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August 2019 VOLUME 28, NUMBER 5

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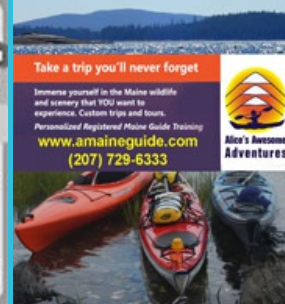
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mainelandkayak.com/maine-greenland-kayak-festival

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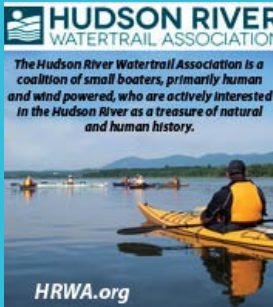


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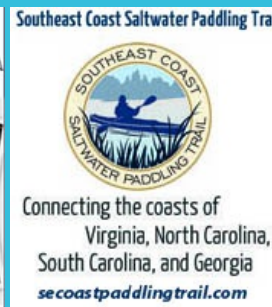
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## News & Notes



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## Circumnavigating Jura, Scotland

By Kevin Mansell

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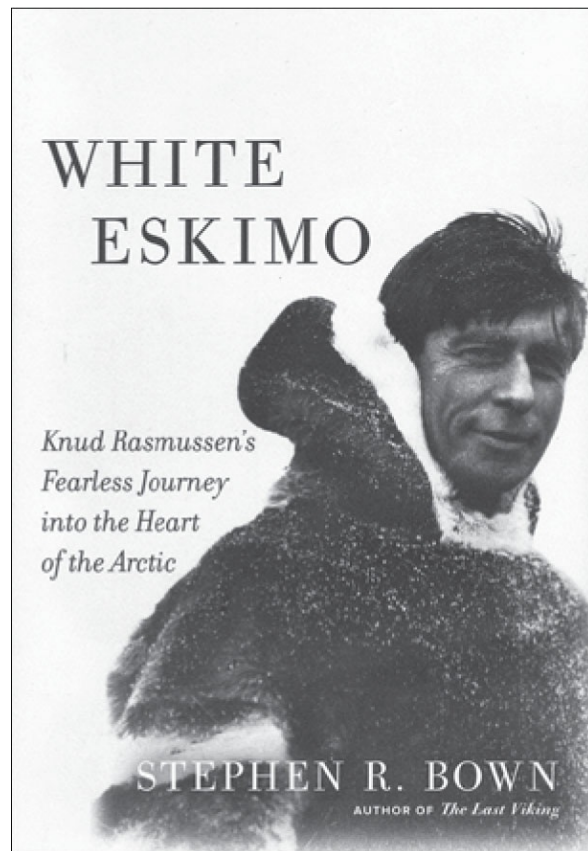
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*Knud Rasmussen's Fearless Journey into the Heart of the Arctic*

By Stephen R. Brown

Review by Paul Caffyn

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*Knud Rasmussen's  
Fearless Journey  
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## The NEW British Canoeing Sea Kayak Awards

By Greg Paquin

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## Cape Ann Interlude

*By Tamsin Venn*

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*By Karl Blankenship*

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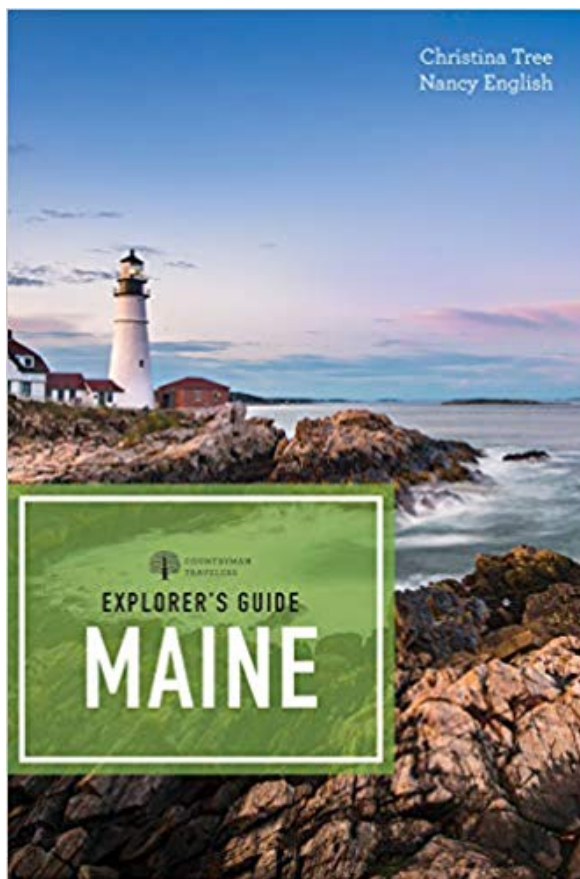
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By Christina Tree and Nancy English

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# Creatures of the Ocean



A tunicate is a marine invertebrate animal, a member of the subphylum **Tunicata**. It is part of the **Chordata**, a phylum which includes all animals with dorsal nerve cords and notochords. The subphylum was at one time called **Urochordata**, and the term urochordates is still sometimes used for these animals. They are the only chordates that have lost their myomeric segmentation, with the possible exception of the seriation of the gill slits. Some tunicates live as solitary individuals, but others replicate by budding and become colonies, each unit being known as a zooid. They are marine filter feeders with a water-filled, sac-like body structure and two tubular openings, known as siphons, through which they draw in and expel water. During their respiration and feeding, they take in water through the incurrent (or inhalant) siphon and expel the filtered water through the excurrent (or exhalant) siphon. Most adult tunicates are sessile, immobile and permanently attached to rocks or other hard surfaces on the ocean floor; others, such as salps, doliolids and pyrosomes, swim in the pelagic zone of the sea as adults. Various species of the subphylum tunicata are commonly known as ascidians, sea squirts, tunicates, sea pork, sea livers, or sea tulips. The earliest probable species of tunicate appears in the fossil record in the early Cambrian period. Despite their simple appearance and very different adult form, their close relationship to the vertebrates is evidenced by the fact that during their mobile larval stage, they possess a notochord or stiffening rod and resemble a tadpole. Their name derives from their unique outer covering or "tunic", which is formed from proteins and carbohydrates, and acts as an exoskeleton. In some species, it is thin, translucent, and gelatinous, while in others it is thick, tough, and stiff.

Tunicates are more closely related to craniates, (including hagfish, lampreys, and jawed vertebrates) than to lancelets, echinoderms, hemichordates, Xenoturbella, or other invertebrates.



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## News & Notes



### Steve Chard In The Home Stretch

**Steve Chard is in the home stretch on his Great Loop. Here is his most recent update:**

Yesterday, Friday 26th July, kayaking "The Great Loop" had me paddle 20 mi/32 kms from the Tuna Wharf & Museum at Lower Wedgecroft to Middle East Pubnico and Eko and Aiyu Raharjo. Weather and tidal stream perfect, even visibility was so good I could see 10+ miles to the wind turbines farm on the Pubnico peninsula -my longest open water crossing of the trip! Making more new friends on my weekend off - including Watson the dog: Bandit's twin Dona on Emerald Isle, NC !!

Complete day off today, tomorrow a recreational paddle in Pubnico Bay with the local kayaking community followed by a BBQ -all welcome at the Raharjo's! On Monday I shall paddle to Barrington Passage -anyone round there got a spot where I can camp/stay please?? Approximately 300 miles/480 kms to go now...!!

### Coast Guard's Busy Weekend in Long Island Sound

NEW HAVEN, Conn., July 2 – After a busy weekend off of Long Island, the Coast Guard is reminding the boating public to be prepared and to practice safe boating during the active summer season. In total, the Coast Guard and partner agencies responded to more than 20 cases of mariners in distress and 18 persons in the water wearing lifejackets after severe weather swept through western Connecticut and Long Island Sound. In these cases, the Coast Guard rescued or assisted boaters across Long Island Sound ranging from taking on water, beset by weather, capsized, or disabled. In one case, a Coast Guard Station Eatons Neck boatcrew medically evacuated a female with an injured arm and safely transferred her to awaiting emergency medical services at Town Dock Pier in Huntington Bay. Assets and partner agencies included:

- \* 45-foot Response Boat – Medium from Coast Guard Station New Haven
- \* 45-foot Response Boat – Medium from Coast Guard Station Eatons Neck
- \* 29-foot Response Boat – Small from Coast Guard Station Eatons Neck
- \* 29-foot Response Boat – Small from Coast Guard Station Fire Island
- \* MH-60 Jayhawk helicopter from Coast Guard Air Station Cape Cod, Massachusetts
- \* HC-144A Ocean Sentry aircraft from Coast Guard Air Station Cape Cod, Massachusetts
- \* MH-65 Dolphin helicopter from Coast Guard Air Station Atlantic City
- \* Suffolk County Marine and Aviation
- \* Suffolk Fire Rescue Emergency Services
- \* Northport Fire Department
- \* Norwalk Police Department
- \* Connecticut Department of Energy & Environmental Protection

The Coast Guard recommends boaters check the forecasted weather conditions prior to departing shore. In many cases, weather conditions can quickly deteriorate and catch boaters off guard and underprepared.

