

PADDLER

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Newsletter of the Rhode Island Canoe/Kayak Association V ol. XXXII No. 9, Sept, 2009

September Club Meeting:

Date: Monday, September 21

Location: Jewish Community Center, Providence

Time: 7pm

Jim Cole—Paddling in Connecticut and Rhode Island

September means an end to our summer on-the-water meetings. This month's program will be a slide show presented by RICKA membership chairperson, and author, Jim Cole, presented in conjunction with his new river guide, *Paddling Connecticut and Rhode Island*, released by The Globe Pequot press earlier this year. Jim has spent more than fifteen years paddling the local rivers and gathering the information for this guide. The book provides descriptions of thirteen Rhode Island trips and eighteen trips in Connecticut, some of which are not available in any other publication. Care was taken to provide many details on each of the trips including the GPS coordinates, native wildlife, vegetation, season water level changes and other boat traffic that may be encountered.

Tom Meade from the Providence Journal said, "*Paddling Connecticut and Rhode Island* is going to be a valuable book." Jim will be available to answer questions about the many trips around the area and will also have auto-graphed copies of the guide available. The meeting will be held at the JCC in Providence.

Directions to the Jewish Community Ctr, 401 Elmgrove Ave., Providence:

From Rt. 95 South: take Exit 24 & turn left onto Branch Avenue. (From Rt. 95N Northbound take Exit 24 & turn *right* onto Branch Ave.) Cross North Main Street at the lights and continue up the hill (past Kentucky Fried Chicken). Cross Hope St. and continue one block to the end at Morris Ave. Go left, then immediately right onto Sessions St., then down the hill to Elmgrove Ave. The JCC will be across the street. Park in the lot or on the street.

Men thankful for life jackets in Sandy River mishap

By Mara Stine, *The Gresham (OR) Outlook*, Jul 29

Alan Hahn and Stephen Jackson-Clark toppled into the swift-moving river on July 25 after Hahn's 18-foot aluminum canoe got caught sideways in rapids, said Detective Jim Strovink.

The men paddled for the first time on the Sandy after reading online that the river was a popular beginner's run. However, following sage advice from their wives, both men donned life jackets before launching.

Good thing. The canoe hit rapids and tipped over. Hahn managed to swim to shore. Jackson-Clark made it to a rock in the middle of the river, saw how fast the current rushed by and decided against trying to swim to safety.

Instead he clung to the rock for about 20 minutes until the Clackamas County Sheriff's Office Marine Rescue threw him a rope and pulled him to shore by noon. He had a few bruises, but was otherwise in good condition, Strovink said.

Both men told rescuers that they promised their wives they'd wear their life jackets. Strovink said that might have saved their lives. "That's what really contributed to their safety," he said.

Coast Guard approves LNG plan

by Dave Souza, *Fall River Herald News*

Jul 30, 2009 Fall River — The Coast Guard captain of the port for south-eastern New England advised the Federal Energy Regulatory Commission Thursday that the Weaver's Cove Energy proposal for an offshore liquefied natural gas terminal fulfills navigation and safety requirements.

The letter of recommendation from Capt. Raymond J. Perry to FERC Secretary Kimberly D. Bose is a boost for Weaver's Cove Energy and proponents of the project, and a setback for opponents of the proposal.

Perry's recommendation is in response to a letter of intent submitted by Weaver's Cove Energy in April proposing to transport LNG by ship to an offshore berth in Mount Hope Bay. Perry said his analysis was focused on the navigation safety and maritime security risks potentially posed by LNG marine traffic along the transit route described in the waterway suitability assessment and similar risks associated with the proposed offshore berth and pipeline from the offshore berth to the Weaver's Cove Energy waterfront facility in this city's North End.

"I also considered various measures needed to responsibly manage those risks," he said.

During the review, he wrote, the Coast Guard consulted with various stake-

Continued on page 7

CONGRATULATIONS TO MIKE ROCK, 2008 RICKA VOLUNTEER OF THE YEAR!

CLEAR PASSAGE CREW NEEDED

TRWA Volunteer Lee Parham is organizing volunteers to remove fallen trees and debris from the Three Mile River.

We need your help. Please call Lee Parham at 508-286-5999

He will work with you to determine a convenient date and time for you to help.

