range of air temperatures, especially if there is wind to keep you cool.

DRYSUIT ADVANTAGES:

- comfortable in wide temp. range
- breathable (releases sweat)
- can protect against very cold water
- keeps you dry

DRYSUIT DISADVANTAGES:

- expensive
- tears must be immediately repaired

Under your drysuit, you'll want to layer as described above. The danger

here is wearing too much, resulting in overheating. Often a single lightweight or midweight base layer is sufficient, and you should only consider fleece layers if it's cold out.

There are many waterproof/breathable fabrics used in today's drysuits, like Gore-Tex (Kokatat) or Entrant (Immersion Research). The most important qualities of such a fabric are life span, abrasion resistance, ease of patching in the field, and resistance to clogging in salt water.

Various manufacturers have recently introduced less expensive waterproof/breathable fabrics, like Tropos (Kokatat). Tropos is about 40 percent less expensive than Gore-Tex, bringing drysuits into a price range appealing to more paddlers. Unfortunately, when compared to Gore-Tex, Tropos is not as durable and has a shorter life span; Kokatat guarantees Gore-Tex for life and Tropos for two years.

The latex gaskets used in drysuits will last for years with proper care (see below), but do eventually wear out and tear. Fortunately, these gaskets can be replaced at a reasonable cost.

There are many drysuit options available to increase your comfort. Paddlers will be much happier if their drysuit has a relief zipper or drop seat. Attached socks (rather than ankle gaskets) will help keep your feet warmer. And an overskirt that seals against your sprayskirt helps prevent water from entering the cockpit during Eskimo rolls.

For those looking for a less expensive option, Kokatat offers a Super Nova Paddling Suit. Made of Tropos, this suit has wrist gaskets, attached socks, and a relief zipper or drop seat, but substitutes an adjustable punch-through neoprene neck closure for the neck gasket. While not completely waterproof, this closure keeps out most water and will suffice in most situations of brief head immersion. The Super Nova is not recommended for those who frequent challenging conditions, like surf or Eskimo rolls.

Drytops & Paddling Jackets

A drytop is a waterproof jacket with neck and wrist gaskets and (usually) an overskirt. Drytops are available in many of the same waterproof fabrics used in drysuits,

like H2No and Tropos.

A drytop protects you from cold water as long as you do not wet-exit from your kayak; once you wet-exit you rely only on the clothes you are wearing on your legs and underneath the garment for warmth. Therefore, drytops are great for the paddler with a bomb-proof Eskimo roll.

DRYTOP ADVANTAGES:

- less expensive than a drysuit
- more comfortable than a drysuit in warmer temperatures
- breathable (releases sweat)
- keeps you dry if you don't wet-exit

DRYTOP DISADVANTAGES:

- expensive
- tears must be immediately repaired
- no cold-water protection if you wet-exit

A less expensive option is a paddling jacket, which has coated-Lycra wrist cuffs and neck closure to keep out most water. Paddling jackets do not generally seal at the waist, however, so during Eskimo rolls a paddler is likely to take on some water. Therefore, paddling jackets should not be relied on to protect you from immersion in cold water. However, for protection from rain, spray, or waves when the water is warmer, a simple paddling jacket is ideal.

Like drytops, paddling jackets are available in Gore-Tex and other waterproof/breathable fabrics. For example, the Tropos Super Breeze by Kokatat is priced very reasonably and will go a long way to keep you comfortable in less-than-ideal conditions.

Keeping Your Hands Warm

It's easy to get cold hands when paddling in cold weather or cold water. They're exposed to wind and spray, and often end up in the water. Keeping your hands warm is critical, but it can be easy once you have the right gear.

To keep your hands warm you have two main options: neoprene pogies or gloves. Neoprene gloves protect your fingers, but can hold water and reduce your grip on the paddle shaft. With gloves, it's tough to eliminate that "my-hands-are-wet" feeling.

Pogies, on the other hand, don't hold

heat quite as well but drain easily and allow direct contact between your hand and the paddle. They are simple to put on, too — simply attach them to your paddle shaft and then slip your hands in and out as needed.

In the end, the choice between gloves and pogies is one of personal preference. Try them both and see which one works



NRS Mystery Hood

Keeping Your Head Warm

Keeping the head warm makes for a happy and comfortable paddler. Waterproof hats are some of the nicest pieces of paddling gear because they'll keep your head warm and dry in rain or spray. Kokatat makes a Gore-Tex hat called the Nor'wester.

For colder days, or for times when you know you will be immersed in cold water, NRS makes the Sea Hood out of its Mystery fabric. Mystery does not absorb water and dries quickly while also holding in your body heat, making it perfect for immersion. This hood is a favorite of our staff during April Guide Training week-end, when we hone our skills and practice rescues in 40°F ocean water.

Keeping Your Feet Warm

Finally, let's discuss shoes made to keep your feet warm. Let's face it: your feet are going to get wet when you're paddling, and they don't do much work while in the boat, so you'd better wear something to keep them warm.

Neoprene booties are the preferred footwear when the water is cold. A wide variety of booties is currently available, most of which come with a thick rubber

sole to provide grip and protection when you walk on rocks. Even when wearing a drysuit with socks, booties will help keep your feet warm and protect the suit from damage.

Booties come in high-top, over-the-ankle types and low-top, exposed-ankle types. Over-the-ankle booties are much better at preventing water infiltration, and are therefore better at keeping you warm in cold water. For warmer water or weather, low-top booties provide protection for your sole and heel. Sandals can be a good choice in the warmest water and weather, but some kayakers complain of heel pain as their heel rubs on the inside of the boat while paddling.

Care and Feeding of Cold-Water Paddling Gear

Once you've made the investment in cold-water paddling gear, you'll want it to last as long as possible. Here are a few simple instructions to keep your gear performing like new.

After your trips, promptly hang your gear to dry. If it's been used in salt water, rinse it thoroughly with fresh water. Never put latex gaskets or neoprene in the dryer!