"The marine environment is complex and ever changing. That's why prior to getting underway, always check the weather and ensure all required safety equipment is onboard," said Cmdr. Valerie Boyd, search and rescue coordinator, Sector Long Island Sound. "Many of the individuals are alive today because they were wearing lifejackets." For more information about how you can be prepared before heading out onto the water, visit the Coast Guard Auxiliary's Vessel Safety Check site.



## Paddle Florida Staff Reach Out to Latin America

Last week Paddle Florida staff along with the [Florida Society for Ethical Ecotourism](#) presented information to representatives of Venezuela, Bolivia, Columbia, Mexico, Chile, and Panama. The meeting at the University of Central Florida's [Rosen College of Hospitality Management](#) was titled Environmental Engagement and the Economy, set up by the [World Affairs Council of Central Florida](#), the local implementer of the U.S. State Department's International Visitor Leadership Program. Sergio Alvarez, assistant professor at the School, presented about sustainable global tourism in general, and how climate change is impacting Florida in particular. Alan Fyall, Associate Dean, welcomed the group to UCF and echoed some of the remarks for Prof. Alvarez. Janice Hindson from the Florida Society for Ethical Ecotourism was next to present about the need for consistent standards for outfitters and purveyors of eco-tourism in Florida, and Paddle Florida presented about how they have been working to create awareness about water conservation, wildlife preservation, restoration of springs and protection of waterways in Florida, and how their mission and paddling trips across the state have expanded over the past 12 years. Heather van Dyk, project manager at WACCF, said that "the meeting and presentations to our Latin American neighbors was in keeping with their mission to promote global understanding and connectedness."

*From The Happy Paddler: newsletter of [Paddle Florida](#), August 2019 - Volume 123.*



## London Kayak Company Earns ISKGA Status

Jeff Allen, founding director of [The International Sea Kayak Guide Association](#), Expedition Paddler and Sea



Kayaking, has been working with the [London Kayak Company](#) to see if this commercial Thames-based sea kayaking business had the expertise to qualify as an ISKGA Expedition Center and announced its demonstrating that level of guiding expertise. The River Thames, is probably one of the most interesting sections of water to paddle. There are the obvious historical sites and interests which adorn the river, but there are also the more contemporary happenings which are taking place every day. The river is a challenging guiding environment, and requires an exceptionally high level of experience and skill. Allen wrote, "I felt that I had to really delve into the intricacies of just what it takes to be able to not only guide others on this dynamic Tideway, but also to be able to represent ISKGA on the nation's capitol waterway. ISKGA is really proud and happy to say, welcome on board London Kayak Company!"



Top: Kayak class with skinny sticks and "normal boats." Bottom: Few other than a die-hard connoisseur or fanatic fan would paddle this East Greenland-style replica. *I just put it in because it's a cool picture. - Ed.*

## Maine Greenland Kayak Festival Celebrates Historic Connections

[The Maine Greenland Kayak Festival](#), in its inaugural year, brings Greenland's paddling heritage home to those who love seafaring in small boats with a skinny stick. Kayakers around the world are drawn to the simplicity and grace of the Greenland paddle. It's the perfect tool for rolling, and has been the paddle of choice for many who have journeyed far by sea.

The festival takes place during the time when Maine waters are at their warmest, averaging 15.8°C / 60.4°F or more. September in Maine is a time of clear days, warm water, rocky shorelines, lighthouses, and the full harvest moon. The crowds are gone and participants will have the islands to themselves.

Hosted by Maine Island Kayak Co., the festival has garnished a set of coaches well-known in the sea kayaking and traditional kayaking worlds, including Cheri Perry and Turner Wilson of Kayak Ways, Ginni Callahan - Sea Kayak Baja Mexico, Greg Stamer of Kayak Vagabond, Dan Segal of Qajaq USA, and Tom Bergh of Maine Island Kayak Co. There will be an evening presentation by kayak historian Vernon Doucette.

The Maine Greenland Kayak Festival aims to help Greenland paddlers develop the knowledge, skills and experience for exploring the ocean environment. It has invited coaches and mentors who have extensive experience with beginning to advanced rolling, ocean expeditions, and rough water paddling, all using a Greenland paddle. Together, the coaches aim to help participants broaden their horizons, taking the Greenland style of kayaking out into the sea and along Maine's unique coastal environment.

**WHERE:** 8th Maine Regiment, Peaks Island, Maine. **WHEN:** September 13-15, 2019.



EXPLORE  
NORTHWEST  
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Choose Your  
Adventure



## Northwest Florida's Water Wonderland

[Explore Northwest Florida](#) is a team of Northwest Florida counties that have joined together to promote regional tourism, stretching from the Apalachicola River and Bay estuary system in the east to the coastal sand dunes and Choctawhatchee River in the west. In between you'll find pristine warm gulf waters and crystal clear cool-water natural springs spotted throughout, as well as rivers, lakes, creeks and streams that provide a deep blue-green beauty to bestow.

The water wonderland provides both fresh and salty palates to satisfy any paddler's appetite. Choose Your Adventure - kayak or canoe down a lazy river scenic blueway where the only sound you will hear is the intriguing songs of wildlife in the midst, jump on a paddle board as you cascade over the salty waves, be amazed as you skim over the pristine waters of the largest concentration of springs in the southeast, or challenge your skill as you venture out to secluded whitewater rapids. *From The Happy Paddler: newsletter of Paddle Florida, August 2019 - Volume 123.*



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## Places



Passing through the Corryvreckan from east to west. Timing is crucial as this is one of the most notorious stretches of water in the UK.

### **Circumnavigating Jura, Scotland**

*By Kevin Mansell*

Barnhill sits on the hillside looking across the Sound of Jura towards the Scottish mainland. Road access is not easy and it's normally two ferry journeys, although the Sound is only about five miles wide. It was to this remote location that George Orwell retreated to write his seminal work "1984" in the late 1940's.

To the north lies the infamous Corryvreckan, a significant tidal race, which is the greatest challenge facing any

kayaker paddling around Jura. With tidal streams running in excess of eight knots, the third largest whirlpool in the world, and waves reaching nine meters in height at times this is a passage that demands the utmost respect and should only be attempted at slack water on a day of settled weather. These do occur as shown by the fact that one-legged Bill Gunn, who was George Orwell's brother-in-law, became the first person to swim across the Corryvreckan.

The complete circumnavigation of the Island is approximately 72 nautical miles, assuming that you launch from Tayvallich on the Scottish mainland. A delightful village with a shop, café with great cakes, a campsite and a pub. The easiest place to leave from is Carsaig Bay, just to the west of the village. Use the last of the flood tide to push you north as you cross the Sound of Jura, making landfall close to Barnhill, easily identifiable as the white house at the top of a green field.



There are several places along here to pull ashore, grab a bite to eat, and await slack water in the Corryvreckan, so that you can sneak through onto the stunning west coast of Jura. A suitable destination on the first day is Glengarrisdale, a sheltered landing with the added luxury of a bothy.

Bothies are basic shelters (usually left unlocked and available for anyone to use free of charge - Ed) found mainly in the mountains of Scotland, but this one is just above sea level, so perfect for kayakers. Maintained by the Mountain Bothies Association, they are ideal for staying in while journeying through the more remote areas of the country.





Glengarrisdale Bothy, a perfect place to stay on the north west coast of Jura.

As we landed on the beach, going through my mind was the fact Jura is supposed to have the highest density of adders, the UK's only poisonous snake, in the United Kingdom. I had probably walked less than five meters before I saw my first adder so I retreated to the beach and replaced my crocs with my boots. In the 12 nights I have camped on Jura since, this turns out to be the only snake I have ever seen on the Island, so they are either remarkably shy or there aren't as many as we originally thought.

We quickly became established in the bothy, which provided some protection against the infamous Scottish midge. As soon as the wind drops, which it does surprisingly frequently, during June, July, and August, the midges appear. It is hard to believe that something so small can make life intolerable when doing activities outside. A head net is an essential item of equipment when travelling in this area.