And if you are interested in organizing a clearing or cleaning in a river near you, let us know, we'll help you make it happen!
email us: River Cleaner

Taunton River Watershed Alliance
PO Box 1116
Taunton, Massachusetts 02780
(508) 828-1101

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NOTES ABOUT RICKA TRIPS

- The trip schedule shown in the newsletter can (and will) change at any time after publication. Trips will be added, cancelled, changed, moved or otherwise adjusted for a variety of reasons. Check the message boards and trip calendars frequently (and always prior to leaving for a trip) for changes. Sign up for the email lists to have information delivered to you.
- To clear up the confusion about launch times: in the case of club paddles, “launch” means “in your boat, ready to paddle,” which is not the same as “launching your car into a parking space at the put-in.”
- Due to space constraints, the newsletter may show only abbreviated directions to the put-ins. More detailed directions may be found on the web site.
- Acquaint yourself with our web site, www.ricka.org! Click on the buttons for the category of your choice: flatwater, sea kayak or whitewater. You'll find a wealth of information, including the specific gear and experience requirements for each.
- PFDs are always required; lights are required for all evening trips.

If you elect to receive the Paddler by e-mail please be certain to add RICKA_Newsletter@Yahoo.com to your address book so it doesn't get filtered out as spam.

EXECUTIVE BOARD

Next meeting: **Wednesday, Sep 30 @ 7pm**

*The **PADDLER** is published monthly except December by the Rhode Island Canoe Association, Inc. It is mailed from Providence on the Thursday 2 1/2 weeks preceding the third Monday. It is not available by subscription, but is included in the cost of membership in the Association.*

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Additional Member-at-Large position open

A Summer Day on Fife Brook

By Erik Eckilson

It was a typical August day - sunny and hot. For most people, that's beach weather. For me, it's a great day for a trip out to the Deerfield River.

The Deerfield runs 73 miles across southern Vermont and northwestern Massachusetts before it empties into the Connecticut River. It is a beautiful river that cuts a deep valley through scenic mountains and hills. Releases at several hydroelectric dams provide paddling opportunities for boaters of all skill levels throughout the summer.

Advanced paddlers often head to "The Dryway" in Monroe Bridge. This is a class III-IV section of river for experienced whitewater paddlers. RICKA has several paddlers who regularly paddle the Dryway, but I'm not one of them.

For me, the Fife Brook Section is more appropriate. This section runs 9 miles from the Fife Brook Dam down to the Shunpike Rest Area in Charlemont. It is mostly class II, with the exception of Zoar Gap in the middle which is class III. Those who are really ambitious can continue downstream another 8 miles to East Charlemont.

I picked up Paul at 7:30 and we headed off to the river. It takes a couple of hours to get there, so it's always nice to have someone along to share the ride. We arrived at the Zoar Gap Picnic Area around 10:00. Jeff, Andy, Don and Karen were already there. Peter and Linda pulled in a few minutes later. We arranged the shuttle, and by 10:30 we were on the river.

The day was hot and the water was clear and cold. I knew I'd be doing some swimming before the day was through. Just downstream from the put-in is the first rapid known as "Hangover Helper". At this rapid, a ledge extends across most of the river resulting in a 2-foot drop followed by a long wave train. If you're still asleep, or perhaps a little hung-over, this rapid will wake you up fast. We ran the drop and played in the waves before moving downstream.

The next rapid - "Carbis Bend" - is similar but smaller. A ledge extends out from the

left side of the river producing a couple of easy surf waves. Even those too timid to do any surfing at Hangover Helper will generally give it a try at Carbis Bend, so it's a popular place to stop. We pulled over, enjoyed the sunshine and took turns on the waves.

Just downstream from Carbis Bend is a rapid known as "Freight Train". This rapid starts with a long wave train and ends with a large surf wave. The rapid takes its name from the speed that many people build up running through the waves, and the railroad bridge just downstream that carries freight trains across the river. We stopped for lunch and had fun playing, and watching others play in the waves.

After Freight Train is a long rapid known as "Pinball". With scattered rocks and ledges, it's a great place to practice eddy turns, peel outs and ferries. By this time, I was hot enough for a swim, so we decided to do some throw bag practice. We pulled over next to a long, easy rapid across from a sandy beach know as "Miami Beach". Andy positioned himself with a throw bag at the bottom of the rapid near a large eddy, as I walked up the top. Once Andy was ready, I eased myself into the current and got into a defensive swimming position - on my back, feet raised and pointed downstream. At the bottom of the rapid Andy threw me the line and swung me out of the rapid and into the eddy below - perfect.