Protect your gear from ultraviolet light! Don't store gear in direct sunlight. Regularly treat your gear, including wetsuits and latex gaskets, with 303 UV Protectant.

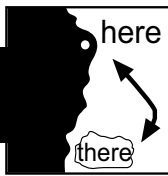
Be especially careful with drysuit zippers. Keep all dirt out of the teeth. Store your drysuit with the zipper open and unkinked.

Learn more about care and feeding of your gear at Kokatat's product care page.

Come Talk To Us!

Charles River Canoe & Kayak stocks drysuits, wetsuits, paddling jackets, gloves, and pogies. If we don't stock it, we are happy to special-order it. Once you've considered the options, come talk to us. If you have any questions, we're here to help - drop by our Paddling Store, attend our free How To Dress for Cold-Water Paddling clinic, or e-mail us.

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Circumnavigating Deer Isle and Isle au Haut

Article and photos by Reinhard Zollitsch



Reinhard in his Kruger Sea Wind sea canoe at the Little Deer Isle put-in near Pumpkin Island Light.

Maine's Most Popular Area for Sea Kayakers

For more than ten years I have heeded MITA's (Maine Island Trail Association - see end notes) warning about the area around these two magnificent Maine islands, saying that "this area is extremely popular with all kinds of boaters during the busy summer season." The guidebook repeatedly points out that it might be difficult to find an empty camping spot on most of the islands in Merchant Row. And since I could not see myself shopping/hopping around from is-

land to island to find a free site for my little Eureka tent, I have avoided this area or sped through it on my solo trips from Cape Porpoise (or Portland) to Machias.

I have to admit, though, that I would have liked to stop over at Hell's Half Acre, Harbor, or Kimball Island, just to mention a few. I had sailed through this area many times and knew how truly spectacular this island world off Stonington was - when the sun is out, that is, because only too often fog hangs around here longer than in other areas of the Maine coast.

But this non-assertive compliance of mine was going to change this year, I decided. I was determined to find out how crowded this area really was, and why not check it out during the height of the Maine summer season this past year, in July and August.

The Plan

Since I am not a drift day tripper or weekender, I had to come up with a plan - I needed a real goal, a trip. A circumnavigation of the two islands was the first thing

that popped into my mind, not just because I like circumnavigations, but also because one could do those trips alone without a big car shuttle involving other people. Being a compass-oriented person, always thinking in compass terms,

I would start and finish at the most northern tip of Little Deer Isle and round both Deer Isle and Isle Au Haut in a counter-clockwise direction, in about a week or eight days. Isle au Haut, by the way, means “The High Island” and was named by Samuel de Champlain in 1604, along with Mount Desert Island, “The Bare (granite-topped) Island.”

My put-in was to be a little cobble ramp across from the picturesque Pumpkin Island Light at the northwest entrance to Eggemoggin Reach.

I knew there even was limited parking along shore, but leaving my car there for eight days did not seem advisable or kind to other boaters launching their boats for day trips or weekends, especially since Nancy kindly agreed to car shuttle me to, and at the end of my trip from, this place. Thanks my dear, I really appreciate it!

By the way, it is a very pleasant drive from my place in Orono to Bucksport, Blue Hill, and Sedgewick, through boulder-strewn blueberry fields, reminding me of Robert McCloskey’s book *Blueberries for Sal*, one of our kids’ (and my) favorites, as well as the world depicted in his *One Morning in Maine* and *Time of Wonder*. Finally we drove across the tall, swoopy and extremely narrow Deer Isle suspension bridge onto the island. The trip had started.



Author’s view from Nubble Beach of Butter Island with Blue Hill in the far background.

Butter Island Archipelago

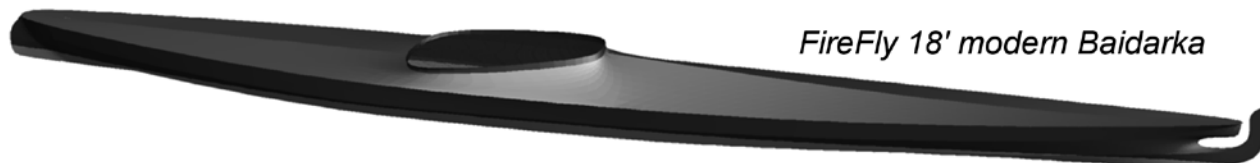
My first overnight was to be on Butter Island, because I wanted to look around the many islands in that group in Penobscot Bay to the west of Deer Isle, but also to find out whether I could get a reservation by phone in advance, which was said to be impossible. I had no problem. “Which of the sites do you want?” the caretaker asked. “Which would you recommend?” I asked back. “In my opinion, Nubble Beach is the most beautiful campsite in the world, but you can have either one you want,” was her answer. How can you beat that? I booked two nights

at no cost whatsoever, and couldn’t wait to get there.

The drive to the put-in on July 26 was smooth; so was the put-in itself. There was nobody at the ramp, so I could take my time setting up my boat with spray skirt, chart, compass, and stopwatch (no, still no GPS), with radar reflector and wiggle stick with orange flag mounted on my rear deck, for enhanced visibility in all conditions in the often crowded areas I was to travel in. A quick mental check to make sure I had everything packed, a hug and a kiss, a wave with my paddle, and I was off.

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Granite loading derricks on Crotch Island off Stonington.

the waves breaking on the long crescent pebble beach and a distant foghorn.

After a busy early summer, it seemed I finally had found some leisure to read, and even write notes in my trip log. After a five-week trans-Atlantic sail with five other crew and skipper (late April and all of May) on a classic German 60-foot racing yawl from Antigua/Caribbean to the Azores and on to Hamburg, Germany, it felt real good getting back in my little 17'2" Verlen Kruger Sea Wind sea canoe, alone and totally in control of my destiny.