In addition to the Scottish midge there are numerous opportunities for observing wildlife while paddling around Jura. There is a very healthy population of red deer, which can frequently be seen high up on the ridges. The cattle wander down towards the sea shore so you will often hear them walking close to the tents in the middle of the night. Fortunately I haven't had my tent trampled on so far. The bird life is diverse with some rarer species such as the majestic White Tailed Eagle, probably the most memorable. Seals will be seen virtually every day and I have seen both bottlenose dolphins and porpoise, while paddling around Jura, always a thrill. Some species of whale and basking sharks might be seen, but I have only ever come across them further north in the Scottish Islands.



Launching after a night in Glengarrisdale Bothy. Normally we would be wearing more clothes than in this picture.

The landscape of the island is dominated by the Paps, three conical mountains, the highest of which reaches 2,575 feet. On a clear day, the Paps are visible from Northern Ireland, and I have seen them from the summit of Ben Nevis, nearly 100 miles north.

Jura is the 8<sup>th</sup> largest Scottish island, with an area of about 142 square miles, the majority of which are undeveloped wilderness. There is only one road, which runs from the ferry terminal on the west coast, through the only village, Craighouse, and part of the way along the east coast. Along this limited road system live the approximately 200 people who call Jura home. In 1831, 1,312 people lived on Jura, the Highland Clearances were still in the future. This was a traumatic period in Scottish history when people were forcibly replaced with sheep by the men of absentee landlords. The animals were seen as more profitable than people!

Western Jura is a long stretch of undeveloped coastline and is a perfect destination for the sea kayaker intent on exploring a wild, remote coast. It is also heaven for the physical geographer, the significant stretches of raised beaches are a clear indication of sea level change while numerous dykes stand proud as they run down the beach at right angles to the coast. They are formed from basalt, which is more resistant to erosion than the surrounding quartzite. A natural wind break, they are perfect to shelter behind at lunch time.





Typical scenery along the west coast of Jura.



A delightful campsite on the west coast of Jura. We were stuck here for two days this June due to the strength of the winds. There are worse places to be stuck.



A view of the well-known Paps of Jura while crossing the Sound of Jura. The wind was increasing rapidly as this point.

Midway down the west coast is the significant inlet of Loch Tarbet, which almost divides the island in two. It provides plenty of sheltered waters to explore on days when the winds are blowing harder on the open coast. It is also possible to portage across from the west to the east coast of the island, a route that was used frequently in the past as a means of avoiding the strong tidal streams in the Corryvreckan to the north and the Sound of Islay to the south. I have never used this route, though, preferring the challenge of the tidal streams in the Sound of Islay and dramatic coastal scenery.

As soon as you start to head south from Loch Tarbert the channel starts to narrow. To the west lies the island of Islay, its northeastern point marked by the large lighthouse of Ruvaal. The tower is 34 meters high and is one of the many Scottish lighthouses, designed by members of the famous Stevenson family (of Robert Louis Stevenson). It indicates the entrance to the Sound of Islay, the narrow channel between Jura and Islay, which should only be attempted with favourable tidal streams. The streams in the Sound attain speeds of five knots on spring tides, so plan accordingly.





The Ruvaal Lighthouse on the Isle of Islay.

On the western shore, the Islay side, there are a couple of whiskey distilleries, which may tempt you ashore if time allows but I normally plan to land on one of the more remote beaches for lunch. That is the appeal of this area.

We took a much needed rest and lunch break and were amazed to see how the wind seemed to drop right off. Looking away to the Virginia shore, however, we could still see whitecaps where the three-mile fetch rolled up the water on the far side. All agreed that it was much better to be paddling easily along under a sheltering cliff and watching white caps than battling in them.

The small ferry, which joins Jura to Islay, crosses the Sound at Feolin. It is important to be aware of its movements as you approach as it probably has significantly less manoeuvrability than sea kayakers in the narrow channel with the fast moving tides.



A small lighthouse in the Sound of Islay, just north of the ferry crossings, catching the early morning sunshine.



Heading south in the Sound of Islay. You can expect to experience weather like this on most kayaking trips in Scotland.

From the Sound of Islay the next destination is likely to be Craighouse, on the south east coast of Jura. The reefs off the south coast provide some delightful paddling. One of them, Am Fraoch Eilean, has the ruins of a castle on top, which was actually quite a challenge to climb up to. Claig Castle was probably built in the 15th century and was in a strategic position overlooking to two main shipping channels between the Mull of Kintyre and the Hebrides, the Sounds of Islay and Jura, both of which are paddled during the circumnavigation of Jura.



On a clear day it is possible to see the mountains of Arran, in the Firth of Clyde, rising above the Kintyre peninsula, tempting you with further Scottish adventures. What is certain is that it doesn't matter how often you visit Scotland, it is never enough. The possibilities are endless.

If you have planned your journey around the southern tip of Jura reasonably accurately, as you round the southeast corner of the island you should pick up the start of the north-going tide for a relatively easy paddle for the last few miles to Craighouse. Getting it wrong will turn it, potentially, into a hard slog. So if you plan to kayak in this area, obtain as much tidal information as possible and if you are uncertain about working with tides get in some practice before you leave home.

I always enjoy paddling into Craighouse, as it means I will have the opportunity to sort out equipment, restock the food, and have a warm shower and an enjoyable meal. The campsite is directly in front of the Jura Hotel on a large grassy area. The bar serves a wide variety of food, within easy walking, and is the ideal place to retreat to if the midges are proving to be problematic.

It's just a few meters from the campsite to the well known Jura Distillery, a must-visit venue for any sea kayaker with an interest in whiskey. It is also close to the islands only shop, which is surprisingly well stocked. If you fancy a break from paddling, Juracycles, recently established on the island, rents bikes, which are perfect for Jura's only road.



The Jura Distillery and village of Craighouse.

The Island has some superb wild walking, but make sure you are competent with map and compass as visibility can drop rapidly in the mountains. Our interest in all things George Orwell encouraged us to cycle to Barnhill. A great day out but be prepared for 50 miles of cycling and about 1,600 meters of ascent. You might need a couple of chocolate bars for energy and be aware there is no place to purchase refreshments, once you start your ride.

From Craighouse back to Carsaig Bay, the launching spot at Tayvallich, is just over 18 nautical miles. It involves heading north and crossing the Sound of Jura, but remember this is an area of swift moving tides so planning is essential. If you time your departure correctly it can be a pretty leisurely four-hour paddle or even a three-hour sprint on spring tides. What is certain is that as your kayak runs ashore on the small sandy beach you will have experienced some of the wildest scenery and remote kayaking that Scotland has to offer.



Leaving Craighouse, the only settlement on Jura. A lovely spot to camp with the opportunity to clean yourself and your kit.



*Kevin Mansell: Although born in England, Kevin grew up on Jersey, an island he has called home since the mid 1960's. Kevin spent his working life as a school teacher. Kayaking has been an integral part of his life since he was given his first kayak in 1969. He has earned his A BC Level 5 Coach and has spent years exploring remote areas of the world, with his favorite areas being the west coast of Greenland and Baja. Retirement in 2016 has allowed him to spend even more time on the water. You can read about his kayaking journeys at [www.seapaddler.co.uk](http://www.seapaddler.co.uk).*

### **Sea Kayaking Jura:**

If you want to kayak in Scotland, the big draw is the Isle of Skye, with numerous outfitters and fabulous scenery. Skye is somewhat farther north than Jura, but more easily accessible. Skye is about five hours by car from either Glasgow or Edinburgh. Jura, while closer in a straight line, requires two ferry rides, one from the mainland to the Isle of Islay, and the other from Islay to Jura.

**Some Outfitters** offering trips to the western isles:

[Clearwater Paddling](#)

[Kayak Wild Islay](#)

[Kayak Majik](#)

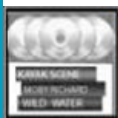
[Rockhopper Sea Kayaking](#)



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## Reviews



## BOOK REVIEW

**Title:** *White Eskimo*  
**Subtitle:** *Knud Rasmussen's Fearless Journey into the Heart of the Arctic*

**Author:** Stephen R. Bown

**Published:** 2015

**Publisher:** Da Capo Press

**Contents:** 431 pp, two b&w plate sections, 5 maps, bibliography & index

**Cover:** hardcover, d/j

**Price:** NZ\$ 42.33

**ISBN:** 978-0-306-82282-7

**Availability:** Book Depository UK

**Review:** Paul Caffyn

When flying back to Greenland in 2008 for our paddle down the south-east coast, I was browsing through an Air Greenland flight magazine and read an article about an Inuit lass from the Thule region. She accompanied Knud Rasmussen during his three year, 20,000 mile long Fifth Thule Expedition, which travelled by dog sled from Hudson Bay to Nome in Alaska. Although the link to kayaking is very tenuous, discussing this biography of Rasmussen allows me to write briefly about Arnarulunquaq.

