

PADDLER

www.ricka.org

Newsletter of the Rhode Island Canoe/Kayak Association Vol. XXX No. 3 March, 2007

March Meeting

Monday, 3/19 at 7pm at the J.C.C.

Kate Williams: Northern Forest Canoe Trail

Kate Williams is the executive director of the Northern Forest Canoe Trail, an organization that manages a trail of rivers, lakes and portages that primarily follows the former trade routes of the Penobscot and Abenaki tribes of the Northern Forest. The trail stretches for approximately 740 miles from Old Forge, NY, to Fort Kent, ME. To date, only 5 paddlers have through-paddled the entire route.

But this is more than a paddling

trail. The NFTC organization also works to tie communities together, promoting ecological stewardship and tourism, while emphasizing the unique culture of the towns located along the route.

In June, RICKA members Chuck Horbert and Mike Bussell traveled to the North Branch Ammonoosuc River in Groveton, NH, together with many other paddlers from throughout New England, for one of the official

openings of the trail, and witnessed the awesome potential for quality canoe (and kayak) tripping. Come see a wonderful slide show, and hear Kate talk about how the Northern Forest Canoe Trail can be a valuable resource for your adventurous hearts!

Directions to the Jewish Community Ctr., 401 Elmgrove Ave., Providence: From Rt. 95 South take Exit 24 & turn left onto Branch Avenue. (From Rt. 95 North take Exit 24 & turn right onto Branch Ave.) Go past Benny's. Cross North Main Street and continue up the hill (past Kentucky Fried Chicken). At the top of the hill cross Hope St. and continue one block to the end at Morris Ave. Go left, then immediately right onto Sessions St. Go down the hill to Elmgrove Ave. The JCC will be across the street.

THE BLUEWAYS LONG TRAIL

For a first-time sea kayaker, the key word is "long"

By Chuck Horbert

Day One

I suspected trouble the minute I drove up the driveway. Joe's car was there, along with another unfamiliar vehicle with roof racks on it. But that was it. No hustle and bustle, no piles of camping gear or paddling gear. The scent of coffee failed to perfume the air. There was a disturbing absence of kayaks. A bead of sweat rolled down my face.

I tore out the two pages of the itinerary that I had printed out and confirmed what I already now knew...the crew was supposed to meet at 7:00 a.m., **not** 7:30, and now my watch read 7:38. Dammit! Here I was, hoping to make my sea kayaking debut on one of the longest paddling trips I've attempted, in order to

highlight a new concept for state paddling recreation, and I was "swimming" before the boat had even hit the water. Well, bad tires or not, my truck was gonna have to get me to Providence in a hurry if I was going to take part in the "coastal" leg of what was being called the "Blueways Long Trail", or "BLT" for short.

"Blueways," or paddling trails, are popping up all over the country. A premier water trail called the Northern Forest Canoe Trail recently had its official opening this past June, an event that Mike Bussell and I had the good fortune to attend in Groveton, NH. The NFFT is a trail of rivers, lakes and portages stretching approximately 740 miles from Old Forge, NY to Fort Kent, ME.

Clearly we'd have a tough time fitting 740 miles of paddling trails into Rhode Island, but a group of state, local and federal agencies, and individual volunteers, is working together to identify and document a statewide system of water trails. The "BLT" actually includes a neighbor state, stretching from Worcester, MA, down the Blackstone River, through Narragansett Bay, and across the southern shore of RI, and then proceeding up into the headwaters of both the Wood and Pawcatuck Rivers. A group of

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RICKA SPRING SOIREE

Saturday, March 24th

Don't miss it! Reserve by March 15th; details & form on page 5.

