

SEBAGO CANOE CLUB E B L A D E

The official electronic newsletter of the Sebago Canoe Club in Brooklyn, NY

kayaking, canoeing, sailing, racing, rowing

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FROSTBITE REGATTA

New Years Day

January 1, 2015

10am - 4pm

General Meeting - 2pm

Spend New Year's day at Sebago.
Go paddling or sailing in the morning.
Bring a potluck dish to share and
usher in 2015 catching up
with friends at Sebago.
Stay for our first general meeting
of the new year at 2pm.



photograph by Larry Lembo



photograph by Bonnie Aldinger

Commodore's Report *By Walter Lewandowski*

What a great time to be a member of Sebago. The New Year is bringing exciting new programs to our organization: a wooden boat building project, expanded canoe opportunities, and a cooperative program with Mount Sinai Hospital and NYC Parks introducing persons with spinal injuries to the sport of paddling. Mt. Sinai and Parks staff considered many other sites across the city and were most impressed with the enthusiasm and friendliness of Sebago's members. Through the many endeavors ahead of us through our member activities we can make 2015 one of the best years in Sebago's history.

For the first time in the club's history annual memberships dues have been delivered electronically. We have created a database of membership and boat storage from which we are able to prepare the 2015 bills simply and timely. As per our constitution the bills are not due

until January, but those who pay before January 1st will be entered into a drawing to win prizes that will be drawn at the Frostbite Meeting.

We must thank the hard work of your board of directors for their tireless attention to detail and work on the club's behalf throughout the year. A special thank you goes out to Beth Eller for simplifying our record keeping and her efforts to utilize PayPal to its fullest potential for our billing; to Carlos Negron for developing an accurate listing of every boat stored on the property and creating the membership database; and to Luis Matallana for keeping on top of our computer issues even while he was traveling throughout the Americas. We are the club we are because of all the special people who make up Sebago and the hard work we all do. Thank you.



photograph by Bonnie Aldinger



photograph by Bonnie Aldinger

Sea Kayak Report *By Tony Pignatello*

Season's Greetings.

It's hard to believe that another season has come and gone. It will be difficult to top last year's program but we are going to try.

In December we expect delivery of the five new kayaks we purchased in September. We bought a Capella, a Manitou 14, a Tsunami 135, and two Easky 15s. All of the kayaks come with either a rudder or a skeg. They will perform double duty for the club: they are ideal for the Open Paddles and can also be used for basic level 1 & 2 instruction.

As the water temperature drops there is no reason to slow down. Steve Heinzerling started the first of many Tuesday nights at the movies on 12/9. I plan to schedule a hike or two this winter with our hike master Frank Favia (no Palisades please). Stevie McAllister, Pete Peterson, Linda Peterson and Phil Giller have announced the pool dates. We will

have a seal paddle after the holidays. We will look at the ten-day forecast and if we see a good one we will make an announcement on short notice and keep our fingers crossed. We will need to have a kayak meeting or two to plan for next year and ask for volunteers. Stay tuned for that after the holidays.

We live in one of the most diverse cities in the world. If you know of an event that's interesting let us know. In the off-season it does not have to involve H2O. Museums, theatre, guided tours, movies and getting together are good ways to keep the Sebago Spirit burning on cold winter nights.

Best wishes for a happy and healthy holiday season to you and your families.



photograph by Bonnie Aldinger

Canoe Committee Report

By Dan Olson

The Canoe Committee is planning a full season of activities for the 2015 season, building on the program provided in 2014. During the past season our activities ranged from getting families into the war canoes for a first time trip to multi-day adventures into the Adirondack wilderness (including the longest portage in the park). Canoe Committee goals include: training, family-friendly programs and back country adventure.

We are especially happy to see an increasing number of families and youth in the canoes. The Sebago canoe program tries to connect people of all ages and skill levels to the wonderful waters of NYC, and to this end, participates in City of Water Day, the Trash Bash, walk-up canoeing at Gantry Plaza State Park and the Sebago Youth events. The family canoe camping trip on the Delaware River was a ton o' fun (see Laurie's article). And thanks to Tony Pignatello and the Kayak Committee for organizing a relaxing trip to Carmans River for paddlers of all ages and skills.

At the other extreme, the Canoe Committee offers challenging options and for the 2014 season this included two multi-day trips to the Adirondacks. These trips provided a great opportunity to use and improve camping as well as paddling skills and we enjoyed collaborating with the Appalachian Mountain Club on one of the trips. Thanks to Loretta Brady, Steve McAllister and Jim Luton for their leadership. Plan to join us in the back country in 2015!

Instruction is also a priority for the Canoe Committee. Chris Russo led several classes in solo canoe and we are building our solo fleet to accommodate more interest in this option. We also held a rescue clinic, Level 1 and 2 instruction and participated with North Brooklyn Boat Club in a Level 2 certification class. Instruction also has evolved to include coaching and for the first time Sebago, led by Friso Postma and several volunteers, worked with the CCNY Concrete Canoe Club to prepare them for their competition. The team won at the regionals but met stiff competition at the nationals. Jim Luton has provided boat design ideas to help the engineers reduce the boat weight by at least 100 pounds and be more competitive in 2015.

Finally, thanks to those who have supported the activities including Chris Bickford with his ever ready camera, John Wright with his ground support and overall good cheer, and Steve Welch as he helps us build and maintain the canoe fleet. We hope you and your family can join us on the water in 2015.