Part Inuit on his mother's side and with a Danish missionary father, Knud was born in 1879 and spent the first 12 years of his life in Jacobshavn (now Ilulissat) where he learnt to drive a dog team and hunt. Although most Inuit boys had their first kayaks by the age of six, Knud's father felt this was too dangerous and Rasmussen later complained that he wasn't much good in a kayak because of his lack of early training.

After education in Denmark, Knud returned to Greenland with the Danish Literary Expedition, the first of seven expeditions of which the 5th is the most significant with its aim to collect stories, songs and legends of the Polar Inuit before they were influenced by Westerners (whalers, trappers etc). Because he was fluent with Greenlandic and Danish, had charm and presence, his social intelligence and intuition guided him when raising expedition funds in Europe or meeting Polar Inuit who had never met outsiders before. With

## WHITE ESKIMO

*Knud Rasmussen's  
Fearless Journey  
into the Heart  
of the Arctic*

STEPHEN R. BOWN  
AUTHOR OF *The Last Viking*

training as a writer in Denmark, he was able to memorize the stories told to him in the snow houses, he would repeat them back and only then write them up in his own snow house. Three of his most famous books were also published in English: *Across Arctic America*, *Greenland by the Polar Sea* and *The People of the Polar North*.

Arnarulunquaq (photo below) was nearly strangled by her solo mum at the age of seven. A harsh winter and no hunter husband left the family of four with little food. It was the way of those days to strangle the kids rather than suffer starvation through a long Arctic winter. Her brother burst into tears demanding to be allowed to keep his little sister; this set off the siblings, and her mother collapsed unable to do what she was required to do. Arnarulunquaq was an integral part of that 5th Thule Expedition, able to hunt and drive a dog team. What an amazing woman.





***This article first appeared in NEW ZEALAND SEA KAYAKER, The Journal of the Kiwi Association of Sea Kayakers (NZ) Inc - KASK, No. 199, February-March 2019***

**Stephen R. Brown** is a critically acclaimed author of nine non-fiction books on the history of science, exploration, and ideas. He uses a biographical and narrative approach to my writing, using the techniques of fiction writing to tell historically accurate stories. He lives in a small town in the Rocky Mountains. When he is not writing he's usually reading, mountain biking, hiking and camping in the summer, and downhill and cross country skiing in the winter.



**Paul Caffyn:** For many years a mining geologist in New Zealand, Paul's accomplishments as a kayaker are legendary. Since starting serious kayaking in 1977, he has racked up nearly 50,000 miles of ocean paddling, including first circumnavigations of all three of New Zealand's main islands, of Great Britain, and of Australia, the last a 9,600-mile solo epic. Paul has written several books, including *The Dreamtime Voyage* about his Australian trip, set up the framework for the Kiwi Association of Sea Kayakers (KASK) with his late friend and mentor Graham Egarr, and was for many years the editor of KASK's journal, *New Zealand Sea Kayaker*.

# ATLANTIC COASTAL KAYAKER

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## KAYAKING PEOPLE



### Sea Kayak Award Goes Global



Hear from Greg, Kayak Waveology, who's been running the NEW Awards in North America

Photo by Larry Shore

### The NEW British Canoeing Sea Kayak Awards

*By Greg Paquin*

I recently ran the NEW British Canoeing Sea Kayak Award program. The location was West Passage in Lower Narragansett Bay, Rhode Island, U.S.A. And took place in mid-May, 2019. This area of Narragansett Bay is a



really good venue for running this award, with up to a knot of tide, predictable winds, relatively small crossings, and cliffs and ledges to work around, a venue that matches up well to the requirements of the new Sea Kayak Award and gives candidates a good, safe day paddling on the sea.

I think the challenge for a provider is to not to have a training day then have a separate assessment day, but rather to using one's coaching craft to deliver the training and assessment during one day or or melded together over a period of time. The focus is on the learners and being able to separate out who is currently operating at the right performance level, while building up the others who are just acquiring these skills.

The candidates responded respectfully and were eager to learn with this joint training/assessment delivery style. They clearly chose this award, wanting to work towards gaining the skills and knowledge that this British Canoeing Sea Kayak Award stands for. Candidates felt the need to learn more about paddling on the sea in the coastal environment. All were happy receiving a great days coaching, with one candidate being at the right performance level and gaining this award. Some came out for the day to learn and to get inspired, while others wanted to be acknowledged of being at the awards standard.

Candidates and other paddlers in our New England, North America paddling community are viewing the British Canoeing Personal Performance Awards and Leadership Awards as the gold International Standard. I believe, this is because of British Canoeing's Educational Philosophy and the coaches ethos delivering these awards, that inspire the community to grow and paddle safely.



*Greg Paquin: Founder and owner of Kayak Waveology, a training center and gear store based in Connecticut. Greg is a BC/UKCC L3 Performance Coach & AWE. British Canoeing Provider for the Sea Kayak Leader award, Personnel Performance awards, and Safety Award CNTP. As well as an ACA Level 5 Advanced Water Coach. (Aspirant Advance Sea Kayak Leader assessor and Moderate Water Coach Educator).*

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## Places



Tamsin paddles past the Annisquam Harbor Light Station on Wigwam Point, at the mouth of the Annisquam River.

### Cape Ann Interlude

*By Tamsin Venn. Photos by Tamsin Venn and David Eden.*

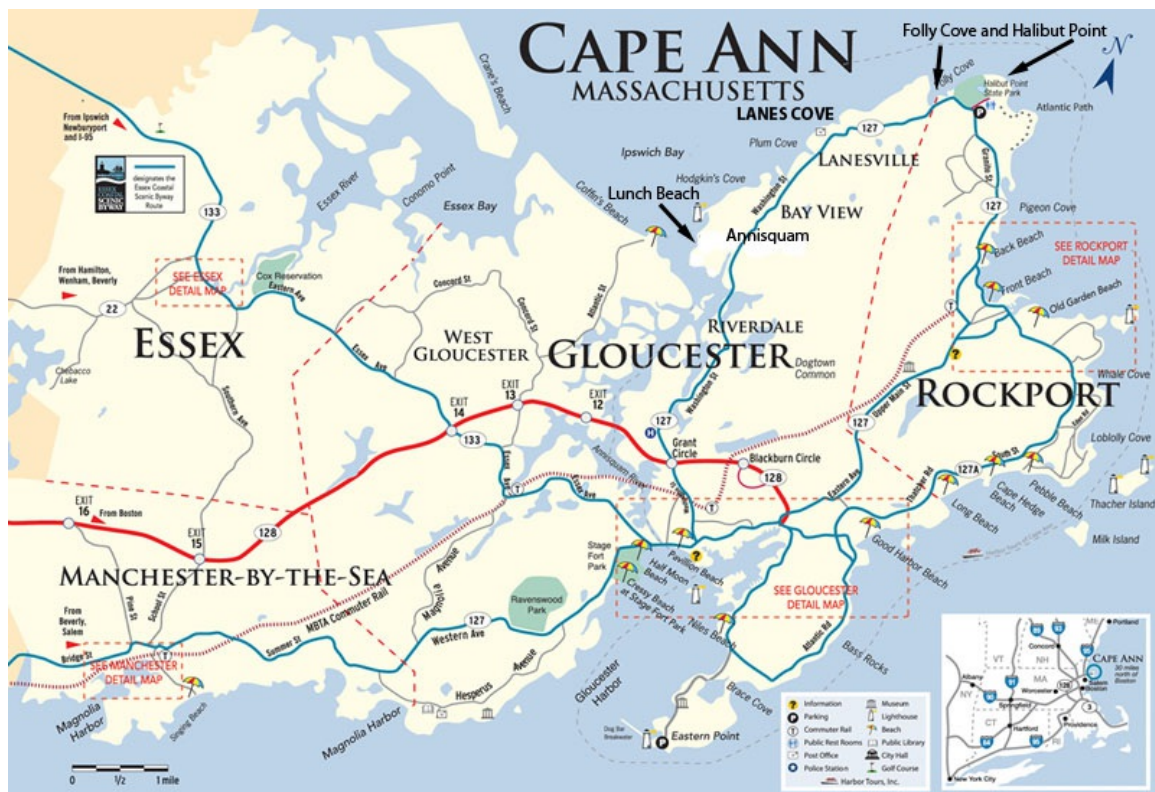
Many paddlers zoom around Cape Ann, Mass., every July in a frenzy as they compete in the famed Blackburn Challenge, a 22-mile open ocean race. They don't know what they are missing. Cape Ann's coves and rocky shoreline are worth lingering around for an afternoon or morning. You can even make it a full day of fantastic paddling.