After Pinball is the most difficult rapid on this section of the river - Zoar Gap. Four of us decided to run the Gap and continue downstream to the Shunpike Rest Area. There are three routes through the Gap - left, right and center - each requiring a different combination of moves. After scouting from shore, we all decided to take the center route.

I was the sweep boat and watched from

an eddy on the left as Jeff, Andy and Paul disappeared down into the rapid. As I was sitting in the eddy, I noticed a couple of tubers climbing down the bank to the river, but didn't think too much of it. I had my own issues to worry about.

I crossed the river and eddied out behind a large rock just above the Gap. From there, I set up for my run and headed into the rapid. Only then did I realize that one of the tubers that I had seen earlier was also on his way into the Gap. He swamped in a big hole in front of me, and was getting circulated around as I came though. I thought I was going to run him over, but fortunately he flushed out just before I got there. I bounced my way through the rest of the rapid and pulled into an eddy at the bottom with Jeff and Paul. Andy was a little further downstream emptying his boat. Three successful runs and one successful swim - not bad.

The rest of the run down to the Shunpike Rest area was uneventful. At 4:30, we pulled off the river and got everyone back to their cars. It's a long ride home, but for such a great day, it's worth it.

Body pulled from Deerfield River identified

The Springfield Republican
Thursday August 06, 2009

CHARLEMONT - Massachusetts State Police Thursday confirmed the body found by the Deerfield River on Wednesday was that of 18-year-old Shanara Henry, of Springfield.

Henry was last seen Saturday when she fell into the river while tubing with a group of 10 friends. Her tube flipped in the heavy current and she was thrown into the water. She was not wearing a life jacket, and friends told officials she did not know how to swim.

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FLATWATER TRIPS

August 30th, 2009 - 6th Annual North River Trip.

10:30 am Arrival with a 11:30PM (SHARP) Launch. Leader Ron Cichowski (508)868-3471 or n3303j@erols.com

Changes and cancellations to trips will be posted on the flatwater [message board](#). Please check the board before leaving for any trip.

Please be there and ready to shuttle at 10:30am.

Trip is suitable for Day Touring or Ocean Kayaks and Kayakers that can paddle comfortably at 2.5 knots in still water.

Description: No overhanging branches or trees. The river is sufficiently wide enough for any length boat. A little bit of quick water at the bridges and one natural narrow. Enough fetch in some spots that windy conditions can produce white peaks on some of the waves but not significant enough to swamp an average boat. A bit of power boat activity as you work your way to the end, but so far it all has appeared courteous and aware of kayak/canoe limits. A large portion of the river is posted as a "No Wake" zone.

The put-in is in Pembroke MA with parking for about 15 vehicles. (N 42° 05.992' W070° 49.124') The take-out is about 8 land miles down in Marshfield at Ocean View Marina on Route 3A (N42. 09.829' W070 44.552). The paddle distance is 11.8 miles. It represents a relatively easy 4 hour trip (UNLESS the wind is against you!). There is a pine grove with a small beach area about 6 miles into the trip which is a good stop point for snack/lunch break. DIRECTIONS to meeting place and put-in: From Massachusetts Route 3 EXIT #12 proceed on Route 139 West 2.3 miles to the intersection with Route 53. Continue on Route 139 West 0.8 miles to the Traffic Light and intersection of

BROADWAY. Turn LEFT on BROADWAY and proceed 0.3 miles to the fork with ELM Street. Bear LEFT on ELM Street and proceed 0.6 miles to INDIAN HEAD Street. Turn LEFT on INDIAN HEAD Street and proceed 0.3 miles to LAUNCH SITE at end of street on right. <http://www.kayakpilot.com/NorthRiver.htm>

September 7th Labor Day -Monday - Surf & Play Day

Annual Labor Day event open to all paddlers- flatwater, sea kayakers and white water paddlers. Contact Cheryl Thompson Cameron or Benn Thompson at 401-647-5887 or StoneFoxFarm@juno.com if you need more information. Bring a lunch.

Changes and cancellations to trips will be posted on the flatwater message board. Please check the board before leaving for any trip.

If you plan to surf in your kayak, helmets are strongly recommended. Informal day at the beach, we do not have a formal paddle on this day. Meet at Narragansett Beach. (note best to arrive at the launch by 9:30 to insure parking)

Put-in on Narrow River and Paddle (to the right) a couple of miles to the mouth of the river and the beach. We will meet up at the beach, not at the launch.