photograph by Chris Bickford

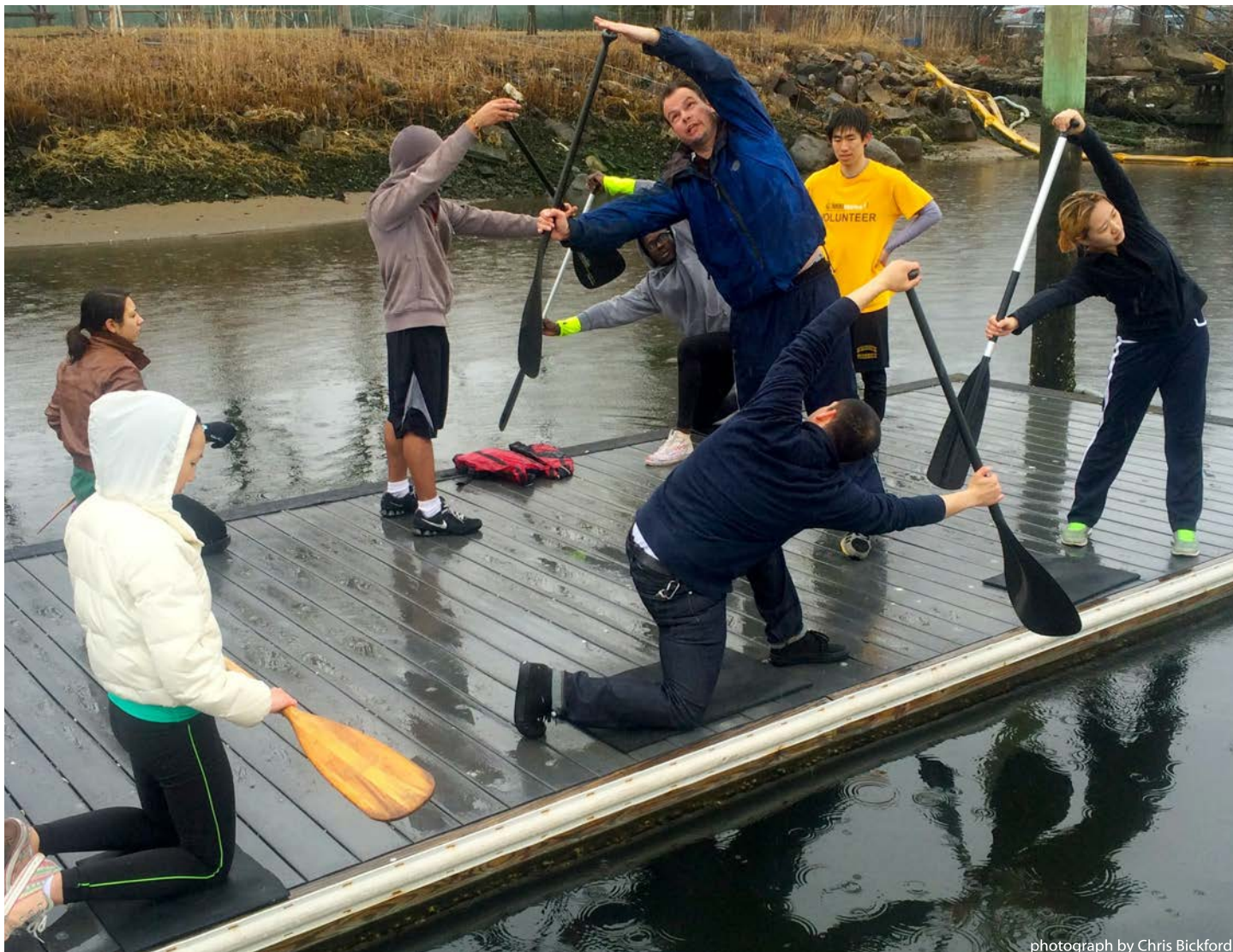


photograph by Chris Bickford



photograph by Chris Bickford

pictures on this page and page 5: Sebago volunteers and trainers and the CCNY Concrete Canoe participants



photograph by Chris Bickford



photograph by Chris Bickford



photograph by Bonnie Aldinger

All-Club Invitational and Luau 2014



photograph by Bonnie Aldinger



photograph by Bonnie Aldinger

All-Club Invitational and Luau 2014



photograph by Bonnie Aldinger





photograph by Chris Bickford





photograph by Chris Bickford

All-Club Invitational and Luau 2014, Kayak Race around Canarsie Pol with awards, below



photograph by Bonnie Aldinger



photograph by Bonnie Aldinger

All-Club Invitational and Luau 2014



photograph by Bonnie Aldinger



All-Club Invitational and Luau 2014

photograph by Bonnie Aldinger



photograph by Bonnie Aldinger



2014 Sail Class, lunch break

photograph by Jim Luton

Sail Report *By Holly Sears and Jim Luton*

Once again our sailing season has hurtled into winter, too soon! We look back now at another great year. In addition to our typical events which included the Spring Race Series, our annual Beginners Sailing Clinic and the ever popular monthly cruises, we once again had a Canoe Sailing Clinic. Plus we had a couple of new instructional events: a Sailing Instructor's Workshop with Zach Carver, a Launching and Docking Workshop with Holly Sears and Zach Carver, and Racing Rules and Tactics for Beginners with Holly. We were out sailing as much as possible all year and we welcomed many new sailors to our ranks!

We finished out the 2014 season with our Fall Race Series. We had over fifteen participants for the series. David Crompton took first overall and first Laser for the series, and Zach Carver took first Sunfish for the series.

Our fleet has continued to grow and the boats are really getting used. We added two Lasers to our club fleet this year: Oyster (a hull donated to us from Seawanhaka Yacht Club that we then fitted out) and Pris (Blade Runner fans will recognize this name), which we purchased from Joe Romano. We also added a new traditional boat to our fleet, a Crawford Melonseed (generously donated by Joe Fitzgerald!) New members have also added to the fleet with their own personal boats.

One of the more notable of these is the Goat Island Skiff, IazP, captained by Patrick Daniels (this boat was featured on the cover of the publication, *The Ash Breeze*) along with another Sunfish and a Vanguard 15.

We finished the year with a sailing workday, checking the boats and rigs for repairs, sorting our parts, and cleaning out the Dinghy Shack. Container 5 got a good scrubbing and a much needed new rig shelf, thirty-feet long!

New sailing members Hans Liebert and Patrick Daniels will be our new Sail Committee Fleet Captains. We'll have a meeting in early February to plan the 2015 season, so look for that announcement.

Tracy Kornrich, Eoin Delap and Holly are frostbiting their Lasers at Seawanhaka YC - look for them on the water in Oyster Bay on Sundays!

We'll aim to launch a fleet on New Year's Day for the annual Frostbite Regatta where we try to at least get one boat out for a short ride. Don't forget: winter sailing requires winter gear. You **MUST** have at least a wetsuit, and a drysuit is preferred. Be careful - and we'll see you on the water. In the meantime, many of our sailors are joining in on a new boatbuilding project - the Point Comfort 23, a much needed new powerboat!



photograph by Jim Luton

top: Chris Bickford and his Melonseed
bottom: Crawford Melonseed donated by
Joe Fitzgerald



