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The MOUNTAIN PADDLER

ARTICLES OF INTEREST
FOR OUR PADDLING COMMUNITY

EDITOR'S NOTE by Sue Hughes

RMSKC members have been busy paddling, helping others become paddlers, going to classes and symposiums, and thinking about safety questions and other kayak-related topics.

It's all here in this issue and we hope you enjoy reading about it. Of course, send any questions, additions or comments to the editor.

Also, please email about your paddling experiences, and send pictures so everyone can share the fun:
suehughes@yahoo.com

IN THIS ISSUE

Summer Paddles	p. 2 - 3
RMSKC Donations to the Girl Scouts . .	p.4 - 5
Staying Together: a Story, an Essay, a Class	p. 6 - 9
Gary McIntosh, Brian Hunter, Larry Kline	
Midwest Symposium	p. 10 - 11
Clark Strickland	
Paddling in the San Juan Islands	p. 12 - 21
Marsha Dougherty, Stan White, Ted Wang	
Grand Teton National Park	p. 22 - 31
Using a Desalinator	p. 32 - 33
Learning to Roll	p. 34 - 36
Brian Hunter	
Flying Boat Tales; Safety Thoughts . .	p. 37 - 44
Gene Langlinais, Gary Cage, Jud Hurd; Jay Gingrich's Suggestions	
Lightening Awareness	p. 45
Members' News	p. 46 - 48



Sunset from Jones Island, Washington

SUMMER PADDLES

We've had two major club trips, to the San Juan Islands in Washington and the Grand Teton National Park in Wyoming, both of which have long articles and

good pictures in this issue. There have been some reentry and rescues trainings to prepare for those outings, and impromptu paddles up and down the Front Range that no one has written about.

UNION RESERVOIR ON SATURDAYS: A group often meets at Union on Saturdays to avoid the weekday traffic; the time is announced as 9:00 but it has evolved to mean on-the-water-and-ready-to-go at 8:30. The lake has swimmers near the put-in at that time and dozens of paddle boarders later in the morning but the parking spots are open when they arrive around 8:00. They usually paddle a circle and then play follow the leader with fancy strokes and maneuvers until midmorning.

LAKE PUEBLO, SEPTEMBER 12-13: Trip leader Jud Hurd, Marsha Dougherty, Joy Farquhar, Jay Gingrich, Gregg Goodrich, Tammy Haven, Brian Hunter, Dave Hustvedt and Anna Troth launched on time at 10am out of the South Shore Marina and explored the coves on the southern shore while paddling 9.4 miles.

Before turning around and heading back to the launch site, Jay, Joy and Brian gave demonstrations on rolling.

The weather was great and everyone had a good time. They got off the water around 3:30 which allowed the people who were going home to get back to Denver in time for dinner.



Trip Leader Jud Hurd directing the group



Dave Hustvedt in his new green Delta

Brian, Joy, Anna and Gregg stayed over and paddled from the North Shore Marina on Sunday. They saw a good assortment of birds in a pretty little cove and an Osprey successfully diving for a fish.



Gregg Goodrich

**THE BIRDS THEY RECORDED
IN THE TWO DAYS:**

Scaled Quail,
Double-crested Cormorant,
Turkey Vulture, Osprey,
Spotted Sandpiper,
Mourning Dove, Barn Swallow,
Belted Kingfisher, American Crow,
Ring-billed Gull, California Gull,
Say's Phoebe, American Robin, Rock Wren,
Curve-billed Thrasher, Chipping Sparrow, Killdeer,
and a Sharp-shinned or Cooper's Hawk.



Anna and Gregg

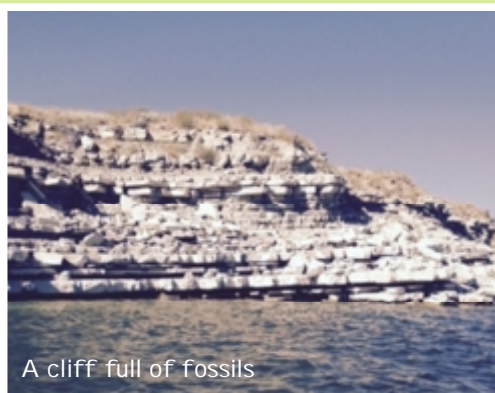


Birders birding



Tammy, Marsha, Anna, Gregg, Jud, Dave, Brian and Jay;
photo by Joy Farquhar

**LAKE PUEBLO
2015**



A cliff full of fossils



Jud, Dave and Tammy
all have green boats made by Delta



Marlene and Julie;
Brian loading their boats on his trailer

MEMBERS DONATE GEAR, KAYAKS, CASH AND THEIR TIME TO THE GIRL SCOUTS

Early this summer RMSKC members Marlene Pakish and Julie Rekart donated their first kayaks, each a Perception *Carolina*, to the local Girl Scouts of Colorado council in honor of long-time RMSKC member

Lou Ann Hustvedt, who recently lost her battle with cancer. Lou Ann, known as "Skipper" to the Scouts, had taught boating skills and knowledge to hundreds of young women in summer camps for more than two decades.



Brian and new RMSKC member Louise "Silver" Bashaw, holding donated paddles and the boats' Hull Identification Certificates

Their generous donation included paddles, PFDs, spray skirts, cockpit covers and several other items. The boats were complete and ready to provide many years of service to the troop that Lou Ann loved and served.

RMSKC's Brian Hunter, called "Splash" while instructing at Girl Scout camp, picked up the kayaks from Marlene and Julie and gave them a good going-over before delivering them and other donated gear to the Scouts' Summer Day Camp at Big Soda Lake in Bear Creek Park.



Brian Hunter and Belle Bashaw demonstrating the donated kayaks



Julie's gray boat was named "Skipper" in Lou Ann's memory

Brian and Belle "Hedgie" Bashaw (lead Girl Scout Kayak Instructor and a new RMSKC member) took the *Carolinas* for a test paddle. They agreed the boats were a perfect fit for the Girl Scout program: the kayaks accelerated quickly and were nimble on the water. Splash reported that they held an edge nicely and turned on a dime. Hedgie made the same observation.

In addition to the donations of boats and gear, and RMSKC and individuals' funds in Lou Ann's name, Brian and Clark "Bald Eagle" Strickland taught for a week at Girl Scout Boating Camp this summer.

Article written by Louise "Silver" Bashaw, Troop Leader and Volunteer Summer Day Camp Director, and Sue "Grendel" Hughes



Girls learning to kayak at Girl Scout Boating Camp with Clark on the far left, Belle in the middle yellow boat and Brian second from the end on the right

EDITOR'S NOTE: The articles on the next pages have the common theme of staying together as a paddling group, a reoccurring topic among club kayakers.

On this page is Gary McIntosh's sobering experience on the Green River, next is a page of comments by Brian Hunter about the math and theory of paddling together, and then are notes from a class on Cohesive Paddling taught by Larry Kline.

A STAYING TOGETHER STORY, A CAUTIONARY TALE

By Gary McIntosh



The author in the center in a turquoise shirt;
Marsha Dougherty on the far right

One of Jud's comments to the Club at a recent gathering was the virtue of staying together as a group. Why would I care if the group is together for safety reasons? I am an ACA Level 4 paddler and was an ACA Level 3 instructor. I can guarantee that I can out-paddle and out-perform most of the RMSKC's members.



But wait, I have type one diabetes. What does that mean? It means that if I exercise, my blood sugar will be lower. Lowered blood sugar means that my nervous system including my brain does not function very well. So if my nervous system and brain don't function very well, what does it matter if I'm an accomplished paddler?