Directions:

N41 28.044 W071 27.013
Take 95 South to exit 9 (a left exit) towards Newport/S. County. Merge onto Rt. 4 South. Turn slight right onto Tower Hill Road. Turn left onto Bridgetown Road (at large tower). Turn slight right onto Middlebridge road. Approximately a mile and half-mile up on the left will be Pollock Street. Turn and follow to the parking area.

Saturday September 12th- Buffumville Lake, Charlton, MA.

Meet at 10:00am for a 10:30am Launch. Leaders: Barbara Day blsday@verizon.net Home 508-987-0549 and Karen Ogden kao@charter.net

Bring a lunch. Trip suitable for all. Changes and cancellations to trips will be posted on the flatwater message board. Please check the board before leaving for any trip.

Directions:

Almost 500 acres of land and 200 acres of water comprise the natural environment at Buffumville Lake. The U.S. Army Corps of Engineers built Buffumville Dam in 1958 in response to the floods of 1936, which caused tremendous property damage and took many lives in the region. It is now an outdoor recreation spot providing hiking, fishing, swimming and an excellent paddling destination.

You can drive down to the water and off load your boats and then park in the lot. Any size boat.

GPS coordinates: N42.07.388

W071.54.583 -boat ramp is on the left
DIRECTIONS: From interstate 395, take exit 4B Oxford Center. Continue straight for approx. 2.5 miles to Buffumville Park. Boat ramp is on the left.

From Mass Pike, take the Sturbridge exit and follow route 20 to Charlton. Take a right onto route 31 and follow the signs to Buffumville Lake.

September 13th Palmer River-

Rehoboth MA. Meet at 10:00am for a 10:30 launch. Leader: Henry Dziadosz henry@twincitysupply.com 401-567-0313. Bring a lunch. Changes and cancellations to trips will be posted on the flatwater message board. Please check the board before leaving for any trip.

An easy, scenic paddle up the Palmer River. This is a round trip and no shuttle is required. Suitable for all boats and levels of experience.

Directions for the upper access put-in: Travel east on 195 from Providence. Take exit #1 in Massachusetts (Route 114). Turn left on Route 114 and go .5 mile to light (County Street). Turn right on County Street (becomes Providence St. in Rehoboth) and go approx. 3.7 miles. Access is on right, immediately after bridge

Bear-Proof Can Is Pop-Top Picnic for a Crafty Thief

By *LISA W. FODERARO*, *The New York Times*

July 24, 2009

NORTH ELBA, N.Y. — It was built to be impenetrable, from its “super rugged transparent polycarbonate housing” to its intricate double-tabbed lid that would keep campers’ food in and bears’ paws out.

The **BearVault 500** withstood the ravages of the test bears at the Folsom City Zoo in California. It has stymied mighty grizzlies weighing up to 1,000 pounds in the backcountry of Yellowstone National Park.

But in one corner of the Adirondacks, campers started to notice that the BearVault, a popular canister designed to keep food and other necessities safe, was being compromised. First through circumstantial evidence, then from witness reports, it became clear that in most cases, the conqueror was a relatively tiny, extremely shy middle-aged black bear named Yellow-Yellow.

Some canisters fail in the testing stage when large bears are able to rip off the lid. But wildlife officials say that Yellow-Yellow, a 125-pound bear named for two yellow ear tags that help wildlife officials keep tabs on her, has managed to systematically decipher a complex locking system that confounds even some campers.

In the process, she has emerged as a near-mythical creature in the High Peaks region of the northeastern Adirondacks.

“She’s quite talented,” said Jamie Hogan, owner of BearVault, based in San Diego. “I’m an engineer, and if one genius bear can do it, sooner or later there might be two genius bears. We’re trying to work on a new design that we can hopefully test on her.”

His company and New York’s Department of Environmental Conservation have cautioned campers in the Adirondacks against using the BearVault because of its vulnerability here. There have been no reports of the BearVault being regularly broken into anywhere else in the country.

Bears and campers do not usually interact, and when they do it is usually over food.

Four years ago, New York State began requiring overnight campers to use bear

canisters in the eastern High Peaks, a sublime wilderness favored by backpackers and black bears alike. Several national parks, including Yosemite, also require canisters.

Before they used canisters, campers often stored food in bags, typically hung from cables slung between trees, which inadvertently made for one-stop shopping for bears.

“They had learned that when they saw a bag in the air, there had to be a rope someplace and they learned to bite or slice the line,” said Neil Woodworth, executive director of the Adirondack Mountain Club, a conservation and recreation group.