Next day started sunny, and the wind was light (5-10 knots) – what more can one ask. I had planned a 12-mile day trip around most of the islands in this part of Penobscot Bay. I counted at least 15. I first headed north to see one of my favorite sailboat anchorages between the Barred Islands. From there I rounded Great and Little Spruce Island, then headed southwest to round far-out Compass Island, swinging southeast towards the northern tip of North Haven, where I rounded Oak and Burnt Island. By then the tide was running out strong, and I had to crab my way sideways via Flint Island, back to Butter. The wind had also freshened, up to 15 knots. Eagle Island and the Porcupines, I decided, had to wait for another trip. Tide and headwind together were simply too strong to make this extra loop fun.

The stretch from Butter to Eagle Island and across to Sheephead and Weir Islands I had done before, on my MITA trip from Cape Porpoise to Machias in 2006. Weir Island at the entrance to the Deer Isle Thorofare was just as cute as ever. It is a perfect viewing point of all the boats entering or exiting this very popular shortcut from Penobscot to Blue Hill Bay and Mount Desert Island eventually. Again, I had the island all to myself, as well as the lovely low-tide beach in the southeast corner.

Busy Merchant Row

The wind sprang up early the next morning from the south, my direction of travel. My goal was to traverse Merchant Row, while checking out as many MITA islands as possible along the way. I hoped to end up on the northeast corner of Kimball Island at the entrance of the Isle au Haut Thorofare. Well, I got there fine, but it took a little more brawn and was a little wetter than anticipated. At first I ducked behind Crotch Island, admir-

Little Pumpkin Island, guarding the northwest entrance to Eggemoggin Reach, was an absolute delight and made me smile as I rounded the corner of Little Deer Isle. At that point I had to ready myself for the jump across to Pickering, to Bradbury and Butter Island eventually. Visibility was such that I could make out at least the first island and from there the next, so no problem. Waves were beginning to break, but all seemed very regular and predictable – again, no problem. The fact that the wind came more or less from the south, over my left bow, only meant I had to pull a bit harder, but the distances between those islands were mercifully short this first day – a total of only seven miles.

Right from the beginning, I had told myself that this trip was to be a see-and-enjoy type of trip, no mile-gobbler from point A to B, as I mostly do, at a pace of 25 miles per day on average.

Butter Island finally appeared out of the dense haze, and Nubble Beach at the southeast corner looked just right. There were camping spots up in the woods, but I preferred a more level spot right on the seawall, where I was still shaded by the tall trees behind me. A mid-morning coffee amidst the mist-covered island solitude, with nobody around, tasted real good – no noise other than the wind in the tree tops,



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www.mita.org



ing the old cranes and derricks from the granite cutting days. The piles of granite cut-offs, imperfections, culls along this and the Green Island shore just a stone's throw to the east, were awesome and would have made great breakwaters in some harbor or helped towns in their shore erosion abatement programs.

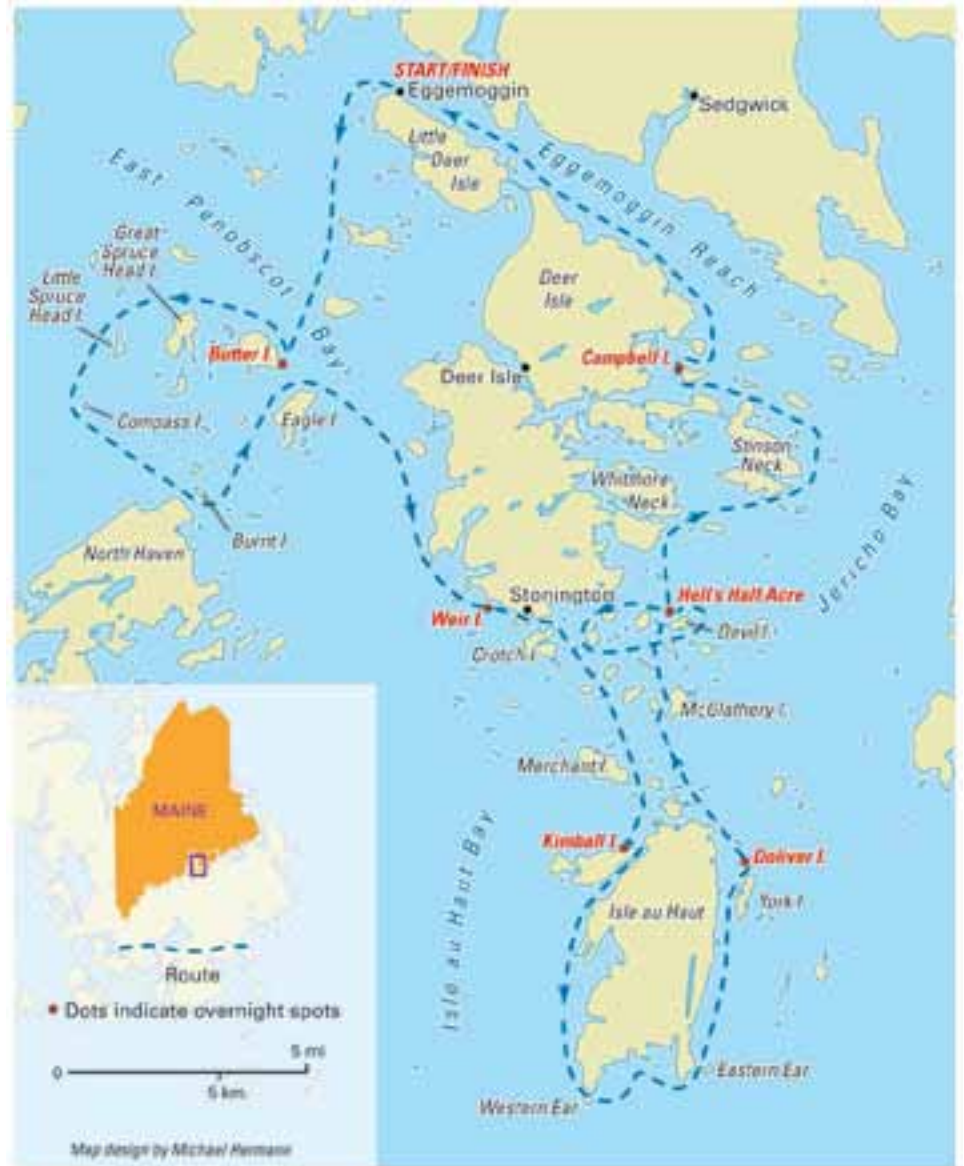
Anyway, I then used Rock Island as my next wind break. The beach and grassy field at the north end looked like a promising MITA site. Again, it was unoccupied, and I did not see any other kayak out all day either. Where is everybody, I was wondering. This is the height of summer boating, and the weather is fine, for Maine standards even excellent.