LETTER

Dear Fellow RICKA Members,

A while back, the RICKA website ran an account of a trip that had gone out from South Ferry, crossed the West Passage, and headed north along Conanicut. As I recall, a mix of current, wind, and waves caused the group to divide, some turning back to the south and the others going ashore beside the piers of the Jamestown bridges until it became safe to leave. A RICKA newsletter this fall recounted difficulties on a trip south along the Barrington, Warren, and Bristol shores that were encountered when the afternoon wind came whipping north along the shipping channel, some paddlers having to push themselves at close to their limits. A recent newsletter tells of heading south from South Ferry during a small craft advisory; some paddlers apparently found themselves in heavy surf near a rock ledge in shallow water. A person reading about these RICKA trips might wonder whether their planning relied too much on luck and how long it will be before RICKA loses someone. Why cross to the Conanicut end of the bridges where the deep, narrow channel is when the western half of the West Passage is so much shallower and usually sheltered? Why go south and not north off Warren when the south afternoon wind happens so very often? Why get close to rocks and cliffs exposed to the Atlantic in chancey winter weather? These stories sound like near-mishaps that might reasonably have been foreseen. Kayakers elsewhere have died, and nothing says that Narragansett Bay kayakers shall always be exempted.

With very best wishes,
Eben Oldmixon

Volunteers wanted for The Rhode Island Fall Classic



Get involved and join the fun! Contact Barbara August at 725-3344 to sign up. A full-day commitment isn't necessary—you can even volunteer for part of the day and race the rest.

This is your last 

...if you haven't renewed your membership. All memberships expired on December 31st (except for new members who joined after September). Please use the membership form on the last page of this newsletter (bring it to the party on 3/24 if you like) or download one from www.ricka.org to renew your membership.

The Rhode Island Canoe/Kayak Association (Rhode Island Canoe Association, Inc.), although safety conscious, cannot guarantee your personal safety in club activities. You are responsible for the adequacy of your own skills, training and equipment when engaging in or attending RICKA activities. A PFD—worn as intended by the manufacturer—is a requirement for all RICKA trips.

EXECUTIVE BOARD MEMBERS: TO ADVERTISE IN THE PADDLER

The next meeting is on Wednesday, April 4th.

Send an mail to: editor@ricka.org for rates, sizes and details.

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

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Blueways

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four paddlers, including me, Frank Matta, Joe Sherlock, and Peter Casson of Eastern Mountain Sports, intended to paddle from Collier Point in Providence, to the Pawcatuck River in Westerly over a three day period. Four paddlers, that is, if I made it to Collier Point in time.

Which I did, no thanks to rush hour traffic, construction zones, and below-average signage to The Russian Sub Museum. I pulled up to the ramp next to an Eastern Mountain Sports Jeep with a trailer of kayaks. After a quick “sorry” to the rest of the crew, the boat was off the truck, and all of my gear arranged and accounted for. I called my wife to arrange to pick my truck up later (“you goozle-brain!”, she said empathetically), and I was ready to go!

After a quick dog-and-pony show for the media, and a photo-op for Mayor David Cicilline’s first time in a kayak, we set out to Field’s Point with a flotilla of eight boats, accompanied by a few dignitaries who would join us for the first couple of miles to Save The Bay’s new headquarters building on Fields Point; and one other paddler, Bob Richardson, who would accompany us as far as Jamestown. In one tandem kayak, making the most of the short trip by paddling double the distance, was DEM Director W. Michael Sullivan and Save The Bay Executive Director Curt Spalding. In another was Meg Kerr from the Rhode Island Rivers Council which, along with the U.S. National Park Service and RICKA, has been instrumental in getting the Blueways Project off the blackboard and onto the water.

Conditions for our first leg to Jamestown were initially ideal...10 to 15 kt winds out of the northwest and an outgoing tide, with sunny 60-70 degree weather. The first two miles to Save the Bay were uneventful, other than the cormorant that hit Frank. Cormorants and seagulls were taking off before us. I watched one cormorant get a running start, headed for Frank. From where I was sitting, it looked like it would just miss his bow. Just as I saw that it would have to veer a little bit, POW, it smacked into his boat, flopping tail-feathers over beak to the other side, where, after a second of

stunned eye-rolling, it decided to dive and swim for it instead. Grace, thy name is not Cormorant.

