

# ATLANTIC Coastal Kayaker



**First Woman to Circum-Paddle Florida  
Meeting The (Blackburn) Challenge  
Using The Safety Whistle  
Improving Your Kayak Photography  
and Much More!**

**April 2015 Volume 24, No. 2**

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# ATLANTIC

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## Coastal Kayaker

www.atlanticcoastalkayaker.com

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The Atlantic walrus, *Odobenus rosmarus rosmarus*, is one of the three subspecies of this member of the order Carnivora. Walruses inhabit the shores and sea ice over the shallow continental shelves surrounding the North Pole. The males are extremely large, and big ones can weigh up to a ton. Although considered cute for their sad, basset-hound appearance, walruses can be extremely aggressive and have been known to chase and attack kayakers. Living mostly on bivalves that they dig out of the mud on the bottom, walruses are apparently most closely related to bears.

Walruses formed an important resource for the indigenous peoples, who hunted them for meat, blubber, hides, and ivory

## On The Cover:

Kayak and schooner off entrance to the Deer Isle Thorofare, Maine. Photo by David Eden.





# Eddy Lines by Tamsin Venn

The Beaufort Force Wind Scale is one more device kayakers can use to determine wind conditions for kayaking. The best tool is the weather radio, with up to date conditions announced by the National Weather Service. The information will indicate wind direction and speed as well as wave height, from various buoys in your area.

The Beaufort links on-water and on-land visual clues to the weather service report. The scale covers wind speed (measured ten meters above the sea surface), wave height, sea conditions, and land conditions, as measured in winds from Force 0 to Force 12.

Most kayakers paddle comfortably in Beaufort Force Scales of 0 (less than 1.15 mph) to 4 (winds of 12-18 mph). A scale of 5 (19-24 mph) can be tricky and reserved for experienced paddlers. At Force 6 (25-31 mph), a small craft advisory is issued, and if not practicing storm rolls or British Canoe Union maneuvers, kayakers should be off the water.

A British Navy admiral, Sir Francis Beaufort, developed the Beaufort Wind Force Scale in 1806, building on the work of others. At the time naval officers made weather observations, but who would have thought to standardize such observations as white caps, stiff breeze, or cat's paws? It seemed important for everyone to use one set of criteria, so Beaufort set about to accomplish that.

He used the action in the sails of a man-of-war to determine that scale - there was no reference to actual wind speed. So at 0, all sails would be hoisted, but at 12, all sails taken down and stored. The officers posted that information in a log.

It wasn't until the 1850s that Beaufort developed the scale for those outside the Navy, based on a formula of the number of anemometer rotations. An anemometer is the device you see in weather stations, with small cups that rotate horizontally in the wind.

By 1906 officials changed the observations to describe not how the sails acted but how the sea and land forms reacted to different wind speeds. That was designed to

accommodate steam engine powered boats.

In 1923, George Simpson, director of Britain's Meteorological Office, added land observations and later most countries dropped the anemometer rotations and geared the scale to miles per hour or knots.

It wasn't until 1946 that officials extended the scale from Force 12 to 17 - to measure weather such as cyclones - only in places like Taiwan and China where typhoons occur.

The Beaufort Scale is useful for kayakers in that they can correlate weather reports with visual indicators.

Mariners have spent nearly 200 years perfecting how to communicate with each other as to what the winds are doing to the sea state and are still in the process. Typically, the National Weather Service first provides on-land weather, then a marine forecast, then an offshore marine forecast, five days and nights forward. You get the air temperature, the water temperature, the wind direction and speed, and their shifts in direction, and gusts, rain and fog, visibility. The broadcast cycles, so you can listen again if you've missed it the first time. The report is not always accurate with local conditions, but searching out your own visual clues can help give you a better sense of the winds, and more importantly your comfort level on sea in a kayak.

The National Weather Service issues a small craft advisory, usually in coastal areas, when winds have reached, or are expected to reach within 12 hours, a speed of 25-38 mph. That number has changed over time. In the '60s, it was 32-38 mph, then reduced to 23 mph but more commonly the 25 mph figure is used. The weather service sometimes uses the term wind advisory for inland areas and follows the same criteria as the coastal advisory, except for lakes - where wind travels faster than overland - so the figure is adjusted.

On the Atlantic Coast, the riskiest wind is the northwest wind, which tends to be stronger than other winds and blows offshore. The summer southwest winds, which come up in the afternoon, and are influenced by thermal conditions on land, can be strong but tend to die down in late after-

noon. The east winds mean miserable rain and wind for kayakers and can last until a clearing wind, such as the northwest, blasts them out.

Symbol	Knots Wave Ht.	Nomenclature
	1< 0 ft.	Calm
	1-3 0-1 ft.	Light Air
	4-7 1-2 ft.	Light Breeze
	8-12 2-3.5 ft.	Gentle Breeze
	13-18 3.5-6 ft.	Moderate Breeze
	19-24 6-9 ft.	Fresh Breeze
	25-31 9-13 ft.	Strong Breeze
	32-38 13-19 ft.	Moderate Gale, High Wind, Near Gale
	39-46 18-25 ft.	Gale, Fresh Gale
	47-54 23-32 ft.	Strong Gale
	55-63 29-41 ft.	Whole Gale, Storm
	64-73 37-52 ft.	Violent Storm
	>73 >50 ft.	Hurricane



## News & Notes



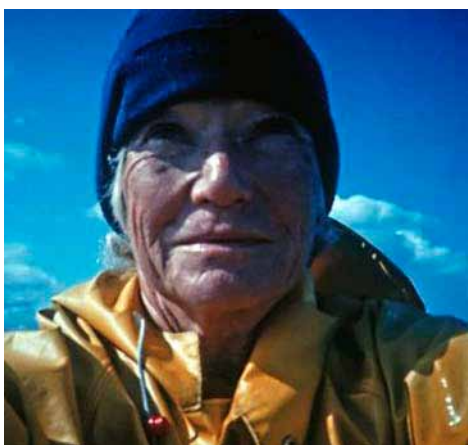
### Innova Inflatable Kayak Grant Available For Extreme Explorers

Innova, a Washington State manufacturer, makes tough inflatable boats that fit into small backpacks. PVC-free Innova kayaks have been used on expeditions led by Jon Turk and Kira Salak, among others. This month the company announces a grant program that will award an appropriate level inflatable kayak (est. value \$900) to explorers who can demonstrate the performance of the kayak in harsh conditions. News value, support of a worthy cause, and a demonstrated ability to capture quality photographs and share the trip socially will rank high in Innova's decision on who to fund.

#### To apply:

Tim Rosenhan, [tim@innovakayak.com](mailto:tim@innovakayak.com)

From Expedition News, October 2014



### Aloha 'Oe Audrey Sutherland

One of the brightest lights in sea kayaking went out when Audrey Sutherland passed away at her home in Hawaii Feb. 23. She had just turned 94 on February 11. Many of us remember Audrey's inspiring talks at the LL Bean Symposia in Castine, Maine back in the 1980s and 1990s. Her mantra was "Go Solo, Go Now." That meant if you really wanted to go on an adventure, just

go. Don't worry about lining up paddling companions and their complicated priorities. True to her word, she paddled the huge ocean outside her home on the North Shore of O'ahu solo. She got started kayaking after doing long solo swims trailing various rafts including a styrofoam cooler to hold her gear. She later switched to a rubber inflatable she spied in a mail-order catalogue.

She went on to make several long journeys through Alaska, dealing with occasionally appalling weather, grizzly bears, fire-building, camping spots, food supply, fresh water, and navigation all on her own. Her lectures left us slack-jawed at her enterprise and bravery plus delighted with her various means of multi-purposing gear - using an empty boxed wine bladder blown up to be a back pad in her kayak comes to mind. She was also unique in that she used an inflatable rubber kayak that some called a "rubber ducky," an anomaly amid the crowds of long, sleek fiberglass touring kayaks lining the beaches of Castine.

Fortunately along the way, she wrote accounts of these adventures.

Her first book, *Paddling My Own Canoe*, is an account of the early journeys in Hawaii in the 1950s and 1960s along the north shore of Molokai. *Paddling Hawaii*, which came out 20 years later, is a guide to sea kayaking in the Islands. *Paddling North* collects the stories from her early summer adventures in Alaska.

Along the way, she also raised her four young children largely solo; Audrey taught them to be self-sufficient.

Always a friend to kayakers, if she knew you were coming to Hawaii, she would ask you to come to stay with her.

She began to experience the effects of Alzheimer's as she wrote her third book. According to her official obituary, "By the time of the publishing of *Paddling North*, Audrey's mind was beginning to wander and some memories were fuzzy but her meticulous journals provided much of the detail and her numerous photos became lovely water color type prints in all of the

chapters."

In her younger years, Audrey worked for the Army, travelling around Hawai'i and north to Alaska, speaking with students about the need to finish their educations. Teaching was a big part of her life, and she shared the knowledge she had gained through her writings, interviews, and lectures. Her obituary goes on to say, "Audrey also lectured widely with her slide show, kayak and gear on display. She was many times the key note speaker for L.L. Bean's East Coast Sea Kayaking Symposiums. She has spoken for Sierra Club, local kayak groups, senior gatherings, libraries, book stores and Elder Hostel on Oahu, Kauai, Molokai, Maui, and Kona and Hilo on Hawaii island. She was an originator and board member of Hawaii Bound. At age 92 Audrey was still driving her tough little truck around Haleiwa but was persuaded to give up driving when the paperwork to renew her license became too confusing. She continued to live in her sea-front home supported by friends and family. Kaiser Hospital finally convinced her family that she needed more active care so she went into hospice in December 2014 and succumbed to dementia-related symptoms shortly after her 94th birthday in February of 2015."

Audrey's commitment to teaching extended to her willing her body to science. She said, "Now I will still be able to teach even after I die."

Audrey's words and philosophy should remain an example in this world of increasingly materialism: "The only real security is not insurance or money or a job, not a house and furniture paid for, or a retirement fund, and never is it another person. It is the skill and humor and courage within, the ability to build your own fires and find your own peace," she wrote.

Aloha 'Oe, Audrey.

*Audrey's full story, printed in the Honolulu Star-Advertiser, can be read at:*

<http://obits.staradvertiser.com/2015/03/08/audrey-sutherland>.



### London Kayakathon April 2015

If you are lucky enough to be in London this April, sign up for this citizen's charity paddle. But hurry! Registration closes April 10.

On 19 April, 2015, a group of more than one hundred sea kayakers will paddle 26.2 miles of the river Thames. Starting beneath Tower Bridge, the kayakers will paddle the distance in a group with the aim of raising in excess of £30,000 for a wide variety of different charitable causes.

The London Kayakathon provides a unique opportunity for experienced sea kayakers to raise money for causes that are close to their hearts by paddling the challenging 26.2-mile distance along the river Thames.

The kayakers will travel 13.1 miles up-river with the flood tide to Chiswick Bridge where there will be a short stop to grab some lunch and stretch those legs before heading back to Tower Bridge on the ebb tide, passing the Houses of Parliament, London Eye, the Tower of London, and many other spectacular London landmarks en route.

The minimum requirement to take part in this event is a BCU 3\* or equivalent experience. Paddlers must be proficient at self-rescue and be able to swim fifty meters wearing a buoyancy aid.

Fees are £35 for ages 16 to 21, £50 for a single entry, and £90 for a tandem team

Under 18's need to be accompanied by a parent or guardian, taking part in the London Kayakathon, who must also sign the Disclaimer of Liability form to be handed in at registration on the day of the event.

The fee will get you your place on the

water as well as a unique London Kayakathon T-shirt and a certificate of completion to assist you in collecting your sponsorship monies from any donors.

In order to take part in the event, each participant must complete a registration form, available under the London Kayakathon Tab. Entry fees can also be paid online through PayPal by clicking on the payments button under the London Kayakathon tab.

Visit <http://kayakathons.com> for the London and other British Kayakathons, including the Falmouth Kayakathon along the Cornish coast (June 14, 2015) and the Great North Paddle on the River Tyne (September 6, 2015).

### Kayakers Rescued in N.C.

On March 11, at approximately 9 a.m., the Coast Guard rescued a severely injured man after he became lost in Pamlico Sound. The man was identified as Lee Morton Cooper, 56, from Washington, N.C. The Coast Guard initiated the search after Cooper's wife reported him missing about 11 p.m. on the 10th, after he failed to return from a trip to Cedar Island.

County deputies had found Cooper's truck parked near the ferry boat ramp the night, but could not start the search because of heavy fog. Cooper was discovered by Marines from the Marine Transport Squadron 1 at Marine Corps Air Station Cherry Point, N.C., who spotted the missing man's kayak and tent on the beach.

Later that day, the Marines were called out again to assist in the rescue of a man and a woman stranded on a sand bar and unable to return to the mainland. The pair had been paddling in Core Sound, when they made an emergency call via cellphone at 7:20 p.m. The Marine helicopter arrived on the scene, but the couple was returned unharmed to their motel in two rescue boats manned by the local sheriff's department.

### Bald Eagles in New Hampshire Show 34 Percent Increase

New Hampshire Audubon cited a record number of Bald Eagles observed in its 35<sup>th</sup> annual New Hampshire Mid-winter Bald Eagle Survey. The survey took place in Jan-

uary, coordinated with NH Fish and Game and the U.S. Geological Survey.

The 2015 count results are truly remarkable! says Audubon. Results shattered last year's Count Day total and posted a new state record high for number of Bald Eagles seen. A record 102 volunteer observers participated and located 90 individual eagles on Count Day alone, surpassing 2014's previous high of 67 birds by an astonishing 34%.