I led a trip down the Green River in Utah a few years ago. I was not very concerned when the group had become separated by some distance when we got to south side of Bowknot Bend.

As I paddled around the last curve on the south side of the bend [X] I became aware that something was wrong, but it had nothing to do with the group being separated.

It was that I was losing the ability to think rationally. Consider what would happen if you fall over in your kayak. Do you jump out of the boat, or do you hang upside down underwater? Having the ability to get out of your kayak may not be something you think about, but if you hang upside down under the water with your nervous system not working very well that might be an issue.

Lucky for me Marsha Daugherty was not far away. She paddled to up to my kayak and asked if anything was wrong. She signaled for others to come assist, but of course the only ones that could help were the ones in the back of the group where I was. All I can say is that I am thankful that they were there and not a long distance in front of me.

BRIAN HUNTER'S MEMORY OF THIS INCIDENT: I was padding sweep and was about 100 feet from Gary; I joined him shortly after Marsha got there. I remember the river being straighter, not so close to Bow Knot. We paddled to a sandbar on an outside bend. The people in front were still in sight and they could hear whistles blowing but they thought the sounds were birds in the distance. I'm not sure, but the flow may have been between 2 and 3mph. In any case, some effort and time would have been needed to paddle back up river.

THOUGHTS ON PADDLING AS A GROUP FOR COMMUNICATION AND POSSIBLE EMERGENCIES

By Brian Hunter

Suppose a group of eight kayakers is paddling at a reasonably relaxed speed of 3mph, and they are spread out by three boat lengths. That's not quite close enough for casual conversation but communication would still a

simple matter of raising one's voice (if the wind is not howling) and a rescue could be accomplished. In this scenario the sweep paddler would be about 435 feet from the lead paddler, still in range of a whistle blast (if the wind is not howling) to communicate a problem.

Now suppose that one of the paddlers needs to stop to change the batteries in their GPS or take a photo or answer a call of nature, all of which are quite normal activities and should be no cause for concern. It's not unreasonable to expect one of these stops to take ten minutes to complete, but meanwhile the rest of the group is traveling at a rate of 264 feet each of those minutes. In ten minutes the 264 feet becomes 2640 feet; the paddler is separated from the group by half a mile. This is much too far for communication (even on a calm day whistles are difficult or impossible to hear at that distance) or a rescue. Even if they resume paddling at 4mph, and the rest of the group stays at 3mph, it will take 30 minutes to catch up to the group! These figures point out the necessity of the sweep paddler remaining at the back of the pack as it is unsafe for one paddler to be separated by this far from the group, particularly in the wilderness.

Almost universally the number one reason people join RMSKC is to paddle with others in groups and the number two reason is to improve paddling skills. The third reason cited is that it is safer to paddle in groups for safety's sake. The notion that there is safety in numbers is incorrect; it doesn't prevent bad things from happening, but in a group there are more resources and skills to mitigate problems which could reduce the chance and severity of injury.

We paddle in groups to enjoy the camaraderie, share resources and take advantage of the skill and knowledge of others. So why don't we look out for each other and stay in communication and in a rescue-friendly group?

On every multi-day trip that I have paddled, the lead paddlers have paddled faster than the rest of the group creating an ever-widening gap between them and the remainder of the group, and those in the lead group have rarely looked back to see how the others are doing. After a time the other paddlers typically separate into several smaller groups which spread the group out even further apart.

The lead paddlers seem to think that they are setting the pace and the group should keep up with them, while the ones at the rear want to go slow and take it all in or stop to take photographs of the adventure. I think it's probably the paddlers in the middle who have the right pace. Of course a destination must be reached by a certain time, for a myriad of reasons. The fastest paddlers must slow down a little and the slowest must pick up the pace a little as well. The lead paddlers absolutely must check over their shoulders every five minutes to see if the rest of the group is OK and are keeping up.

Maintaining a Cohesive Group

Procedures for Staying and Working Together

EDITOR'S NOTE: This past spring Larry Kline taught a class about paddling as a group, based on *Maintaining a Cohesive Group, Procedures for Staying and Working Together*, a wonderful piece by Duane Strosaker in the April 2012 *Sea Kayaker*.

The author's website is no longer available and I have been unable to contact him to ask permission to use parts of his writing. I do have a full copy of it; email me if you'd like to see it.

Duane's article is a tidy set of guidelines for maintaining a group. However, they are predicated on paddling with people who all have about the same skill level, which for club paddles is not necessarily true. To me, the most useful bit for us from the article was, "It can be frustrating for a group to wait frequently for paddlers taking breaks on the water. Regularly scheduled breaks are needed to keep things together. A five to ten minute break at the top of the hour and a two minute break at the bottom work well."

LARRY KLINE'S NOTES:

- The best way to keep a group traveling in the same direction is for someone to be the leader up front and for everyone else to follow. In open water, the leader goes for a compass heading, a visible point or some other factor (a GPS track) in getting to the destination. If everyone does this independently the group will split apart, so do follow the leader.
- The leader has to look back frequently to see that all are following and none are dropping off the back. If they are slowing down then the leader needs to slow down as well.
- Keep the group within easy talking distance, no more than 50 yards from front to back. 50 yards is 150 feet or just 10 boat lengths; this ensures no shouting will be needed to communicate from front to back. Those following can also make comments to the leader as to the speed of those behind; this may help the leader to not have to look back so often.
- To maximize everyone's participation each paddler should take a turn up front leading. This way everyone will be more likely to cooperate as a group. The length of these leading times is between 30 and 45 minutes. Trip leaders should be first to take the lead and thus set the tone for the group. New paddlers to the group should take the lead early before they tire out. Experienced leaders can take the lead later in the paddle. Let slower paddlers take the lead as well; experience shows they in fact paddle faster when in the lead than when left in the back alone.
- Followers need to avoid steering from behind as in paddling to one side to draw the group in their direction. The focus should be kept on the leader not the destination. Group members should avoid creeping along side the leader to get him or her to speed up. This leads to an unspoken race and the group may split up.

- These procedures take practice on everyone's part. There needs to be an enforcer to keep the group dynamics paramount. It usually falls to the trip leader to be the "policeman".
- It can be frustrating for a group to wait frequently for paddlers taking breaks on the water. Regularly scheduled breaks are needed to keep things together. A 5 – 10 minute break at the top of hour and a 2 minute break at the bottom work well. No one starts paddling until everyone is ready. Regular breaks provide something to look forward to, divide the paddle into psychologically and physically manageable intervals and keep everyone well fueled and hydrated.
- During breaks check on each paddler's condition. One paddler having difficulties with personal or boat problems can cause group cohesion problems later on. Be aware that some people are reluctant to bring up concerns, so be vigilant in checking out your fellow paddlers' condition. It may well save time and emergency efforts later on.

Equally important, you should also decide when it is not necessary to paddle as a group. Use the above ideas for good reason rather than for their own sake.

- Typically staying together procedures are used for crossings and difficult conditions, or on long paddles from one campsite to another. [For us in Colorado on rivers when seeking group pull outs, especially for campsites, group cohesion is necessary so that a lone eagle up front is not swept past the trip leaders' campsite selection.]
- If everyone is in agreement and the conditions are calm, it may be acceptable to go one's own way; on multi-day trips there are times when we all like to have a break from the group and do our own thing. But if conditions change rapidly, as they can on Yellowstone lakes, it is too late to regroup and the safety of the group is lost.
- One of the most important decisions in paddling is choosing one's paddling partners. A group operates better when everyone is familiar with each other, paddles at about the same speed, shares the goals for the trip, and, most importantly, agrees to stay and work together as a group.
- Explain these procedures for staying and working together to make sure everyone is fine with them. Occasionally someone ends up disrupting or even endangering the group by acting independently. Avoid paddling with people like this; they place their own interests above those of the group.