After we dropped off Meg, Curt and W. Michael, we continued on our way. To this point, I felt comfortable on the Bay. The shore was nearby, there were not many boats on the water other than us...it was like paddling on a big pond. A really big pond. Peter, our official navigator, had possession of the charts, and was directing us. He was also, fortunately, keeping track of time and a keen eye out for the high speed ferry. After a short sprint across the navigation channel, we eddied out below Conimicut Point—by far the biggest eddy I have ever paddled into—for a short break. It was there that I first noticed the power of the tidal current as Narragansett Bay began its diurnal drain out to the ocean.

Leaving the point, we set out for the narrow channel between Prudence and Patience Islands. I began to notice what a beautiful place the Bay is below Providence. Paddling up to the wild, undeveloped shores of these islands, it was easy to imagine that I was somewhere else other than one of the most populated states in the nation. It began to dawn on me why so many sea kayakers populate the state...along with a couple million powerboaters in the warmer months, of course. The beauty was a tangible thing.

We had lunch on Patience Island (is that legal?), on a beach above another big eddy, and then pressed on. Jamestown was a long ways away from Providence. Not wanting to leave the other daughter of Roger Williams unrecognized on our trip, we also took a short breather on a cozy little rock-lined cove at the south end of Hope Island. I began at this point to think that these three islands could just as well have been named by budding sea kayakers such as myself. After all, it took a lot of patience just to endure the paddle from Conimicut point, wondering if we were ever going to reach these islands. I questioned a few times the prudence of what I was undertaking. I was hoping I’d survive long enough to enjoy a beer in Jamestown.

As we approached and then traversed the length of Jamestown, we had to deal with a stiff west-northwest wind, beam seas,

and a slackening tide. I discovered the joys of the rudder. I also discovered the angst of improperly adjusted foot braces. I found that the braces were a tad too far down for me, resulting in an inability to properly drive my paddle strokes, belatedly realizing that I was arm-paddling quite a bit to compensate. I had a tough time keeping up with the others, but Frank stuck with me the whole way.

Jamestown is a long island. It amazes me that people *race* around it. It also amazes me that so many waterfront owners are of the mistaken impression that we are all dying to see their house from the water, leading them to cut down perfectly good forest and shrub habitat and replace it with lawns that I’d bet half of them never walk on except to mow (the other half pay for others to mow, I’m sure). Paddling under the Jamestown bridge was a singular experience, and I am sure it is not the same as it was when **both** Jamestown Bridges were there. Workers were continuing the demolition of the former bridge as we paddled past and headed for the passage between Jamestown and Dutch Island.

When I pulled onto the beach at Fort Getty at 4:30 in the afternoon, I was toast. We had paddled close to 28 statute miles, or 24.35 nautical miles, which according to Joe are the same as statute miles, but wetter. We helped each other to haul our boats up a depressingly long hill to our campsites, where Cassie (another EMS employee) and John Monroe (from the U.S. Park Service) met us with our camping gear. After a hearty meal at the Oyster Bar in downtown (the only time I have truly had difficulties performing 16 oz. curls), we checked charts and weather forecasts, discussed some options over another beer or two, and retired to rest up for...

Day Two

I had expected to wake up the next morning to find my arms had detached themselves from the rest of me during the night, so I was pleasantly surprised to find myself whole and feeling energized. But as I listened to the NOAA weather radio forecast, I could see there would be a change in plans. Hurricane Florence was out in the Atlantic and was predicted

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Troubled water ahead over right to paddle

By Jasper Copping,
(London) Sunday Telegraph
04/03/2007

Along the shady riverbanks and tranquil waterways a disturbing current of conflict is growing.

Canoeists and anglers are at odds over a battle to allow the paddlers to take their craft wherever they wish.

The canoeists want a legal right of access for unmotorized craft to thousands of miles of rivers and streams across England and Wales.

MPs will decide this month whether to change the law to extend the "right to roam" principle won by ramblers (hikers) to the waterways.

There are more than one million canoeists in the country. However, anglers, a group four times as numerous, argue that canoeists damage shallow spawning beds and make fishing impossible in some areas.

Violent confrontations on the rivers have seen each side accuse the other of increasing militancy. Police have been called in to some disputes.

Canoeists say they have had fishing hooks thrown at them, gunshots fired over their heads and wires lashed across rivers at head height.