photograph by Jim Luton



2014 Sail Class



photograph by Jim Luton



top: 2014 Canoe Sailing Workshop bottom: 2014 Sail Class



photograph by Jim Luton



photograph by Chris Bickford



photograph by Chris Bickford



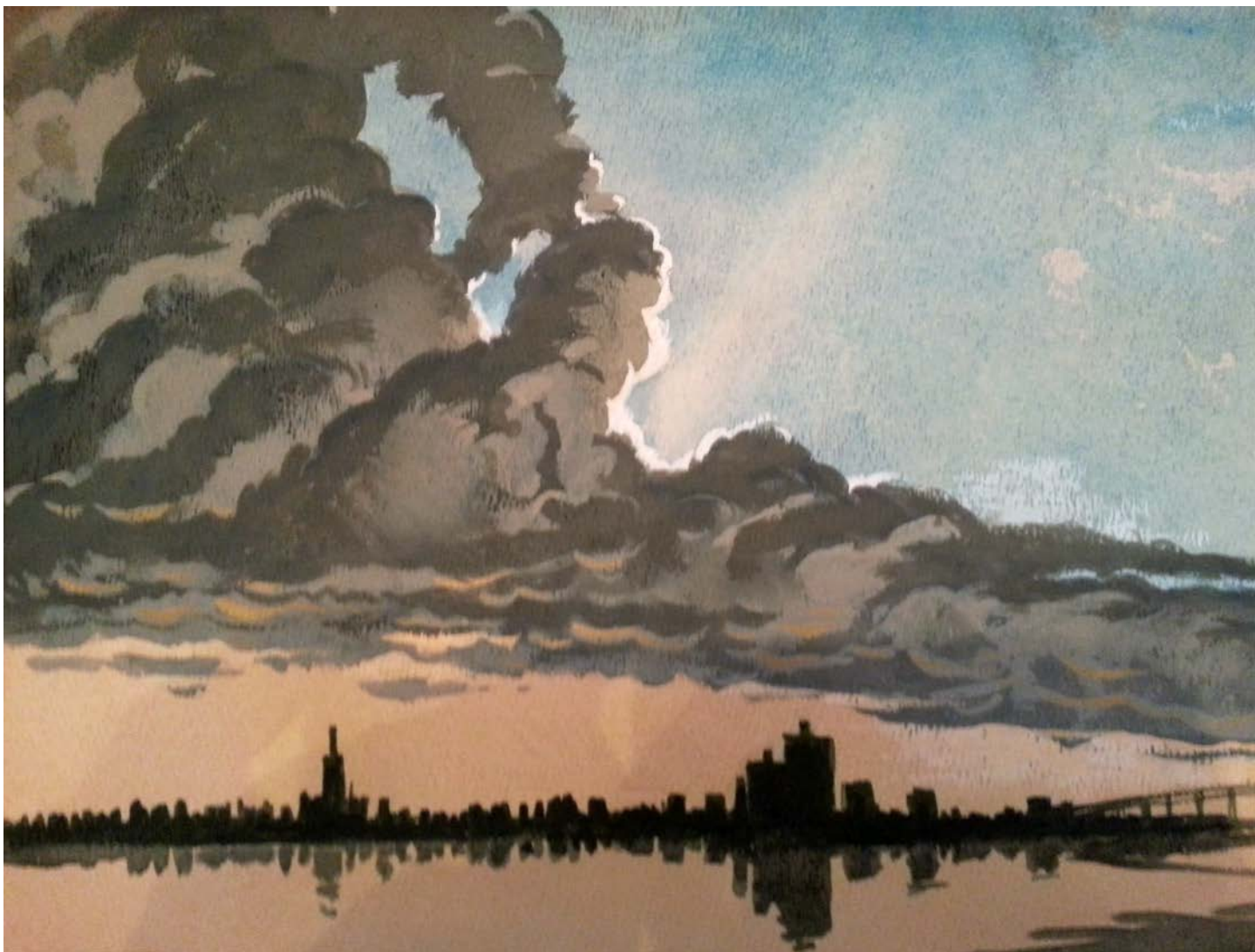




photograph by Jim Luton



photograph by Jim Luton



"This watercolor was done from memory by my Dad, Ralph Heinzerling..." courtesy of Steve Heinzerling

Progressive Paddle up the Hudson, Year Two *By Steve Heinzerling*

This fall, our group of eight paddlers continued our progressive paddle up the Hudson River. After studying the currents and tide charts, I found the weekend of October 25th to be the optimal time to catch the flood north. Our group included Derek Osborne, Laurie Bleich, Pete Peterson, Milton Puryear, Melanie Lorek, Tom Anderson, John Deskalakis and myself. John Wright and Linda Peterson drove ground support and Laurie's family John Thomas and Allie joined us for dinner and the overnight.

We began our paddle across river from where we'd ended our trip last year in Piermont. Scenic Hudson Park gave us a perfect launch site. The day was clear and mild with low winds. The foliage was at its peak and the current was just turning north when we launched that morning. The section of the river we were entering is known as "The Hudson Highlands". After clearing the Tappan Zee Bridge we had a clear view of Hook Mountain to the west. Ahead on the east side of the river lay Croton Point Park.

We had a terrific boost from the current all morning. After passing Croton Point we hit Haverstraw Bay, the widest section of the Hudson. The broad expanse of the bay gave the wind a chance to fetch up a bit but nothing exceeded ten knots even in its gusts. We all felt good and didn't break for lunch until we crossed the bay. We found a beautiful spot in the lee of the wind at Georges Island. There was even a picnic table in the woods where we stopped. Our progress surprised us all; we had paddled seventeen miles in just five hours. Everyone enjoyed their lunch and relaxed in the sun. We made calls to John Wright and Linda and let them know how close we were to finishing.

Rounding the next bend in the river we had a clear view of Bear Mountain in all its glory. Paddling into Peekskill we could easily make out John and Linda waiting for us at the take-out. After loading up our boats we made our way to our motel for showers and a change before dinner. The motel was laughably bad and we referred to it as the "No-Tell Motel". We all survived it though and had a great dinner out in a local Italian place.



top: Arriving at Scenic Hudson Park (L to R.) Tom Anderson, John Wright, Milton Puryear, Melanie Lorek and Derek Osborne.
bottom: Our fearless ground support team of Linda Peterson and John Wright, photographs courtesy of Steve Heinzerling



The next day we had a bit more of a challenge with the wind. It was blowing out of the northwest at 10-15 with gusts to 20 and up. Our original plan was to paddle to Beacon. The wind slowed our progress though and we only made it as far as Cold Spring. Despite the tough going the sights and vistas that opened up to us along this section were breathtaking. It is no wonder that the Highlands are considered by many to be the Hudson's most beautiful part.

While we paddled John Thomas and Allie climbed Break Neck Ridge and John Wright explored a museum. It was a great weekend and I look forward to continuing it again next year. We all thank John Wright and Linda for their support. Without their efforts the trip would not have been possible. It was good fun to have John Thomas and Allie join us as well. Sebago just gets better and better. I thank all those involved who make it what it is today.



top: Sunday morning John Thomas and Allie help to unload boats
bottom: A blustery day at the Bear Mountain Bridge, photographs courtesy of Steve Heinzerling



top: Steve Heinzerling just before our finish in Cold Spring

bottom: Derek Osborne and Tom Anderson catching the flood North, photographs courtesy of Steve Heinzerling



top: Lunch at Georges Island, Derek Osborne, Tom Anderson, Melanie Lorek, Pete Peterson and Laurie Bleich
bottom: John Deskalakis and Derek Osborne loading boats , photographs courtesy of Steve Heinzerling

Sebago Pool Sessions Begin December 14

By Phil Giller

The Sebago pool sessions at Flushing Meadows pool will begin Sunday, December 14 and run until the end of March. There will be some dates that are blacked out.

Space is limited and Sebago members get first preference. You must register to attend.

Sessions are 8am to 10am but we request you come early to help with equipment and get yourselves ready. Cost is \$20 for Sebago members and \$30 for guests if there is room.

If you cannot make it you must let us know 24 hours in advance as we do have a wait list.