Only the lobstermen were out, often speeding from one of their lobster buoys to the next, their mighty, throaty diesel engines roaring above the wind and wave noises. These are the big boys, mind you, not the little bay put-puts. Watch out, they are coming fast and mean business, lobstering that is, and (many of them) do not look kindly on pleasure boating, I hear. I felt good, though, making myself at least as visible as possible with my orange flag on a six-foot wiggle stick and my high-tech radar reflector, but more importantly, anticipating their moves and staying out of their way.

Potato, George Head, and Steves Islands gave me some wind protection next, but then I had to slug it out to Harbor Island and from there to my next overnight spot on the northeast corner of Kimball near Point Lookout - another well-set-up MITA site, and it too was unoccupied.

Swimming off its rock beach in the lee of the relatively high island was great, even though a tad on the cold side. Remember, these are Maine, not Florida, waters, but they are still distinctly warmer than what I swam in along Nova Scotia and Newfoundland shores. This is summer in Maine; this is as warm as it gets around Penobscot Bay, I had to tell myself.

Each time I land on a site, I press my SPOT satellite locator beacon, a tiny cell-phone-sized affair, to let Nancy and family know about my safe arrival. They can then see my exact location from space via Google Earth on their computers. And at 5:00 p.m. each afternoon, I make a short satellite phone call to Nancy, the high point of each day for me. It of course also is a



necessary safety precaution for a person traveling alone on the ocean, as I see it.

Rounding Isle au Haut

The marine weather report for the next day, which I can get on my VHF radio telephone, sounded OK. The wind was light (NW 5-10 knots), but there still were a lot of old swells coming in from the south southwest, and I knew I had to tiptoe around the many rocks and ledges off the southern tip of Isle au Haut. I once hiked on the island with my son Mark. We got as far as Duck Harbor and saw the ocean roll in over the jagged outlying Haddock Ledges and other rocks. It looked awesome, but also very intimidating, and we both decided not to sail around the island, but prudently head back from the Thorofare, where we were anchored, to

Stonington and Winter Harbor eventually.

Well, after a very rainy night I was off at the usual 7:20 a.m. As I paddled down the Thorofare towards the light on Robinson Point, I knew that this was going to be the hardest and most exposed part of my trip. I had studied the chart very carefully and looked at all the off-lying rocks where swells could and would break; in other words, I was all eyes and ears, constantly checking my chart against the real scenery.

As anticipated, things got much dicier around Duck Harbor, and from there to the Western Ear, a small island almost attached to the southwest corner of Isle Au Haut, even more so. Studying the waves and the present state of tide carefully, I decided I could go inside of Western Ear and even inside of Eastern Ear, at the southeast corner, right over the five-foot bar. (Yes, the



Approaching the Deer Isle Bridge on the final leg.

southern tip of Isle au Haut has two cute islands almost attached to the main island, like little ears, plus a few more very nasty breaking ledges in between.)

I was glad to have made it safely to the Eastern Ear, when I noticed a big lobster boat bearing down on me from the north at full throttle. We met right on the five-foot bar, his wake mixing with the swells rolling in from the south - and I was dancing and throwing a few quick braces with my paddle to stay upright - a brief but very tense and sweaty situation, if you know what I mean.

The rest of my rounding was a piece-o'-cake: going straight north in the lee of the tall island toward York Island. At its northern tip, just a tad to the northwest, is the tiny barren island of Doliver, a rarely visited MITA site.

I looked through the MITA log book and found out that I was the first camper here this year. The landing and later pushing off was a bit harder than usual, i.e. it necessitated carrying boat and gear over rocks - no smooth sand beach here, except at dead low tide.

The afternoon there got very hot as the sun came out. I found only one little pine tree on the island, but it was still too small to shed any shade for the tired paddler. So I crouched behind a granite rock wall on my Crazy Creek chair and whiled away the

afternoon with some easy Clive Cussler reading, interrupted only by brief swims and cups of coffee and cocoa. (Don't sneer; even retired professors like to read Dirk Pitt sea adventure stories.)

Hell's Half Acre and Many More Islands

I felt great having successfully circumnavigated formidable Isle au Haut. The rest of the trip was going to be frosting on the cake. Next morning I pushed off in a very good mood. The sun had also come out, and the sea was almost calm. I was looking for the most interesting passages through all those many islands.

I touched on Burnt, went between Round and McGlathery as well as between Coombs and Spruce, only to end up north of Devil on Hell's Half Acre. It is without a doubt the most popular island of the entire archipelago between Deer Isle and Isle au Haut. You find it a tad north northwest of Devil Island or between Camp and Bold. (The name itself also helps attract would-be macho boaters to stop over here, and it is very easy to get ashore on the gently sloping granite shelf on the north side of the island.)

Approaching Hell's Half Acre from the north, I had already prepared my mind to accept scooting over to Russ or Buckle, if the two tent platform sites there were taken. But to my surprise, nobody was camping

here, and nobody else came by all afternoon to unpack gear on the other tent platform. I could hardly believe my luck, and that on a Sunday, July 31!