EDITOR'S NOTE: Larry has been RMSKC's president for several different terms, has taught moving water classes at Union Chutes and kayak camping classes, and been trip leader on at least two different Yellowstone Lake trips.

Check the Index on the website to read articles he's written about these, and other, topics.



Larry Kline in the Pacific Northwest



RMSKC AT THE DOOR COUNTY SEA KAYAK SYMPOSIUM

By Clark Strickland

Five members of the Rocky Mountain Sea Kayak Club made the trip to Wisconsin for Rutabaga's 12th annual *Door County Sea Kayak Symposium* on the second weekend of July.

Door County is the peninsula that encloses Green Bay. It's a prime vacation destination for Midwesterners, but the gorgeous landscape did not seem at all crowded. Nor were there many pleasure boats out on the lake. The water of Lake Michigan itself is chilly, but Rowley's Bay was warm; light neoprene clothing was enough for the significant amounts of time spent in the water on drills and recovering from pushing the envelope.



All photos used with permission
from Rutabaga Paddlesports

The symposium was organized by Rutabaga Paddlesports, a full service sea kayak and canoe shop in Madison, Wisconsin, with a huge cadre of qualified instructors.

Link that resource with the big water of Lake Michigan, 170 paddlers of all levels, a comfortable rustic resort called Rowley's Bay [marked with a star on the map], decent weather and general Midwestern niceness, and you have a recipe for a fine weekend. The chow was tasty and the beer was free.

The club members at the Symposium were Brian Hunter, Clark and Marty Strickland, Ken Kloppenborg and Stacy Rezak. We all pursued instruction and expeditions suited to our own levels of expertise and saw each other only at lunch and dinner.

The focus of this Symposium was skills development in small group classes and expeditions. Brian took advantage of the opportunities to play on the open lake in several classes and trips that stretched the application of his skills in a lively chop and moderate winds. Marty took a series of women's classes that propelled her into comfort with basic skills. Her group stayed together for most of the weekend and bonded very nicely. Her paddle buddies have invited her on excursions in the upper Midwest. Clark got close to a roll and honed boat handling skills. Ken enjoyed clambering into and out of his boat and even got to enjoy a refit of his bulkhead. Stacy was off having fun.

The instructors taught us a good protocol for communication among a paddling group when one of the members suffers a capsize. The first person to see the capsize yells "OVER" loudly enough for the group members to hear. Each individual in the group repeats "OVER" loudly. When the capsized paddler is out of the boat and has signaled OK by patting his/her head, the first person in the group to see that yells "SWIMMER" loudly enough to be heard by all nearby. The other members of the group echo the call "SWIMMER". The rescue then proceeds as needed. Having all members of the group communicate in this way helps ensure that everyone knows that one of their group is in trouble. It also spreads the information beyond the voice range of the first person calling "OVER" and "SWIMMER". This is another reason to keep within easy hailing distance when a group is paddling.

Door County Sea kayak Symposium is a family-friendly, welcoming environment for paddlers through intermediate skill levels. It's a good value and a great way to introduce beginner paddlers to the fun of our wet sport.

The weekend is highly organized and run very efficiently. Marty and Clark may well make the trip to Door County again.

Check this web address for the dates and details for next year: www.everyonepaddles.com



Symposium participants watching Henry Davis demonstrate his Greenland rolling skills

EDITOR'S NOTE: Rutabaga Paddlesports was super-helpful with this article—they sent speedy approval for using their site's pictures, and then emailed me a few more to illustrate Door County Sea Kayak Symposium's fun.



Maneuvering boats into a tight formation: a fun test of new-found paddling skills



Evening campfires for sharing experiences





RMSKC's 2015 TRIP IN THE SAN JUAN ISLANDS

by Marsha Dougherty

In July a bunch of us (Dan Bell, Bernie Dahlen, Dick Dieckman, Marsha Dougherty, trip leader Jud Hurd, Al Lovas, George Ottenhoff, west coast member Ted Wang and Stan White) seized the opportunity to spend a week paddling in the San Juan I lands.

SUNDAY, JULY 19: Most of us met in Anacortes [A] at the ferry to Lopez I land, then drove to Odlin County Park [B] to camp for the night. Since it was my first time paddling in salt water I wanted to take a spin around the corner and look around; Stan White led the way and shortly after others followed suit.

Clockwise from bottom left:
Jud, Stan, Ted, Marsha, Al, Bernie,
Dick and Dick's friend, Don Virgovic



Planning, first night on Lopez



Ted Wang showed us the *Current Atlas for Juan de Fuca Strait* and talked to us about the tides, currents and the ferry crossings, and plans for our trip the next day to Turn I State Park [C].

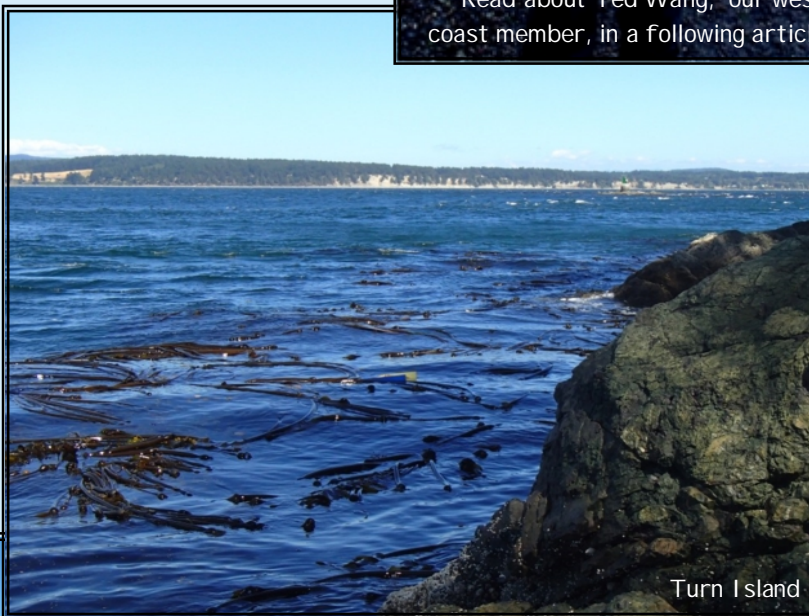
Stan said this particular week had been chosen for our trip by studying the tide charts. Then we went to dinner at Bucky's [J] for very good fish and chips.



Read about Ted Wang, our west coast member, in a following article

MONDAY, JULY 20: We started out with Ted in the lead, which was a very good thing as my GPS wasn't working because of the cloud cover. This turned out to be our most interesting day as far as paddling goes. To get to Turn I Island there was a current that had to be crossed that was strongest near the island. It was very much like ferrying across a river and then paddling upstream by hopping eddies.

Don Virgovic, a local friend of George and Dick's, who was also paddling over to Turn I Island and paddled with us for the day, took the easy way and went way, way around to the north. A couple of the guys tried to follow him but got caught in the current. Some of us followed Ted and went the eddy hopping route.



Turn I Island



Beach on Turn I Island

Don, who had already gotten there, climbed on the shore to coach us. It took me three tries to get around one of the corners! We all learned a lot.