Cold temperatures concentrated eagles into the southern parts of the state where more open water and observers were located. Birders found the most eagles, 29, in the Merrimack River Watershed, followed by the Great Bay-Coastal Region with 26 birds, and the Lakes Region with 15.

For overall long-term trends, the number of eagles counted during the expanded 15-day Count Period mid-winter survey continues to double roughly every ten years: with 110 eagles in 2015, 55 eagles in 2005, 25 in 1994, and only 12 in 1984.

These numbers warm many conservationists' hearts.

Bald eagle monitoring and management activities have been conducted in NH since 1980, according to New Hampshire Fish and Game. In 1988, one newly-formed territorial pair initiated nest-building at a historical site located on Umbagog Lake in northern New Hampshire. For nearly a decade, from 1988 through 1996, this site was the only known territorial pair documented in the entire state. Beginning in the late 1990s, New Hampshire's breeding bald eagle population began to expand gradually with new pairs becoming established on a nearly annual basis.

Next up New Hampshire eagle-watchers can turn their attention to the Bald Eagle breeding season. In March, breeding pairs started laying eggs and beginning the five-week incubation period. Please watch for, and report, any courtship or nesting activity that you may observe as NH Audubon continues to monitor and manage NH's breeding eagles in collaboration with NH Fish & Game.

Call (603) 224-9909 or visit [www.nh.audubon.com](http://www.nh.audubon.com)





# Thursday Evening Paddle Reports

Story by John Boeschen

*From time to time, we print out the weekly adventures of a loose group of paddlers in the Bay Area of California. Not only do we read of their adventures on the water, we also always know what they have for dessert!*

Here's the good news: I have an emergency medical kit. Here's even better news: I don't need it. The Czar needs it.

Here's why the Czar needs my medical kit: He steps on a rusty nail less than a minute after landing on Red Rock's Toilet Bowl Beach, the nail skewering him, stabbing through his rubber-soled boot deep into his foot. A thorough puncture, blood drips through the boot hole, the Czar's sock bright red.

I email the Czar a few days later, ask how he's doing. "Fine," he emails back, "the doctor says we did a good job patching me up." The patching up is a collaboration between 1-of-3 and the Czar, cleaning, disinfecting, bandaging, hiding it all under the wraps of an Ace Bandage.

While the Czar and 1-of-3 are doing ER, I'm trying to light a fire, unsuccessfully, the wind snuffing out each match I strike. I've nearly emptied the match box, full at the start, when 1-of-3 wanders over, the Czar's triage complete.

"Have any paper?" 1-of-3 asks. I do, the last Yellow Page from a discarded phone book. Both of us hunkered down behind a log, 1-of-3 holds the Yellow Page over the match I strike. The wind blows the match out again, but not before the thin sheet of paper above it catches fire. Piece of cake from there, lighting my homemade fire starter—dryer lint stuffed in a single egg container soaked in wax. The wind, no matter how strong, can't douse that flame, which we use to ignite our kindling.

Speaking of wind, the Czar puts her to good use paddling from Jailhouse to Red Rock, a kayak-sized sail rigged to his boat's foredeck. The sail, a slick affair, billowed out by a steady breeze, scoots the Czar far ahead of 1-of-3 and me, his paddle shipped more often than not, lying idly across his cockpit.

The crossing from Jailhouse to Red Rock has a familiar feel to it, reminds me of my Sunday morning mt. bike rides. A number of fellows in our Sunday group are getting long in tooth and compensating by riding electric-assist bikes. Come to a hill and they're gone, no way we younger fellows can keep up. But it's ok, without the electric assist the old guys wouldn't be around to buy a round of beer at ride's end.

The Czar's not long in tooth and he doesn't buy a round of beer on Red Rock, but he does chop together a tasty salad once his foot's been tended to. Tomatoes, mushrooms, onions, cabbage, a secret dressing on a foundation of balsamic vinegar.

1-of-3 has baked a round of apple crisp, the dish served with unintended modifications. The modifications are mine, my knee inadvertently planted squarely in the crisp while I futz in the dark with the fire. Despite the crater, the apple crisp measures up to its predecessors, apple crisp a speciality of 1-of-3, a dinner item on a number of our past paddles.

Between mouthfuls of apple crisp, I mention the similarity between paddling with someone whose boat is rigged with a sail and mountain biking with someone whose bike's outfitted with an electric assist. 1-of-3 spins off the mountain bike reference, says he pedaled, unassisted, last week with a local mountain biker, Kay Ryan, United States Poet Laureate (2008-10) and Pulitzer Prize Winner for Poetry (2011). The Czar redirects the conversation

away from prize-winning poetry to prize-winning science fiction, claiming the Polish author Stanislaw Lem is one of the great satirists of the genre. 1-of-3 picks up on the humor reference, amuses us with Irish jokes he heard while in Ireland, most of them concerning alcohol and/or Irish cops.

One topic slip-slides into another until a giant shadow glides between Red Rock and Pt. Richmond, 200 yards from our perch. We stop our chatter, stare at the shadow. The shadow is a large freighter, dark as night except for a single light high up on the bow and a dim glow from the captain's bridge near the stern.

None of us has ever seen a ship that large pass on this side of Red Rock. We rarely cross that way, it's not a hazard for us, but it is an eye-opener, reminds us to be on our guard crossing the shipping channel on our way back to Jailhouse. Might've been the freighter, might've been concern for the Czar's punctured foot that motivates us to leave earlier than usual, 7:35 PM when we shove off.

Another reason for an early departure might've been winds forecast at 15 knots with gusts increasing to 23 knots as the evening wears on. Doesn't happen, the forecast. The wind's a murmur, mumbling quietly to herself our entire crossing to Jailhouse, the Czar's sail flat on his deck, the three of us paddling side-by-side, no freighters in the shipping channel.

**Distance: Five point three nautical miles.**

**Speed: One point four knots.**

**Time: Three point eight hours.**

**Spray factor: Some out, none back.**

**Dessert: Apple crisp with whipped cream.**

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### Thursday Evening Report #2:

What am I thinking? I should be paddling with the 99% because they aren't. Being in the 1% isn't as advertised, isn't what it's

cracked up to be. I should've known better.

"Idiot!" That from the back of the boat, the Storm Paddle stashed on the back deck because the foredeck is too big to hold him down. I'm paddling the big boat, the 18-foot Mariner, today, left the 14-foot Pygmy hanging in the garage rafters at home.

It's all about being a Gonzo, doing the Gonzo, a 40-mile loop around the north bay. Circumnavigating 15 islands. I've done it before, so have others. First time I do it, 30+ paddlers show up. Next time less, and so on. Only six launch from Bruno's today. The 99% stay home.

I launch with the Czar, the Gonzo his idea. The Storm Paddle's quiet, doesn't bug me when I'm paddling with others. I stick with the Czar till we reach Raccoon Strait, six miles. The Czar's got a collapsible sail rigged to his kayak. A mile before the strait, he starts fussing with it, tries to catch the wind. The wind's playing him, won't cooperate, but the Czar keeps trying, falls back. We lose contact.

I spot Johan, another Gonzo, rounding Bluff Pt., heading down Raccoon Strait. I've got to catch him, the Storm Paddle doing a number on me now that I'm alone. "Think you're a 1%er, d'ya? You got 99% stamped on your bony forehead, no escapin' it." And so on.

I don't catch Johan on the strait, don't catch him till just before Perl's Beach on the southwest corner of Angel Island, him stopping to refuel. He's refueled and leaving when I get there, but I have to stop, can't go on, have to take out on the beach, empty my bladder. When I'm done, Johan's gone, rounded the point. When I round the point, he's up by Pallet Beach, cutting across the shipping channel to Alcatraz.

"Bladder control," I hear from the back of the boat, "you don't even have bladder control you poor excuse for a paddler." I'm desperate to catch Johan.

Desperation doesn't close gaps. Backside of Yerba Buena Island I spot Johan crossing over to Alameda Island, heading to a tiny horseshoe of sand tucked into a ragged breakwater for a snack. I get there not much later, eat a peanut butter and

sliced cheese sandwich I made the night before. I savor that sandwich, eat slow. Too slow, Johan's a speck on the water by the time I wipe the last glob of peanut butter off the corner of my mouth.

"Peanut butter? That's squirrel food!"

Desperation works this time, takes me three miles, long miles, crossing under the Bay Bridge and beyond, but I catch up to Johan. He's snacking again, his paddles shipped, his boat floating slowly ahead on a moderate flood.

"Hey," I say. "Hey," he answers. "Idiot," from the back of the boat.

That's the last I hear from the Storm Paddle, for a while anyway. I'm not leaving Johan, I'd be crazy to, especially on this next stretch, Five miles of open water to Brooks and Bird Islands. Not a landmark, not a channel buoy to break the monotony of the crossing. I wouldn't've made it across without distractions, the Storm Paddling yammering away.

We do Brooks and Bird, follow the long breakwater that separates Richmond Harbor from the bay, paddle a quarter mile past into the shipping channel. The current moving north, we ride it to Red Rock. A short break for the last of my peanut butter and cheese sandwiches on Toilet Bowl Beach, then back into the shipping channel to ride the flood to the Brothers. A mile beyond the Brothers sit The Sisters, Myrtle and Grindle. The two are next on our itinerary, but a tug pushing a huge barge separates us from the Ladies, keeps us from paddling while it eases slowly by. Keeps us from paddling, but not from drifting. Drifting apart.

I'm way to the east of Myrtle and Grindle when I paddle past them. A half mile ahead is the Gonzo's last island, Rat Rock. In between is the Storm Paddle.

"Imbecile!" A big word for the Storm Paddle. He's been holding back, got things to say. "You can't hold a course, navigate a straight line. Give a thousand of you a paddle, you might come up with a straight line in a decade or two, but I doubt it. You ever think of applying for a Darwin Award? You're a natural."

The flood is on the wane, but we make

good time to Rat despite the meager assist, meet up there, Johan and me, the Storm Paddle shuttered again.

The Gonzo is nearly wrapped up. Two miles to Pt. San Pedro, then three miles to Bruno's and we're home.

The day has been good. Fog early in the morning, clearing later to a big blue sky, the sun intense, like it'd been through a car wash, bright light flashing off calm, almost mirror-smooth water. Very little wind, the Czar and his sail'll agree to that.

Rounding Pt. San Pedro changes everything. A nasty Lewinsky's blowing out of the west, smacking us head on. Wind waves break over our bows. Spray splashes our faces, trickles down inside my jacket, finds shelter in my armpits. I hate it when cold water takes shelter in my armpits.

We've gone 37 miles when we round the point. Those last 3 miles are something, let me tell you. Despite the the picture I'm painting, we make it to Bruno's unscathed, the only near-mishap our boats getting entangled at the corner of Bruno's breakwater, the waves trying to smash me into the rocks, but not succeeding.

I shouldn't brag, but I feel pretty good when we land at Bruno's. Here's why I shouldn't brag: I can't get out of my boat. My arms, my legs are dead weight, no strength in them. They don't work, my arms and my legs. I need an assist. Johan grabs both of my hands and yanks me out of the boat, like pulling a stubborn tooth.

I can stand, but can't move too fast. My truck's a 1997, doesn't have any of that fancy power stuff, steering and brakes. I drive slowly, carefully. The turn into the driveway at home's a sharp one. I don't quite make it, no power steering, my arms too tired to turn the wheels far enough. I drive into a shrub at the top of the driveway, back up, and sigh.

"Idiot!"

**Distance: Forty miles.**

**Speed: Four point two knots.**

**Time: Nine point five hours.**

**Spray factor: Too much, too late.**

**Dessert: Chocolate squares, caramel infused.**



A PASSING HOUND.



SAKE DU' SAKE DU' NOW BOING!

THIS HOUND'S OF A SIMILAR MIND.



THOSE KAYAKERS DO THE SAME DU' STUFF OVER & OVER. GOT NO IMAGINATION.

THE GEAR UNDER SAIL.



THE GEAR SAILS AROUND RED ROCK, HIS PADDLES SHIPPED, AT BASS.



IS THE SPEED OF LIGHT CONSTANT?

I'M NOT LISTENING.

THE SUNSET BEING OF TAIL.



THE BEMERSON #2 HAS AN AFTERTHOUGHT, HAZARD A CONSIDER TO THE BEMERSON'S SCHEM.



THE CZAR RESPONDS IN KIND.



RATS-A-FRATZ HAPPENS.

AND AFTERMATH, THE BEMERSON #2 HAS A TALK TO THE BEMERSON.

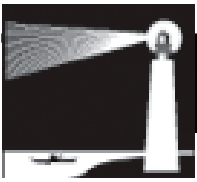


FOR THE ALTERNATE SCENARIO, BEMERSON #2 HAZARD A CONSIDER TO THE BEMERSON'S SCHEM.



THE BEMERSON #2 HAS AN AFTERTHOUGHT, HAZARD A CONSIDER TO THE BEMERSON'S SCHEM.

FIN.



## The Whistle in Kayaking

By Wayne Horodowich

A couple of months ago I was observing some sessions given by a local kayaking instructor. One piece of equipment I noticed on all the students was the all-too familiar safety whistle hanging on the main zipper of the PFD. This article will focus on the use, expectations, reliability, and storage of emergency whistles when paddling.

First I want to be very clear that I am 100 per cent in favor of every PFD having a whistle attached to it. I know from experience that the blast of a whistle carries a lot farther than a voice. It is also a fact that your voice will give out a lot sooner than your whistle. However, I do have a number of concerns about whistles, all derived from personal experience, which paddlers should be aware of.