The number of “negative human-bear interactions,” according to the Department of Environmental Conservation — mainly incidents in which bears approached people looking for food — dropped to 61 last year in the eastern High Peaks from 374 in 2005. But, of course, there was a problem with the solution.

BearVaults, one of several canister brands, are favored by many backpackers because they are light and can be opened with bare hands; most others require a coin or screwdriver. Like other brands, BearVaults must pass the zoo test, in which bears are given a certain amount of time to try to break into a canister filled with food.

Similar to a childproof medicine bottle, the BearVault 350 and 400 models can be opened by pressing a tab that allows the camper to screw off the lid. But reports began coming in from campers a few years ago that BearVaults were being broken into. State wildlife officials began suspecting Yellow-Yellow, one of a number of bears they have tagged and tracked as a way of studying the behavior of the more than 5,000 bears roaming the Adirondacks.

In most BearVault break-ins, Yellow-Yellow’s radio collar indicated she had been in the area. Eventually, campers began spotting her from afar rifling canisters. There have been no reports of her threatening anyone.

So last year Mr. Hogan introduced the 450, a two-pound cylinder costing about \$60, and a larger version, the 500, each with a second tab. On them, a camper must press in one tab, turn the lid partway, then press the second tab to remove the lid. “We thought, ‘O.K., well, one bump didn’t work so maybe two bumps will thwart her,’” he said.

But Yellow-Yellow figured that lid out, too.

Last month, her achievements were noted in an article in *Adirondack Explorer*. And she now appears to have apprentices; campers have reported seeing other bears getting into their BearVaults.

“Yellow-Yellow seems to be the most adept at defeating it,” said David Winchell, a spokesman for the Department of Environmental Conservation’s Region 5, which covers the High Peaks. “Certainly, she is the most commonly observed in the area when it’s happening.”

It is not certain exactly how Yellow-Yellow plundered campers’ Italian sausages and granola bars, but she apparently depresses one tab with her teeth, turns the lid, uses her teeth on the second tab, and then opens it. At the Adirondack Mountain Club’s High Peaks Information Center here, where campers can rent canisters, an example of a defeated BearVault is on display: a bear’s teeth have left deep gouges in the hard plastic lid, as though it were putty.

“I don’t think she’s twisting it with her paws,” said Chuck Bruha of the Mountaineer, a camping-goods store in nearby Keene Valley. “We think she’s biting the lid and twisting her whole head.”

Ben Tabor, a state wildlife technician who has tracked Yellow-Yellow, said the evidence on the canister supports that theory. (He watched her tackle a BearVault two years ago, although he was too far away to determine her method.) He doubts, however, that she has out-of-the-ordinary intelligence. “I don’t think she’s smarter than most bears,” he said. “I think she’s had more time to learn.”

Mr. Tabor emphasized that Yellow-Yellow, while tenacious with the BearVaults, is shy around people; she runs from them. He worries that her prowess could lead to pressure to kill her. In 2006, the agency had to kill a 350-pound black bear that had cornered campers with food inside their lean-tos, although no one was hurt. “It would be ridiculous for us to remove Yellow-Yellow at this point,” Mr. Tabor said. “She’s not bold. She doesn’t charge. She steals food but runs away when confronted.”

Mr. Hogan is working on a prototype of a new model, the 550, for next year. State officials have agreed to test it by filling it with aromatic food and depositing it on Yellow-Yellow’s turf. “She’s the whole reason we’re doing this,” he said.

Let canoe trip gone wild be a lesson

By Nick Walter, Bradenton (FL) Herald
Wednesday, Jun. 03, 2009

Paddling the Upper Manatee River on Sunday, I was almost one mile from the Lake Manatee dam, gliding on a canoe with an incoming tide. The day was sun-scorched and full of promise from the recent opening of Lake Manatee that sent clusters of freshwater fish such as bluegill and catfish cascading down the dam and into the river 40 feet below.

The fall into rocks often scars many of the fish. But I wouldn't even make it to the dam.

The whole fishing trip was cancelled when I passed three women in a canoe.

I heard shouts down the river from one woman asking if I wouldn't mind pulling them back to their launch point, almost four miles back up the river. They were exhausted and going the wrong way. The tide had carried them far, but it was the same tide they could no longer fight against. The sun was almost down.

Two of the women had never paddled before. One had paddled once. It would be a long journey back, one canoe tied to another, a two-canoe train.

But this train wasn't tame. One woman often hollered rap lyrics; some were on the phone, exhausted, sending text messages and placing panicky phone calls. That, coupled with the extra weight and a head-on incoming tide, made it a paddle that made me want to relax on a rock.