Cape Ann thrusts its gnarly, rock-bound head into the Atlantic with Gloucester as its anchor, and a canal bisects the cape at the western end making a circumnavigation possible, hence the handy logistics of the Blackburn



Challenge course.

Cape Ann has many good put-in points, but one of our favorites is Lane's Cove in Lanesville on the west side of Cape Ann, not far from the mouth of the Annisquam River. Whenever we get a hankering for a Maine-style paddling experience, we hop in our car and drive the half hour over the Annisquam Bridge, to Lane's Cove. A granite shoreline and clear water are the rewards.



Our goal this July day is to paddle north up the shoreline catching the last of the outgoing tide, turn around, and paddle back past the cove with the incoming tide to a nice sandy beach lunch spot, then back again with afternoon winds predicted to gust up to 20, at our backs. Remarkably, the plan works perfectly, as many know is not always the case.

A sleepy village with solid homes built by Scandinavian craftsmen, Lanesville was once a great fishing port – cod so plentiful, you could row out into Ipswich Bay and bring back a boat load. Then Lanesville prospered during the granite quarrying era. (Cape Ann is covered with abandoned quarries, providing perfect freshwater swimming holes for those homeowners lucky enough to live by them.) Lane's Cove has a massive breakwater created so that townspeople could load cut stone onto the granite sloops. When the granite industry died in the 1930s, it left a lovely, quiet weather-beaten village, with granite stoops, colorful gardens, artists and their studios, and a few small shops, blessedly impervious to McMansionitis and Dunkin' Donuts. The cove, meanwhile, still retains its working-class status, protecting mostly lobster and fishing craft, with a decided minority of pleasure boats.



David Eden paddles out past the massive breakwater at the entrance of Lanes Cove.



Most of the breakwater is just tumbled granite quarry waste. These piles are very common along Cape Ann's coastline.

We often paddle here off-season when the cove is nearly deserted and were surprised to see the many families and kids frolicking off the dock and rocky beach with every kind of float toy imaginable. The cove, a tiny enclave surrounded by its guardian wall, is a perfect safe swimming spot.

We park next to two cars with surfski racks, their owners long gone. Parking here is rough - unpaved, with spaces for about ten cars by the launch ramp and some road-side spots farther up towards the main road. Still, the marine foundations are solid, with a ramp that doesn't quite make the water at low tide, leaving a slippery surface of boulders and seaweed to walk nimbly across to launch or land your kayak.

We turn right out of the breakwater, heading northeast along the coast towards Folly Cove and Halibut Point. A lobsterman kindly waits for me to exit the narrow entrance to the cove, a sign that kayaks are now finally accepted, 30 years after arriving in these waters, on their way via Great Britain, Seattle, and Maine.





Paddling north towards Folly Cove. The unexpected "wild coast" is ahead in the distance.

The day is clear with a full view across Ipswich Bay to the white huddle of the Isles of Shoals, the New Hampshire coastline, and Mount Agamenticus in Maine. One new view takes getting used to - Hog Island in the Essex Estuary, mostly shorn of trees and balding after the Trustees cleared a large part of the island after an exceptionally severe storm, revealing its contour.

Along the way, rocky outcrops provide perches for cormorants to dry their wings. The water is remarkably clear, and you will probably see the diving flags of scuba divers exploring the rich biomarine underwater landscape. Visibility here is excellent, up to 30 feet, some divers say. Cormorants, Canada geese, and eider families keep us company.

We paddle north, noting for the first time a huge swath of undeveloped land (see what you notice when you are not racing by?). We go into the steep-sided Folly Cove, also known as Gallop's Folly, after John Gallop, a Boston pilot, mistook the mouth of the cove for a larger, safer harbor and lost his vessel on the rocks. The shipwreck took place in 1635, which shows you how long people's memories are around here.



At the entrance to Folly Cove. Rocks like those behind David surround the cove and are what caused poor John Gallop to lose his ship.



L: Although ospreys, bald eagles, seals, porpoises, and even whales have been spotted near Cape Ann, we saw only cormorants, gulls, and a flock of eiders. R: The rocks all along the coast are used for sunbathing on good days.





Some samples of Folly Cove designs, produced between 1938 and 1968.

Folly Cove is also known for a group of 45 textile designers who worked in Gloucester, Mass., mid-20th-century doing bold block printing on fabric. Their leader was Virginia Lee Burton Demetrios, author and illustrator of the popular children's book, *Mike Mulligan and His Steam Shovel*. You can see their work at the nearby Cape Ann Museum in Gloucester.

Back to the water. Just beyond Folly Cove is Halibut Point, a major mark for the Blackburn participants, and site of a former rock quarry, and our turnaround. Halibut Point is remarkable for a huge headland formed entirely of quarry rubble thrusting into the sea. There is also a 60-foot WWII shore battery aiming tower on top. Hard to miss Halibut Point, unless it's foggy.



Lunch beach, just south of the lighthouse. There are several tiny pocket beaches off to the right. The water in the

cove was so shallow that it was a 30-yard drag to the water by the time we finished eating.

We retrace our route, going south, past Lane's Cove; Plum Cove, a wonderful local pocket beach; and Hodgkins Cove, once the site of a loading dock for shipping Gloucester granite, and now a site for University of Massachusetts' program in sustainable fisheries and coastal resilience.

Now we pass the Annisquam Harbor Light Station. Here is more history: In 1801, government officials started the lighthouse at Wigwam Point, a common meeting ground for the local First People, to serve as a marker for the entrance to the Annisquam River. In 1897, they replaced a second lighthouse with the white brick tower you see now. They added a fog horn in 1931, but soon decided to operate it only from October to May so summer residents could sleep at night, and boo to the poor fisher- or lobsterman out in an early morning pea soup. The Coast Guard completely renovated the lighthouse in 2000, replacing several thousands of old bricks, and it is now automated.

For more adventure, you can paddle south, paddle past the hopping Annisquam Yacht Club, and into tranquil Lobster Cove or a short paddle across the Annisquam River to Wingersheek Beach to loll around there.

There are several pocket beaches just south of the lighthouse you can land on in high season, without disturbing summer renters on the larger beach. As there were few of these when we pulled into the cove, we opted to land on the very gently sloping sandy beach, right in the center of the cove. Our goal: lunch! And a bit of a dip, snooze, and read on this very fine afternoon. After a bracing swim and tuna sandwiches for lunch, we make the approximately two-mile journey back to Lane's Cove, where kids are still leaping onto each other in the water and families are lighting up their barbecues. Ah, summer.

We land at extreme low tide, which means the take-out is a bit dicey, negotiating the slippery, weed-coated boulders just below where the paved ramp ends. Still, not a bad take-out. We notice a couple of painters working in oils on top of the breakwater and stop to admire their efforts. The "maestro" owns a gallery in Rockport, and you or I could go down to that gallery and buy a piece of the amazing scenery we have just paddled through.

We quit late afternoon, but had you stayed you would have been rewarded with a glorious sunset over Ipswich Bay.

Distance: Seven Miles. Tide: High at Noon, 9.2 feet. Winds: South 5-10, gusting to 20 in the afternoon. Weather: Sunny and clear. Experience: Priceless.



Returning north from the lunch beach to Lanes Cove.





The trip north along the Cape Ann coast is a perfect sunset paddle if you catch the right weather, as the sun drops to your left. This picture was taken two years ago in almost the same spot as the previous one, as you can tell by the gong bouy.

**Directions to Lanes Cove:** Head towards Gloucester on Rt 128N. Shortly after crossing the bridge over the Annisquam River, take the third right in the traffic circle onto Rt 127/Washington Street. At around five miles, turn left onto Andrews Street/Lanes Cove Road where 127 takes a sharp curve to the right. Follow to the end at the parking lot.

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## Environment



Controlling stormwater runoff continues to be a challenge for several of the Bay jurisdictions.  
Photo by Dave Harp.

### Highlights of the Chesapeake Bay Watershed Implementation Plans

*By Karl Blankenship on May 03, 2019*

In 2010, the U.S. Environmental Protection Agency established a cleanup plan for the Chesapeake Bay known as the Total Maximum Daily Load or “pollution diet.”