I think there is a false expectation of how far the sound of a whistle can travel. Many years ago during a navigation clinic off Martha's Vineyard, the group had a strong head wind on the return compass run. Individual kayakers were getting farther apart as we approached shore at the end of our run, which is very common. I asked two of the students at the tail end of the group to capsize and signal the front of the group for assistance. My idea was to demonstrate to the entire group the importance of staying together. The two in the water only had whistles. They didn't even try shouting, because they knew the paddlers in front were too far away to hear them. Although the distance was no more than 200 yards, the paddlers in front group did not hear the whistles.

We had to send a paddler ahead to get closer to the group so they could hear a whistle. Due to the wind, those in front never heard the initial whistles. (The fact that none of the lead group never turned

around on regular basis to check on those behind is a discussion topic for another time.) I tell paddlers to test their whistles on calm days and windy days to see how far the whistle carries with and against the wind. I suggest you do the same, because just having a whistle doesn't mean you are going to be heard. That is why a good signaling kit contains other options. As I said at the beginning, I think whistles are a necessity, but they do have limitations. Knowing those limitations is important. It is your responsibility to find the practical range of your whistle if you wish to depend on that whistle.

My next concern is where to store the whistle. Determining where to carry it depends on the size of your whistle and the features on your PFD. Since there are so many different PFD designs available, I am not going to tell you the best place to store your whistle. I will tell you where I store mine and why. I will also give you criteria to consider when deciding how to carry your whistle.

Personally I prefer a small whistle to a large one. Whistles suitable for marine use should be plastic and without the little ball, or "pea" that coach and referee whistles often have. The peas can get stuck in the chamber and cause the whistle to malfunction, especially in salt water. Metal whistles tend to corrode and can be rough on your mouth and your teeth. Also, if you are out on a day when the temperature is very cold, a metal whistle can actually give you a cold burn if you have to use it and can freeze to your lip. Plastic ones are less likely to injure you and are essentially maintenance-free. (But you should always test yours before heading out. We have seen small spiders build egg nests inside whistles during off-season storage, rendering the whistle non-

functioning. - Ed) I personally use a "Fox 40." I store the whistle in the pocket of my PFD on a short lanyard just long enough so it can reach my mouth.

I originally carried my whistle attached to the front zipper of my PFD. I thought this was a great location, because it could act as a zipper pull and could reach my mouth when the PFD was zipped up. As a side note, when I started kayaking there were no pockets on our PFD's. Even if there were, the zipper seemed like a great location. After wearing the whistle on the zipper for four or five years I had a very interesting incident on the South Fork of the American River when I was whitewater kayaking. We were starting our run at Chili Bar and we decided to play in a small play hole near the put in. During one of my turns in the hole I got flipped over and was trying to roll up and I felt restricted. I realized my PFD was open and around my shoulders. I managed to roll up and went off into the eddy to zip up my PFD and curse myself for not remembering to do so when I got on the river. I couldn't believe I was so stupid as to forget to zip up my PFD.

When it was my turn, I went back into the play hole. Eventually I got flipped again. I started to feel my PFD on my shoulders again. I opened my eyes to see the turbulent water and bubbles actually pulling on the whistle. Since I was upside down the whistle was trying to float to the surface and the turbulent water was pulling it there. This whistle zipper pull was opening my PFD as I stayed upside down! I rolled up and headed for the side, took the whistle off of the zipper and never put anything on the zipper of my PFD again. I share this story with anyone I see with their whistle on their zipper.

Over the years I have seen sea kayakers



with whistles on the front of their PFD's get caught on deck lines, cockpit coamings, and deck gear as they try to climb on their boats during recovery exercises. I think having anything on your PFD that can get snagged during recoveries is a potential danger. Your whistle is supposed to be a safety item, not a liability.

I wish PFD manufacturers would make very small whistle pockets with a hook inside so you could easily store your whistle on a short cord and have it accessible when you need it. If there is room on your vest, and if you are adept with a needle and thread, you could always add this useful accessory yourself. If you put your whistle in a big pocket with other items, it can get tangled up when you try to pull it out. Until whistle pockets are a reality, you need to choose your personal whistle storage location. Wherever you store it, make sure you can get to it in an emergency.

I believe whistles are a necessity, but you need to know their range and limitations. You should have more than one signaling device when you go out. Don't fall into a false sense of security that having a whistle is the "end all" in case you need to signal for help. Again, store it where it is an asset, not a liability.

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

#### **If You Buy** (by David Eden)

There are many different varieties of marine-grade plastic whistles available. Fox 40 has several models, all of which exceed 100 decibels in loudness. The Fox 40® Classic™ sounds off with 115 dB Even their Micro version blasts at 110 dB. According to the website, both models "will be heard above ambient noise, loud crowds, the roar of engines, breaking waves and thundering gale-force winds," and the Classic can be heard up to a mile away. Both are recommended by the urban survival site <http://living-prepared.com> and retail for under \$10.



Even louder is the Visit [fox40world.com](http://fox40world.com).

Also for under \$10, you can get the "loudest whistle in the world," the Storm® All-Weather Safety Whistle, which is rated at 135 dB. We actually own one of these, and, although we have never tested it rigorously, it is freakin' loud! The Storm® can even function underwater, according to the website, because of its unique design. The whistle is somewhat larger than other whistles, but not inconveniently so. Visit [storm-whistles.com](http://storm-whistles.com).



*Storm® All-Weather Safety Whistle.*



*T: Fox 40 Classic B: Micro®.*

Ultimate Survival Technologies offers its Jet Scream Floating whistle, with a sound rated at 122 dB MSRP \$6.99. Visit [ustbrands.com/product-category/ust/signal-devices-ust](http://ustbrands.com/product-category/ust/signal-devices-ust).

Finally, several manufacturers offer a flat whistle design often with an integrated clip, popular because of their shape and weight, but none that we researched have decibel ratings. We also own a version of this whistle. It has a piecing sound, but does not match the loudness and range of our Storm. We would be wary of relying on one of these in high ambient noise.



*UST JetScream*



*Flat design with integrated clip.*





## Paddling with RICKA Flatwater (Rhode Island Canoe and Kayak Association)



*A RICKA trip on Middle Saranac Lake in the Adirondacks. Photo by David Eden*

**W**hen travelling to an unfamiliar area or when establishing oneself in a new home, it is often difficult to find paddling partners. The best bet is to find a local club to contact. These can be extremely well-organized and hierarchical, such as the Boston chapter of the Appalachian Mountain Club, or fairly loose, such as the sadly defunct Boston Sea Kayak Club. Whatever its structure, a local group can be an invaluable source of people to paddle with, as well as access and route information, and even recommendations for places to purchase or rent gear. Some clubs do require membership; most have gear and skill requirements, so it is good idea to try to establish contact well in advance of your hoped-for paddle.

From time to time, ACK does feature a local group. This month, it is RICKA Flatwater.

### **What is the RICKA Flatwater group?**

RICKA has four interest groups – Flatwater, Whitewater, Sea Kayak and Wilderness. These groups often overlap and many mem-

bers paddle regularly with all four groups. The Flatwater group is the largest of the four and holds trips on most weekends from late spring through fall.

### **What types of trips are there?**

Flatwater trips run the gamut from lakes and ponds, to rivers, to open water. Swimming, picnicking, and short hikes accompany some trips.

### **How do I find out about trips?**

You will find a list of trips on the flatwater website. [ricka-flatwater.org/rickaschedule.htm](http://ricka-flatwater.org/rickaschedule.htm)

You can also join the flatwater email list to get email notifications. [groups.yahoo.com/group/RICKA\\_FLATWATER/join](http://groups.yahoo.com/group/RICKA_FLATWATER/join)

### **Who runs the trips?**

All trips are run by volunteer trip coordinators. These coordinators will have done the trip before and will be able to advise you of potential hazards. Safety is always of paramount importance, but you, and you alone, are responsible for yourself.

### **What equipment do I need?**

Every paddler will need a boat (canoe or kayak) that is appropriate for the conditions, paddle and personal flotation device (PFD). Your PFD must be zipped, buckled and properly adjusted anytime that you are on the water. You can find a list of other equipment on the website. <http://www.ricka-flatwater.org/kayakgear.htm>

### **What about clothing?**

Paddling is a water sport, so you should plan to get wet. Cotton cloths should be avoided. Polypropylene, fleece, wool, and Lycra blends insulate well when wet. In colder weather, a neoprene wetsuit is the better insulator, and splash jackets and dry wear are good investments.

### **And for my feet?**

Footwear should protect your feet in and out of the water. Sneakers, water shoes, or heavy Teva-type sandals are recommended.

### **How do I join a trip?**

Most flatwater trips are “show and go” requiring no advanced notice. Simply arrive at the time indicated and enjoy the trip. More difficult trips will require an RSVP.

Please note that the trip coordinator may cancel a trip or change its location as conditions warrant. When possible, cancellations and changes will be posted on the message board at least 2 hours in advance the scheduled launch.

### **What should I do to prepare for a trip?**

Paddlers should research the trip in advance to make sure that it is right for them. The trip coordinator will often post basic information such as the length of the trip, the equipment that is needed, and the hazards that might be encountered. There are also a number of excellent paddle guides in the RICKA Library.

Please be honest about your abilities

when deciding to attend a trip. New paddlers should start with short, easy trips before attempting longer, more difficult ones. All flatwater paddlers need to be in good physical condition and be competent swimmers.

### **What will happen when I get to the put-in?**

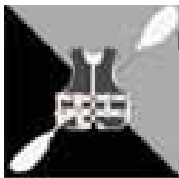
Please arrive early for the trip, and bring the right equipment. Paddlers should not launch until the trip coordinator gives a brief safety talk, and takes a head count of paddlers. The trip coordinator may also need to assign a lead boat and a sweep boat. Please wait for the trip coordinator to launch his or her boat, or give the OK for you to launch.

### **What will happen on the water?**

On the water, all paddlers are expected to stay with the group at all times. You should always paddle behind the lead boat, and in front of the sweep boat if one has been assigned. If you need to leave the trip for any reason, please notify the trip coordinator. At the take out, please do not leave the parking lot until the trip coordinator has taken a final head count.

### **Do you offer training?**

RICKA often holds skills and rescue training. Notices will be posted on the on the website, in the Paddler and on our Facebook page. All paddlers are encouraged to take advantage of these training sessions to improve their paddling and rescue skills.



## ***The Gear Bag***



### **Innovative Klepper Products**

Klepper Kayak has introduced a solar-powered electric drive in its new E-Kayak kit. The kit in the E-Kayak includes an electric motor with carbon propeller, an 18 Ah 12-volt sealed lead acid battery, and a cockpit mounted digital control. The kayaker can quickly lower and lift the motor using the rudder pedals. The solar panels, either rigid or folding, mount on top of the deck. Klepper estimates the kayak can travel up to 32 miles with eight hours of sunlight, in slow mode. The kit also includes charging stations for cell phones, GPS units, and other battery-powered items. You can buy the motor kit and solar panels together or separately.

Meanwhile check out Klepper's modular BackYak that is a kayak, sailboat, sled, and backpack in one. It doesn't fold, rather it breaks down into six pieces with two separate 22-pound drum-shaped backpacks with detachable harnesses. With the basic set-up, the BackYak is a 17.7 double with a child or small dog seat in the rear. Other configurations can transform it into two singles, a sailing catamaran, and even a steerable sled for the winter. Prices start at around €5,000 for the basic BackYak to €11,000 for the full Monty. See [backyak.de/index.php/en/kajak-en](http://backyak.de/index.php/en/kajak-en) for more info.



## Trap Pond Bald Cypresses: Stately Shadows Of Swamp That Was by Tom Horton

Perched on the eastern rim of the Chesapeake's watershed, closer to Atlantic beaches than to the Bay, Delaware's Trap Pond State Park offers the standard recreational amenities, from ballfields and nature walks, to tenting, cabins and picnic tables shaded by tall pines.

But it's *Taxodium distichum*, the lordly bald cypress, that defines this nearly 4,000-acre park that guards the headwaters of the Delmarva Peninsula's Nanticoke River. It is the nation's northernmost natural occurrence of a species whose range extends south to Florida and west into Texas.

"It is a tree so different from any others that it evokes wonder and awe ... even a few lend a certain solemnity to otherwise ordinary-looking woodland," wrote the late Maryland author John Dennis in his book, "The Great Cypress Swamps."

The cypress that soar above our kayaks on a recent fall paddle of Trap Pond's nearly 8 miles of water trails would second Dennis' opinion. They are relatively young, a century or less. The species can live close to 2,000 years. One hard-to-reach specimen on Trap Pond's James Branch Nature Trail is documented at more than 550 years, with a massive, buttressed trunk 25 feet around and a height of about 120 feet.

One of only a few species of deciduous conifer, the dense cypress stands here were turning to glossy cinnamon in the crisp autumn air, preparing to drop their needles — hence the name "bald." The floor of the swamp is studded with cypress "knees," unique protrusions from their root systems that reach a foot or two in height.

Come spring, they will feather out with a fresh, airy green that lights up the swamps where water-loving *Taxodium* predominates. It grows here even in standing water a few feet deep. It creates the effect of you literally floating through the cypress groves of the park's ponds. Their smooth, colum-

nar trunks intersperse with gnarly, sculptural old black gums, another native of Eastern swamps.

Kingfisher and wood duck calls echo through the water-woods, and we glided by a handsome beaver lodge. It's easy to forget you're only a few miles from tacky, busy U.S. Route 13 as it makes its way through lower Delaware.