Tamsin Phipps, from the British Canoe Union, said: "This is about equity. Angling is still very elitist. They like to say it's inclusive but really it's a load of fat, white, middle-aged men.

"They're represented by the more militant types. Most anglers might be nice, but canoeists are having hooks thrown at them and are being shot at."

She said that she had had fishing hooks thrown at her while canoeing with two companions on the Thames at Tilehurst, near Reading.

"I was there quite legally and not trespassing. A hook at eye height could obviously take an eye out."

Anglers say canoeists are organizing deliberate trespasses on private waterways and paddle straight through their lines.

Paul Baggaley, the chief executive of the National Federation of Anglers, said: "The canoe union is ratcheting up the level of hostility between ordinary people so that canoeists and anglers are

abusing each other on the rivers."

The Country Land and Business Association, which represents landowners, believes a change in the law would "ride roughshod" over the rights of people with rivers running through their property.

Opponents of the proposed change in the law say that it is not needed because canoeists can negotiate access with landowners and anglers.

Anglers, who bring in £3.5 billion a year to the rural economy, use similar agreements with landowners to use riverbanks. They accuse canoeists of turning their back on the voluntary system because they would rather change the law.

Police in Cumbria and North Yorkshire have been drawn in to disputes between canoeists and fishermen.

In one alleged incident on the Crake, in Cumbria, a canoeist had his paddle grabbed by anglers and when he got out of his vessel he was wrestled to the ground.

Police investigated the incident for nine months before deciding there was insufficient evidence to proceed.

The canoe union is supported by the River and Lake Swimming Association, which wants to open up new waterways for its members. But canoeists say fishermen are refusing to negotiate and point out that only about 500 miles of "mostly highly restricted access" have been negotiated.

Des Turner, the Labour MP for Brighton Kemptown and the chairman of the House of Commons yacht club, has tabled a private member's Bill to open up 41,000 miles of inland waterways on which there is no public right of navigation.

The Access to Inland Waterways Bill would codify responsible access to and along the water for non-motorized boats and protect the environment as well as users and landowners. "The anglers have their rights and don't want anyone else near them," he said. But Martin Salter, Labour MP for Reading West and a keen angler accused "a militant wing of canoeists" of being "short-sighted and selfish."

The Bill passed its first reading in the Commons unopposed, but was blocked at its second reading by the Government, which has promoted the voluntary agreement policy.

Mr. Turner is now in negotiations with ministers and angling groups, but he faces an uphill struggle to get it passed.

Blueways

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to start kicking up some swells on the south coast. Winds were forecast to be in the 20 to 30 knot range (as measured by the number of knots one must tie to secure a boat in such wind), with seas of 5 to 8 feet. Playtime for some of the boaters I was with, but not conducive for a long trip where a beach landing might be necessary. It was decided at breakfast, then, that we would bag our Day 3 plans, and try to make it to Point Judith while conditions were favorable.

After an impromptu educational discussion with a group of kids who had camped near us that night to teach them a bit about blueways, kayaking and the stewardship of the environment, and after Peter had graciously helped me adjust my foot braces to a better fit, we launched into the waves and pointed our bows south. It was another impeccable day to paddle...light breezes, sun, and seasonably warm temperatures. We headed across the East Passage toward Narragansett, steadily encountering larger waves as we paddled past the impressive froth and violence around Whale Rock.

Our initial plan was to land at Scarborough Beach to meet Peter's wife, who was bringing lunch, but after watching two walls of water approach from the bay entrance, lift us all up about 8 feet, and then detonate on shore, it was clear that a landing in the surf could be a bit more adventure than we wished to deal with. So we had a snack and some water, and pressed on.

The water on this second day was quite a bit different than the previous day's. Looking out past the bay entrance to the horizon of the Atlantic Ocean, seeing the steady swells from Florence roll in, letting the kayak yaw and roll over waves of all sizes, I was finally ready to classify this as a true sea kayak experience. None of my previous experience, on flatwater, whitewater, or big open lakes, could really compare. I recognized what a unique environment the ocean and the Bay is, and how nicely adapted a sea kayak is to this environment.