Only a few tired day paddlers stopped briefly for a water/granola or "P-stop" before most likely returning to the sea kayak rental and campground, Ocean Quarry, in Webb Cove, across from here to the north on Deer Isle.

All afternoon all kinds of boats passed by my place to the north along the Deer Isle Thorofare, including the old three-masted schooner *Victory Chimes*, a significant sight in Maine waters. I still remember its old skipper Capt'n Guild ("Guild" pronounced as in "wild," he always said). What a guy!

By sundown the bight between here and Camp Island was filled with 19 sailboats at anchor for the night, including the schooner *Steven Taber*. But nobody came ashore for a swim or beach play. Maybe the coffee, beer, and food were too good on board. I couldn't tell, because I was not invited over.

Since the weather was so great, I instead decided to go for an afternoon jaunt around a few more islands: Camp, Russ, Scott, Green, Potato, Coombs, Ram, Spruce, and Devil, seven miles in 1.5 hrs - neat, fast, and easy in an empty boat.

Eggemoggin Reach in the Fog

After every great day there comes a pay-back. Thick fog greeted me the next morning, but my course was easy: from my place, past Bold and Grog Island to Buckmaster and Whitmere Neck on Deer Isle, and finally across to Stinson Neck. By then I paddled in pea-soup fog up north to "the other Sheep Island" off Stinson Neck (there also is a Sheep and Little Sheep off Buckmaster Neck) to Potato Island. I have to admit, though, that I missed "the little potato" on my first try. It just wasn't there! I shook my head, retraced my steps, changing my course a bit more to the north, and voila, there it was suddenly. However, at that point I did not like it anymore because I had missed it on my first attempt and was still castigating myself. AND it was still much too early in the day to pull out, AND I had to make sure I would make my take-out tomorrow. So I figured the farther I got today, the better for tomorrow, and I pushed on to the western corner of Campbell Island.

I found it fine, but also a lot of blow-

downs, trees uprooted or broken off “by the fierce Atlantic storms,” I read, when in fact most of the trees were beyond maturity and were ready to go and topple over anyway to make room for nature’s process of rejuvenation, as I see it. It was a shame to see all those big trees “go to waste,” but this was just nature doing its thing, was my final assessment.

I ended my trip up Eggemoggin Reach in the thick of fog the next morning. I hugged the Deer Isle shore, noticing that the almost black spruce-clad island shores had suddenly changed to a typical “lake front” dominated by deciduous trees like maple, oak, birch, and beech. I was suddenly in a completely different world.

The farther I got up the Reach, the more the fog turned into haze, allowing me to see the top spans of the tall Deer Isle suspension bridge peek over the lower water-bound fog layer. But the closer I got to the bridge, the better the visibility became.

I took some pictures of the bridge. Suspension bridges are so photogenic. One has to take pictures of them; everybody does. And after a few more miles, the vegetation on shore changed back to black spruce, the wind picked up, and I saw three schooners with all sails set, including their top sails, nose their way out of Bucks Harbor towards the bridge. At that point Pumpkin Island Light came back into view, and just before it, on the very tip of Little Deer Isle, my designated take-out ramp, my VW Golf and my happily waving sweetheart Nancy, cheerful as ever. Again, nobody else was there, no crowds and tension as at the usual boat launching ramps. I could unload my boat at my pace, carry my gear up to my car and swing the 65-pound boat overhead to get it onto the roof rack of my little VW Golf. I was very glad Nancy did not bring our big van. Yes, I have to admit that swinging the boat onto my head like a clean-and-jerk weightlifter is getting harder for me with each passing year (72 right now). But I am confident I’ll find a different way of getting it on top of the car when my legs begin to buckle in earnest.

Summary

A hug and a kiss and a quick bakery-fresh spinach quiche in Blue Hill, and we were home in no time. My dog Willoughby, a big, powerful two-year-old male yellow Lab, was ecstatic to see me back, imme-

diately asking for all the things we usually do each day: walk in the woods, canoe and swim in the river behind our house...and get lots of TLC as well as a few dog biscuit treats.

My trip of eight days covered about 80 leisurely miles, which comes to a paltry ten miles per day. But covering long distances was not the purpose of the trip, as I mentioned before. The most surprising revelation of my trip, however, was that I did not encounter any crowding on the MITA islands or even the entire water world surrounding Deer Isle and Isle au Haut, Maine’s prime sea kayaking area. As a matter of fact, I had each overnight spot I stopped at all to myself. I also did not meet any other paddlers other than a few local boaters dawdling around Weir Island and a few day trippers briefly landing on Hell’s Half Acre. I did not get a chance to speak to any of them. Either I was lucky finding solitude, or the ocean with its often harsh conditions was winnowing out the chaff from the grain, thus taking care of overcrowding.

So if any of you readers out there is planning to paddle around “The High Island,” Isle au Haut, I would suggest you carefully prepare for it and get ready, physically and mentally. It is a very formidable, hard, big rock of an island, sticking way out into Penobscot Bay and is surrounded by lots of off-shore ledges and pinnacle rocks where even old innocent looking swells could suddenly break, take you in their grip and send you through the wringer. Being in a “washing machine” with hard rocks below and a steep shore you can’t climb out on, is no fun, folks, especially when you are alone.

But for the same reason, both these islands are truly beautiful, bordering on the spectacular, and present a real challenge for the intermediate to expert paddler. Sorry, no beginners at the southern tip of Isle Au Haut! Try Webb Cove to Hell’s Half Acre instead. It sounds real tough, but is a cinch in halfway decent weather for any properly equipped person with basic skills and a good dose of determination and stamina. Believe me, the Atlantic in Maine is harsh, cold, demanding and unforgiving. It can and will bite you if you do not watch out. But it can also present you with grand vistas and truly memorable experiences, like this trip through the island world of Deer Isle and Isle au Haut.



A very happy homecoming.