All information can be found at this link: <https://sites.google.com/site/sebagopoolsessions20142015/>

To register: sebago-pool@googlegroups.com

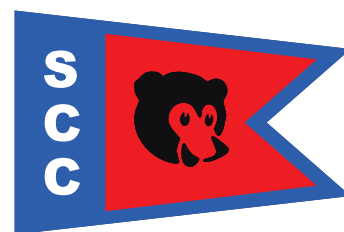
If email is not an option call 701 645 1029.

Names Published for Senior Membership:

Jonathan Rapp
David Solnick
Quint Klinger

SEBAGO BURGEES are now available.
Would you like a burgee to fly from your boat? We will have them at the Frostbite Regatta.

\$25



photograph by Bonnie Aldinger



Lows Lake Solitude.

photograph by Jim Luton

The Oswegatchie Traverse - Bog River to Inlet *By Jim Luton*

Here's a brief report on our recent five-day canoe trip to the Adirondacks. Last year's trip to Lake Lila and Lows Lake, with its 1-1/2 miles of carries, primed the group for a more ambitious excursion this year. We picked the Os Traverse for its remoteness and for the more difficult carries, which effectively isolates us from the average cooler-toters out there. And that isolation after all is what we are out there for in the first place. The big lesson we took away from last year was: No Double Carries! And we did in fact manage that. Imagine, three miles becomes nine miles when you do it twice. We also had a smaller group, five instead of the eight we had before. We started with six, but unfortunately John Wright had to cancel at the eleventh hour due to his wife Lucille's injury and hospitalization. The final five included myself, Holly Sears, Dan Olson, Britta Helgesen, and Lisa Nett.

We used St. Regis again as our outfitter. These good folks rented us three boats, and provided the shuttle at both ends of the trip. Not cheap, but well worth the cost in my opinion. We were paddling two doubles - a Wenonah *Escapade* and a Souris River *Quetico 17* - and a Placid Boats *Rapid Fire* solo. All kevlar, and all pretty light. We put in at Lows Lower

Dam, where we took out last year. I fully expected a stiff headwind from the prevailing westerlies and with a storm brewing to boot, but we in fact had a tailwind most of the way, and then a slick calm.

The upper dam was a good place to stop for lunch before the short little carry around the spillway. We would have liked to have made the climb again up to Lows Ridge, but approaching weather with thunder and lightning put the hurry on us. We hustled up the lake and in to site 22 and set up camp just before the deluge. Interestingly, there were many sites open between the lower dam and Frying Pan Island, but fewer open further up the lake. Had we not been up against the weather, we might have gone in to Grass Pond. As it was, the wind blew pretty hard during the storm, with solid whitecaps out on the lake. This weather set the norm for the trip. Good hot, sunny days, and rain every night (but one).

We fixed a great supper under the tarp that evening, with curried chicken, raisins and the like, over couscous. This has proven to be one of the more popular meals on our excursions. We fixed plenty of healthy food the whole trip, followed by chocolate and hot tea. One weight concession we made was to bring along the French press for coffee, and



The put-in. Lows lower dam.

freshly ground beans (we had plenty, and fixed the last pot at the very end of the trip while waiting for the shuttle).

Next morning, we paddled up into Grass Pond to check out the area. We stopped in at site 29 (very nice), but had already decided to spend just the one night on Lows. In retrospect, we could have easily spent another night, but we were unsure of the timeframe for the carries and the trip down the Os, so we headed on over to the takeout at the trail to Big Deer Pond. The first carry was 9/10th of a mile, close to the same length as last year's longer carry, but minus the railroad tracks. The trail is nice, fairly wide with only one real rise, but quite buggy. We had swarms of mosquitoes the whole way, lending a little speed to the portage. There's not a whole lot of swatting you can do with a boat overhead and a pack on your shoulders, so the best thing to do is to get on with it. We found that first carry pretty easy, though it ended in mud and water at the entry to Big Deer. We didn't stop for lunch, but loaded up again and set off across the pond in search of the takeout.

Big Deer is quite pretty, and feels remote, like Clear Pond on the Lila to Lows trip. There was a kingfisher fussing around, marking his

territory the way they do. We had to look pretty hard for the takeout, and paddled around a bit before spotting a bit of yellow tape around a tree. The takeout is blocked by a bunch of fallen trees that had to be climbed over to reach the trail. Almost as if it were hidden. We had a bit of balancing to do, getting the boats and gear out, but this was all good preparation for the upper Os to come.

We took our lunch break here (big old fat sardines) before setting off on the toughest carry, 2.2 miles to the Oswegatchie. The book says this carry is long and hard, and it surely is. But we did it, and all in one carry, though we stopped for breaks several times. The trail is good, except for some very deep pits in the huge, grass-grown, and quite old beaver dam a third of the way in. It was on this trail that we felt every ounce of gear that we brought, and one important thing learned was the inadequacy of the Duluth packs we used for the group gear. They don't have hip belts, so all the weight is on the shoulders. Those not carrying boats had two packs - one on front and one on back. I started the trip with a bad knee, and this carry just about did me in. Dan Olson managed a Duluth pack plus boat. The rest of us switched gear back and forth, and



top: The start of our 3 mile combined carry to the Oswegatchie.
bottom: The remote put-n on the upper Os.

were glad when the end of the trail was finally reached.

We did the whole transit from Lows to the Os in five hours, including lunch, rest stops, and the paddle across Big Deer. You might not think that a boat only two pounds heavier would make a difference, but I found the *Quetico* 17 significantly more difficult than the *Escapade*. They are 44 lbs. and 42 lbs. respectively, but the *Quetico* is a lot wider, and the combination of the extra width and a little extra weight made it difficult for me on the longer carry. The *Escapade* has plenty of volume for this length trip, but is a little more fragile, so extra care must be taken around obstructions. I liked paddling either boat. The *Quetico* has a ton of stability and tracks well with a load. The *Escapade* is a little more responsive. I did not paddle the *Rapid Fire*, so I can't report on that, but the girls all loved it! That boat is carried on one shoulder though, like a kayak, and nobody liked that. It should be fitted with a portage yoke.

It was about four o'clock when we reached the signpost and a beautiful old white pine that marks the put in to the Os. I was there first, and found campsite 4 just up the trail. We all agreed to stop for the night, and set up camp. We had an early supper (pasta with pesto) and were in bed by 7:30 that night, and slept 12 hours! We felt in no hurry the next morning to be on our way. Holly Sears, Lisa, and Dan paddled upstream for an hour or so, and I snooped around the area for a while, taking pictures. This after a lavish breakfast and breaking camp, so we didn't get back on our way until late morning. Nobody felt in a hurry. The upper river is pretty isolated, and there is absolutely no competition for sites (we saw only one other group late in the day, hurrying on their way to High Falls).

I'll admit to being a little worried about all the beaver dams we had to carry over; the report was thirty-five or more above the falls. A few



photograph by Jim Luton

were runnable, but most had to be carried over. We would typically run the bow just up onto the dam. The bow paddler would step out, then the stern paddler would climb forward and, one on each side, we would lift and slide the boat over. Some of the drops were two to two-and-a-half feet. It turned out to be more fun than ordeal, though. Much easier than hauling over deadfall trees like we have in the Pine Barrens. At least the beaver dams are mostly awash.