As we approached Point Judith, it was clear that there would be no cutting of

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RICKA SPRING SOIREE

Saturday, March 24th at the Quonset Officers' Club

Great food, auctions, awards and a chance to win a new kayak!
LAST YEAR'S PARTY HAD THE HIGHEST ATTENDANCE IN YEARS! DON'T MISS THE FUN.



220 Lt. James Brown Road - North Kingstown, RI 02852

From Providence & Points North...

Take Interstate 95 South to Exit 9, Route 4. On Route 4 take Exit 7. Bear left on the exit ramp following Route 403 East. Follow Route 403 East for about 4 miles. Make a left onto Commerce Park Road. Follow Commerce Park Road to the first intersection and make a right onto Callahan Road. Follow Callahan Road to the very end, and make a left onto Lt. James Brown Road, and Continue to the Quonset 'O' Club.

From Connecticut & Points South...

Take Interstate 95 North to East Greenwich, RI-4 Exit, Exit 8. At the first traffic light (Showcase Cinema will be on the left), make a left onto Division Road. Continue to the second traffic light on Division Road and make a right onto Route 4 South. On Route 4 take Exit 7. Bear left on the exit ramp following Route 403 East. Follow Route 403 East for about 4 miles. Make a left onto Commerce Park Road. Follow Commerce Park Road to the first intersection and make a right onto Callahan Road. Follow Callahan Road to the very end, and make a left onto Lt. James Brown Road, and Continue to the Quonset 'O' Club.

From Newport Area... Including South Kingstown & Narragansett

Follow Route 138 East. Take Route 1 North followings signs towards Wickford. Route 1 becomes Post Road. Follow Post Road/Route 1 heading towards the Quonset District (Indicated by green signs). Route 403 East is about 5 miles from the Route 1/Route 4 split. Turn Right off Post Road/Route 1 onto Route 403 East at traffic light. Follow Route 403 East to first traffic light and make a left onto Commerce Park Road. Follow Commerce Park Road to the first intersection and make a right onto Callahan Road. Follow Callahan Road to the very end, and make a left onto Lt. James Brown Road, and Continue to the Quonset 'O' Club.



RSVP

Number of people attending ____ X \$25 = \$_____

Please pay in full with reservation form. Thank you.

All membership renewals must be sent to the Membership Chair with a signed *Release from Liability*. We regret the inconvenience.

• • MUST BE MAILED BY MARCH 15 • •

Send to: Charles Larocque
561 Seven Mile Rd.
Hope, RI 02831-1850

Annual Sea Kayak Pot Luck Planning Party

Saturday, April 14th, 6pm
at Kevin Bowen's house on Dolly Drive, Bristol R.I.

Annual Flatwater Planning Party Saturday March 31, 12:30pm

River Bend Farm, Uxbridge

If you wish, bring a dish or snack to share.

Directions to River Bend Farm: From Rt. 146 North or South: Take the exit for Rt. 16 East. Follow Rt. 16 East for about

three miles into downtown Uxbridge. At light turn right and immediate left, to continue on Rt. 16 East. After light, take second left onto Oak Street. Proceed north on Oak Street for about 1.5 miles, staying right at fork by school. River Bend Farm is on the right. The parking lot is next to the red barn.

June 23-30, 2007 Cape Cod, Massachusetts

Camping at Nickerson State Park. For more information, go to www.ricka.org or contact Louise Price: WeezRad @aol.com, 508-529-3402; Sue Sirois: s.sirois@yahoo.com, 401-725-6916.

Blueways

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corners. The surf zone extended a good quarter mile or more out to sea from the rocky shore. There was no way we wanted a rogue wave taking us in before we were good and ready. So we gave the surf zone a very wide berth, paddling around in a big arc to approach the opening of the breakwater from the south.

I'd not yet experienced seeing the entire shore of Rhode Island appear and disappear as each swell overtook us, lifted us, and shrugged us off its back. Each wave was also accompanied by the weird sensation unique to following seas of first accelerating in a surf, and then abruptly decelerating as the boat falls back off the passing wave. It was mesmerizing. So mesmerizing in fact that had Peter not been paying attention as he had been all trip, a couple of us would have paddled smack into the rip current coming out of the harbor with the outgoing tide.