Delmarva, so-called because it contains Delaware and portions of both Maryland and Virginia, has no natural lakes. Trap Pond's 90 acres, mostly 8 feet deep or less, was created by damming a creek more than two centuries ago, much like dozens of other ponds that dot the region.

Its modest hydropower was first employed to saw timber as loggers took down the original forests, including most of the cypress. The region's forests were also cut for charcoal to melt local deposits of bog iron into ingots.

As agriculture expanded in the 1800s, the ponds turned to powering grist mills. Nowadays, it is growing recreational demands that have made public use their new highest value.

After a few hours of paddling, we turned to bicycles, which are free for park visitors. Miles of multi-use trails, hard-packed and well-drained, traverse through upland forests and across swamps on bridges. One can make 10–12 mph on a bicycle without danger, meandering prettily around the trunks of big oaks and maples. Off the Loblolly Trail, we stopped to admire a restored Greek revival style church, Bethesda Methodist Episcopal. Graves there date to the 1870s. Trail running and bass fishing are probably the two most popular activities at Trap Pond, said Lindsey Robinson a naturalist at the park.

Today, Trap Pond and adjoining ponds and stream trails managed by Delaware form one of the largest chunks of natural

landscape left in southern Delaware, whose private lands are largely devoted to raising more chickens per acre than any other place in the nation, along with the vast fields of corn and soybeans it takes to feed them.

Had history been kinder, the park might have been a mere outlier of a vast and dense swamp that was one of the natural marvels of the entire mid-Atlantic. The Great Cypress Swamp, as described from Colonial times, stretched for more than 50,000 acres through lower Delaware and into Maryland, bridging Chesapeake and Atlantic watersheds and harboring black bears now extirpated from Delmarva.

The "cypress" of that mammoth bog referred to both the bald and green cypress, the latter now known more commonly as Atlantic white cedar, and found hereabouts only in scattered remnants now. The cedars grew arrow straight to 140 feet, with trunks frequently 4–6 or even 8 feet in diameter. Their wood was prized for its light weight, workability and imperviousness to rot.

The waters that flowed from the swamp, filtered through centuries of fallen needles, was pure and acidic — sea-voyaging ships preferred cedar swamp water it as it did not go bad on long trips.

Although it is more of a shrub today, early naturalists' accounts talk of sassafras, growing up to 3 feet in diameter. They also wrote of giant ash, oaks, tulip poplars, elms, hollies, hickories and pines. Black bears raided honey combs measuring up to 18 feet in length, lodged in the hollows of giant white cedars.

For centuries, settlers logged the great swamp and drained it to create farmland. Today, riding through farmland east of Trap Pond one can see the uncommonly deep and numerous drainage ditches carved into the Sussex County soil.

The final insult to the Great Cypress Swamp came after several months of



drought in 1929, when a major forest took hold in the swamp. It was 10 years into the U.S. Prohibition, and the remaining several thousand acres of swamp had become refuge not only to wildlife but to moonshiners. It is thought that one of these may have ignited the blaze that burned for months, literally destroying the deep peat—up to 10 feet—that was the base of the swamp. Other fires as early as 1782 had done major damage, too. One burned for two months and showered hot coals on ocean beaches 14 miles distant.

### If You Go

A side trip I'd recommend, just minutes from Trap Pond by car, would be to follow State Route 54, also known as Cypress Road, where it passes just east of Gumboro through remnants of the swamp. The land there, most of it preserved by the conservationist group, Delaware Wildlands, remains the largest block of contiguous forest on the Delmarva Peninsula, around 12,000 acres. It harbors several species of birds that require deep forest interior to breed.

Visitors can celebrate their big tree quest back in Laurel at Abbott's Restaurant, where the Delaware state champion bald cypress stands next to the parking lot. Some of us think the champ's a bit of a cheat as it looks like two trunks grown together; but it's impressive. Don't hug it, as it is encircled by perhaps the state champion poison ivy vine.

Easier still is to travel down the road from the main park a mile or so to Trussum Pond, managed as part of Trap Pond. The dense cypress stands in the pond here, quite paddle-able, grow in a curious corkscrew fashion. It might be the most picturesque pond paddle that Delaware offers.

A new nature center, which illustrates Trap Pond's place in the context of the Chesapeake's 64,000-square-mile watershed, is a fine place to begin learning about the park's human and natural history.

Another possibility is the annual powwow of the state-recognized Nanticoke Indian Tribe each September in nearby Millsboro. The tribe also maintains a modest but interesting museum there.



*Paddling Trap Pond gives only a small view of the great Swamp That Was.*

Trap Pond is also less than half an hour's drive from Phillips Landing, a small waterfront county park at the mouth of Broad Creek, which is fed by the pond. Here is an impressive stone monument to Capt. John Smith, who pushed this far up the Nanticoke River in his two epic 1608 voyages that produced the first maps of Chesapeake Bay.

Trap Pond State Park, in Laurel, DE, is open 8 a.m. to sunset daily. Park office hours are 8 a.m. to 4:30 p.m. Monday through Friday and 8 a.m. to 4 p.m. on weekends April through October.

Recreation opportunities at the park include bicycling, boating, disc golf, fishing, horseshoes, volleyball and picnicking.

All of the hiking/bicycling trails in the park are rated as "easy." The Boundary Trail and part of the Loblolly Trail are also open to equestrians. Open only to hikers are the Island Trail, an easy 0.6-mile loop and Cypress Point Trail, an easy 1-mile hike.

Water trails include the Terrapin Branch Water Trail, a medium, 1.4-mile one-way paddle; and Raccoon Pond Water Trail, a medium one-mile one-way paddle. A third water trail, the James Branch Water Trail, was closed. Those interested in this 6.5-mile advanced, one-way trail should call ahead to see if the trail has been re-

opened. RV and tent camping, as well as rustic cabin or yurt rentals, are offered March 1 through Nov. 30. To make a reservation, call 302-875-2392 or look for the park at [www.destateparks.com](http://www.destateparks.com).

For information call Trap Pond at 302-875-5153 or visit [www.destateparks.com/park/trap-pond/nature-center.asp](http://www.destateparks.com/park/trap-pond/nature-center.asp). To learn about other sites in the Chesapeake Bay Gateways and WaterTrails Network, visit [www.baygateways.net](http://www.baygateways.net).

*Tom Horton covered the Bay for 33 years for The Sun in Baltimore, and is author of six books about the Chesapeake.*

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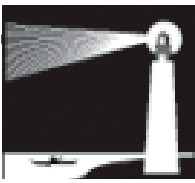
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## Extreme Kayaking or Extreme Insanity?

by Various Contributors

The Coast Guard called off WaterTribe's Everglades Challenge in Florida Saturday, March 7, after officers had to assist 12 people.

The race ended at the first check point at Cape Haze Marina in Englewood on day one.

Participants were experiencing hypothermia along with four-foot seas and 20-knot winds.

According to an article in *Coast Guard News*, "Approximately 135 boats of various sizes and more than 240 people took part in the small-craft regatta, which started in Tampa Bay, Florida, and was scheduled to end in Key Largo, Florida. The event was terminated by the Coast Guard due to numerous cases of people capsizings, people with various stages of hyperthermia and the weather on scene deteriorating.

"The Coast Guard terminated the event at the first check point at Cape Haze Marina in Englewood and continued to remain on scene until everyone was safely out of the water.

"We always want people to have fun on the water, we just want them to be safe doing it," said Chief Warrant Officer Rob Swanson, a search and rescue coordinator at Coast Guard Sector St. Petersburg. "We can't stress enough how important it is to always be safe out there. The sea is unforgiving."

In another statement, Chief Petty Officer Rob Davis, a Coast Guard search and rescue coordinator, said, "With the weather deteriorating quickly, no manifest provided to the Coast Guard and unknown safety spotters on the scene, we will unfortunately have to terminate the event."

The Everglades Challenge is an unsupported, expedition style adventure race for kayaks, canoes, and small boats, from Tampa Bay to Key Largo, Fla. The distance is roughly 300 nautical miles depending on

course selection. Participants can choose to race or cruise. They are required to complete the course in eight days or less. Racers' safety and well being are completely up to them. They are required to carry a SPOT locating device.

According to the website, "Unsupported means that there are no safety boats or support crews to help you during the race. You are not allowed to have a support crew follow you or meet you during the race. It is OK to have family or friends meet you at the official checkpoints, but they cannot provide anything other than emotional support.

"Although this is a race, many participants are more interested in cruising and adventure. Whether you are a cruiser or racer is up to you. Just getting to the starting line is a major accomplishment and only about 40 per cent of starters are able to finish."

The website notes that you should be an expert kayaker and/or sailor before you consider this challenge.

The Everglades Challenge qualifies those for an even tougher challenge: Ultimate Florida Challenge. This race circumnavigates Florida in five stages in 1,200 miles from Fort Desoto in Tampa Bay to the final sprint from Cedar Key finishes back at Fort Desoto.

NOAA did not report any Small Craft Warnings or Advisories at the time of the start of the event. Since there were no ships were visible in channel, no weather alerts, and a favorable wind (out of the north), the launch took place on time, according to Steve Isaac, the "Chief" and organizer of the race, as noted on WaterTribe's website.

"SandyBottom," the tribal name of one participant, posted her experiences of the day the race was canceled. Here is part of her report:

"Since "Scareman" outed my capsize on Tampa Bay I better provide a report

of my Day1. This year I was paddling my Tiderace Xplore with 1m FEKs sail. The conditions on Tampa Bay meant we'd have a nice fast sail across the seven-to-eight-mile crossing. I had checked the weather and did not see any small craft advisories at the time, and chose to leave full sail up. I've practiced reefing my sail on the go, so knew I could do that if needed, but didn't think it would be necessary.

"There was an incoming tide with opposing winds and with beam seas, swells two to four feet [high], occasionally breaking, nothing that I thought to be too difficult, not the biggest seas I've seen in the Bay in my previous 11 Everglades Challenges. I was paddle sailing eight to nine knots. Half way across the bay, I found myself having to do too many stern rudder corrections (I choose not to paddle a ruddered kayak) to fight the constant weather cocking, figuring I should avoid any chance of hurting my shoulder so quickly into the challenge, I decided to drop my mast and reef my sail. I still wanted to sail.

"When I threw the reefed sail back up and pulled on the up haul, I got caught up by [my spare] paddle, next thing I knew I was over. I've practiced rolling with the sail many times, however the sail was now on the downwind side, and the winds prevented three attempts of rolling before I wet exited, tied up the sail and scrambled back into the cockpit in less than one minute in the water. I'm very practiced in self and assisted rescues, and even teach them as an ACA L4 Coastal Open Water Instructor.

"While starting to pump out a very full cockpit of water, a few other Tribers sailed by, apologizing that they weren't in a position to stop or sail over, I told them I would be OK. "Deadcat," another kayaker, paddled over and asked if I needed help and I said yes, that I could make quick work of pumping the cockpit if he rafted over. Then

"MicroTom" in his Kruger came up on the other side and used another pump. I think the whole process took less than five minutes. Had my scramble self rescue not worked, I had two other self rescue techniques to draw on, I never felt I was in trouble. We all separated and I went on my way."

David Valverde, owner of Balogh Sail Designs, whose rigs many of the participants use, has had experience in other WaterTribe events, namely the North Carolina Challenge, a 90-mile circuit of Cedar Island and Beaufort. He had this to say about the Florida event.

"I have been in three Cedar Island races and two of them were operated by Steve Isaac and one by Mark Balogh. I was shipwrecked twice and I can say the Coast Guard knows me by my first name. The first mishap happened because of a broken rudder and changing weather conditions that were not in the weather forecast. I ended up beaching my kayak and waiting for the morning to continue. I tried to call for help using my radio but killed the battery trying. My friends called the Coast Guard, and they sent two helicopters and a ship. They found a body floating in the water and word got out. Some got the word that the body was floating for a week and some did not. My friends did not and the party turned into a wake. Bad things happen, but life is full of dangers.

"Talk about bad luck. On the third race I broke the kayak's back and had to beach her. What hell I went through, some deserved and some not. Can I blame Steve Isaac? No! Steve is a human being who pre-

tends not to put you first but he does and would take every safety requirement and enforce those regulations on everyone. Everyone who was in that race had the gear to survive thanks to WaterTribe regulations. Steve would not allow anyone to enter unless they had met the requirements that I had to go through to be in a race. I survived because of his rules.

"Yes there is always room for improvement, and I am sure Steve would listen and apply the changes if he believed they would help. Some people will want Steve to be placed on the rack and some people will be taking turns tightening the rack, but remember that Steve is not God and does not control Florida weather. It is not uncommon to get a weather report in Florida and face different weather. Will it be three inches of snow or 12? is a normal weather report in New York City. Weather reports are not perfect. When you are at sea, weather is a card game even with a weatherman. The next thing is the human factor. Where do you set limits? There are plenty of risks in sailing and how many precautions must be taken before a person has to hide under one's bed to be safe? No one has the ability to see everything that can go wrong and that is why we have waivers. Waivers are to inform a person of risk and he or she should make the decision. To deny a person choice, would be wrong.

"Steve Isaac created a low budget race that everyone could compete in as long as you follow the rules. The race fills the void of challenge that some humans have to push. It is a chance for some to be in a race

on a budget, to build and modify your own sailboat on a budget. Imagine buying a BSD rig and placing the rig on a thousand dollar kayak and entering a race and coming in first? It has happened many times and it was accomplished by the individual. No sponsors! I will steal this quote from the U.S. military, "Be all you can be." I believe this is the concept of the WaterTribe.