It established the maximum amount of nitrogen and phosphorus “loads” that could reach the Chesapeake Bay each year while allowing it to maintain water quality safe for aquatic life. Specific goals were assigned to each state and major river in the watershed. The Baywide goals, slightly refined in 2018, are:

#### **Nitrogen**

- 2009 Load: 270.9 million pounds
- 2017 Load: 249.78 million pounds



- **2025 Target: 201.41 million pounds**

## Phosphorus

- **2009 Load: 17.07 million pounds**
- **2017 Load: 14.84 million pounds**
- **2025 Target: 14.17 million pounds**

States have been working since 2010 to achieve those goals. On April 12, they released draft plans showing how they plan to achieve remaining nutrient reductions by the 2025 deadline. Drawing straight comparisons between the drafts is difficult, as each presents information and data in slightly different ways, and not all provide cost estimates.

Highlights of those “watershed implementation plans,” as well as the nutrient reduction progress and goals for each state, are summarized here.

## Virginia

### Nitrogen

- **2009 Load: 68.1 million pounds**
- **2017 Load: 58.15 million pounds**
- **2025 Target: 55.72 million pounds**
- **Draft WIP: 48.67 million pounds\***

### Phosphorus

- **2009 Load: 6.99 million pounds**
- **2017 Load: 6.12 million pounds**
- **2025 Target: 6.19 million pounds**
- **Draft WIP: 5.14 million pounds\***

The Virginia plan divides its goals among its major river basins: the Rappahannock, York and James basins, as well as the state’s portion of the Potomac River watershed and Eastern Shore.

The plan cautions that the goals are “ambitious and will require significant effort, sustained funding and increased technical capacity.” It also expects that more public funding and new laws will be needed. And, it anticipates that surplus nutrient reductions from wastewater treatment plants will be needed to cover potential nutrient reduction shortfalls in its stormwater and agriculture sectors.

The job will be particularly difficult in its portions of the Potomac basin and Eastern Shore, which have the greatest impact on Bay water quality. For instance, the Potomac basin would need to have nutrient management plans implemented on three times as many crop acres by 2025 as have been done since 2010, and plant three times as many acres of cover crops. Streamside grass buffers with livestock fencing would have to increase by 14-fold. The Eastern Shore would require similar ramp-ups.

To help cover likely shortfalls in those basins, the plan is counting on over-performance in other basins, particularly the James River, where a number of wastewater treatment plants are slated for upgrades.

In some cases, the plan calls for backup from the state legislature if progress falls short. For instance, the plan aims for nutrient management plans on 85% of all cropland and says the state would pursue legislation making it a requirement for all operations larger than 50 acres that apply fertilizer, manure or sewage sludge. The requirement would only be triggered if the state is not on a trajectory to meet the 85% goal by 2025.

Likewise, the plan sets a goal of excluding livestock from all streams in the state and says the state will pursue legislation to require it, though it did not establish a time frame for doing so.

The WIP also calls for establishing a workgroup to explore whether the state’s Chesapeake Bay Preservation Act, which gives local governments more regulatory authority to protect water quality, should be extended to areas west of Interstate 95.

\*Meeting cleanup goals requires significant nutrient reductions from the James River to offset shortfalls elsewhere. Because much of the water from the James goes out the mouth of the Bay toward the ocean, only a portion of its nutrients impact Bay water quality. Therefore, it takes significantly more reductions from the James to achieve the same water quality impact as those from other tributaries. Because of its reliance on James River reductions, Virginia’s statewide nitrogen reductions far surpass the state goal set in the TMDL in order to have the same benefit to the Bay.

## Maryland

### Nitrogen

- **2009 Load: 57.51 million pounds**
- **2017 Load: 54.22 million pounds**
- **2025 Target: 45.78 million pounds**
- **Draft WIP: 45 million pounds**

### Phosphorus

- **2009 Load: 4.05 million pounds**
- **2017 Load: 3.66 million pounds**
- **2025 Target: 3.68 million pounds**
- **Draft WIP: 3.28 million pounds**

Maryland's plan outlines activities that would lead to success but says Bay restoration will "test the collective will across seven watershed jurisdictions" to see if they can "live in harmony with the region's natural resources."

The majority of the state's nitrogen reductions will come from continuing improvements from wastewater treatment plants, where discharges are projected to decrease by 4.7 million pounds a year as the last large treatment plants in the state are upgraded with nutrient control technology.

That will be closely matched by agriculture, which is expected to deliver a 4.4 million pound annual reduction. Under the plan, the state needs to increase its rate of nitrogen reductions from agriculture threefold — from 2010 through 2017, it achieved 1.4 million pounds of nitrogen reductions from farmland.

Controlling stormwater continues to be a challenge. Current permits for its nine largest jurisdictions call for a treating runoff from the equivalent of 20% of the previously untreated impervious surfaces, but jurisdictions have struggled to meet that goal. The WIP suggests that in the next 5-year permit cycle, an average reduction rate of 2% per year — half the current objective — may be more realistic.

It also said counties will be able to meet a portion of their stormwater requirements though water quality trading as "over performance in the wastewater sector more than offsets anticipated growth in the urban sector."

The plan's preliminary estimates say that full implementation will cost the state \$273 million a year, with the largest costs incurred by wastewater, followed by stormwater. It estimates that local governments will incur an additional \$1.6 billion in costs through 2025, mainly to implement stormwater programs.

## **Pennsylvania**

### Nitrogen

- **2009 Load: 112.71 million pounds**
- **2017 Load: 107.31 million pounds**
- **2025 Target: 73.17 million pounds**
- **Draft WIP: 84.74 million pounds**

### Phosphorus

- **2009 Load: 4.46 million pounds**
- **2017 Load: 3.8 million pounds**
- **2025 Target: 3.04 million pounds**
- **Draft WIP: 2.98 million pounds**

Pennsylvania's draft states that it "is committed to having all practices and controls in place by 2025" and says that its plan provides "reasonable assurance" that those reductions will be achieved. The submitted plan would achieve the goal for phosphorus, but not for nitrogen. The state would fall short by about one third of its goal, or 11 million pounds, and the plan does not clearly show how that gap would be closed.

The WIP says it hopes to shore up part of the shortfall by identifying nutrient control practices that have been installed, but not previously counted toward cleanup goals. The state has also launched an intensive effort to work with local officials and organizations to develop county-level plans, which is a more aggressive effort to engage local governments than has been undertaken in other states. The plan says that when that process is complete, counties may identify additional nutrient reduction opportunities. But the first two counties to complete plans, Lancaster and York, fell short of their nutrient reduction goals.

Only about a tenth of the nitrogen from the state comes from wastewater, and most of its plants have been upgraded with nutrient control technologies. That means most of the remaining reductions will have to come from agriculture and stormwater, sectors in which all states have been struggling to reduce pollution.

Noting that the shortfalls could trigger action by the EPA, the plan stresses the urgency of demonstrating progress. For instance, it says, local governments can take necessary administrative steps toward creating stormwater fees even if they cannot be levied immediately. They can also create voluntary programs to reduce lawn fertilizer, subsidize rain barrels and promote reforestation, the plan suggests.

## **Delaware**

### Nitrogen

- **2009 Load: 7.25 million pounds**
- **2017 Load: 6.46 million pounds**
- **2025 Target: 4.55 million pounds**
- **Draft WIP: 4.46 million pounds**

### Phosphorus

- **2009 Load: 139,723 pounds**



- **2017 Load: 118,069 pounds**
- **2025 Target: 108,000 pounds**
- **Draft WIP: 81,000 pounds**

Delaware's plan would achieve its nutrient reduction goals by 2025. The state's nutrients overwhelmingly come from agriculture instead of stormwater runoff from developed areas or wastewater. Its largest town in the Bay watershed, Seaford, has fewer than 8,000 people. Delaware has several small wastewater dischargers but is counting on agriculture to overachieve and offset potential increases from wastewater treatment plants. Most states are approaching it the other way around, looking for reductions from wastewater to cover shortfalls in agriculture.

Recent rates of agricultural nutrient reductions would not achieve the state's goal, so the plan calls for a sharp increase in activity. That includes planting "every eligible acre" of cropland with a nutrient-absorbing cover crop in the fall, which would triple cover crop implementation by 2025. Among other actions, the state is counting on ramped up levels of enhanced nutrient management to further reduce fertilizer applications. At the same time, it backs away from earlier goals for planting streamside buffers, citing lack of landowner interest.



The District of Columbia has already surpassed its nutrient reduction goals for 2025, thanks in large part to upgrades at its Blue Plains Advanced Wastewater Treatment Plant. (Photo by Dave Harp.)