Paddling through the opening of the breakwater into the Harbor of Refuge was like paddling through the door of another world. We went from Tsunamiland to the Lazy Lagoon in the space of a couple minutes. I have never appreciated the utility of a couple thousand well-placed boulders until that moment. The remaining couple hundred feet to the beach was an easy paddle, and once we landed, I was still ready to press on. The sea had other plans, however, so we packed our boats and gear and had a quick bite to eat. We went up to the lighthouse so Joe could take a nap while the rest of us watched the hundred or so surfers try to catch some rides. We wrapped up day two by meeting Meg Kerr at the Mews to make plans for our final leg to Westerly. Once we do that, the story will continue...

August 4 - 13, 2007 Adirondack State Park, New York

Camping at Rollins Pond campground. For more information, contact trip leader Henry Dziadosz: henry@twin-citysupply.com or go to www.ricka.org

SPECIAL SAVINGS FOR RICKA MEMBERS

Sakonnet Boathouse (moving sale):

10% off discount prices for all in-stock kayaks (discount prices posted on website). In-stock accessories 25% off with purchase of boat.

169 Riverside Dr, Tiverton · (401) 624-1440 · www.sakonnetboathouse.com

Ocean State Adventures:

10% discount for RICKA members.

99 Poppasquash Road, Bristol · 401-254-4000 · www.kayakri.com

The Kayak Centre:

Glass boats 7% off normal retail; plastic boats 12% off normal retail; accessories with boat purchase 15% off, 10% off all other times for RICKA members. Brown and Phillips Streets, Wickford Village · 1-888-SEA-KAYAK ·

www.kayakcentre.com

Canoe Passage Outfitters:

Glass and Kevlar boats, 10% off retail; polyethylene boats 15% off retail; accessories, trips and instructions, 10% off regular prices. · 120 Ingell Street, Taunton, MA 02780 · (800) 689-7884 · 277 Water Street, Warren, RI, (401)245-9025

· www.canoepassage.com

Compass Cayak:

RICKA members will receive a free Compass Cayak hat after purchasing a Streamer open cayak from any Compass Cayak dealer. Call (401) 635-9990 or email compasscanoe@cox.net to request yours. www.compasscanoe.com

Northwind Sports:

10% RICKA discount.
267 Thames St., Bristol · 254-4295 · www.northwindsports.com

Osprey Sea Kayak Adventures:

10% off accessories. 489 Old County Rd, Westport, MA · (508) 636-0300 · www.ospreyseakayak.com

Quaker Lane Outfitters:

All canoes & kayaks 10% off, accessories 20% off. 4019 Quaker Lane, North Kingstown · 1-800-249-5400

Salt Pond Watersports

10% off all canoes & kayaks, 20% off accessories. Located at Rampoint Marina, 2 William Schmid Dr, S. Kingstown · (401)-782-2866

Eastern Mountain Sports will match all retailers' club discounts (take a copy of the Paddler with you to verify other club discounts). www.ems.com
· Garden City Shopping Center, Cranston (401) 944-5500

· 1313 West Main Road, Middletown (401) 846-6766

· The Shoppes at Blackstone Valley, Millbury, MA 508.865.6776

Wildwood Outfitters

10% discount on kayaks and accessories and will match competitors with proper verification.

· 271 Main Street, Wakefield

· 401-789-1244

· www.wildwoodoutfittersri.com

WaveLength Magazine offers a \$10

introductory "Club Sub" for new subscribers (the regular price is \$15). Send a check with your name and mailing address along with a note saying you're a RICKA member to: WaveLength Magazine, 2735 North Rd., Gabriola, BC, Canada, V0R 1X7. www.WaveLengthMagazine.com

SHOW YOUR RICKA MEMBERSHIP CARD TO OBTAIN DISCOUNTS

Classifieds

You must be a RICKA member to have an ad posted. For additional classifieds, go to www.ricka.org.

Yakima Rack System - \$100.