In addition to the currents, there are some seriously determined raccoons on Turn I Island. It seemed to me they were thirsty as they kept biting water bags; there is no potable water on Turn. We had to hang our food and our water. [5.2 miles.]



There were raccoon tracks on everyone's boats

TUESDAY, JULY 21: Stan White and Dan Bell took the day to paddle toward Cattle Point [D]. I think it was a 15 mile round trip. Jud had hurt his foot and decided to go home. Some of the fellows went with him to Friday Harbor [E] about 8am, to catch the ferry back to his car on Lopez Island. More of us followed later and joined the others. We had a little trouble finding the dinghy dock among the numerous yachts and fishing boats, but we made it. I definitely need to practice getting in and out of the kayak from a dock. We saw Jud off on the ferry and then went to lunch at The Hungry Clam for very good mussels. We also visited the sporting goods store and the Whale Museum.



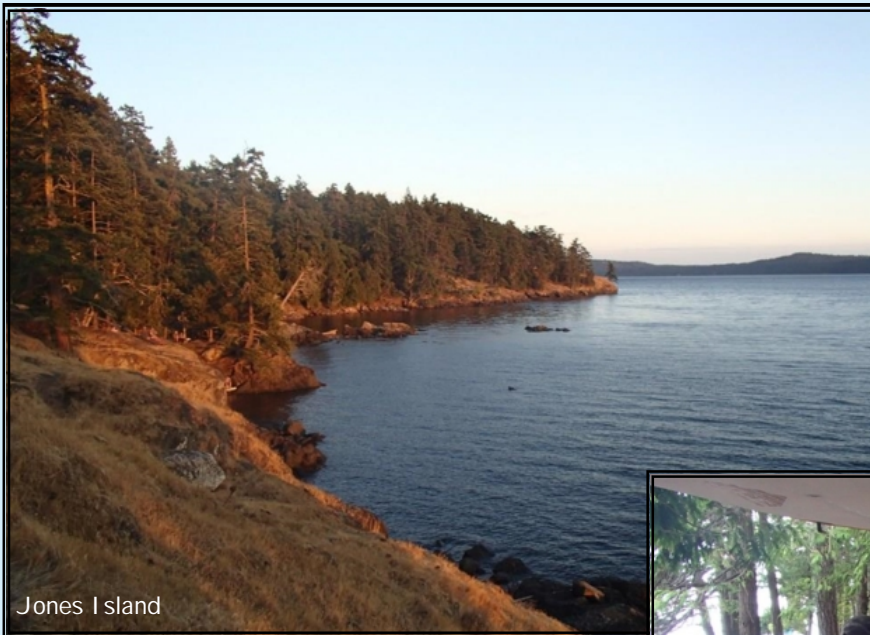
The group approaching Yellow Island

WEDNESDAY, JULY 22: We packed up and paddled to Jones Island State Park [F]. We had some waves and wind, not real bad, but I hoped they wouldn't get any bigger. We didn't do a very good job of staying together and had some boat traffic. Nobody got mowed down but I could see how it could happen.

We passed Yellow Island [G] which was homesteaded by Sue Hughes' great-uncle and is now a Nature Conservancy reserve with restrictions on landing and on-land activity.



At Lovas, approaching Jones Island



Jones I sland

The campsite on Jones I sland was wonderful. We got the site on the west side which is a Marine Water-Trails campsite for wind and human powered watercraft camping only. They have faucets with potable water on Jones, nice walking trails, incredible views, eagles, and sea lions. [7.3 miles; more paddling around the island]

THURSDAY, JULY 23: Stan White led some of us on a paddle to Yellow I sland (we didn't stop), then through Wasp Pass to Double I sland. Then we turned back and went to Deer Harbor, on Orcas I sland.



The morning routine



Dan Bell in Wasp Pass

The others happened to arrive at Deer Harbor at the same time. We all had lunch on the pier at Deer Harbor; it was very pretty all fixed up with potted geraniums. They have showers there, too; you can buy shower tokens and if you don't use them all they will buy them back.

Then we paddled back to camp via the east side of Jones. We had a sea lion family swimming by the rocks off of our point when we got back. Some people came over and said they had seen three orcas on the other side of the island and they were coming our way. We all watched and waited to no avail. The orcas must have turned toward Vancouver.



Deer Harbor pier



The group on Jones Island, watching for the orcas

FRIDAY, JULY 24: It was foggy and there were predictions of weather coming in the afternoon. We paddled southwest across the San Juan Channel, around Grass Island then stopped at the Reuben Tarte County Park [H] put-in which has free parking and got our pictures taken by some tourists.



George Ottenhoff paddling along Jones Island

Then we paddled up the shore and took a look down Spieden Channel. Ted told us about the serious hazards of paddling in Spieden Channel, due to very strong currents, dangerous reefs, and rocky obstructions. A local tour company took tourists there and all the kayaks in their party capsized.

We made a bee line back to Jones Island when the wind started coming up just as we were crossing the channel. It rained lightly off and on the rest of the day. I did some wading in the tide pools with my dry suit on and wasn't the least bit bothered by the rain. [5.75 miles]

SATURDAY, JULY 25: We packed up and paddled toward Yellow Island. Stan had paddled a couple days before we arrived and his car was parked on the north shore of Orcas Island so we said goodbye to him at Yellow. We continued on and paddled along the north and east shores of Shaw Island back toward Odlin Park. We had some current moving against us to deal with in spots and used the "stay close to the shore in the slower moving water" strategy. When we came around the corner of Hankin Point we had a head wind so we paddled down a little farther before crossing the channel to Odlin Park. We all stayed together on that crossing. [10.3 miles]

MARSHA'S SUMMARY: It was a super good trip. I learned a lot. I am very grateful to Jud for organizing it and to Stan for his encouragement and enthusiasm and experience, and to Ted for his guidance, instruction, and leadership and the State of Washington for the parks. I mean, how awesome is that?

DAN BELL ALSO WROTE: "It was a great trip, in spite of drowning my camera and my rookie mistake of failing to secure my food and twice losing most of my provisions to the local wildlife. I'm so embarrassed."