"I spoke to Steve and got his report on what happened. I also heard similar reports from others and all the stories match. There were no weather advisories out when the race started and the weather conditions that BSD rigs face have been far worse in previous races that have not been called off and all participants have returned. BSD rigs can fail if you push them beyond their limits but the conditions they face in the beginning of this race I would have brushed off as training weather for new sailors. The weather conditions changed as the race went on and resulted in the need of 12 people for assistance out of 150 people. All survived and had the proper gear to survive the race thanks to WaterTribe regulations. The Coast Guard ended the race and I will not second guess the Coast Guard. They are great people and I am sure Steve would work with them to provide a safe race.

"What can be done to improve the race? Maybe change to a later date to avoid the cold weather which can cause hypothermia, if this was the fear of the Coast Guard. Weather patterns are changing due to climate change. Maybe a date change will improve the chances of survival if something goes wrong."

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# Jay Gittomer of Babes With Blades

Interview by Tamsin Venn



Jay Gittomer.



Kerry Pflugh.

Jay Gittomer probably got the first glimmer of starting Blades for Babes when she was taking an all-female surf class “that was so extremely and positively different from the usual mostly-male class.”

“That was an eye opener. In the normal surf class, you have the hot shots, and the guys will challenge each other. From my point of view, I’m going to do it, but I may not be ready yet. Women want to suss the situation before they jump in, and guys tease each other when things don’t go well. The atmosphere in the female surfing class was so different. In the wave line up, they would ask, oh do you want that wave? No, you take it. If someone wiped out, women would ask, does she need help? And if someone made a good run, they would applaud. If all surfing were like this, everyone would enjoy it more, instead of being scared or feeling beyond their limits. It’s very supportive,” says Gittomer.

And so Babes with Blades was founded.

Babes with Blades offers sea kayak instruction exclusively to women in a relaxing, fun environment. Classes are unique and effective, serving levels from beginner to intermediate. Offerings include the Original Babes with Blades, focusing on flat

water skills; Bad Ass Babes, an introductory rough water event; Weekend of Danger, an exciting weekend of rescues and incident management; and an assortment of guided training trips throughout the year.

“Really what it is, it’s social, inclusive, more of a relaxing experience,” says Gittomer. “You come, we take care of accommodations, food, community dinner, gathering people together. At many symposiums a lot of people scatter, you are left alone at your campsite or hotel room. But we stay together. We call them more retreats.”

Babes with Blades wants you to arrive relaxed and ready to learn, so it handles accommodations and provides breakfasts and a community dinner. Meals are locally-sourced and organic whenever possible, and dinners are served at a table with real chairs and plates. It chooses campgrounds with care, and the all-female coaching staff stays in the same location as the participants to foster strong social bonds among everyone at the events.

The philosophy of Babes is to be inclusive in every way, and they believe that the time spent together off the water is as valuable as the time spent together learning. One of their favorite results of running

these events is seeing the number of Babes alumna who connect on social media and paddle together on their own.

Gittomer says her meals philosophy were inspired by a trip to Quebec, where she observed families stopping for picnics in the rest areas along the road. She noticed how the often the picnic table was embellished with tablecloth and other refined touches, “and that made us think, who doesn’t want to sit and have a good meal with wine and wildflowers in a mason jar?”

This is the third summer for Babes with Blades. First year was a camping trip to Assateague “with ponies everywhere.” Last year was Virginia Tidewater on private property. This year it has added other locations: False Cape, Va.; Lake Huron in Lexington, Mich. (with a beautiful state park and access to private property); and Saranac Lake in New York’s Adirondack Mountains.

Bad Ass Babes Rough Water weekend takes place in late August (think warm water) on Long Island Sound, Stonington, Ct. The Weekend of Danger, “Daring rescues, Hair-raising incidents, and Chocolate,” will take place in Barnegat Bay, N.J. That includes rescues the first day and an incident management segment on Sunday.

“There are a lot of surprises with unique scenarios. People don’t always think clearly, so we put them in situations where they get to try a million different scenarios and debrief afterward. We make it as crazy as possible.” One scenario includes a panic swimmer, complete with multiple capsizes and gear floating everywhere.

Jay Gittomer has extensive training and involvement in sea kayaking. She is the owner-operator of Blue World Paddlesports. She is and ACA Level 3 Coastal Kayak Instructor, BCU Level 1 Paddlesports Coach, and BCU 4-Star Leader. She also runs Baltimore Blades, a paddleboard

club, is a former coordinator of the Chesapeake Paddlers Assn., and is a volunteer with Team River Runner to help wounded service people. She is also the author of several kayaking books.

"I got involved with the certification tracts the first season I started paddling, that is how I managed to rack up so many. I really like having the goal, liked the people I met doing it, and I also liked that it gave me a reason to go symposiums and find good instructors. That is a wonderful way to make big jumps," says Gittomer.

Kerry Pflugh is Jay's business partner. She has been kayaking for more than 12 years. Kerry is a BCU Level 1 Instructor, BCU 3 Star Assessed, ACA Level 4 Open Water Sea Kayak Instructor and an ACA Rolling and Traditional Skills Instructor. She is the former president of the Jersey Shore Sea Kayak Assn., and a Team Paddler for Werner Paddles. Several years ago she completed a trek around the coast of New Jersey.

Both are well versed in teaching under the philosophy of using technique over strength in paddling to accomplish what you want.

"No one should be bruting through their stroke, but rather focusing on technique and getting the most out of each stroke," says Gittomer. "Everything begins with good posture, sitting properly and having your feet placed, so you don't have that crimp in your back. People get out of the boat and start hobbling. With the aging population of kayakers, they won't be able to paddle much longer if they develop lower back problems."

Any plans for the future?

"We are actively working on adding trips, possibly to the West Coast, the Everglades in January, a week-long Adirondack backcountry trip."

For now, Gittomer is looking forward to the trip to Cape Fear, a convenient drive from Washington DC and Richmond, Va., a unique place full of ruins and colonial villages, where few go.

"I'm expecting ghosts; there is an old cemetery there. And wild pigs. Plus there



*A happy group of "babes" at the end of a good day's activities.*

will be lots of chocolate and wine, no shortage."

Check out babeswithblades.info to learn more about the coaching philosophy, female staff, and events. The following are the events scheduled so far. All meet by 4 p.m. the first day

**May 29 - May 31**

Paddle Through Time: Navigation & Primitive Camping Exploration  
False Cape, Virginia Beach VA

**June 19 - June 21**

Babes with Blades All-Women Kayak Skills Retreat  
Tidewater, Port Haywood VA

**July 24 - July 26**

Babes with Blades All-Women Kayak Skills Retreat  
Lake Huron, Lexington MI

**July 31 - August 2**

Weekend of Danger!  
Kayak Rescues & Incidents  
Red Zone, Waretown NJ

**August 14 - August 16**

Babes with Blades All-Women Kayak Skills Retreat  
ADK, Saranac Lake NY

**August 21 - August 23**

Bad Ass Babes Rough Water Weekend  
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## Paddling Around Florida - Literally - By Kayak

by David Crumpler



Mary is all smiles after a tough day on the water.

Mary Mangiapia made kayak history when she reached the boat ramp at Fort Clinch State Park on December 10, 2014.

She became the first woman to complete the Florida Circumnavigational Salt-water Paddling Trail in a single, continuous trip, what kayakers and canoeists call a thru-paddle.

It marked the end of a journey that had started almost 100 days before and covered more than 1,500 miles.

The trail, commonly referred to as the “CT,” begins at Big Lagoon State Park near

Pensacola, extends around the Florida peninsula and Keys, and ends at Fort Clinch State Park near the Georgia border.

The 28-year-old old Tampa resident endured intense heat at the beginning of her trip. As she got close to finishing, Mangiapia battled fog and near-freezing temperatures. Along the way, she had unexpected encounters with a bull shark, a pelican and a black bear, to name a few, and was delayed by high winds and powerful storms.

There were tough moments, too, when she was tired, fearful and lonely “out there

paddling for days without talking to anybody,” she said.

But Mangiapia never thought about backing out, she said in an interview just before heading back to Tampa.

“I loved being out there on the water,” she said. “I liked the simplicity of being out in nature, and I liked meeting new people. Many people don’t realize how long Florida’s coast is. And it’s beautiful.”

### AN IDEAL TIME

The time felt right for Mangiapia to tackle the trail. She had received her master’s degree in microbiology from the University of South Florida but wasn’t sure she was ready pursue a doctorate.

Her bills were paid off, the lease on her apartment was nearly up. She had saved money so she could take time off — she gave herself 100 days — to paddle the “CT.” She didn’t know when she’d have this kind of opportunity again.

“It all came together quickly, in about a month,” Mangiapia said. On Sept. 6, she entered the water at Big Lagoon.

The trail traverses 20 national parks, seashores, wildlife refuges and marine sanctuaries, 37 Florida aquatic preserves and 47 Florida state parks, along with numerous local parks and preserves, according to the Florida Department of Environmental Protection. It’s divided into 26 segments, ranging from the remote Big Bend Coast and Everglades/Florida bay wilderness to the urbanized coastlines of Pinellas County and Fort Lauderdale.

There are campsites and other lodging every 10 to 15 miles or so, which allows kayakers to travel for a few hours,

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days or weeks if they want. Mangiapia is one of only 14 people to complete the CT, and one of two women to do so. The woman who completed the trail prior to Mangiapia traveled in segments over a period of several years.

Mangiapia began kayaking when she was nine. She's competed in a 60-mile marathon race on the Gulf Coast and the Everglades Challenge, an unsupported (no safety boats or support crews to help you) expedition-style adventure race from Tampa Bay to Key Largo for kayaks, canoes, and small boats.

Still, kayaking is "not about being super-powerful," she said, which sometimes surprises people. "It's about technique and efficiency." She paddled in an 18-foot Epic, which is normally used for racing and which she described as "fast and stable."

#### SURPRISES, ALWAYS

"I knew this trip was within my capability," she said. "My biggest fear wasn't that I wasn't ready for this. It was people. A lot of friends tried to talk me out of it because I was a woman traveling alone."

As it turned out, "people were one of the highlights."

Most of the time, Mangiapia camped alone on a barrier island or at a park. Occasionally she stayed at a hotel or with friends, and occasionally friends or friends of friends would join her for a day or two of paddling.

"The sea kayaking community is a small but tight-knit group," she said. "People were very generous and helpful, including people I'd never met before."

This is what Mangiapia brought with her: A big hat to protect her from the sun, along with strong sunscreen. Two sets of paddles. Paddling gloves. Nautical charts and a compass. A GPS navigator. A SPOT tracker, which she used to update her followers on her location every 10 to 15 minutes. A smartphone (which she usually recharged using a portable solar panel). A Tablet computer. A tent and poles. A sleeping bag and air mattress. Two months' worth



*Spoil Island sunset.*



*Camp at Big Sabine.*

of dried food. A gas-fueled portable stove to heat water. First-aid equipment. Toiletries and extra clothes.

Though she was trying to travel light, the kayak now weighed about 140 pounds. "My biggest mistake was overestimat-



ing my speed," she said. She had planned to travel about 4 miles per hour, but the extra weight slowed her down.

Mangiapia averaged 25 to 30 miles a day. She traveled 55 miles during a rare 21-hour journey in the kayak. On her shortest day in the water, she made it less than two miles before a big storm blew in and she was forced to return to land.

Five or six weeks into the trip, Mangiapia broke her foot. As she was bringing the boat ashore, a strong wave hit and forced down the bow down, striking her right foot.

"It hurt, but I thought about what a doctor would say," she said. "He would tell me to stay off of it and elevate it." It became more of a problem when she was coming ashore and had to haul her belongings around.

She was leaving the restroom at a campground in Panacea when she was greeted by a black bear. Fortunately for Mangiapia, the animal took off in the other direction. A



"Grinning after spending the last 30 minutes clinging to that dock and puking after the terrible crossing."



6-foot bull shark pursued her in West Palm Beach and bit the rudder ("It's shiny like a fish, and looks like it has scales.")

She was in Jacksonville when a pelican flew toward her and attacked one end of her paddle. Mangiapia's theory: People had been feeding the pelican and it decided the paddle was a fish.

She estimated she lost about two weeks' worth of paddling because of bad weather.

"Every day there was something new," Mangiapia said. "This trip taught me to be really flexible. You're constantly using judgment to minimize your risk."

When she began her journey at Big Lagoon State Park, she intentionally headed in the "wrong" direction — toward the Florida-Alabama state line. And on Wednesday, she continued past Fort Clinch to Cumberland Island in Georgia before turning around.

That way, "I completed the journey from state line to state line," Mangiapia said.

There was something else she hoped to experience before her traveling came to an end: She wanted to see the wild horses on Cumberland Island.

It was not quite sunset when she approached the island and saw a small herd on the beach.

It was a beautiful sight, she said. She snapped a few photos, then headed back toward Fort Clinch.

*Reprinted with permission from jacksonville.com, the website of the Florida Times-Union, Dated Dec 15, 2014.*

#### A very tough day on the water

Every day on an expedition like Mary's can have both exhilarating and desperate moments, as described in her blog for September 9, 2014. Mary reached the "Beautiful waters of Destine Pass," which were like paddling through "a giant swimming pool." But then, after lunch, things got squirrely:

"Instead of heading out the pass, I turned into the giant Choctawhatchee bay and aimed for a massive bridge on the horizon. I had a fantastic paddle to the bridge and

grinned as the boat flew across the waves. Every now and then a fighter jet would scream across the sky above my head. I tried stopping at a marina on the other side of the bridge but there was nowhere to safely pull the kayak out of the water.