Includes rain gutter set with locking cores, 78 inch crossbars, and kayak stacker. Mok4@verizon.net (1/10)

Kayak Storage Needed: I just moved and am looking for a covered place to store my 16 foot kayak (garage or basement would be ok). Near Providence ideal, but I'm flexible! Please call Heather at 774-219-9052 (1/10)

Paddle Jacket, Size L, by Rainbow Designs. Cobalt blue. Very good condition. \$25 obo. Barbara August, b.august@cox.net , 401-725-3344

Pro-Tec Ace Helmet, Size: L, Color: Red, it has seen little use, excellent condition, \$29+shipping. For details: http://www.outdoorplay.com/store/product.asp?DID=165&PDID=7&SKU=EHE_PCAE

jgallowa@stny.rr.com (12/7)

Wanted - old wooden paddles & kayaks (or pieces) that you'd otherwise throw out. outside@cox.net (11/29)

Glass Seaward Endeavor, 17.5 ft. green over white. 5 years old; good condition with regular amount of wear and tear. Comes with a spray skirt. \$1100. cary_428@yahoo.com (11/2)

Dagger Freerfall whitewater kayak. Blue/black. Hardly used, stored inside. \$500 or B.O. Tom Canning, 508-269-6695 (10/18)

Valley Pintail, 1993, Ocean cockpit, compass. New Valley hatch covers and decklines. Red over white. Good condition, dry hatches. \$1200 OBO. Terry 401.831.5888 (10/11)

Current Designs Whistler, yellow poly, 14' 6" long X 25" wide, 58lbs, cockpit 33 X 17, 2 hatches, rudder; purchased last year, been in the water about 6 times. I have too many boats. Asking \$700-contact Jay-email julesgood2go@aol.com - phone 401-949-3830 (10/1)

Very Attractive, Fast & Light Kayak Thirty-four pounds 16' long X 23" beam. Stitch & glue plywood kit construction. New \$1400 Contact

Greta: 272-2950 in am or at gabbott505@aol.com (9/23)

Mariner Max fiberglass sea kayak, blue deck white hull, sliding seat, new front float bag, \$1800 OBO. Contact Jay - jayfurtado@cox.net OR 401-639-5346 (9/18)

Lightning Ultralight 2 piece carbon fiber kayak paddle, 220cm, 75 degree feather angle, standard touring blade, like new \$ 200. Contact Jay - jayfurtado@cox.net OR 401-639-5346 (9/18)

Valley Aquila - red over white, 18'3" x 22.5" sea kayak with compass, day hatch and skeg. Stable and fast. Well used but in good shape. \$1200. OBO. Contact Tim evenings before 9 p.m. @ (401) 783-6287. (9/8)

Expedition kayak, made in Canada, 18'-5". Blue over white hull, two hatches, great storage, little usage, minor hull scuffs, rudder, stored indoors. Deck bungies and reflective perimeter lines. Multi-chine shallow V hull. Adjustable seat and backrest. Asking \$1777. David in Warwick 737-5825 (8/31)

Wilderness System Pungo 120 (2005 model) Includes Paddle, Thule rack, front saddles, rear rollers (not the post and crossbars), Small woman's life jacket. First aid kit, Bailout sponge, Dry bag. Asking \$850. webb.pinner@noaa.gov (8/31)

Hydra Searunner kayak with paddle, 17'1", good open water boat, \$535. Mike at 774-287-6988 (8/29)

Azul Triumph sea kayak. 18' by 24" Yellow over white. Integrated rudder, new IR back band. Neoprene spray skirt. This boat has been used less than ten times. Stored indoors. \$1500 or best. E-mail me for photos. Larry at insidediameter@cox.net or call 401-683-5078. (8/29)

Seda Glider Excellent condition, yellow /white, Sealine rudder, glass over Kevlar, fast, stable—great fast cruising. Washed and dried every time out, waxed monthly and 303'd. See paddling.net for boat review; all details \$1750. Replacement cost \$3000 plus. Andy V. Gallonio, 751-1900 (7/25)