Another hungry varmint

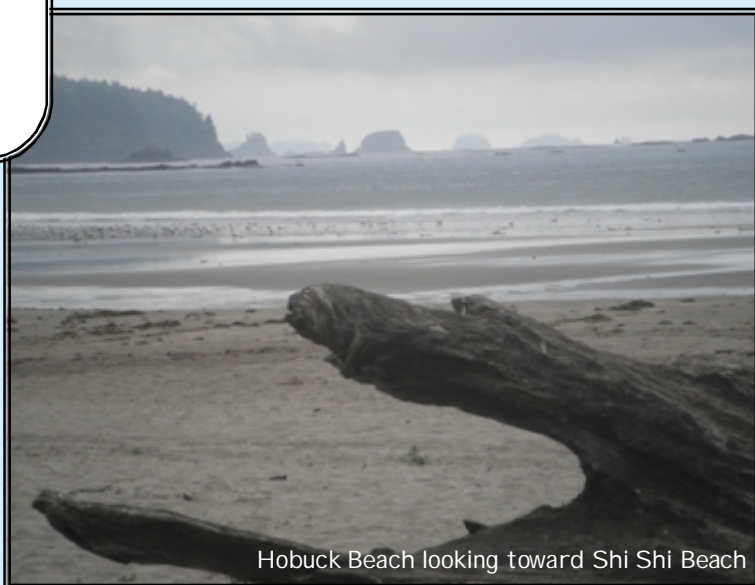


MY ADDITIONAL PADDLING IN THE SAN JUAN ISLANDS

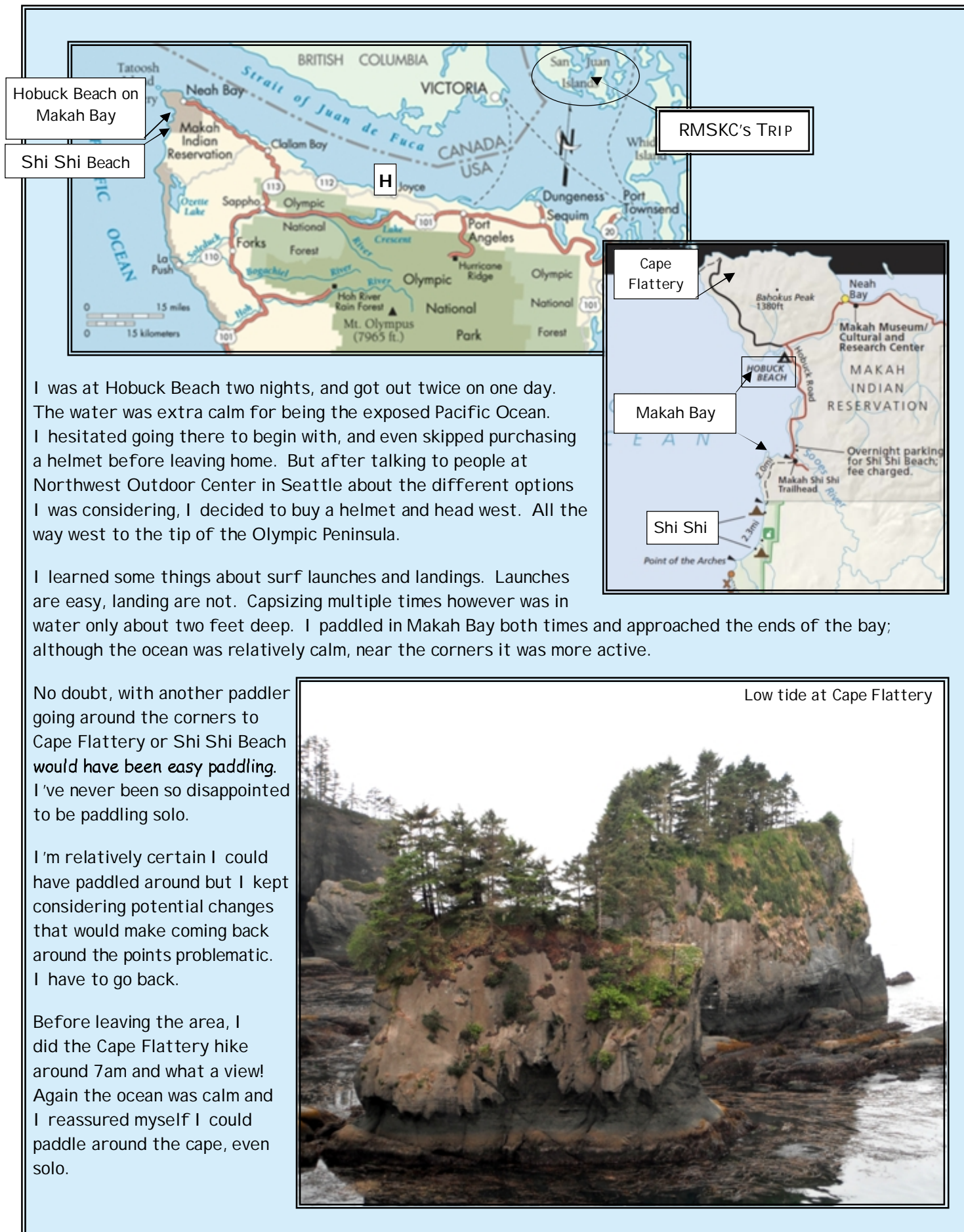
by Stan White

With the effort and expense of getting to the ocean for the RMSKC's San Juan trip, my goal was to extend the time on the water as much as possible.

My extra paddling included Hobuck Beach in Makah Bay (maps on next page), a day trip from Orcas I sland and a day paddle out of Mackaye Harbor on Lopez I sland. Along with that, I started the RMSKC trip on the north shore of Orcas I sland fitting in two extra days of paddling.



Hobuck Beach looking toward Shi Shi Beach



I was at Hobuck Beach two nights, and got out twice on one day. The water was extra calm for being the exposed Pacific Ocean. I hesitated going there to begin with, and even skipped purchasing a helmet before leaving home. But after talking to people at Northwest Outdoor Center in Seattle about the different options I was considering, I decided to buy a helmet and head west. All the way west to the tip of the Olympic Peninsula.

I learned some things about surf launches and landings. Launches are easy, landing are not. Capsizing multiple times however was in water only about two feet deep. I paddled in Makah Bay both times and approached the ends of the bay; although the ocean was relatively calm, near the corners it was more active.

No doubt, with another paddler going around the corners to Cape Flattery or Shi Shi Beach **would have been easy paddling**. I've never been so disappointed to be paddling solo.

I'm relatively certain I could have paddled around but I kept considering potential changes that would make coming back around the points problematic. I have to go back.

Before leaving the area, I did the Cape Flattery hike around 7am and what a view! Again the ocean was calm and I reassured myself I could paddle around the cape, even solo.

Except that I would not do that solo. At best, I'm an intermediate. That means every paddle stroke must be well considered minimizing risks while allowing realistic places to paddle. On the way to the San Juan I islands, I stopped by Crescent Bay [H on the map of the Olympic Peninsula on the previous page] to paddle but it was too windy and skipped that. Seems like Juan De Fuca is always windy. I went to Coronet Bay [south end of Fidalgo Island off the map at the beginning of this article] to approach Deception Pass but I got the tide backwards so that was out. I know which way the tide moves at Deception Pass and I don't know how I confused it but that meant I didn't paddle that Tuesday. One thing I tend to do is inquire with locals to run my plans by them to get an opportunity to check and make sure I'm not mistaken about safety concerns; talking to someone at Coronet Bay may have saved me some grief. So I hustled to Orcas Island and Wednesday did a nice day paddle from Deer Harbor around Jones Island, the Wasp Islands, Crane Island and back [near G] during max ebb which isn't that strong around those parts.

Then the trip to the group. I left the north shore of Orcas Island and paddled only two nautical miles in order to finally camp at Point Doughty [I]. I've been there more than a few times for breaks and always considered it a potentially nice place to camp and it was, complete with another camping paddler coming in with a salmon bunged to the top of his deck. Daylight ended with an hour of sunset that must have set off fire alarms in downtown Eastsound on Orcas.

From there I paddled down to Jones Island, hoping I could get one of the Cascadia Marine Trail campsites and all was good. Orcas Island's west shore is splendid with cliffs and views into Canada. From Jones I paddled the southern route around Shaw Island to Odlin County Park to meet my fellow scalawags, getting there early enough that I was able to get some fresh crab on the beach from campers and paddle out to the northern tip of Odlin Head before the group started showing up. With salmon and crab handouts, I was on a roll and keeping my eyes open for more Pacific Northwest indulgences.

I think other paddlers are writing about the club trip, but I can't resist mentioning that the awesome tiderip approaching Turn Island will be an enduring memory. The paddle with Dan Bell down to Cattle Pass was a treat and the crossings from Jones to San Juan Island and back were fun. It was a great time.