Enjoy and stay safe,
Reinhard
reinhard@maine.edu
www.ZollitschCanoeAdventures.com

Gear and Info

- 17’2” Verlen Kruger Sea Wind sea canoe with spray skirt and rudder, Kevlar, 65 lbs (www.krugercanoes.com)
- 10 oz. carbon fiber bent-shaft canoe racing paddle by Zaveral (www.zre.com)
- 4 lbs. Luneberg lensatic, passive radar reflector from West Marine (stern mounted)
- 6’ bicycle wiggle stick with orange flag
- VHF radio telephone.
- Iridium satellite phone (used for daily safety check-in with Nancy)
- SPOT satellite locator beacon (to my computer at home and some family members)
- regular camping gear with small propane stove; all food from home; two 2.5 gal. water tanks/bags by Dromedary
- NOAA charts for Penobscot and Blue Hill Bay areas
- Ritchie compass and stopwatch
- *Maine Island Trail 2011 Guide*, Maine Island Trail Association (www.mita.org), 58 Fore Street, Suite 30-3, Portland, ME 04101
- Bill Caldwell: *Islands of Maine*, Guy Gannett Publishing Co., Portland, Maine, 1981.
- Roger Duncan: *Coastal Maine, A Maritime History*. Norton & Co, 1992.
- Tree & English: *Maine Coast & Islands*. Countryman Press, Woodstock, VT, 2011.
- Robert McCloskey: *Blueberries for Sal, One Morning in Maine, Time of Wonder*.
- Fun reading: (supply your own! mine was a Dirk Pitt sea adventure story by Clive Cussler)



Mysterious Die-Off of Harbor Seals

NOAA officials have determined that the mysterious death of more than 150 seals along the New England coast since September was caused by a flu virus.

Most of the seals were less than a year old and appeared healthy. They were found in Maine, New Hampshire, and Massachusetts.

NOAA indicated the mortality rate was three times higher than the typical rate this time of year. Officials at the New England Aquarium in Boston took tissue samples from five of the dead seals, and found they tested positive for the Influenza A virus.

Officials are still evaluating the situation to seek out other possible causes, although they have ruled out human involvement such as attacks or fishing entanglements.

Responding to the deaths have been the Whale Center of New England, NOAA's National Marine Mammal Stranding Network, New England Aquarium's Marine Mammal Rescue Program, and the University of New England's Marine Animal Rescue Center.

Officials warn that the seals could pose a human health risk, and that people and their pets should keep their distance from seals on shore. It is possible to pass on the flu to humans, and particularly dogs, which share genetic material with seals.

Despite this wave of mortality, the seal population in New England is healthy, even robust, with 99,000 counted in a 2001

census. Officials expect a higher number after a new census this year. The outbreak is not considered an alarming problem and is even considered normal in large animal populations that stick close together.

In 1979-80, many seals died in a flu epidemic in New England, determined to be caused by bird flu, from bird droppings on the seals' haul-out rocks.

In Maine, the epidemic has coincided with a drop in funding for marine mammal stranding monitoring, leaving the federal agency NOAA to carry the load for reporting the epidemic, according to a recent edition of *The Working Waterfront*. Officials say fewer carcasses are being washed up on New England shores, and the worst may be over.

To report a sick or dead seal, call the New England Aquarium's Marine Animal Hotline at (617) 973-5247. Be prepared to provide information on its location, size, coloring, and behavior.



MD Juvenile Striper Numbers Up

Juvenile striped bass production in Maryland's portion of the Chesapeake this year soared to the fourth highest number on record, providing good news for the Bay's most popular recreational fish - and the anglers who pursue them.

Concern had been growing about the future of the stock after three consecutive years of below-average production in Maryland, but this year's index of 34.6 fish per seine net haul was the best haul since 2001. That was almost three times the long-term average of 11.9. In 2001 the average was 50.75 juvenile striped bass per net. The highest index in the 58-year-old survey was 59.39 in 1996.

"This reinforces our understanding that when conditions are right, the striped bass population is capable of producing a

robust year class of young rockfish," said Tom O'Connell, director of the Maryland Department of Natural Resources Fisheries Service.

From the *The Bay Journal*, November 2011



Massachusetts Tries to Slow Spread of Invasive Mussels

The Mass. Dept. of Conservation and Recreation has set aside \$71,000 to prevent the expansion of zebra mussels. The money will help pay for eight full-time boat ramp monitors to be stationed at seven lakes during prime boating season. The state will also install a portable boat wash facility at Laurel Lake.

The goal is to prevent the spread of the invasive species from one lake to another. The aggressive freshwater mollusk can cripple an ecosystem and endanger many of the fish and plants already living there.



UVM Awarded \$20M to Study Lake

A science program at the University of Vermont has been awarded a \$20 million federal grant, the largest grant in the school's history, to help study the health of the Lake Champlain basin and look at the effects of climate change on it, officials announced recently.



The Seasick Paddler

By Wayne Horodowich

If you have been seasick then you know how it feels. If you haven't, you may think you know how it feels. Those of us who have gotten sick know that we wish for death, because it would be a welcome relief. Those watching from the outside know we are sick, but cannot appreciate how incapacitating it can be. I raise this point, because a seasick paddler changes the day's paddle. In addition, there are precautions and strategies that you may wish to consider if you find yourself with a seasick paddler in your group.

I am not a medical expert on seasickness. However, I am an expert at being seasick. For the ten plus years I taught Scuba diving, I was sick on every boat trip to the Channel Islands off Santa Barbara. (I went out at least three times a month.) When I started kayaking along the Santa Barbara coast, I was sick on every trip for six months. I went out a few times a week. Due to my desire to pursue these sports I learned to endure. I also learned a lot about being sick.

I will share with you what I have learned from my field experience with seasickness as a victim and as an instructor/guide. Most people have not gotten sick enough times to develop techniques for getting sick. The smart ones stay off the water or find drugs that work for them. Due to my passion for being on the water and under it, I stayed the course while being sick. I hope this information will help other instructors and guides who do not have practical experience in this area. There are exceptions to the rule, but I have found, once someone gets seasick they need to get off the water. My two greatest concerns with a sick paddler are capsizing while they are vomiting and the other is staying upright while heading back to shore.