"My day rapidly started going downhill. I aimed for a large point across the water that I knew I had to paddle around in order to reach my contact Joan Vienot in Point Washington. By aiming for the point, I was paddling nearly four miles away from the coast. However, the weather seemed calm and I was used to big open water crossings.

"Aiming for the point was a mistake. As I paddled across, the wind began to rapidly build and was hitting me directly on the starboard bow. I paddled as hard as I could but was going backwards and sideways out into the middle of the bay. I began to panic. I was already tired from paddling against the current in the morning and now the waves were beginning to break over my head. I decided to down a bottle of five hour energy to try and give myself the boost I needed to reach the shore. I paddled and paddled but seemed to be making little progress. I even tried to wave down a jet skier to tow me to the shore but he didn't see me. After what felt like hours, I made it to the point. There were a few houses but nobody around. I saw nothing but seawalls and nowhere to get out. I saw a flash of light on one of the docks and realized that there was somebody taking my photo.

"I eagerly paddled over and met Diane who had taken my photo. She offered me some cold lemonade while I held onto the dock. I felt horrible and clung to the dock and threw up. No more five hour energy for me. Eventually I began to cool down and feel better as I chatted with Diane. She said I was pale and shaking when I had pulled up to the dock but looked better after resting. The sun was beginning to sink and I knew that I did not have the energy to make it to Joan's place."

Visit <http://www.marymangiapia.com> for more of Mary's story.



## Meeting The (Blackburn) Challenge

by Reinhard Zollitsch

Most everyone along the Atlantic shores interested in ocean rowing or paddling has heard about The Blackburn Challenge. This 20-mile ocean race/rally around Cape Ann in Gloucester, Massachusetts was established in 1987 in honor of Howard Blackburn, dory fisherman and sailor extraordinaire from Medway, Nova Scotia, and Gloucester, Massachusetts. Even I had heard about his heroic 60-mile row back to Newfoundland shores when he was separated from his schooner on the Burgeo Bank in a snowstorm in 1883. What impressed me most as a little boy growing up in war-torn Germany was that he let his hands freeze to the oars so he would not lose his grip. He eventually made it to shore, but not so his dory mate. Howard lost most of his fingers as well as a few toes, but still sailed small boats across the Atlantic solo, when that was still a big deal.

Well, I rowed, kayaked, canoed, even worked on freighters and sailed (not solo) across the Atlantic twice, but in 2002 I needed something new. That was the year I heard about the Blackburn Challenge race in Gloucester and about the resurgence of outrigger canoes. Those boats should do much better on the ocean than my racing kayaks and canoes, I mused. I researched my options and promptly ordered a Maori-inspired New Zealand design of a solo outrigger canoe, built in Maryland, USA, sight unseen – everything looked so good. I signed up for the race, and one week after I received my new Surfrigger, I was at the start, along with about 150 other boats.

I had just enough time to test the variants in my boat set-up and found a very good compromise between stability, speed and comfort. Remember, these boats are very long (mine is 24 feet) and very narrow (12.5 inches on the waterline). The ama (outrigger float) on port gives you great sta-



Heading for the start on the Annisquam River.

bility on that side, but it is very easy to flip off your seat to starboard, since the hull is practically round. Furthermore, waves from the left will lift the ama before they get to the hull of the boat, which in turn levers you off your seat into the water. Anyway, I instantly loved the boat, its challenge and speed, even out on the ocean, in the wind and waves. I did well, finishing the 20-mile course in three hours, 46 minutes. And I did it eleven more times, always finishing within a span of 20 minutes, regardless of wind and tide. 2014 was going to be my 13th race, and I had decided to make it a very special one. I could hardly wait, since the Blackburn is always on my mind, year round.

### The set-back

Then came the winter of 2013/14, one of the coldest and snowiest ones on record in Maine and many more states and Canadian provinces (see my article “Ice-Bound Prince Edward Island” in *ACK* May 2014, Volume 23, No. 3). Snow-shoveling, roof-raking plus a few other projects did me in. I finally at age 74 had to accept the fact I was not invulnerable. In January, I snapped the biceps tendon of my right arm with a

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loud bang, just as my Achilles tendon did when I was a college gymnast back in Germany. This time, though, I was confident it could be fixed. But no, two orthopedic clinics in Maine decided it wasn't worth the trouble. The tendon was too old, too brittle, in other words, used up. Their advice, "Live with it. You might still be able to do 'some' paddling." End of treatment – not even any physical therapy. Nothing.

A couple of six-packs later, I decided that I would still paddle this year's Blackburn, even without the help of my now defunct right biceps muscle. And my time would not be slower than last year's, definitely under four hours, and my "nemesis" R.C. (his term, not mine) would not beat me because of a little thing like that! I was also determined not to let the number 13 work its spell. No way! But how could I pull it off? Well, I followed the advice from one of my kids' favorite children's books about "Mrs. Mooley," the cow, who had set her mind on jumping over the moon, which she finally did when the moon was kissing the horizon. As she put it: "All it takes is determination and a little practice."

### The new challenge

OK, so there you have it! If she could accomplish her feat, so could I! First I looked around on the web for faster and definitely lighter, more competitive boats than my old 1990 design. That search was very successful: I found a new 20-foot, 6-inch Hawaiian

solo outrigger, manufactured by the same company that also makes the "Hurricane," the fastest solo outrigger. Their new Storm was thoroughly tested against the Hurricane in all three categories: all-out speed, sea-worthiness, and riding comfort. It was going to be the new kid on the block. They also used the latest carbon fiber construction method, fabricating hull and deck in one piece, thus saving a lot of weight for the seams. My new Storm weighs in at just under 20 lbs. for the 'akea (hull), ama, and 'iacos (crossbars), i.e. for the entire boat – a joy to carry for my "handicapped" right arm and to push up to speed on the water! And yes, when you know you are weaker in some parts of your body, you compensate for it with other muscle groups, train harder and longer, and make absolutely sure you know how to handle the new, shiny, onyx-black, carbon fiber beast/boat. I even got a new paddling outfit to match the new boat as well as a new hydration system and compass. By adding a few letters to the large emblazoned "STORM" on my bow and ama, I even ended up with a personal name for the boat: "Swatte Orm", meaning "Black Dragon" in Viking lingo ("swatt" = black; "orm" = fire-spitting dragon; inspired by the Swedish book "Röde Orm", Red Dragon, by Frans G. Bengtsson).

### The finish

I must have prepared all right. I finished the 20-mile race 19 minutes faster than the

previous year (in 3 hours 35 minutes). That is almost a minute per mile faster than my time from the year before! I was also very close to my personal best time of 3 hours 33 minutes. I was psyched, till I found out that most everybody beat his/her time from the previous year, when it was brutally hot. My "nemesis" also set a new personal record by a few seconds. But while I beat him by three and five minutes in previous races, this time I beat him by 13 minutes. Not bad for the officially "oldest contestant (of 399) in this year's Blackburn" at 75, as announced at the skippers' meeting before the race. The icing on the cake was beating another outrigger by seven seconds in a sprint to the finish line at the Greasy Pole off the town beach.

I was "back in the saddle again," you might say. I had met the challenge, the "Blackburn Challenge." Even though my feat is a far cry from what Howard Blackburn did, I still feel I caught his spirit of not giving up, of hanging in there to the end – and I even had a ball! Admittedly, my right arm got more tired than my left arm, and my tailbone was hurting more from balancing the lighter boat in the waves, so I would not tip to starboard. But all that is soon forgotten with a hot meal, loud, live music, and an Ipswich Ale served under a big tent at the finish line. And yes, a big hug from my dear wife, Nancy, who is the real motivator behind it all.

So I will be "off to the races" again next year, 2015, my 14th race. Yes, you guessed it: for me and many participants, the Blackburn Challenge is a year-round challenge, a life-style challenge. It is much more than yet another paddling or rowing race. It is a constant incentive and reminder to live healthy and stay in shape. So I hope to see you there next year, my friends. Till then, have a great, safe time on the water.

Note: I still like my old Surfrigger and will especially use it for cold-weather paddling, since it has a cockpit with spray skirt like a sea kayak. Paddling my new Storm, I am much more exposed to the elements – but fast is fun, my friends!

Visit [www.ZollitschCanoeAdventures.com](http://www.ZollitschCanoeAdventures.com) for more fun with Reinhard.



*I made it! Taking out at the Town Beach, Greasy Pole finish in the background.*



## A Fall Paddle in Maine

*Story and photo by John Christie*

Last week, as the fall foliage dimmed along the coastal plain, and the cool autumn breezes whipped across the bay, I sensed it was probably time for one last kayak excursion before it abandoned its summer berth on top of the Jeep and headed for the barn.

Knowing that I wanted a paddle that could be imprinted in my memory to fill my winter evening reveries in front of the fire, and whet my appetite for next summer, I was determined to pick a route that would promise all that is best about paddling along the coast of Maine. That's a tough decision, as there are so many options. My criteria were simple: reasonably protected waters from the increasingly stiff (and cool) fall winds; an easy launching spot; scenic views from the water, including final glimpses of some still-bright foliage; and, perhaps, most important, somewhere that I hadn't been for several years.

That narrowed it down some for me, to the point that my decision was a pretty easy one. Although we had spent endless hours aboard Margaret Ann, our trusty old Jonesport lobster boat, poking around Tenants Harbor, Port Clyde and the entire peninsula, I had never examined the east shore from the vantage point of my kayak.

I had learned when I first started kayaking that the coastline so familiar to me from the wheel house of our lobster boat, is a completely new and different one from a seat right down at water level.

So, on a recent early morning, I went the kayak at the well-marked town launch site right in Tenants Harbor, down Route 131 a little less than ten miles from Route 1 in Thomaston.

I planned my trip to head north for a few miles, and then turn back to the south and go as far as the end of the peninsula, hopefully before the ever present and reliable afternoon sou'westerlies picked up to help blow me back to my launch point.

As it turned out, on this beautiful fall day, the plan worked out perfectly, which over the years, with me anyway, has not always been the case. But, as ocean kayakers know full well, conditions change rapidly out on the ocean, so being prepared for about any contingency is an essential part of the program.

I struck out from the harbor on a northerly heading to pass inside of Northern and High Islands, out of an already stiffening breeze, with some still-stunning bright foliage off my port paddle blade.

Stroking up toward Long Cove, with a little westerly diversion into well-protected Seavey Cove, I made my way fairly deep into Long Cove before retreating to skirt the southwest side of Clark Island before heading back down the bay outside of High and Northern Islands.

Ducking inside of Southern Island I hugged the shoreline, always a treat in a shallow-draught kayak, working my way south toward my mid-paddle destination: Marshall Point and Port Clyde harbor.

Then it was skirting the rocky shoreline to the west of the marker on Hart Ledge toward Mosquito Head, with a nice rest in the indentation to its west, paddling around Mosquito Harbor, still marveling at the te-

nacious red and yellow leaves still hanging on for as long as possible against the stiffening breezes.

It was to the south again, well inside of Mosquito Island on a bearing toward the increasingly visible, and distinctive lighthouse and its catwalk at the end of Marshall point, made famous in the movie "Forrest Gump."

A few late-season tourists waved as I paddled past on my way around the point to pick up a bearing into still-busy Port Clyde Harbor. Most of the local boys were already back on their moorings by then, having put in a full day's work hauling since sunup, so I weaved my way amongst buoys and boats deep into the harbor before turning to head back north toward my waiting Jeep in Tenants Harbor.

With a nice assist from a pretty stiff southwest breeze, I skimmed along on two-to-three-foot white-capped waves, resting nicely between strokes as the wind, and an incoming tide, carried me comfortably along.

Several hours after launching, and a little sore from about a 12-mile paddle out on the bay, I was back in the quiet confines of Tenants Harbor. All in all, a great way to "waste" an autumn morning in Maine!



*Marshall Point lighthouse..*



# Calendar

## GET LISTED!

To submit an event for consideration, send to "Calendar" [ackayak@comcast.net](mailto:ackayak@comcast.net) or ACK Calendar, 224 Argilla Rd., Ipswich, MA 01938.