I tried to imagine what it must have been like to explore this uncharted area two hundred years ago, with no guides or books or lightweight tents. Just a bark canoe or two, some flour, salt, and beans, and an iron skillet. Maybe it was more formidable than beautiful then, but it surely is beautiful now. The only real evidence of people (besides the occasional campsite) were the planes we heard overhead from time to time. We pulled up to campsite 9 around 2 pm, liked the looks of it, but decided to paddle on a little more. We might find a nicer site down river, but if not we could paddle back upstream. We did check out two or three more but liked 9 the best, so decided to turn around. I found a nice old driftwood plank downriver, and put it in the boat to use as a table for our kitchen that night. Our tarp was handy yet again, as we fixed and ate our supper during the evening rain.

A quiet mist shrouded the river next morning as we shook the water off of our tents. We spent a little time drying gear on a clothesline before loading up for day four of the trip. We found a few more beaver dams to haul over, and a rock garden that we waded the boats through. As we got closer to High Falls, we began to see people coming upstream, day-tripping from their camps around the falls. It was little bit of a culture shock, coming across Grummans, heavy plastic boats, and noisy paddlers after such solitude for the previous couple of days. Those good



top: Britta and Dan walk the canoe through a tricky rock garden.
bottom: Oswegatchie froggie.

old portages do their job well. High Falls itself was a bit of a party scene. All the sites were filled, and I know of at least one group with only two tents that took over two adjacent sites. The falls are beautiful though, and understandably popular. I think the area may not be so full all of the time.

We had a leisurely lunch on the rocks at the top, before carrying down the path to the put-in below the rapids. Here I'll definitely have to lodge a complaint. There was a scout group, girls, I think, that simply overturned their boats right at the put-in, rather than carry them up to the bank. This effectively blocked three quarters of the access to the river. Not a big deal really, just rude behavior, and their leaders are surely not setting a good example for the group. We met several severely overloaded canoes on their way upstream. We heard one guy say "Stop looking at the girl and paddle", followed quickly with "don't make me wish I'd brought your sister!" I wish I had snapped a picture of that group.

With all the activity at High Falls, I was worried (as I usually am) about getting a site for that night. I needn't have, as there were plenty open downriver from the falls. We chose site 21 for the night. It's maybe an odd choice, as the site is well off the river and quite a ways down the hiking trail which followed a small creek through a distinctly "moosey" bog. But we all actually loved it, and it proved to be our most comfort-

able digs of the trip. At dusk we heard a bunch of coyotes calling, and a gibbous moon rose bright and orange for our entertainment that evening.

It was so clear and cool that I predicted a night free of rain so we did not pitch the tarp. I had a dream that night that a lamp fell into the bath tub with me, and woke up to rain pounding on the tent. So much for predicting Adirondack weather. It fools me every time. The rain persisted until after dawn, but we crawled out and donned our rain gear. Once the sun got up a bit though, the clouds sailed off and we were left with a sparkling landscape, misty and dripping and fresh. We were left with an easy four-hour paddle down to Inlet, so didn't get moving until around 10 am. I think we all enjoyed the lazy pace of the Oswegatchie, and embraced the fatigue that often sets in on the last leg of a journey. We perked up a little at the easy rapids down by the footbridge around site 28. We got through that patch with most of the kevlar we started with, and got to practice some downriver pries and draws.

All too quickly though our trip was running down to the end. We hauled up on the beach at Inlet around two o'clock, unloaded the boats, then brewed our last pot of coffee while we waited for Pat Hogan to pick us up and haul us back to Saranac Lake, hot showers, and a restaurant meal. Another good trip, well and finally done.

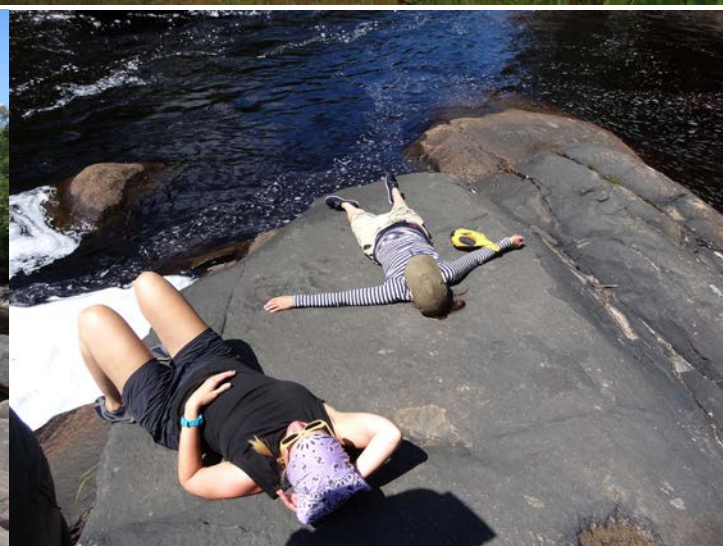
One of many delicious meals we prepared on this trip. Lisa and Dan.



photograph by Jim Linton

top: It can be deep upstream from the beaver dams! bottom: Lisa prepares to re-enter the Rapid Fire solo.





top: A beautiful morning! Site 9 on the Os.
bottom-left: Britta and Dan - High Falls.
bottom-right: Break time! High Falls- High Falls.