It was the first time I'd ever towed another canoe, and after maybe 50 yards of slow-paddling, it never ceased that the mechanics of this clunking contraption, bobbling down the river and whipping circles like a lost manatee, caused the whole train to dip toward the shoreline. My arms probably hadn't felt this tired since extensive tarpon fishing two days earlier. Before that, it would have to be my first junior high school wrestling practice. But I kept calm.

The sun was crawling ever closer to the horizon, draining daylight. Darkness would have made us almost blind to stumps and overhanging trees that on a low tide were exposed to their fullest.

Two women said they would never paddle again. I told them that's not a bad idea, and that we'd get to the ramp eventually.

Before I knew it, one of the women recognized the turn closest to home base. We were almost there. The women celebrated. After about three more figure-eights in the water, two canoes, now side-by-side, angled into the ramp.

A boater never knows when they'll be the one being asked for help. That's why it's good to bring extra water, even food, for yourself and others if such a situation arises. Always attempt to notice the condition of any passers by.

And, of course, behind this little tale of two canoes are inexperienced paddlers who should have been more wary of trekking deep into this drop of pure Manatee County jungle.

SEA KAYAK TRIPS

Labor Day

Description:

Labor Day, Narrow River

Date: Monday, September 7, 2009

Time: All day event

Outer Boston Harbor Islands

Date: Saturday, September 19, 2009

Time: 9:30am

Description:

Coordinator: Eric Johnson

(emjohnso3@verizon.net) **Level:**

4 Put-in: Hull Highschool, Hull,

MA Description: The outer Boston

Harbor islands provide some

challenging and exposed paddling

conditions. There are open water

crossings, rocks, and some currents

to experience. The islands also offer

some nice lunch spots, a possible

stop at a Civil War fort for ice

cream, and a possible tour of Boston

Harbor Light.

SPECIAL SAVINGS FOR RICKA MEMBERS

You must show your RICKA card to receive these discounts:

Canoe Passage Outfitters:

Glass and Kevlar boats, 10% off retail; polyethylene boats 15% off retail accessories, trips and instructions, 10% off regular prices. 277 Water Street, Warren, RI, (401)289-2754 www.canoepassage.com

Eastern Mountain Sports: Cranston and Middletown locations only:

15% off plastic hulls and accessories (when purchased with a hull); 10% off all other kayak accessories without purchase of a hull. Terms & Conditions: Discount is off full-priced, in-stock merchandise only; not valid in other locations, online, or on phone orders. Offer expires 12/29/2009.

The Kayak Centre:

Glass boats 6% off normal retail; plastic boats 10% off normal retail; accessories with boat purchase 15% off, 10% off all other times for RICKA members. Brown and Phillips Streets, Wickford. 1-888-SEA-KAYAK, www.kayakcentre.com

NorthwindSports

10% RICKA discount on non-sale items. 267 Thames St., Bristol, 401-254-4295 www.northwindsports.com

OceanState Adventures:

10% RICKA discount. 99 Poppasquash Road, Bristol. 401-254-4000. www.kayakri.com

OspreySea Kayak Adventures:

10% off accessories. 489 Old County Rd Westport Mass. 02790 (508) 636-0300 www.ospreyseakayak.com

Quaker Lane Outfitters :

All canoes & kayaks 10% off. Accessories 20% off. 4019 Quaker Lane (Rte 2) North Kingstown. 800-249-5400.

Claude's Cycles

Snowshoes 10% off. Canoe & power sports accessories 10% off. Wood canoes & fiberglass canoes 8% off. 50cc scooters 3% off. Receive an additional 2% discount on canoes and 50cc scooters when you pay by bank check. Discounts are for card carrying RICKA members and apply to non-sale items. Foxborough, Ma. (call for directions) 508-543-0490 www.claudescycles.com

WaveLengthMagazine: Offers a \$10

introductory "Club Sub" for new subscribers (regularly \$15). Send a check with your name, mailing address and a note saying you're a RICKA member to:

WaveLength Magazine, 2735 North Rd., Gabriola, BC, Canada, V0R 1X7. www.WaveLengthMagazine.com

LNG plan

Continued from page 1

holders under the auspices of the southeastern Massachusetts and Rhode Island Port Safety and Security forums, and the Southeastern New England Area Maritime Security Committee.

He said the Weaver's Cove Energy waterway suitability assessment includes risk management strategies and associated measures that were developed for safe navigation and security at each maritime security level.