## NORTH ATLANTIC

### SYMPOSIA

#### April 17-19: New England Paddlesports Show

University of New Hampshire Field House, Durham, N.H. Gathering of paddlesports manufacturers and organizations from around the U.S. Browse, shop, attend instructional seminars and on-water skills demos by paddling experts. [www.ktpevents.com](http://www.ktpevents.com)

#### April 25-26: Collinsville Canoe & Kayak Annual Spring Demo Weekend & Sale

Right on the Farmington River. Major manufacturers on hand; demo equipment; classes, talks, and tips. Friendly staff on hand. Rain or shine. 41 Bridge St. (Rte. 179), Collinsville, Ct. (860) 693-6977. [www.cckstore.com](http://www.cckstore.com)

#### May 15-17: Adirondack Paddlefest

Old Forge, N.Y. Sponsored by Mountainman Outdoor Supply Co. Test paddle kayaks and stand-up paddleboards from on-water location in Old Forge. More than 75 kayak manufacturers on hand and more than 1,000 canoes and kayaks on sale at special prices. Ongoing on-water paddling, clinics, demos, lectures, classes. Live music, food, and fun

for the whole family. [www.mountainmanoutdoors.com](http://www.mountainmanoutdoors.com)

#### May 17: Contoocook River Kayak, SUP & Canoe Demo Day

Contoocook River Canoe Co., Concord, N.H. More than 200 kayaks and canoes to demo, talk to the reps. On-the-hour in-water and on-land presentations. Pat and Lisa Malfait. [www.contoocookcanoe.com](http://www.contoocookcanoe.com)

#### June 13-14: 25th Annual Atlantic Canada Sea Kayaker's Meeting

Coastal Adventures, Tangier, Nova Scotia. Discover one of the best paddling destinations in eastern Canada. Safety demos, slides shows, trips, skill improvement sessions, kayak testing, traditional church supper. Pre and post meeting sessions on the Shubenacadie tidal river in the Bay of Fundy and surfing at Clam Harbour Beach. Scott Cunningham, (877) 404-2774. [www.coastaladventures.com](http://www.coastaladventures.com)

#### June 26-28: Wooden Boat Show

Mystic Seaport, Mystic, Ct. Enjoy hundreds of wood-crafted boats including kayaks, test paddle, seminars, programs, special events. [www.thewoodenboatshow.com](http://www.thewoodenboatshow.com)

### CLUBS

#### The Brattleboro (Vt.) Outing Club

Hosts several canoe and kayak outings May-September. All trips are free and open to the public, and all are suitable for family canoeing and kayak touring. [www.brattleborooutingclub.org](http://www.brattleborooutingclub.org) Several of the paddle

trips are of special significance to birders, and are designated sites along the Connecticut River Birding Trail. For information on this unique trail, Contact Bill Shepard, at [www.birdvermont@valley.net](mailto:www.birdvermont@valley.net).

### RACES

**April 11: 52nd Annual River Rat Race.** Millers River, Athol to Orange, Mass. Distance: 6 miles.

**April 12: River Rat Race (Pro/Am).** Millers River, Orange, Mass. Distances: 12, 15 miles. For both [www.riverratrace.com](http://www.riverratrace.com)

**April 27: Run of the Charles Canoe & Kayak Race.** Charles River, Boston, Mass., sponsored by the Charles River Watershed Association. Largest flat bottom boat race in New England. Race includes:

- 26-Mile Professional Marathon - \$5,000 in cash prizes
  - 24-Mile Corporate Relay
  - 24-Mile Non-Corporate Relay - government, women, mixed and open classes
  - 19-Mile Races
  - 9-Mile Races
  - 6-Mile Races
  - Paddleboard divisions
- [www.charlesriver.org](http://www.charlesriver.org)

**May 2: Upper Ashuelot Race.** 9, 19 miles from Ashuelot River Park, Keene to West Swanzey, N.H. Pro race is 19 miles. One short portage. [www.neckra.org](http://www.neckra.org)

**May 3: Lower Ashuelot River Race.** 7, 11 miles. Winchester, N.H. [www.neckra.org](http://www.neckra.org)

**May 16: Essex River Race,** Essex, Mass. Run by the Cape Ann Rowing Club, 5.5-mile open water event on the Essex River, start at Route 133 at Essex town landing, go around Cross Island, and back. [www.blackburnchallenge.com](http://www.blackburnchallenge.com)

**May 16: Round the Mountain.** 10.5-mile race in Adirondacks, N.Y, starts at Amper-sand Bay on Lower Saranac Lake, down the Saranac River, Lower Locks, through Oseetah Lake to finish on Lake Flower in Saranac Lake. [www.macscanoe.com](http://www.macscanoe.com)

**May 17: 19th Annual Mystic River Herring Run and Paddle.** Somerville, Mass.

**Betsie Bay Kayak**

The Logical Evolution of Greenland Design

Light, tough epoxy/wood/fiberglass construction

[www.bb kayak.com](http://www.bb kayak.com)  
231.352.7774  
building High-Performance Greenland-style paddles and kayaks Since 1984



Run, walk, or paddle for the fish! [www.mysticriver.org](http://www.mysticriver.org)

**May 17: Philadelphia Spring Regatta.** Schuylkill River, Philadelphia, PA. Mass start at noon from Philadelphia Canoe Club. [www.philacanoe.org/racing](http://www.philacanoe.org/racing)

**May 22-25: General Clinton Canoe Regatta.** Susquehanna River, Cooperstown to Bainbridge, N.Y. 70 miles. Full weekend with more than 50 races in one or two person classes, for all ages including 70-mile amateur endurance race. [www.canoeregatta.org](http://www.canoeregatta.org)

**June 20 and Aug. 15: Against the Tide.** Swim, kayak, walk, or run for breast cancer prevention. In Hopkinton and Brewster, Mass. [www.mbcc.org](http://www.mbcc.org)

**July 25: Blackburn Challenge.** Gloucester, Mass. 20-plus-mile open water circumnavigation of Cape Ann. Expect varying conditions. [www.blackburnchallenge.com](http://www.blackburnchallenge.com).

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

## CLASSES AND COURSES

**WoodenBoat School**, Brooklin, Maine

**June 8-14 & Aug 24-30:** Fine Strip Planked Boat Construction with Nick Schade - (a kayak and canoe will be built in each class)

**June 21-27:** Build Your Own Greenland Stitch and Glue Kayak with Eric Schade

**June 28-July 4:** Build Your Own Baidarka with Mark Kaufman

**Aug 23-29:** Elements of Coastal Kayaking with Mike O'Brien

**Sept. 6-12:** Advanced Coastal Kayaking with Stan Wass

**Sept. 13-19:** Build Your Own Pinguino145 Kayak with Bill Thomas

[www.thewoodenboatschool.com](http://www.thewoodenboatschool.com) or (207) 359-4651.

## Hurricane Island Center for Science and Leadership

**April 25, May 9, June 7:** Volunteer Days

**June 19-26:** 7-Day Wilderness First Responder (WFR)

**Aug. 2-7:** 5-Day Wilderness First Responder

**Aug. 9-14:** Wilderness Advanced Life Support (WALS)

**Aug. 16-21:** Wilderness Emergency Medical Technician (WEMT)

Hurricane Island Foundation, Rockland, Maine. [www.hurricaneisland.net](http://www.hurricaneisland.net)

## MID ATLANTIC

**May 12-13: OkoumeFest Challenge.** Circular race with start and finish at Matapeake State Park, Md. Same as OkoumeFest Ultra Marathon but with southern jog down to Smith Island. Roughly 210 nautical miles depending on course selection. There is an overall maximum time limit of approximately five days. Mandatory equipment inspection and captains' meeting the day before on Tuesday, May 12, 2015. [Watertribe.com](http://Watertribe.com)

## May 15-16: OkoumeFest: A Boat-builders Rendezvous

Chesapeake Light Craft, Annapolis, Md. Open house with technical seminars on Friday at the CLC plant in Annapolis, Md., and on-the-water rendezvous at Matapeake State Park on Kent Island on Saturday. Everything in the shop comes out on to the beach for people to try out, and boatbuilders are invited to bring their own beautifully built boats. [www.clcboats.com](http://www.clcboats.com).

## May 15-16: OkoumeFest Ultra Marathon.

Matapeake State Park on Kent Island. 64-nautical-mile ultra marathon on Maryland's Eastern Shore. Time limit is two days and five hours. Mandatory equipment inspection and captains' meeting on Friday, May 15, 2015. Note Chesapeake Light Craft's OkoumeFest takes place at the start location beach May 15-16, so you might want to consider add time to paddle some truly gorgeous wood kayaks. [www.watertribe.com](http://www.watertribe.com)

## June 20-27: Delaware River Sojourn.

The Sojourn is a seven- or eight-day guided paddling trip on the wild and scenic Delaware River, combining canoeing/kayaking, camping, educational programs, historical interpretation, and more. It is for novice to experienced paddlers of all ages; participants can sign up for the whole event or for the section(s) or day(s) of their choice. 2015 theme is Birthplace of America.

**June 20:** Balls Eddy (N.Y.; W. Br. Dela-

ware River) to Buckingham Access (Pa.; Del. River)

**June 21:** Lordville Access (N.Y.) to Red Barn/Hankins Access (N.Y.)

**June 22:** Narrowsburg (N.Y.) to Zane Grey Access (Pa.)

**June 23:** Dingmans Ferry (Pa.) to Bushkill Access (Pa.)

**June 24:** Bushkill Access (Pa.) to Worthington State Forest (N.J.)

**June 25:** Scott Park, Easton (Pa.) to Riegelsville (N.J.)

**June 26:** Bordentown (N.J.), up Crosswicks Creek (N.J.) and back to Bordentown (N.J.)

**June 27:** Independence Seaport Museum/Penn's Landing (Pa.) to Ft. Mifflin (Pa.)

[www.delawareriversojourn.org](http://www.delawareriversojourn.org)

## SOUTH ATLANTIC & GULF

### SYMPOSIA

## April 3-5: 3rd Annual Suwannee River Paddling Festival.

Suwannee River State Park. Sponsored by Paddle Florida, Florida Park Service, and regional business and organizations. 20- and 12-mile supported paddles, benefit concert by Florida musicians. [www.paddle-florida.org](http://www.paddle-florida.org)

## April 17-19: East Coast Paddlesports & Outdoor Festival.

James Island County Park, Charleston, S.C. Something for every outdoor enthusiast: kayaking, canoeing, stand up paddleboarding, slack lining, archery, disc golf, mountain biking, climbing, Leave No Trace ethics, adaptive programs, and more. [www.ccprc.com/ecckf](http://www.ccprc.com/ecckf)

## May 15-17: Traditional Inuit Paddlers Retreat.

W. W. Long Leadership Center, 82 Camp Long Road, Aiken, S.C. 29805

One p.m. arrival on Friday, May 15 through lunch Sunday, May 17. Two nights lodging, Six meals with a vegetarian option, mentoring instruction, fun, and camaraderie, auction and video night.

Bring a musical instrument for an impromptu jam session! Bring an item for the auction! Most importantly, bring yourself, sea kayak, sleeping bag or sheets, and towel, and come prepared to have a great time! Participants will be in dormitories. A tent

camping area with bathroom/shower is located just across the lake for those who would prefer to bring their own tents. [traditionalpaddlersretreat.org](http://traditionalpaddlersretreat.org)

## CLASSES

### Sea Kayak Carolina

**April 10 - 12:** "Pre-Instructor Certification Workshop" - including Coastal Kayak Personal Skills Assessment Level 2

**April 13:** ACA Coastal Kayak Level 3 Personal Skills Assessment.

**April 24-26:** Coastal Kayak Level 1 - Level 2 Instructor Certification Workshop

**April 24-28:** Coastal Kayak Level 3 Instructor Certification Workshop

**April 26-28:** Coastal Kayak Level 3 Upgrade

**May 1-6:** Coastal Kayak Level 4 Instructor Certification Workshop (ICW)

**May 1-3:** Coastal Kayak Level 4 Instructor Development Workshop (IDW)

**May 4-6:** Coastal Kayak Level 4 Instructor Certification Exam (ICE)

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

## GREAT LAKES

### SYMPOSIA

#### May 22-25: 26th WMCKA Symposium

Memorial Day weekend. Hosted by West Michigan Coastal Kayaker's Association at Camp Pentalouan, Big Blue Lake, Mich. For beginner to intermediate and kid paddlers, intense instruction with very low instructor/student ratio. Guest speaker: David Wells of Naturally Superior  
[www.wmcka.org](http://www.wmcka.org)

#### July 10-12: 12th Annual Rutabaga's Door County Sea Kayak Symposium

Rowleys Bay Resort, Rowleys Bay, Door County, WI. the Door County Sea Kayak Symposium is a weekend of fun for paddlers of all abilities! On-water classes and land-based workshops will help you develop and improve your sea kayaking skills; guided trips with experienced instructors to the rocky coves, and sandy beaches of Door County; experienced instructors from all over the country; paddling classes for kids and guided tours for the entire family. [paddlers.com/everyonepaddles/page.asp?pgid=1016](http://paddlers.com/everyonepaddles/page.asp?pgid=1016)

#### July 16-19: 26th Annual Great Lakes Sea Kayak Symposium

Grand Marais, Mich., south shore Lake Superior. Five tracks to choose from: beginner, expedition, traditional, kids. Slide shows, develop skills, reconnect with friends, demo equipment. Trips along Pictured Rocks National Lake shore. [www.downwindsports.com](http://www.downwindsports.com)

## PACIFIC COAST

### SYMPOSIA & SHOWS

#### May 8-9: Northwest

##### Paddling Festival

Sunset Beach, Lake Sammamish State Park, Issaquak, Washington. Boat and SUP demos from more than 60 vendors. Clinics, tours, Northwest Paddling Challenge Race. [www.northwestpaddlingfestival.com](http://www.northwestpaddlingfestival.com)

### OTHER

**June 24-28: Yukon River Quest.** Whitehorse to Dawson City, Yukon, Canada. 444 miles. [www.yukonriverquest.com](http://www.yukonriverquest.com)