## District of Columbia

### Nitrogen

- **2009 Load: 2.76 million pounds**
- **2017 Load: 1.54 million pounds**
- **2025 Target: 2.42 million pounds**
- **Draft WIP: 2.42 million pounds**

### Phosphorus

- **2009 Load: 72,272 pounds**
- **2017 Load: 76,178 pounds**
- **2025 Target: 130,065 pounds**
- **Draft WIP: 129,037 pounds**

The District of Columbia has already surpassed its nutrient reduction goals for 2025, thanks in large part to upgrades at its Blue Plains Advanced Wastewater Treatment Plant, by far the largest treatment plant in the Bay watershed and perhaps the world. It handles the wastewater from the district, as well as its densely populated suburbs in Virginia and Maryland. But the wastewater figures included in the district's plan only cover the portion of the Blue Plains flow stemming from the district.

Nonetheless, the district plans to continue implementing stormwater control actions because of benefits to local communities, such as improving stream health and reducing flood risks.

Actual nitrogen loads from the district could be less than stated in its plan, because the WIP sets the nitrogen discharge for Blue Plains at its design capacity. In fact, the plan notes, the plant is operating under that capacity, and is expected to do so at least through 2030.

## West Virginia

### Nitrogen

- **2009 Load: 8.06 million pounds**
- **2017 Load: 7.77 million pounds**
- **2025 Target: 8.22 million pounds**
- **Draft WIP: 7.51 million pounds**

### Phosphorus

- **2009 Load: 624,124 pounds**
- **2017 Load: 429,053 pounds**
- **2025 Target: 431,952 pounds**

- **Draft WIP: 383,000 pounds**

West Virginia has already reached and slightly exceeded its 2025 goals because of reductions from wastewater treatment plant upgrades, agriculture and stormwater runoff, as well as changes in the way that the state-federal Bay Program developed its nutrient reduction goals. But the state's plan says that it is committed to continue implementing runoff control practices at its recent rate because of benefits to local waterways, which will result in additional nutrient reductions.

## New York

### Nitrogen

- **2009 Load: 14.51 million pounds**
- **2017 Load: 14.32 million pounds**
- **2025 Target: 11.53 million pounds**
- **Draft WIP: N/A**

### Phosphorus

- **2009 Load: 737,271 pounds**
- **2017 Load: 632,372 pounds**
- **2025 Target: 587,326 pounds**
- **Draft WIP: N/A**

New York has not been working at the pace needed to meet its nitrogen goals by 2025. The plan does not accelerate improvements for its agricultural sector — the state's largest source of nutrients — saying the state is "committed to executing a consistent level of implementation." It characterizes the decision to maintain the current level of effort as "practical and reasonable considering current available funding, technical staff, time and cooperation for implementation."

The state is counting on "negative growth" in its agricultural sector, anticipating that the loss of farms — and the related nutrients — will help meet its goal. But figures presented in the plan make it unclear whether those changes would be sufficient to close its gap.

The plan anticipates small reductions in wastewater pollution as some upgrades are finalized, while expecting to slash nitrogen runoff from urban areas — an area where others have struggled — by 600,000 pounds a year, or more than a quarter of its urban runoff.



### About Karl Blankenship

Karl Blankenship is editor of the Bay Journal and executive director of Bay Journal Media. He has served as editor of the Bay Journal since its inception in 1991.

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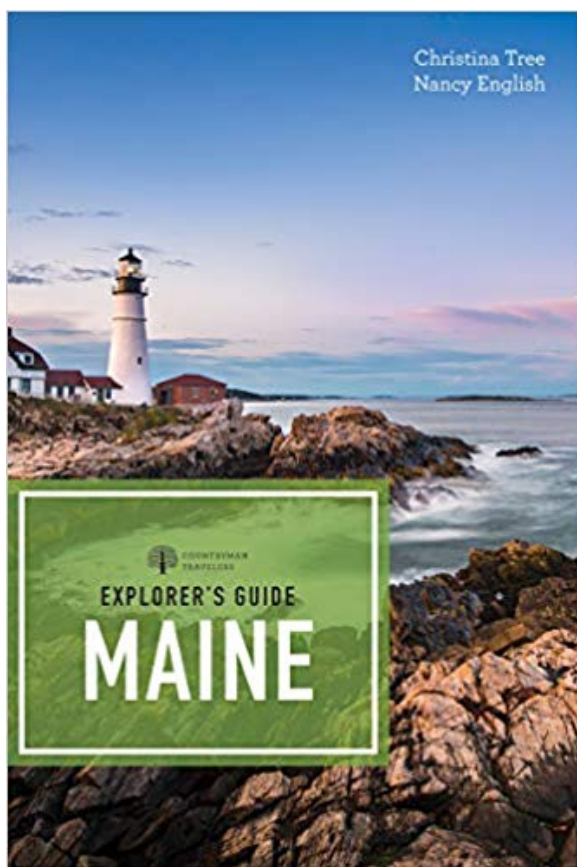
# ATLANTIC COASTAL KAYAKER

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## EXPLORER'S GUIDE MAINE

By Christina Tree and Nancy English *Review by Tamsin Venn*



19th Edition, July 2019

592 pages w 100 color photographs, ten maps  
\$23.95 paperback  
ISBN 978-1-68268-309-5

Maine often turns up on our readers' lists of most favorite place to paddle. And why not? In summer, paddle to one of its many public islands and pull into a secluded cove, spend the day there... or a week... or forever.

NOAA charts, the Maine Island Trail Assn. app, several good guidebooks, weather radio, GPS, and compass all show us the way on the water, but we could also use a good onshore guide.

Just out is the latest Explorer's Guide Maine (The Countryman Press, N.Y; 2019, 592 pages) which Christina Tree co-authors with Nancy English. Tree has been updating this guide since 1982, so she's the expert. End of story.

The Guide will provide you with all you need to know on land, be it sitting out the fog, enjoying a real bed after a camping trip, or just idling away on this beautiful coast.

Lodging (from sporting camps to deluxe) is keyed by helpful symbols including Author's Favorites, Special Value, Child Friendly, Handicapped Access, Pets (look for a dog paw) and new, Wireless Internet for your latest NOAA report. Having traveled for years with her three sons, Tree knows a good cottage for a crowd of people.

Food is another area of expertise, especially for her co-author Portland resident Nancy English who was restaurant reviewer for the Maine Sunday Telegram for more than six years. Looking for the seafood shoreside deck we all love so well? They've got you covered. They also designate Dining Out and Eating Out, the latter a place a kayaker might be welcome in a wetsuit, salt-crusted facial features, Texas, and dangling seaweed. Craft breweries are also well covered.

The guidebook lists all the kayak outfitters in various regions in the To Do section in a very comprehensive list. Also, if you want to act like a normal tourist, you have contact info for whale watching outfits, puffin tours, fishing charters; not to mention hikes, windjammers, blueberry festivals, lighthouses. Plus museums and galleries, to view possibly some of the seascapes you have been paddling through.

The section on the Bold Coast is useful for exploring this increasingly popular area, as is Acadia for the National Park Service's latest crowd control measures. We were happy to see birding with our friends Natalie Springuel and Rich MacDonald at The Natural History Center noted. Also useful is the info on Schoodic Peninsula, which opened a campground there in 2015, a whole new realm to explore. I was glad to see that Helen's in Machias is still serving pie; that Moody's Cabins (and diner) is still going strong; that you can still spend the night at the Ocean House Hotel before taking the ferry to Monhegan, to name a few favorites.

Let us not forget inland Maine - the Allagash, the St. John's, Attean Lake; Maine Huts and Trails on Flagstaff Lake and AMC's renovated camps in the 100-mile Wilderness region east of Moosehead Lake (Medawisla is gorgeous). All details are well covered, in the way only authors who really appreciate the hospitality the people of Maine offer.

Support your local bookstore and buy Explorer's Guide Maine there, or else you can find it on Amazon.

*Nancy English's food and travel writing has appeared in several New England newspapers and magazines. She was the restaurant reviewer for the Maine Sunday Telegram for six years.*

*Christina Tree launched the Explorer's Guide series more than 30 years ago. She is a regular contributor to Yankee Magazine and has been honored by the Maine Publicity Bureau and the New England Innkeepers Association. Tree travels thousands of miles every year doing research to revise her books. She lives in Cambridge, MA.*



# ATLANTIC COASTAL KAYAKER

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## Reader Survey



Sunrise from Selby Canoe Camp, Patuxent River Water Trail Maryland. Photo by Ralph Heimlich.

### **How We Doin'?** Readers Respond To Our Most Recent Survey

*By Tamsin Venn, Publisher*

Recently we asked our readers what information or resources we could provide that would make *Atlantic Coastal Kayaker* more valuable and fun to read. It is our ongoing effort to provide the type of information you can use in your own kayak adventures.