photographs by Jim Luton



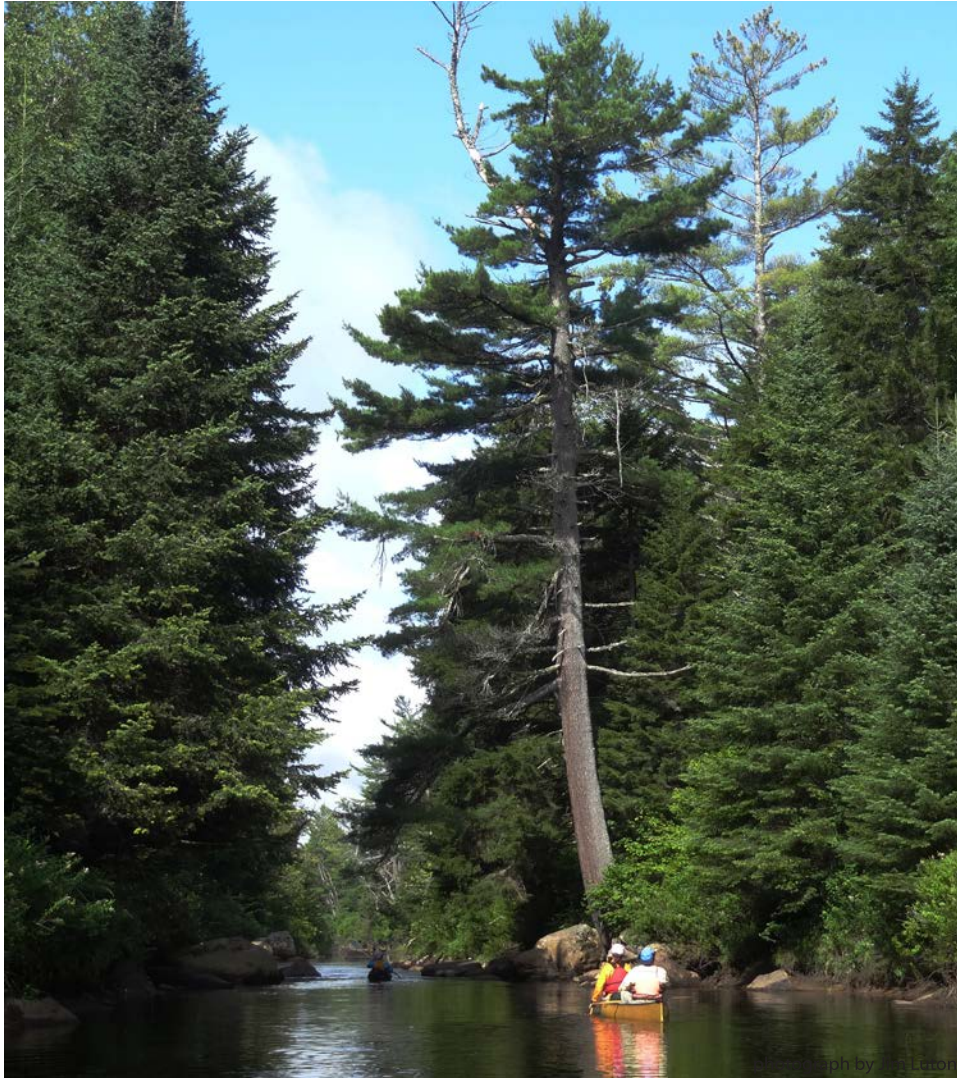
photograph by Jim Luton



photograph by Jim Luton

top: The narrow upper Os. bottom: Rain washed sunrise.

top: One of the beautiful old white pines still standing guard on the Oswegatchie. bottom: Moonrise.





photograph by Chris Bickford

Pictured in the photographs with this article are Alice Gail Bier, Chris Bickford, Margaret and Greg Davidek and their boys, Neil and Owen, Michael Kovnat and his daughter Dessa, Michael and Wendy Putnam and their daughter Ruby and her friend Clementine, Dan Olson, John Wright, John Thomas and Laurie Bleich and their daughter Allie

Recollections of a Fun, Fabulous, Family-Friendly Canoe Camping Trip on the Delaware River

By Laurie Bleich with pictures by Chris Bickford

This past Columbus Day weekend, I had the pleasure of participating in a really fabulous canoe camping trip with a really fun group of fellow paddlers from our very own Sebago Canoe Club.

I've been a member of Sebago Canoe Club for several years, and have kayaked there way before that with friends who were members. My first passion is kayaking, but basically I love anything to do with water. And having a nine-year-old daughter, my husband John Thomas and I have begun to enjoy a variety of family-friendly canoe trips with Sebago. Canoeing is a lot more kid-friendly than kayaking. You can throw all sorts of stuff in the canoe, including the kids! Plus, the kids don't get as bored since other kids are around to play with. And parents don't get bored since they can play musical canoes and switch kids!

There have been several wonderful day adventures planned and led by our capable canoe leader Dan Olson; and Michael Putnam planned two Pine Barrens canoe trips for the last two years that were fabulous. There was great camaraderie, wonderful shared meals, lots of jokes and

scary night stories. We were even serenaded by a rare saxophone rendition of reveille at 7 am by our friendly neighborhood Boy Scouts! In addition to that surprise, the trip was so much fun that Michael agreed to plan another canoe camping trip for the next year. Sadly, he had to miss it since he pulled his back, partly due to the stress of planning a trip!

So when Dan asked for someone to plan the 2014 trip, Michael and I agreed to plan the trip together since hopefully two heads would be better than one. As it turned out, it was a lot of fun to plan the trip together. We both did a bunch of research on the area and each did what we were better at - me yakking on the phone and Michael at the computer, which he used for meal planning.

When I awoke ridiculously early on that Saturday morning and was greeted by a gloomy, rainy, chilly day, I thought: "What the hell am I doing?" But being one of the trip planners, I was going come hell or high water! And as it turned out, by afternoon, it was a beautiful day! We put in at Dingmans' Ferry with a ten-mile paddle ahead of us. It was a mel-



photograph by Chris Bickford

low paddle with several rest stops, and everyone (even the grownups!) helped gather driftwood for the fire.

One of the best things about the trip was the kids. Neil and Owen, Margaret and Greg Altemus' twin boys, had a lot of fun running around, looking for firewood, and canoeing standing up at times! Our friend Michael Kovnat brought his daughter Dessa, and she and our daughter Allie had fun singing in the canoe and paddling while sitting on the bow. Michael and Wendy Putnam's daughter, Ruby, and her friend Clementine, being the older kids, spent a lot of time hanging out together and talking, and had fun canoeing and playing hide-and-seek with the younger kids.

When we finally arrived at Valley View Campsite where we had a reservation, several other groups had already arrived including Boy Scouts. We were wondering if they would be playing reveille in the morning! It was nice to have bathroom facilities and picnic tables, but disappointing to be in a non-wilderness setting. We had a really fun evening with tons of food including John Thomas' delicious smoked pork, always more delicious after a day of paddling. The kids had a blast running around like maniacs and playing hide-and-seek and who knows what else.

We awoke to the sound of rain and it seemed that there was a huge amount of dew that had soaked everything. It was a real let-down to wake up on our own and not to hear the dulcet sounds of the Boy Scout alarm clock! We had a fabulous breakfast that included a wide variety of food including hot dogs, breads, granola and muesli hot cereal. Michael, who brought the muesli, began to call "Mu-ci-lee!" when he was calling out to see if people wanted seconds. It sounded like a TV ad where someone is yodeling with echoes in the Swiss mountains. Chris Bickford, as usual, did a fabulous job of creating a beautiful photographic record of the trip. John Wright was his congenial self, helping out with everything.

So we began our second day of paddling, another ten miles, to our wilderness camping destination. This would be one of several choices, to be scouted on arrival. The day turned out to be beautiful, and we had the luxury to have time to swim during one of our paddling breaks. It doesn't get any better than that! Some people even managed a short nap. When we arrived at Smithfield Beach, those of us who were doing a two-day trip took their leave and we said our sad good-byes. The rest of us continued to search for the perfect campsite, which we found! It



photograph by Chris Bickford

was Tock's Island, which had a large number of campsites, and we had the whole island to ourselves.

We unpacked and set up camp, which was no easy feat since there was quite a steep uphill to the campsite. We had another lugubrious dinner with a wide variety of food including Gail's delicious muffins and a lot of great stuff. Then Dan began to tell his scary stories about the Green Mazuki, which was both scary and fascinating for the kids of all ages! Allie especially was much more interested in the Green Mazuki in the morning by the light of day. The next morning we relaxed and had another great meal including our space-age drink courtesy of Margaret, Tang. We finally got on the water for a few hours of paddling to the take out at Delaware Water Gap, where our cars were waiting for us. It was a little chilly that day so when we arrived at our destination some people had to leave to get home and some of us had lunch at a great truck stop diner that definitely knew how to feed a bunch of hungry people!