Perry stated he recommends that Narragansett Bay and Mount Hope Bay, leading up to Weaver's Cove Energy's proposed offshore berth, "be considered suitable for the type and frequency of LNG transport by ship, and the waters between the offshore berth and the waterfront facility adjacent to the Taunton River be considered suitable for the transfer of LNG by pipeline."

He said that while his letter has no enforcement status, the "determinations, analysis and ultimate recommendation as to the suitability of this waterway, as contained in this letter, would be referenced in concert with a captain of the port order should an LNG transit be attempted along this waterway without full implementation of the risk mitigation measures."

Sens. Ted Kennedy and John Kerry, and Reps. Jim McGovern and Barney Frank said they were disappointed with Perry's letter of recommendation.

"This is certainly a setback, but we won't give up the battle against this project," Kennedy said. "We've just had the Taunton River designated as a Wild and Scenic River, and there are major concerns about sensitive stocks of fish in the area. It makes no sense to undermine the river and these essential fishing habitats this way."

"The security questions alone should stop this project in its tracks," Kerry

said. "Hundreds of thousands of people in Fall River and towns up and down the Taunton River have sounded the alarm bells. This LNG terminal shouldn't go forward now or ever and we will continue to do everything in our power to make sure it doesn't."

"While we obviously disagree with this preliminary determination, there are still several hurdles that the offshore proposal faces," McGovern said. "From the new Wild and Scenic designation to the Commerce Department's concerns about the fishing industry to the safety issues raised by cryogenic piping, we will continue to do everything we can to stop this misguided idea."

"I am disappointed in the Coast Guard's preliminary finding," Frank said. "I will continue to work with my colleagues to prevent the construction of this ill-advised project."

The Coast Guard recommendation, which according to the letter "has no enforcement status," is nevertheless a necessary hurdle for the offshore LNG proposal, he said.

Rhode Island Attorney General Patrick C. Lynch said, "I share the disappointment and dismay of everyone involved in the sustained battle to keep Weaver's Cove Energy from establishing a massive LNG berthing facility first, at Weaver's Cove in Fall River and now, in the middle of our magnificent Mount Hope Bay, in regard to the ill-advised decision rendered by the United States Coast Guard today. But our battle is far from over. There remains a host of issues that need to be addressed, and today's misguided conclusion by the Coast Guard that the shipping transit route to a proposed offshore berthing terminal is navigationally suitable does not relate to the suitability of the terminal itself. Neither does it concern submerged lands and dredging issues."

Lynch added, "My office will fight on, as we have done, to protect Rhode Island's coastal communities and families, business interests, and the

recreational boating that is so crucial to the identity and integrity of our beautiful Ocean State."

Rhode Island Sens. Jack Reed and Sheldon Whitehouse, who oppose the plan, issued the following statement:

"This letter fails to take the big picture into account. We fundamentally disagree with the determination that this waterway is suitable for accommodating LNG vessel traffic, even if certain conditions are met. The scope of the proposed project and its attendant security measures will crowd out other water users to accommodate a single purpose and place a tremendous burden on taxpayers and local law enforcement. We will continue our efforts to protect the Bay and ensure the safety of those who live nearby."

Reed and Whitehouse said they intend to work with Congressional leaders in Rhode Island and Massachusetts, and express their concerns to officials at FERC, U.S. Department of the Interior, Army Corps of Engineers and U.S. Department of Commerce.

E-mail John Moss at jmoss@heraldnews.com.

What we learned on YouTube:

Ah, YouTube, that bastion of every kind of video, from opera to outboards. Did you know that your old weed whacker, attached to the stern of a kayak = instant outboard motor? Not that we're suggesting it. Really.

Those with a DIY bent and too much time on their hands can see the video here: www.youtube.com/watch?v=xM6bBX4XZcc.