The last day, leaving Jones Island, I split north up Orcas Island while the remainder of the club mates paddled the northern route around Shaw Island back to Odlin County Park on Lopez Island. It was the first time I had paddled this stretch in this direction and it's always nice to see places from the other perspective. I saw harbor porpoises again, the fourth time this trip. The other three times were in the early mornings before the other campers awoke on Jones Island when Dan Bell first spotted them. The rest of the day: lunch at the health food store, shower at Deer Harbor, espresso and a ferry ride to Lopez Island, finishing off Saturday at MacKaye Harbor with a brilliant blue ocean and red wine.

Paddling out of MacKaye Harbor [J] with the goal of visiting Iceberg Point [off the map southwest of K, which is Johns Point] I had somewhat calm water, but as I headed out of the protected bay it got increasingly choppy with some but not many white caps.



Sunset at Doughty Point



Blue ocean at Mackaye Harbor

At Johns Point there was a tide race that by itself was borderline passable solo, although with a group no big deal. I was soloing early in the morning expecting wind to increase rather than decrease. I also took into consideration a crabber had told me the day before that in the afternoon the entire bay had been full of white caps, with a similar forecast ahead for today.

Solo, I chose to skip it. So I paddled around Charles I island [L] and the Mummy Rocks to Davis Point, almost where Dan Bell and I paddled together in Cattle Pass the Tuesday before. The water was alive; I had to constantly re-evaluate my solo effort and Long I island was out of bounds.

Much of the San Juan I lands seem to share many of the same characteristics, but that area south of Lopez I island was different. The shore along some of the islands was more rugged, fjord feeling with more open water realities. Evidence of wind and weather.

I have to go back. Some time is always spent paddling with the next trip in mind. This trip makes deciding on where to go next time difficult but I want to go back to Hobuck Beach and Mackaye Harbor along with the west side of San Juan I island and paddle farther, without being alone. Perhaps with other club members next season.

EDITOR'S NOTE: Use the index of RMSKC publications on our website to read Stan's three previous articles about paddling in the Pacific Northwest. They are fascinating, and have wonderful pictures and good maps so you can follow his adventures.

EDITOR'S NOTE #2: Jud Hurd was the organizer and Trip Leader of this outing, but our west coast member, Ted Wang, lead the paddling decisions.

Ted's biography with his paddling background is on the next page. You can also find several articles about kayaking with Ted in the PNW in earlier club publications archived on the web.

Ted wrote: "I t was a real pleasure to paddle with the RMSKC members who came on the San Juan I lands trip, as well as getting reacquainted with those I remember from my active time in the club!

"I did my best to order up a good sample of Pacific NW summer weather, including sunny and hot (well, a bit too hot), cooling breezes (hmm, some confusion on the velocity requested), and a touch of mist and rain. I'm sorry the orcas didn't put in an appearance and hope the pinnipeds [seals] and eagles partially made up for that.

"We got to experience the reality of perpetually moving salt water and how even the "mild" periods of tidal exchange still present localized challenges; you all handled those situations well. I t seemed like everyone was having a good time. I certainly know I was, and I hope the club will venture out to this great paddling area again soon! There's lots more to explore here, and the wilds of British Columbia aren't far away."

TED WANG: A SERIES OF STEPS TO THE SEA

I grew up and lived near Bloomington, Indiana, where I got my passion for the outdoors and many of my skills through Scouting.

In the late 1970s, a series of unusual winters resulted in alpine ski areas being developed in the hills nearby, and I became a professional ski patroller. That led to my moving to Colorado in 1991, where I patrolled at Silver Creek and SolVista Ski Area, eventually moving up from a basic patroller to become the Pro-Patrol Director and Safety Manager for the area.

In 1993 I was appointed to the Town of Granby Planning Commission, a year later to the Board of Trustees, was Acting Mayor in 2001-02 and elected in my own right in 2004. I served in that capacity until 2008. During that time, Granby was experiencing massive growth and was, for a few years, the fastest growing town in land area in the state.

I began sea kayaking after several seasons of whitewater kayaking, sometime around 2002- 03. I learned about the RMSKC a few years later and attended some club paddles and functions, and helped with Larry Kline's Kayak Camping Class, for about three years, before I moved to Bellingham, Washington [M] in 2008. I chose to move there because I had been coming to the Pacific Northwest to go on organized sea kayak tours in the San Juan Islands and the waters on the east and west sides of Vancouver Island. [See Ted's article, *Lessons Being Learned in the Pacific Northwest* in issue 17-2 of the *Mountain Paddler*.]

I got involved with the local sea kayaking club but became wary of the politics, and attitudes toward beginners held by more experienced paddlers. In 2009, I answered an ad from the local non-profit boating center, which was looking for kayakers interested in becoming instructors, and was hired. I obtained a Level II ACA Instructor certification and became the Lead Instructor by 2011.



Ted, from an article by Larry Kline in the 2009 *Mountain Paddler*, 17-3b

I met my life and business partner, Kelly Patrick, through my teaching there; she's now a Level III Instructor. In 2013 we decided to leave the center to form our own kayaking school, the Salish Sea Kayak School. Check us out at: www.salishseakayakschool.com.

Our students are nearly all beginners, with most "never-ers," and we thoroughly enjoy getting them hooked on sea kayaking in this beautiful part of the world. Safety, of course, is our number one priority, due to the year-around cold water temperatures and challenging conditions we have here.

Paddling challenging water, such as Deception Pass, is our way of unwinding and relaxing. Sadly, we've become so busy with our school that getting out for purely recreational paddles is all too rare, making my participation in the RMSKC's San Juan Islands trip a real treat! Come late fall, winter, and early spring, we'll be out kayaking just for fun much more often.



Ted, on an RMSKC paddle on Horsetooth Reservoir in 2009



GRAND TETON NATIONAL PARK

August, 2015

EDITOR'S NOTE: Large sections of this account were provided by Joy Farquhar and Annette Mascia. Other participants' comments have been spliced in.

The fabulous cover photo was from Bernie Dahlen. Almost everyone sent in some of their favorite pictures and I'm sorry that I've neglected to credit them.

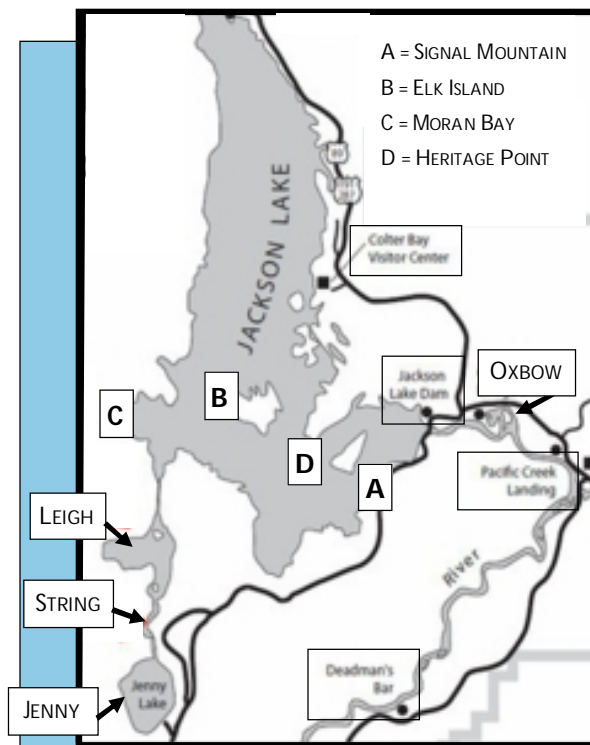
Most of the dozen club members had been to this area before, but everyone said the views of the Tetons from the water were even more amazing than they imagined.