Anyone who has ever vomited knows that during the regurgitation process your normal breathing is interrupted. When your trunk muscles contract you are not able to inhale. However, after you do expel the contents of your stomach you usually feel a need for a big breath. Imagine if you leaned over the side of your kayak to vomit and

you capsized in the process. Do you think you would have the control to hold your breath and not inhale while you were under the water? If you have that kind of control great. If not, you may suffer severe consequences. The protocol I developed for our classes and trips was to educate the paddlers when and how to vomit if they did get sick. I will discuss prevention later in the article.

I know some instructors avoid the topic out of fear of getting the group paranoid about sickness and possibly causing someone to get sick because it was a topic of discussion. I prefer a proactive approach by making a brief statement with some suggestions for prevention and safety. If the class/trip is taking place on the open ocean, then pre-trip information handouts suggest motion sickness medication for those who know they are prone to it. I am not a pharmacist so I do not dispense the medication nor do I steer a student to any particular brand or device.

When the group meets at the beginning of the day I ask, "is anyone prone to motion sickness?" If I get a yes I ask, "are you taking any preventative measures?" Depending on the medication, some of them need to be taken a few hours before the motion begins. I then make the next statement to the entire group. "The best way to prevent motion sickness is to watch the horizon and not focus on the deck of your kayak. If you begin to feel seasickness coming on please call one of the staff over to you. If you find you are getting sick and need to vomit please do so directly on your spray skirt. It is important that you do not lean over the side of your kayak to do it. Try to let us know you are going to be sick and we will come as quickly as possible to stabilize your kayak." It is very easy to wash any debris off of the spray skirt when you are surrounded by water. As a side note, if you do not have a strong stomach you should not be the one stabilizing. In any case, I suggest the stabilizer be behind the sick paddler with their head turned away while he or she holds the kayak.

I specifically do not say at the pre-launch meeting that you will be taken



ashore if you are sick. Some folks would rather hide their symptoms, until it is too late, because they don't want to end their trip. I would rather the individual share their symptoms early, because we may be able to help.

After seeing lots of paddlers get sick, I can usually tell when someone is starting down that terrible road. When I see the signs, the closest staff member is directed to help the paddler. We first establish if they are getting sick. If yes, we encourage them to drink some water and focus on the horizon. We also suggest that they keep moving. If necessary we tell them to paddle around the group if we are taking a break. We also try to cool them down with some cool water on the face and neck. It appears that some cases occur when they are over dressed (just an observation). We also reiterate to vomit on their skirt if they need to do so.

Our actions will be based upon the symptoms and desires of the paddler. If it is a mild feeling we see if the cooling down, paddling, and watching the horizon works. If it gets worse it is my policy to get that person to shore as quickly as possible. If he or she can paddle on his or her own, we will paddle next to him or her. If not, we will do a one-on-two tow so there is a kayaker stabilizing the sick paddler's boat. It is important to have a bail out plan for every point on the trip to reduce the time the seasick pad-

dler needs to suffer. If a seasick paddler is too dizzy to stay upright on his own, then having someone to stabilize him becomes a necessity. Having a double kayak on a trip allows more options. In addition, you may wish to consider having a set of "Sea Wings" on your group trips. They can add additional stability to a kayak.

The biggest problem is when to decide to get that person off the water. It is not a clear-cut answer. Most folks want to get off the water. However, embarrassment causes complications in the early stages of being sick. Some paddlers don't speak up soon enough, which could mean the difference of getting sick or warding it off. Once a paddler is really sick, self-image is rarely an issue, because the paddler doesn't care about anything except getting off the water. I find it is best to get the paddler off the water before getting to the "leave me to die stage." If you have established a good enough rapport with the group, most will take your advice to head to shore. It is the stubborn ones who cause the most problems. I have met very few paddlers who can continue with the group while being very sick and not be a burden to the group. Ultimately it can become a safety issue. There are times I have had to say, "I need you to get to shore for your safety and that of the group."

The greatest concern I have with seasick novices is they think they can do it, but find out they cannot. As a professional educator I sometimes ask myself, "Is this a lesson that can be taught?" Maybe it is, but when I am in a group setting I have other priorities. As mentioned earlier, I want to get them off of the water.

Another complication is the tempo-

rary relief one feels after vomiting. It is very common for the paddler to say, "I feel much better now. I do not need to go ashore." They do feel better at that moment. I have learned from repeated experiences the episode of relief is a short one. The high percentage of cases has shown me the sickness returns and does so with a vengeance.

When someone tells me he is feeling better after he just threw up breakfast, I ask him to drink some water while I tell him he will escorted to shore. I use the opportunity to let him paddle rather than waiting until he is sick again and needs to be towed. I encourage drinking water for two reasons. One is to reduce the dehydration factor. Second is to have something in the stomach to throw up if he gets sick again. If you have ever experienced "dry heaves" you can appreciate my concerns.

There are some paddlers who are passionate about their seasick prevention medicines/techniques. Since we all respond differently I will not recommend any particular one. The over-the-counter medications seem to be most widely used by paddlers, but they do tend to make one drowsy, so driving to and from the launching point can be a problem since some of them need to be taken an hour or more before. There is a prescription patch that you can get from your doctor. I have seen paddlers get success with the pressure bands on the wrist or sucking on a piece of ginger.

I am sure there are other preventative methods. I have yet to hear of a technique more effective than getting on stable ground. I am not a big fan of dispensing medications. If you decide to give out medications you better know what you are do-

ing and know what the victim is also taking and how the medications will interact. For those who always get sick there is hope. I thought I would never get what is commonly referred to as "sea legs." After those six months of paddling and getting sick, my seasickness stopped coming. My body got accustomed to the motion.