Classifieds

Perception Dancer xt, 12 ft, red, good condition; kept in garage. \$350.00. pmini@bryant.edu (8/18)

Valley Avocet, 2006, Fiberglass. Length 16 feet, width 22 inches. Black on black with red trim. Sharp looking boat. Manufacture installed keel strip, custom skeg slide, glass hung seat (room to store your hand pump inside the cockpit). Deck mounted 70p compass. Boat sells new for \$3600. This is a great all around kayak that is priced to sell at \$1800. If interested call or email Ken. 401-486-0264, or kkaykk@aol.com (8/9)

Yakima crossbar pads, 1 pair, black, never used (still in package). Originally \$30, asking \$15 OBO. Call Dorcey at 401-863-1797 (work # - leave voicemail if after hours). (8/9)

Pro 150 Wilderness Systems Fiberglass Kayak \$2,400.00 or Best. (North Kingstown, R.I.) The kayak is in perfect condition. No Scratches. Many, Many, Many EXTRAS. Designed for Fresh or Salt Water Fishing. The guy that designed it, must be a genius. MUST SEE. Call Ed (401-885-2326) or e-mail me at: zita59@verizon.net (7/30)

Wilderness Systems Sea-Two Expedition Kayak (double) with rudder. Yellow, 90 lbs., 17'3" long by 30". 2 spray skirts, 2 paddles, 2 adult life preservers. Always stored indoors. Very lightly used. Always stored indoors. A steal at \$799.00. Call MAC at 401 245-8813 or e-mail at maclynie@verizon.net (7/23)

Partially completed Pygmy kayak kit, stitch & glue construction. Includes enough mahogany and teak for a 2nd boat. Wood Rockguard Journey paddle, composite Nimbus paddle, dry suit (med/lg). 2 dry bags, camera bag, bilge pump, numerous tapes, books, plans, magazines. \$1200 or b.o. for everything. Call 508-823-1426 (7/22)

Wilderness Systems Cape Horn 145 (14' 5")— yellow with multichine hull in good condition and stored year-round in a garage. Has rudder and built-in compass and fishing pole holder. Will include a sprayskirt and paddle. \$600 or best offer. Photos available. Also for sale is a Yakima Hully Roller and Maeko Saddle set for \$70.00. Call Fred @ 401-467-2183 or e-mail: cygnusfff@verizon.net (7/22)

Mad River Rampage whitewater canoe. Solo boat; used lightly for 3 years and stored in garage ever since. Fully outfitted with sidewall reinforcing foam, custom(izable) saddle, quick-release straps, electric bilge pump, air bags, waterproof storage compartment. Vinyl rails. Suitable for big water, extreme rocker, extremely stable (primary & secondary). Manufacturer's description of this model [here](#), discussion of merits [here](#). \$475. **Also** available, Rampage more heavily used, similar outfitting & storage. Wood rails, \$250. Will sell one or the other. Offers considered. Alan, webmaster@ricka.org. (7/19)

NRS Sprayskirt – neoprene sprayskirt for Dagger kayak or any kayak with cockpit opening 34-36" in length and 18-20" wide, I have two size L sprayskirts for waist sizes 33-37". \$25 each or B.O. Call 439-5570. (6/19)

Necky Arluk 1.9 Kevlar, only 40 lbs; FAST; 18 feet long; 22 inches wide; yellow deck, ivory hull, grey bulkhead hatches; Very good condition; some hull scratches (nothing unusual) and sunfading, but excellent seaworthiness. \$1000. Call 508-631-3375 or amy.tidwellcrwe@gmail.com (5/31)

Necky Elaho, Red, Length: 15'8" Width: 22.5" The Elaho is a low profile touring playboat. Its multi-chine diamond hull and rocker combine to make a very playful and maneuverable kayak. Polymer construction makes this boat incredibly durable. Excellent condition. \$800 obo. Will email pictures upon request. Call Rick at 401-864-5457 or ricktjader@cox.net (5/22)

Boreal Inukshuk Red Touring Kayak 16ft with rudder. Everything is in good shape, a few scratches on the bottom. 650.00 APaul041@hotmail.com (2/23)

Old Town Penobscot 16 canoe. One owner, stored indoors. Good condition. Superb all-around canoe, and a great tandem. Loves moving water. Selling to make room for a solo canoe. Located in eastern CT. \$500 Contact Wayne at wsmith16@charter.net(2/3)

Betsie Bay Recluse 19 feet by 20.5 inches. Fast, fun boat, and a good roller. New hatches, decklines forward of cockpit, gel seat insert, and backband. Sprayskirt included. \$1,500.00 Contact Wayne at wsmith16@charter.net (2/3)

Hull-A-Port kayak rack, used once, new July 08, \$ 85.00 Pat 401-480-3508 (10/4)

P&H Capella RM166 Lava red poly sea kayak with a skeg, 3 bulkheads, and a day hatch. Length 16' 7", Beam 22" Weight 54 lbs. Good condition, great overall performance and a fine boat for the Bay! Cost-\$750 Contact Joe Sherlock 603-325-0046 email sherlock244@gmail.com (9/28)

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