Annette dubbed the August trip "The GTNP Sampler" because each of the four paddling days had its own personality, its own location, its own surprises and its own scenic splendor. There was something for everyone; people got to pick and choose their day's activity from what had been planned the night before. Usually, because the group was large and had different paddling speeds, strengths and interests, they split into smaller groups.



DAY ONE: Brian, Jud, Bernie and Tim put in at Signal Point [A, on the map on the next page] and paddled about 13 miles out across to Elk I land [B] and then on to Moran Bay [C] and Grassy I land. After lunch, they paddled around the other side of Elk I land and back to their starting point.

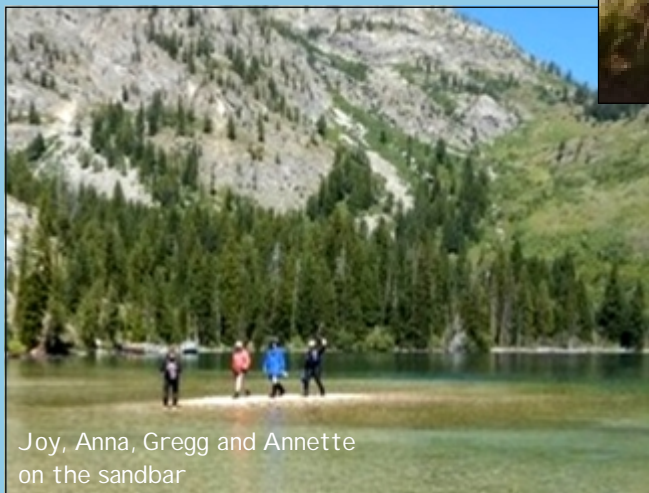
The rest of the group went to Jenny Lake. Joy said, "There was dazzling scenery with nine peaks higher than 12,000 feet towering sometimes more than 5,000 feet above us. We crossed crystal clear water from the south shore to the west where we waded



ashore and secured our boats on a beautiful yellow, shiny mica sand beach. We hiked about three-quarters of a mile on a trail to Hidden Waterfall. The trail was crowded because the water taxi brings so many walkers from across the lake.



Hiking in mukluks, a wet suit and a pfd, in style for the next Great Flood



Joy, Anna, Gregg and Annette on the sandbar

"After the hike and lunch on the sandbar we spent the afternoon paddling the rest of the way around the lake, awed by the high sculpted slabs of towering rock, snow fields and crevices full of snow on the west side. There were tree-lined shores and in some places evidence of fire which left stumps and charred wood. On shore we saw ground squirrels, townsend warblers, nuthatches, towhees, and great blue herons; it was good to have binoculars and our birding members, Gregg Goodrich and Anna Troth. The afternoon winds made for an exhilarating return."



Day One on Jenny Lake: blue skies and smooth paddling

DAY TWO: This was the only day the whole group paddled together. Marsha was the day's leader on the six-mile stretch of the Snake River from just below the Jackson Lake dam through the oxbow section to the first take-out at Pacific Creek. There was a 3.5 knot current, which was a fun change of pace.



The put-in below Jackson Dam

They saw hundreds of good-sized trout swimming in the shallows; it's a favorite fishermen's haunt. Some of the group needed to walk their boats through one of the shallowest spots.

Lunch was on a bank with a species of wild mint. When the group was getting back into their boats Sandy discovered leeches in the water.

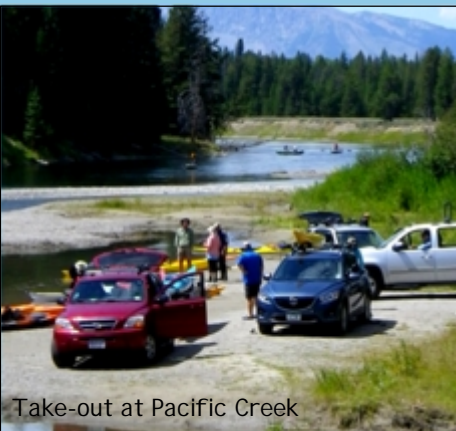
They were the only unpleasant bit of the whole trip and definitely Sandy's least favorite part! She appreciated Brian's cool-headed doctoring but was probably less thrilled about the group's relentless jokes that came after the experience.



Everyone brought painters for this section of the trip



As they came to the section of the river under the Oxbow Overlook, Bernie volunteered to paddle ahead and climb up the bank to take a group picture.



Take-out at Pacific Creek





Looking toward Elk Island

DAY THREE: The weather was overcast and a little rainy, and the forecast was ominous so the group elected to paddle out of the marina at nearby Coulter Bay. Actually, the cloudy skies and cooler temperatures were nice; they meant they had Jackson Lake to themselves and they got a perspective of the mountains in a different light.

The group put in at the marina together, but after consulting mid-lake they split into two groups. A group paddled out to Elk Island again and found a great group campsite.



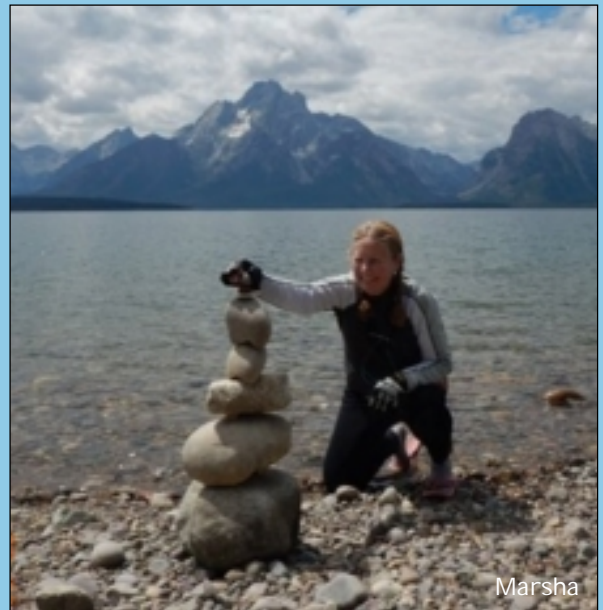
Group campsite on Elk Island, with three bear boxes



The others paddled more or less directly down to Hermitage Point [D], putting on and taking off rain gear several times. The separate groups met and had lunch there together.



Lunchtime discussion: Marsha, Brian, Tim and Joy



Marsha

After lunch, some paddled farther taking a long way back to the marina while others, at Anna's suggestion, pulled out to have a fun time making rock cairns, adding to ones that were already there. Balancing rock towers was an artsy, creative project that delighted several of them; a few just napped.



Riffles on the Snake River

DAY FOUR: Tim Fletcher and Bernie Dahlen paddled ten more miles of the Snake River, the slightly more difficult section from Day Two's take-out at Pacific Creek to Deadman's Bar.

Tim said every bend of the river gave them a different view of the Grand Tetons and they saw eagles, pelicans, cormorants and lots of ducks.

The rest of the group got an early start to String Lake planning to do the portage from there to Leigh Lake if it wasn't too tricky.

Annette Mascia wrote, "Although I dreaded the thought of portaging, String Lake→portage→Leigh Lake→portage→String Lake became the part of the trip that blew me away.



On the section between Pacific Creek and Deadman's Bar



At 8:00 they had the String Lake put-in to themselves

"Entering String Lake in early morning was like discovering a hidden gem; it was mirror calm with the crystal clear water reflecting the jagged peaks above." Sandy agreed, "I loved putting in at String Lake in the early morning. It was misty and the lily pads were in bloom. It was so beautiful and peaceful, spiritual really."