The profile of the ACK paddler who emerged from the survey is someone very much like ourselves. We really want to know where to paddle, here in our backyard in New England, but also up and down the coast. While

we're not primarily doing exotic adventures, we still like to keep them on our radar for our "bucket list." We are still very keen on the best launch spots, where and how to find them.

You really like first-person story adventures, especially those that have mishaps, to accurately gauge our own risk taking. You like the humble stories of those trips that have gone awry so we can all learn from them. You also like to know about different kayaks, what makes them go, but many of you are paddling older models and like to hear about the performance of those, any improvements made in the design, plus, how to repair them. Technique is of interest. We were happy to hear from the person who indicated he would like to know more about the environment we are paddling through. (In another survey 81 percent of you said you liked to paddle to get out into nature.)

So here are more specifics.

The majority of responders (54 in all) wanted articles on paddling trips, especially in New England, but also up and down the East Coast. First person trip reports. Information on different launch sites. More local and regional stories that offer respite from the daily routine. Northeast Atlantic waters, hidden spots, places near restaurants and urban activity. More sharing of "local knowledge" in regards to boat launches/parking especially for places such as Boston Harbor. Good put-ins and great places to paddle in New England.

Fewer articles on kayaking in extreme environments. Paddle specific vacation options, e.g. resorts that provide quality kayaks. Exotic paddling destinations. More trip reports. More coverage in the mid-Atlantic; Long Island, N.Y.; Florida; Chesapeake Bay.

Other wishes: Gear reviews. Boat reviews. Regular paddle reviews of new/old/changed kayaks. Safety tips. Routes, campsites, need to carry water for us flatlanders. Navigation, weather, and tides. Reviews of new kayaks. Marine or aquatic life observed in paddling destinations. Maintenance and repair. Expert instruction on paddling techniques. Instruction on how to instruct. Kayak clinics. Adventure. Resources for paddles. Who to go with, local clubs, paddling group contacts. Provision of content geared to all levels.

Many liked ACK just the way it is. Thank you. Here are your comments.

### **What You Did Like**

*I really enjoy the mix of articles you have, especially the stories on safety issues.*

*I enjoy it pretty much the way it is now.*

*You do just fine.*

*Really like the personal experience articles.*

*I think it's fine the way it is.*

*Keep current content.*

*You're doing a great job, have brought ACK a long way and I'm content with the way it is.*

*Like it as it is - prefer print.*

*You have done very well in my book.*

*Like it as it is. Good info on NE launch sites and paddle destinations.*

*Great magazine but would like more adventure kayaking trips to remote places and instructional "how to" articles.*

*I enjoy it as it is. The thing I miss the most, but is difficult to do, are the semi-objective kayak reviews that Sea Kayaker Magazine offered. If you could manage that it would be great, but I expect that is a budget and schedule buster.*





Leg Hook Re-entry Technique. Credit Wayne Horodowich.



Bronx Kill, N.Y. Photo by Kam Truhn.

### Other Comments

*Living in Maine, but being relatively new, I would like to learn more about possible fresh water lake/river camping expeditions in Maine and New Hampshire that could be accessed using sea kayaks.*

*The real life stories of problems encountered and how they were solved are very useful. I particularly liked the one about the pair that was separated off McGlathery Island in Deer Isle - shows how quickly problems can arise.*



*My all time favorite publication was Sea Kayaker Magazine. It was a great source for trip planning suggestions, equipment reviews, and safety recommendations. Anything along those lines would be of interest. Living in South Carolina it would be nice to see more articles outside the New England area.*

*I think ACK does fine with the limited staff and resources that a small outfit has. I think the readers who purchased the magazine in the 90's who were primarily sea kayakers continue to want reading material in that genre. I don't read the Fishing From a Kayak articles at all. Think you need to keep the magazine primarily sea kayaking.*

*Reviews of some local lakes and rivers might be nice for when you want to do a quick, easy paddle. I paddle coastal and inland lakes and rivers.*

*Places to paddle in New England, especially inland like you are doing with the Adirondacks.*

*Reviews of kayak models, both current and older. Many of us enjoy boats that are no longer produced.*

*I really appreciate articles about new gear.*

Stay with us, this is our 28<sup>th</sup> year of publication, and we're just getting better.

Use [this link](#) to renew your subscription.

Tamsin Venn, Publisher  
David Eden, Editor



In the marshes near Tybee Island, Ga. Photo credit Sea Kayak Georgia.



April 2020

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Submit an Ad



## Flip That Kayak!



**STELLAR SES SURFSKI:** In very good condition. Advantage layup. [See it here](#). Length: 20'4", Beam: 16.4". Designed for paddler 5' to 6'3" with 200 lbs capacity. \$1,450. Email to [nelowk2@gmail.com](mailto:nelowk2@gmail.com) (please put "Stellar" in the subject line) (7)

**BETSIE BAY VALKERIE:** Boat is Inuit style, 17 feet long and 20 1/2 inches beam. It is fast with a medium weight paddler, and very controllable in challenging conditions. Comes with cockpit cover, spray skirt and Betsie Bay very light weight Greenland-style carbon fiber reinforced paddle and other accessories. Always stored indoors. Boat and paddle are in excellent condition. Boat is currently in eastern Florida, but could be brought to Ohio or eastern Penn. in mid-April for a sure sale. \$1000. Contact Jim at [jbedford46@gmail.com](mailto:jbedford46@gmail.com). (6)

**WANTED TO BUY:** One used L.L. Bean Calypso kayak, Eddyline Skylark kayak, or similar used recreational kayak in the 12-foot range. Must be near Rhode Island for my pick-up. Mike Rubin, Pawtucket, R.I. [mike.rubin54@gmail.com](mailto:mike.rubin54@gmail.com) (6)





**EPIC V10 SPORT SURFSKI:** Excellent condition - Performance layup. <https://www.epickayaks.com/v10-sport> \$1,950 Custom padded insulated cover cover available - \$200 (cost new \$350). Pictures available. Email to [nelowk2@gmail.com](mailto:nelowk2@gmail.com) (please put "Epic" in the subject line). (6)

**PRIJON SEAYAK:** with rudder; 16 ft, very good condition; best offer. Paul Foster-Moore, Florence, Mass. [pfostermo@gmail.com](mailto:pfostermo@gmail.com). (6)

**QCC 600X:** 16'8"x 21", 43 lbs. in kevlar, rope skeg, narrow but not twitchy and fast, good for a woman or slender man to 6'3". Foot pegs adjust while sitting. Second hatch cover with compass. Light blue and maroon over white. Bought new in 2008, used about 30 weeks over nine years. Stored inside. Plus professionally-made Greenland paddles, helmet, NRS titanium wet-suit, NRS eVent dry top (gaskets replaced last year), Immersion Research spray skirt, Aleutian deck bag, Kokatat Poseidon PFD with customizable pockets, custom canvas cover, and more. \$2,000 OBO. [vhme.137@gmail.com](mailto:vhme.137@gmail.com). (6)

**BETSIE BAY RECLUSE:** Greenland-Style. 2007-original owner; 19' long and 20 1/2" wide; weight 32 lbs. For paddler 175 lbs. & greater; spray skirt, cockpit cover, Tuktu Greenland Paddle, and other accessories; Excellent Condition (stored indoors/only fresh water use); \$2175 (\$4300 value); Photos available on request; Contact Charlie [ccummins55@gmail.com](mailto:ccummins55@gmail.com) or 518-234-9235 in Albany, NY area; Meet half way possible. (6)

**NDK EXPLORER:** Navy over White 2002. 17' 6" Overall Length. 21" Beam. 10" cargo hatches and 8" day hatch. Fiberglass, drop down skeg, deck lines, deck compass. Custom foam seat, or original seat can be reattached. Cockpit cover and spray skirt. Stored in garage, usual scratches from use, two small punctures fixed with fiberglass patches. Still very seaworthy craft. Located in Sloatsburg, NY. Asking \$1000. More pictures available. Contact Greg Sullivan at [gregsullivan1@mac.com](mailto:gregsullivan1@mac.com) (6)

**KOKATAT DRY SUIT:** Men's XL Front Entry Gore-Tex with relief zipper and integrated socks. Cobalt/mango. Excellent condition, used 4x's. \$500. Located in Springfield NH. Contact Linda 603-763-4824 or [4LindaHowes@gmail.com](mailto:4LindaHowes@gmail.com) (6)

**CONN KAYAK INSTRUCTION 20-YR BUSINESS** for sale. Principals only to [michele@kayak-Adventure.net](mailto:michele@kayak-Adventure.net)