Thule roof rack parts: whole setup for 2000 Jeep Grand Cherokee. 4 clamps to attach to factory rack with locks. 1 set 50" load bars. 1 set 65" load bars. 1 set (2 pads) Set to Go saddle. 2 sets Hydro Glide saddle. 1 Rollercoaster. 1 set (4 pads) canoe saddle. Will sell together or separately. Jim 401-624-6031. In Tiverton. jim.spears@cox.net (7/16)

Strip canoe made from Alaskan Sitka spruce. Length 13' 5", center beam 35 1/2". Like new. Traditional cane seats made of white ash. Gunwales, deck and yoke are red oak. The hull is fiberglass inside and out; very light yet strong @ 46 lbs. \$1995 OBO 401-397-3759 Larry Rathbun (7/13)

Hurricane Santee XL by Aquasport about 12ft long by 30" wide with keel for good tracking. asking \$400 with spray skirt. donsavino@webtv.net (7/13)

Impex Mystic yellow trim green body, also **Impex Aire** yellow trim blue body. Both boats are in excellent condition. \$1600(mystic) \$1400(aire) 508 769 5560 email hkach001@yahoo.com (7/13)

Spray Skirt by Voyageur - yellow/black trim, with mesh front pocket and detachable shoulder straps. 4 oz. urethane coated nylon, with taped seams. For a large cockpit 33" to 38" long and 18" to 21.5 wide Excellent condition. Asking \$ 25.00 Call Ed @ (508) 695-3470 after 6:00pm, North Attleboro, MA (7/12)

Roof Rack by Thule: Has (2) 58 " cross bars, and (4) 5" high Side units. Presently on my Plymouth Voyager van. Asking \$95.00 Call Ed @ (508) 695-3470 after 6:00pm (7/12)

CLASSIFIEDS ARE FREE FOR RICKA MEMBERS.

Send to RICKA Webmaster Alan August: 70 Scott Street, Pawtucket, RI 02860; 401-725-3344; webmaster@ricka.org. Include your name for membership verification. Please notify the webmaster when your gear is sold so that the ad can be removed. Acceptance, duration and formatting of your ad is at the webmaster's discretion.



MEMBERSHIP APPLICATION

FILL OUT AND MAIL TO

R.I. CANOE/KAYAK ASSOCIATION

P.O. Box 163 • Wood River Jct., RI 02894

Dues = \$15

First Class Mail option add \$5

Membership year ends December 31. Applications received after Sept. 1 will automatically be credited with the balance of the current year plus the entire following year.

Please check one: New Renewal

If you are RENEWING you only need to fill in your name and any new information. SIGN THE WAIVER at the bottom.

Name

Address Apt

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Email Other Phone: Work Cell Pager

Your interest(s): Sea Kayak Flatwater Whitewater Surfing Racing Volunteering

RIC/KA has a single class of membership. It includes up to two adults and all minor children living together in one household. The First Class mail option for newsletter delivery is not a separate class of membership. It should not (in theory) make a difference in delivery time if your ZIP code begins with 027, 028, or 029. Your mileage may vary.

Preferred method of newsletter delivery: Standard Class USPS E-mail 1ST Class USPS
Select one. If no selection is made your newsletter will be sent Standard Class. There is a \$5 surcharge for 1st Class

Name of 2nd adult (if any)

Names of children (1)

(2) (3)

(4) (5)

WAIVER OF LIABILITY AND ASSUMPTION OF RISK — READ CAREFULLY

In consideration of accepting my membership, I the undersigned intending to be legally bound, hereby waive and release any and all rights and claims for losses and damages that I may have against the Rhode Island Canoe Association, Inc. and its members, its representatives; and volunteers I for any injuries that I may receive from my participation in the organization's events. I hereby assume any risk arising out of my participation in any activity or event sponsored by the Rhode Island Canoe Association, Inc. This waiver of liability and assumption of risk is based upon Rhode Island Statute 7-6-9 entitled EXEMPTION FROM LIABILITY.

Adult 1 _____ Adult 2 _____

Adults sign for themselves and on behalf of their minor children/ legal dependents.

The Rhode Island Canoe Association, Inc. dba Rhode Island Canoe/Kayak Association, is a 501(c)7 not-for profit corporation. This differs from a charitable 501(c)3 corporation in that dues and donations are not tax deductible.