Fun was had by all, and I'm hoping for another fun trip next year!



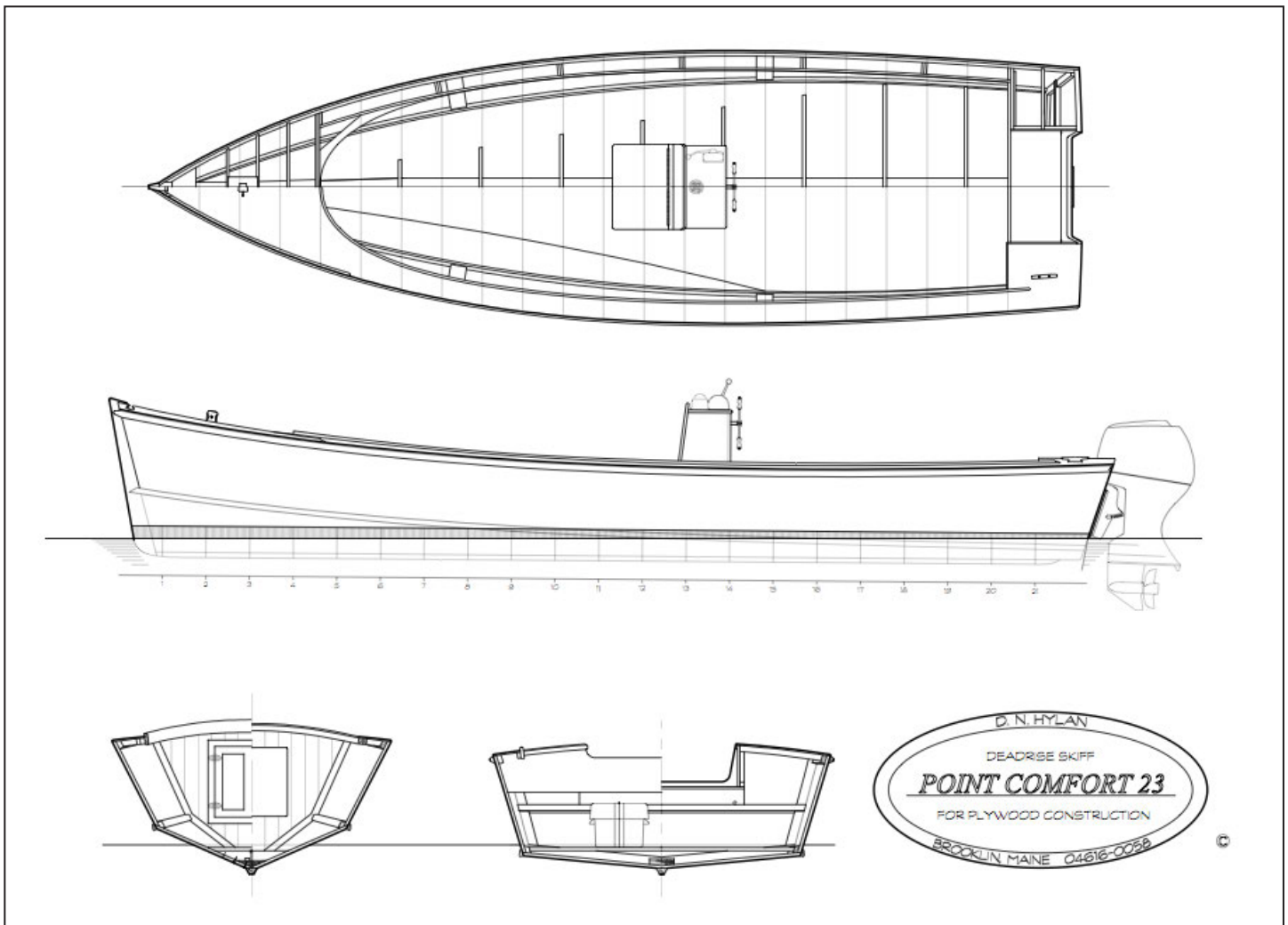
photograph by Chris Bickford



photograph by Chris Bickford



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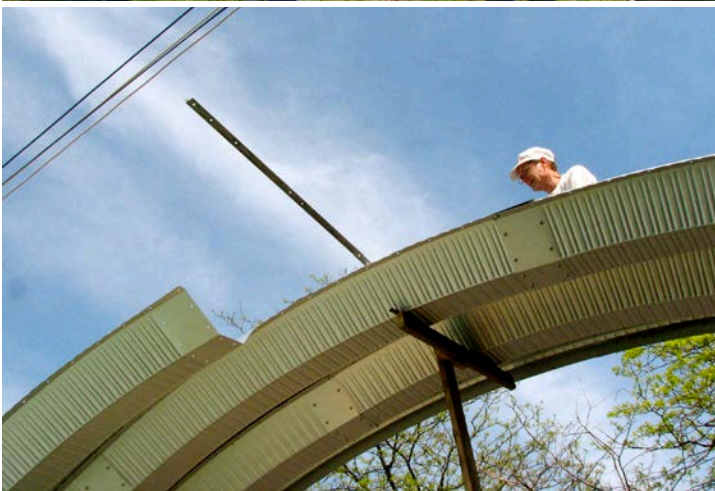


top: Doug Hylan's striking Point Comfort 23 design. bottom: Jim prepares the materials list for the new boat project.

The Sebago Canoe Club Boat Shop - Moving Forward *By Jim Luton*

I'm gratified to have been a part of Sebago for these past twenty plus years. I've been a vocal proponent of a real boatbuilding program here for most of that time, and I'm happy to report that we are finally ready to move forward. The boat shop is largely done - though there will always be changes and improvements - but as of now we are fully functional. Many people have made significant contributions to the facility, both in the planning and in the construction, and I want to thank everyone involved. A special thanks is due the Sebago Board of Directors for granting permission and allocating the funds to bring this about. Phil Giller was responsible for getting the roof put on, and that was a huge first step, for without that we'd still be working under a leaky tarp. And without John Wright's vigilance we would never have gotten the tool room cleaned out and properly organized. We've put in a nice workbench, with dogs, holdfasts and vises. The wood stove is cranking and the coffee pot's on. It's time to get to work!





So now that we've decided to build something, just what do we want to build? We have been discussing just that question among us for the past several months, and there seems to be a consensus that our immediate need is for a new safety boat. The Whaler has been a great little boat, and its setup and use has been good for us. We've all learned some things, and we have a great motor, the Honda 30 that we set the boat up with. As our sailing program has grown, we've become more ambitious with both our teaching and our regatta management, and we believe we've come up against the limitations of our little thirteen-footer. We are sailing more aggressively, and in much heavier conditions, to the point where our sailors are more capable than we think the Whaler is in rough conditions.