#### East Coast Paddleboard Races April

**04/04** - Cocoa Beach, Fla. - Florida State Paddleboard Championships

**04/04** - Kill Devil Hills, N.C. - OBX SUP Series Ring of Power

**04/04** - Erwin, Tenn. - Noli River Festival

**04/05** - Duck, N.C. - OBX SUP Series Bunny Blitz

**04/11** - Dunedin, Fla. - Shark Bite Challenge & Paddlefest

**04/11** - Miami, Fla. - Miami River Rally

**04/11** - Vicksburg, Miss. - Bluzeruz

**04/11** - Rincon, P.R. - Rincon Beachboy SUP Race

**04/17** - Charleston, S.C. - East Coast PaddleSports & Outdoor Festival

**04/17** - Charlotte, N.C. - Tuck Fest

**04/18** - St. Petersburg, Fla. - Ft Desoto Paddle Roundup

**04/18** - Bowling Green, Fla. - Gator Bite SUP Race

**04/18** - Stokesdale, N.C. - Beast Kayak / Canoe / SUP race

**04/18** - Leonville, La. - Top of the Teche

**04/18** - Malibu, Calif. - Stand Up for Clean Water

**04/19** - Folly Beach, S.C. - Bodhi's Revenge

**04/23** - Wrightsville Beach, N.C. - Carolina Cup

**04/25** - Asheville, N.C. - French Broad Classique 04/25 - Gainesville, GA - Kayak Trader Challenge

**04/25** - Delafield, Wisc. - Booty Dancer SUP Race

**04/26** - Bonita Springs, Fla. - CGT Winter Race #4

From [www.standandpaddle.com](http://www.standandpaddle.com)

### Babes With Blades All-Women Retreats and Classes

**May 29-31:** Paddle Through Time. Navigation & Primitive Camping Exploration. False Cape, Virginia Beach, Va.

**June 19-21:** Kayak Skills Retreat, Tidewater, Port Haywood, Va.

**July 24-26:** Kayak Skills Retreat Lake Huron, Lexington, Mich.

**July 31-August 2:** Weekend of Danger! Kayak Rescues & Incidents, Red Zone, Waretown, N.J.

**August 14-16:** Kayak Skills Retreat, Adirondacks, Saranac Lake, N.Y.

**August 21-23:** Bad Ass Babes Rough Water Weekend. Long Island Sound, Stonington, Conn.

[www.babeswithblades.info](http://www.babeswithblades.info)



*Not too panicked swimmer at a Babes With Blades rescue seminar.*



## 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. NOTE: If seller is advertising more than one boat, contact info is after the LAST boat.*

### **EPIC 18X ULTRA & WSB THUNDER-BOLT**

Both kayaks are 2013 models and in essentially brand new condition. Asking \$3,700 for Epic and \$2,400 for Tbolt. Boats located in up state New York but will deliver to races in Northeast. Call Roger at 518-354-8377 or rgoeking@roadrunner.com

**Navarro Pirahna Semi-Dry Top**, large, maroon, urethane coated nylon. Used only a few times. Like new condition. \$25

**Warmers neoprene gloves**, size large, gripping material on palm. Good condition. \$20

**Chota 3mm ThinSkin neoprene gloves**, size medium, textured skin. Large. Very warm. Good condition. \$10.

**Whites wetshoes**, sizes 10 & 8, titanium laminate. Good condition. \$10 each

**Chota Light Mukluks, Model MK150**, 3mm closed-cell neoprene. Knee-high boot. Black, size 10, never used. \$45

**Seattle Sports Paddle Float**, inflatable Self Rescue Device. Good condition, \$20

**Beckson Thirsty-mate hand pump**. Good condition. \$10

**North Water Sea Tec Regulation Throw Bags**. Required on BLM land in Utah. Never used. Like new. \$20 or best offer for each one, or \$35 for both.

Contact me at rmarkley@fairpoint.net

### **KLEPPER AERIUS 1 EXPEDITION**

- very good condition, lightly used, well stored. Red/black, tuck under spray deck and skirt, Klepper paddle, rudder assembly, Silva compass with coaming mount, Long Haul repair kit. \$2500. ekteed@gmail.com

**NECKY TESLA KAYAK**. Kevlar with Rudder (\$1000). Length: 17'10". Width: 24.5". Cockpit: 32 x 16.5". Weight: 47 lbs. \

**FOLBOT GREENLAND EXPEDITION II**. Used only several times. Mid-

90s. two person, foldable, expedition kayak (packs in 2 bags for travel). Blue decking with grey hull. Excellent condition. Spray skirt and rudder kit included and will need minor assembly and adjustment to your specific fit in the boat. \$ 750.00. Contact Mike @ 603-763-4661. (9)

**SEDA GLIDER KEVLAR**. Rudder - 19' L x 22". 45 lbs. Custom-made foam Redfish Kayaks Seat. Sea Dog Rudder Pedals. Blue deck, natural Kevlar hull. Regarded as the world's FASTEST SEA KAYAK, excellent tracking, good stability in rough seas. Two hatches, Kevlar bulkheads. Asking \$1800. Boat located in Stuart, Fla. Call Nick @ (631) 487-3541 or (772) 888-2979 (9)

**EPIC V8 SURFSKI**. 2012 "Performance" model, near new condition. 18'x22", 35lbs. (See at www.epickayaks.com) New, \$2895. Selling for \$1800 with Danuu cover and extra (longer) surf rudder. Boat is in Wilmington, N.C. Michael yobospop@aol.com, 910-617-9425 (9)

**NECKY COMPOSITE TESLA NM**. 17'10". Cockpit 32x16. 48 lbs. Used lightly, stored under cover. Extra leg room for larger paddler. Asking \$1000. Located Douglaston, N.Y. Included are paddle, cockpit cover, sprayskirt, and kayak cover. Photo available. Contact Buster: halmel@mac.com (9)

**EPIC 18X SPORT-ULTRA**. 18'X22" 37 lbs. White w/ red trim. New in Sept. 2012. Only used a few times. Still in brand new condition. Spray skirt and cover included. \$3300.00 In western MI email Dale: dreidsma6745@charter.net (7)

**BOREAL DESIGNS BELUGA**. 21' double kayak. Composite. Center opening with a seat. Orange over white. Virtually new and always stored inside. Save over 50% \$2,200. Contact Bill Zeller (603) 568-6634 or anzeller@gmail.com (5)

**CURRENT DESIGNS SOLSTICE GTS**. 17'7" fiberglass. Rudder. Mint Green over White. 52 lbs. Tracks extremely well. : HARDLY USED! Stored inside. Spray-skirt and cockpit cover. \$1400.00 or B.O. Southern Vermont. Will meet for pickup part way.

Call Martin at (802) 368-7208 or skiyaker@myfairpoint.net (10)

**WERNER CORRYVRECKEN**. 215 cm, all carbon, two piece, standard, straight shaft paddle. This paddle is nearly new. I have used it less than a "handful" of times. I prefer a crank shaft. \$300.00. Call Tim at: (401)783-6287 before 9 p.m. (10)

**IMPEX CURRITUK**. Fiberglass 17' boat in excellent condition \$2000.00

**P&H CAPELLA 173**. Fiberglass. In excellent condition \$2000.00. (401) 624-2822 or (508) 496-8803. (10)

**KEVLAR NECKY LOOKSHA IV**, 17', new condition, \$990. Photo available. Westerly, RI, Pat (401) 480-3508 patcosma@juno.com. (5)

**VALLEY SKERRAY**. Fiberglass. Good general use sea kayak, very good condition Red over white, 17' by 23", skeg, Under 60 lbs. Stored inside. Ocean Cockpit. Includes neoprene skirt, in perfect condition. \$1100.

**VALLEY SKERRAY RM** good condition, great rock garden boat, needs hatches. Ocean cockpit, skeg, spray skirt (fair condition). \$500. Both for \$1500. Ric S: 508-572-3095 rj\_salty@yahoo.com (5)

**NORTH SHORE POLAR HV** 17.5 x 22 New June 2013, Forced sale. Paid \$3,295. Sell for \$2,100. call for photos, Westerly RI 401-480-2508. (5)

**P & H CETUS CLASSIC**, expedition sea kayak, yellow/yellow w white trim, compass, custom foamed bulkheads installed, \$1200.00 OBO, contact Tim @ (401) 783-6287 evenings before 9 p.m. (5)

**YAKIMA BOW DOWN J RACKS**. Two sets of with locks. Brand new and were never used. \$460 new. Will sell for @360. 401 486 2518, e-mail rolar27@cox.net. (5)

**WOMEN'S KOKATAT MEDIUM MERIDIAN DRY SUIT**. with drop seat and socks, plum color. Excellent condition, bought 2 years ago, used 5-6 times. Gas-kets and zippers in perfect condition. \$700 Email me at dkorignals@yahoo.com or call Debbi at 617-930-5864

**OCEAN KAYAK MALIBU II** Sit-on-Top Tandem Kayak. Red Polyethylene. 12'x34". 57 lbs. . Seats two adults, plus a small child or pet. Can be paddled solo. Asking \$475. One seat and one paddle included. Susan 401-996-3177. Kayak in Warwick RI (5)





## How To Improve Your Paddling Photography

by Dennis Hynes

I take a mix of photos when on the water; most just to capture the memory, some with kayaks and some without. But I always have an eye out for those special moments that present themselves.

I use an Olympus "tough" TG2 camera. It is compact, waterproof and shock proof, so I can have it at the ready in the front pocket of my PFD. I have it tethered to my PFD with a thin bungee cord (useful when caught by that rogue wave or wind gust to be able to drop the camera, grab my paddle, sort myself out and then retrieve the camera). It has a rapid start-up, ready to shoot in less than one second and almost no time between shots. I have been really impressed with the range of light conditions that the TG2 handles in auto mode. The only real limitation is that it only has four times magnification. So you need to be up close and personal, but that's the way I like it.

I am not a technically expert photographer. I take most of my photos in auto mode, sometimes switching to scene mode for underwater shots or special light conditions. I find most photo opportunities on the water are extremely fleeting, so point and shoot does it for me. I haven't got around to doctoring my photos with Photoshop, etc. so what you see is what I shot.

My tips for paddlers to take better on the water photos (most learned along the way through mistakes):

**1)** First, and to me the most important, is to be on the lookout for those photo opportunities. It takes time to get in position, get the camera out and be ready to shoot. You need to anticipate the shot, and then position yourself and your kayak to the best advantage. The manoeuvrability of my Beachcomber is a great asset. When your kayak pod is on the move, you need to be prepared to work to get ahead of the group and then work to catch up again once they have passed.

**2)** Remember to watch out for your own safety. Be prepared to forgo the shot if conditions become hazardous. Many a time I've had to bolt out of a cave with the camera hanging from my mouth when I've left it too late.

**3)** Use a paddle leash. Two hands aren't enough to operate the camera and hang onto the paddle at the same time.

**4)** Lift your rudder to manoeuvre into position and then drop it to help hold your kayak in position.

**5)** Frame the shots in your mind as you are moving into position.

**6)** Take lots of photos. Be ruthless and discard the duds and double ups. Buy a high-capacity storage card.

**7)** Take time to focus and steady the camera for each shot. I've blurred many a "perfect shot" by rushing to capture the moment. If you have the time, focus the shot first by holding the shutter halfway.

**8)** Swap between portrait and landscape for different effects. Portrait mode can give extra depth to your photos.

**9)** Mix and match with your own kayak bow in or out of the shot.

**10)** Best to have the light from behind.

**11)** If you want to feature kayaks in the frame, best to be up close, otherwise the kayaks rapidly disappear into the background.

**12)** Check often that the lens is clean. So frustrating to capture the "perfect" shot only to find that the lens has fogged up, or a big drop of water or dried salt ruins the shot. Keep a soft, dry cloth or packaged lens cleaning wipes somewhere accessible so you can clean the lens.

**13)** Never, ever leave your camera at home. I once spent over half an hour within meters of a pod of orca, feeding on rays in the Tauranga Harbor without my camera. It was only a training paddle, one I had done dozens of times before, so I thought there was

no need to take the camera.

**15)** Remember to charge the battery after every use. Take extra batteries and make sure they are charged.

**16)** I download my photos after every trip so my memory card is clear. This is not so critical if you have a high-capacity card, but check your free space before setting out.

**17)** Back up your photos in case of hard drive crashes etc.

A word of caution - it is too easy to get distracted while trying to record the moment only to find you didn't really take the time to savor the experience. Although they are great for jogging your memory the digital recordings can never match the memory in your mind's eye. (*Outdoor writer Colin Fletcher emphasized this in his classic backpacking tale, The Man Who Walked Through Time, pointing out that he hadn't realized the tyranny of the camera until he accidentally dropped and broke it while hiking through the Grand Canyon. - Ed*)

*This article reprinted with permission from New Zealand Sea Canoeist, No. 174 Dec. 2014 - Jan. 2015*

*Dennis Hynes has been paddling since 1973 and is a regular contributor of articles and photos to The New Zealand Sea Canoeist.*

*Photos by Dennis printed previously in The New Zealand Sea Canoeist:*

*Clockwise from top left: Phil Alley, John Gumbley and JKA in Doubtful Sound, winter 2014.*

*Maureen Charles drifting in a sea of colour on Lake Okareka.*

*A glorious day at Mangakino on Lake Maraetai with paddlers Bev Thompson, and Evan Pugh.*

*Into-the-sun shot.*





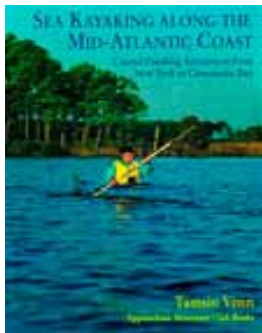
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If you have a kayak enthusiast on your shopping list, a Gullwing Paddle is a great idea!



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by Tamsin Venn

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## Massachusetts Breast Cancer Coalition



You may participate in one or more of the components of the event in *any* combination

- 8:30 a.m. Competitive Swim / Aquathon
- 8:45 a.m. 5K Run and 10K Run
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- 9:45 a.m. Recreational Swim
- 10:45 a.m. Kayak

**Saturday, June 20**  
DCR's Hopkinton State Park, Hopkinton, MA  
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