Even after getting my sea legs, however, I had a few instances where I became queasy. The closest time was a result of trying to fix someone's foot pedals in rough seas. I had my head in his cockpit. I was fine one minute and then in an instant I felt my old nemesis coming back. I sat up instantly and watched the horizon. I had someone else fix the pedals. I was on the edge of getting sick for the rest of the day. Drinking water, splashing water on my face, watching the horizon, and moving kept me from full sickness. I believe, if you want it badly enough you will get your sea legs. As a side note, the medications didn't work for me.

For those who do not get sick, count your blessings and be kind to those who do. For those who do get sick, I think it is worth it to hang in there until you get your sea legs. For the instructor/guides, I suggest you be proactive in addressing the issue of seasickness with your clients. In addition, it is imperative to know the closest bail out point for any location on your route.

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



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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.atlantic-coastalkayaker.com

NORTH ATLANTIC

SYMPOSIA & SHOWS

March 23-25: Paddlesport 2011 Show

Garden State Exhibit Center, Somerset, N.J. A kayak, canoe, and outdoor show, put on by The Jersey Paddler. Exhibits include manufacturers of kayaks, canoes, accessories, sportswear, paddling clubs, professional instruction and expeditions. Lectures and video/slide shows of trips and expeditions. Film festival. For more information, call (888) 22-KAYAK or visit www.jerseypaddler.com

RACES

March 12: Snow Row

Hull, Mass. 33/4-mile triangular course, starts at Windmill Point, Boston Harbor. Sponsored by the Hull Lifesaving Museum. www.lifesavingmuseum.org

April 30: Run of the Charles

Charles River, Boston, Mass. www.charles-river.org

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

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CLASSES

Jan. 14-19: Build a Guillemot Night Heron Kayak

Nick Schade will conduct this 5 1/2-day workshop using stitch-and-glue construction method. Tuition \$795 (plus materials, about \$1350). Connecticut Valley School of Woodworking, Manchester, Ct. www.schoolofwoodworking.com

GREAT LAKES

SYMPOSIA & SHOWS

March 9-11: Canoecopia, Madison, Wisc.

Hosted by Rutabaga, a paddler-owned business. More than 100 exhibitors who are leaders in their field. Great gear at great prices. www.canoecopia.com

SOUTH ATLANTIC

Dec. 5-8: Cabretta Surf Camp

Paddle Georgia Coast. 15 miles to Cabretta and exploration of Cabretta Island. www.seakayakgeorgia.com

16th Annual Sweetwater Kayaks Symposium

ACA IDW/ICE Level 1-3: Feb. 17-20, 2012
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. www.sweetwaterkayaks.com

April 20-22, 2012: 22nd Annual East Coast Canoe & Kayak Festival

James Island County Park, Charleston, S.C. One of the premier kayak events of the year. Lectures, on-water classes, and demonstrations for the novice to experienced. Four classes run at the same time throughout the three-day event. Refine your skills in a master class presented by leading experts. Learn new strokes, rescues, or rolls. Meet

other paddlers. Test boats, paddles, accessories. Parties. For more information www.ccprcevents.com

RACES

March 3, 2012: Ultimate Florida 2012

Circumnavigation of Florida. This Ultimate Challenge is an expedition style adventure race for kayaks, canoes, and small sailboats. The race circumnavigates Florida and covers roughly 1,200 miles including a 40-mile portage connecting the St. Marys River to the Suwannee River. Five stages with the first stage being the Everglades Challenge. Special rules that apply to the portage for class 4 boats so all WaterTribe classes and divisions can participate.

March 3, 2012: WaterTribe Everglades Challenge

Unsupported expedition of 260-300 nautical miles depending on your course. It follows the southwest Florida coast from Fort Desoto, Tampa Bay, to Key Largo. Time limit of eight days but winners will do it in two to four days. This challenge is a qualifier for the Ultimate Florida Challenge.

March 3, 2012: WaterTribe Ultra Marathon

A 68-mile course from Fort Desoto, Tampa Bay, to Boca Grande, 35-hour limit. Winners can usually finish in 24 hours. Weekend warriors, take note! Registration for all three events at www.watertribe.com

April 28, 2012: Charleston Patriot Challenge

Six- and three-mile race on the Ashley River, Charlesto, S.C., to benefit amputees and promote adaptive paddling. Portions of the course are visible from the Veterans Hospital. Cash prizes in male, female, and Masters classes. www.charlestonpatriotchallenge.org

PACIFIC OCEAN

SYMPOSIA & SHOWS

Feb. 17-19: Golden Gate Sea Kayak Symposium

Sausalito, Calif. www.ggsks.com

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OCEANFRONT BEALS ISLAND MAINE HOUSE for rent. Completely refurbished, panoramic views from most windows. Year round. Superb winter, or summer, kayaking. www.9PerioPoint.com (3)

NECKY ARLUK III Touring Kayak, fiberglass in good condition, 18x21". Teal over cream, \$1500 located in St. Johnsbury, Vt. **IMPEX – MONTAUK** Touring kayak, fiberglass used, 16x23", needs skeg cable replaced. Green over white, \$500, located in St. Johnsbury, Vt. Contact nbrodien@gmail.com (3)

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 SHOPEFT. 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 rottivr@together.net (10)

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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; yobosop@aol.com (10)

TSUNAMI X-15 SCRAMJET. Custom hand-made 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. \$1,200. Ruth (802) 434-5843 / vt-vidiot@gmail.com. (9)

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)

KAYAK WAVEOLOGY, LLC - Is a Sea Kayaking Instructional and Specialty Gear Company that provides high quality coaching and instruction to sea kayakers, and dealer for NDK Expedition Sea Kayaks. We train beginners to be intermediates, intermediates to be advanced paddlers, and those wanting to build their "Expedition Skills." Located in Eastern CT/RI where we train in some of the most advanced waters in the Northeast. Please visit our web site www.kayak-waveology.com or call 860 304 4000 for more information. (12)

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