I did quite a bit of research over the past several months, looked at many power boat types and designs, and then narrowed the field down to a few good, solid candidates. One thing that always drives my choice of boat is how interesting a building project it might be. I don't want a needlessly complicated project, but I would like one that stresses traditional woodworking skills. Since I view this project at least partly as a learning exercise for interested club members, I'd like to emphasize the tool handling aspects as much as possible. I started out looking at more modern stitch and glue type boats (including some available as kits), but have since veered back to the more traditional forms. Our choice of boat though, has to fill our needs as completely as possible. We need an easily driven hull, big enough for at least three adults, plus racing buoys

top: Howie digs the footings for the new workbench.
bottom: The crew prepares to mix concrete.



top: Matthew nails on some window trim.
sequence following: Workbench construction.



and anchors. We need a boat with decent initial stability, but also one with good seakeeping qualities. We primarily use the boat within the confines of Jamaica Bay, but who knows what ambitions we might realize beyond just the bay itself.

Back in November, we held a meeting in the clubhouse that was open to all club members with an interest in boat building. I put together a slide show highlighting quite a few traditional boat designs for oar, sail, and power. Some people were a little surprised that we were looking at power boats, but once the issues were presented and discussed, the idea was accepted with real enthusiasm. We looked at four or five designs and discussed the merits of each one, then narrowed down the selection to Harry Bryan's Handy Billy 21, and Doug Hylan's Point Comfort 23. We took an informal vote with a show of hands, and the unanimous choice was the Point Comfort 23.

Doug Hylan, on the Benjamin River in Maine, is a well-known and well respected builder of traditional yachts and workboats. Doug's yard is known for "reinterpreting classic designs, and building them using the best combination of traditional and modern construction methods". His yard has built four of the Handy Billys, as well as many more substantial yachts, power and sail. Doug has designed two workboats based on the traditional Chesapeake "deadrise" workboats. Deadrise by definition is simply the rise of floor from keel rabbet to chine. As a boat type however, it refers to a large group of workboats in a range of sizes that evolved on the Chesapeake Bay from the early log-built canoes and bateaux. The type is characterized by a deep vee bow that transitions aft to a shallow vee or nearly flat stern. They were typically quite heavily built, with massive keelson and horn timbers. Their bottoms were cross-planked, and the sharp entries were either carved from big "chunks", or staved from thick boards then dubbed off fair with an adze. There were no bottom frames. The boats were typically built bottom up, with their stems set in a hole dug to keep the bottom at a comfortable working height. The keelson, horn timber, and transom were set up, and the chine and starter plank were bent around a mold or two, and the bottom was planked and faired. The bottom structure was then flipped upright, side frames were attached, and the topsides were planked up to the sheer. The decks and house (if any) were installed, and the engine

dropped in. All of the building was by “rack of eye” and plans or loftings were nonexistent.

The yard I worked in on Broad Creek in Deltaville back in the seventies built big deadrise boats, some of them yachts, the old fashioned way. Hylan, with his Point Comfort skiffs, has translated the form into an easier to build and lighter model for plywood construction, though the finished boats don’t look like “plywood”. There is no way a sheet of ply will take the twist found in a deadrise forefoot, so Hylan specifies a double, cross planked bottom forward, with a sheet ply midsection and stern. This produces a tough, cold-molded, monocoque structure that requires little internal framing. The topsides are planked in sheet ply, as well as the “washboard” decks. The Point Comforts have all the classic beauty of the old workboats, with sweeping sheer, high bow, and low freeboard aft.

These boats are small for their length; the smaller 18 is really not enough boat for us, and the Honda 30 is way too much motor for it. The larger 23 is a much bigger boat than the 18, and is substantially heavier, more robust, and a much better load carrier and work platform. The

downside is that the motor we have may not be quite enough. Doug believes I would not be unhappy with that motor on her, and thinks she might do 12 knots with a load. I’d be happier with a 50, but these boats are not intended to run at 40 knots wide open! Also, the boat weighs about 1500 pounds (the 18 is only 300!). This will require a bigger trailer, and some substantial tackle to handle her on land. I think we are up to the task however, and the benefits of this design in use will be worth the extra effort to move her around ashore.

I should mention here that prior to our group meeting I presented the idea of this project to the Sebago Board. It’s a large undertaking, with a real and not insubstantial budget to consider. I wanted to make sure there was support for the project before presenting the idea to the club at large. I’m gratified that the board showed real interest, and enough trust in me to move ahead. I did not have a budget at that time, only a rough guess as to the cost. I went ahead though, and ordered the plans so I could make up a real materials list. John Wright, Hans Liebert, and I spread the drawings out in the clubhouse one afternoon with the stove crackling, and worked out the materials list. I can tell you, there’s

Hans builds a cover frame for the new melonseed.



nothing better than a big fresh set of boat drawings on a winter's day to get the creative juices flowing! I put all the numbers into a spreadsheet, and made a formal proposal at the December board meeting. I'm happy to report that we were approved unanimously, and given the go-ahead to proceed. The Sail Committee will contribute \$2,000 from their 2015 operating budget to help with the expenses, and the remaining costs will be spread out over two years (the estimated project duration).

We will hold a meeting very soon (possibly before this Blade goes to press) to discuss the project at more length. As we go forward, I would like to meet formally at intervals in the construction process. We will look closely at the building details and procedures, and I hope this will be a learning experience for all of us. I will publish notes from these meetings and make them available as downloads for anyone interested. We've also set up a Google Groups email list for the Sebago Boat Shop. If you would like to be included, email me at islander253@earthlink.net and I will add you to the list.

The TSCA - Brooklyn Chapter

One last bit of boat shop news. We've discussed before the possibil-

ity of forming a new chapter of the Traditional Small Craft Association. The TSCA is "a nonprofit educational organization which works to preserve and continue the living traditions, skills, lore, and legends surrounding working and pleasure watercraft..." We now have the five TSCA national members required to form a new chapter, and I've been in touch with the organization's officers regarding this. The next step will be to write up a set of chapter bylaws to present to the national committee. I will also write an article for the TSCA newsletter The Ash Breeze, highlighting Sebago's new boat shop and growing traditional fleet. Yearly membership in the TSCA is only \$20, and includes subscription to The Ash Breeze. Sebago is already a yearly corporate contributor. We have the potential now to become a local center for traditional boats, with our new shop and extraordinary waterfront access. We'll create a chapter website, with boat shop updates, articles, and events. The possibilities are exciting! I'll keep us all updated on this through the Sebago Boat Shop Group's email list.

<http://tsca.net/index.html>

left: Boat repair in the completed shop. right: Stop by the shop, the coffee pot's on!



Jim reviews construction procedures for the new Point Comfort 23. We have an interested crew!





photograph by Chris Bickford



photograph by Chris Bickford





photograph by Chris Bickford



photograph by Chris Bickford



photograph by Chris Bickford



photograph by Chris Bickford

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EBlade

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