The group poked around slowly, photographing everything in sight, absorbing the peace and beauty that surrounded them.



String Lake



Jud wheeling another boat up the trail



Brian, Gregg, Annette, Sandy and Joy on the 28 steps to Leigh

They gradually made their way to the portage take-out at the end of the lake and then, sharing sets of wheels and helping each other, rolled their boats up 100 feet of trail and then down the wooden stairs to Leigh Lake.

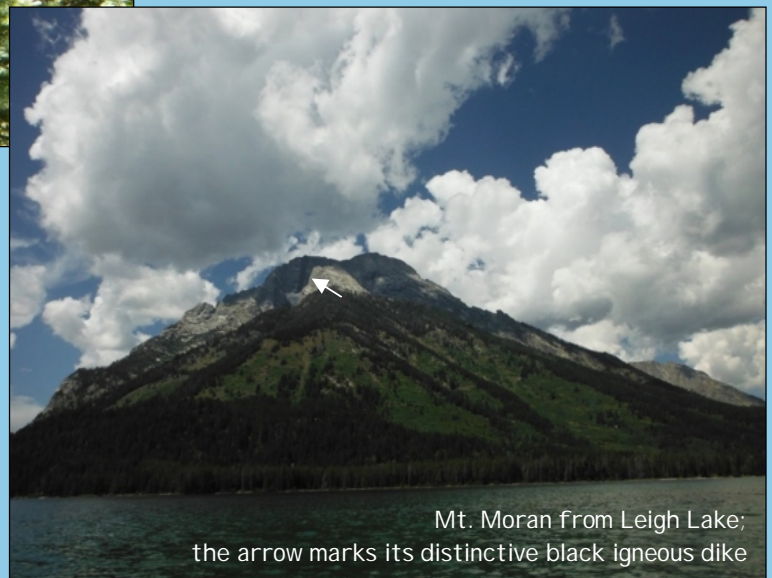


Annette remembers, "As I waited for my turn, a young man on a paddle board shouted, 'Three bears just ran across the bridge!' Rats! I left my bear spray back at camp. Moments later, Brian returned from the portage path exclaiming, 'A sow and two cubs just crossed behind us on the portage path!' Double rats!

"I was thankful that Brian and Jud made the dreaded portage quite painless for me, including the Stairs of Terror.

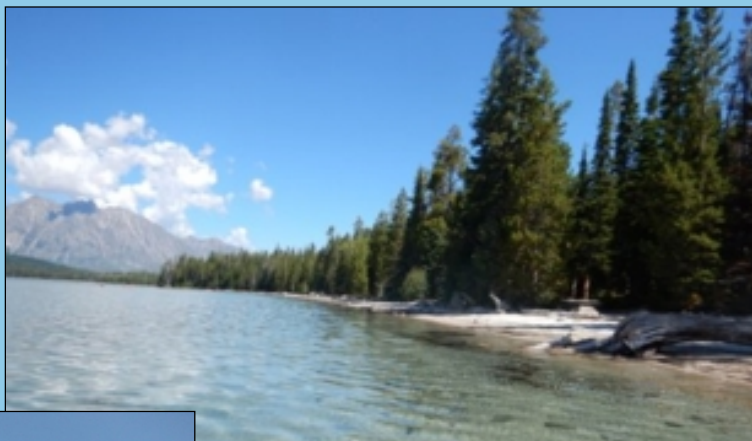
"With that behind us, we put into Leigh Lake, paddling counter-clockwise around its shoreline. The splendor of this lake, at the base of Mt. Moran, was unimaginable.

'When we beached for lunch, I sat mesmerized in disbelief that I was actually there, with the sound of the tiny waves lapping at the shore, blue skies, sunshine, and the majestic Mt. Moran staring me in my face; this was paradise! I just couldn't get any better.



Mt. Moran from Leigh Lake; the arrow marks its distinctive black igneous dike

"After lunch we proceeded around the lake on a scouting mission to locate more back country campsites for a future trip. We managed to find three or so. Here again geology smacked us in the face with more enchanting high rock mountain sides with waterfalls. To while away the day paddling in so magnificent a setting was for me a dream come true. The possibility of afternoon high winds never developed and we reached the take-out without stress.



The three campsites on the east side are sunny and open, with shallow clear water and wonderful views of the peaks across the lake



"While waiting my turn to portage back to String Lake some other folks reported that a mother and daughter hiking pair who had removed their backpacks to wade in the lake watched from the water as that rascal Mama Bear ran out of the woods, snatched their packs and took off with them! Wow! So that's why there was a bear box at the portage site and the rangers warn, 'Never leave food unattended.'"



Campsite 16, private and hidden on the far west side of the lake where the water is deep



Campsite 13, in the southwest corner of the lake closest to the put-in

Back at String Lake they were greeted with another surprise. The lake was filled with hundreds of people swimming, paddle boarding, rock jumping, screaming, playing, and picnicking. It was a veritable carnival of folks having other types of fun in the out-of-doors. It was hard to believe it was the same lake they had launched from in the early morning. What a day, what a day!

String and Leigh lakes and the portage between them was also the highlight of the trip for many of the others. New club member Gregg Goodrich wrote, "One of my favorite aspects of our Tetons paddle trip was the day we portaged from String Lake to Leigh Lake. Portage? To be feared? Hard and difficult to accomplish? Not so. In fact it was fun! Why do I say that?

"First, I got to learn how to use my wheels. The wheels were a great asset in making the portage. And Brian once again gave me a great lesson: how to mount them on the kayak. In addition, with the "2 + 2 + wheels" maneuver you can move two kayaks with two people and only one set of wheels.



Brian and Gregg hauling two kayaks with one set of wheels



"Next, it felt really good to stretch the legs after the first lake, and when we were done I was ready to get back into the cockpit.

"The portage allowed us to get to a much more remote and beautiful lake, Leigh, which has no road access so all boats and people have to get there under their own power. Therefore, it's much less used, more pristine and just plain beautiful.

"And of course you cannot forget the bear and her cubs. They definitely added a lot of excitement to the portage and spurred us to get it done in a hurry and with great caution and a lot of noise.

"But, the main theme I got from the portage was team work. I was really impressed with the way we moved through the portage so quickly and smoothly. Sets of wheels were used several times to move multiple kayakers. Folks went back more than once to help other members move their boats to the next lake. The group can be proud of how they successfully accomplished the portages as a team effort!"

EDITOR'S NOTE: The group knew they should bring their wheels because they had read Mike Anson's and the Webbers' account of an earlier trip. RMSKC reports are a good resource for trip planning.



The view down the steps into Leigh Lake

ONSHORE DETAILS: Because there were twelve participants (Sandy Carlsen, Harold Christopher, Bernie Dahlen, Marsha Dougherty, Gregg Goodrich, Joy Farquhar, Tim Fletcher, Sue Hughes, Brian Hunter, Jud Hurd, Annette Mascia and Anna Troth) they could reserve a group site. This worked well since reservations were not offered for individual sites, and the park was busy and the individual sites were all taken by mid-afternoon a couple of the days they were there.

The group site also meant they were grouped to coordinate their activities. They gathered in the afternoons for Happy Hour to tell old RMSKC stories, tease each other and hash out plans for the following day. After dark some of the group went on walks to see the alpenglow sunsets and to watch the Perseid Meteor showers. They also enjoyed park movies and ranger talks and, of course, ice cream.



Clockwise from the upper left: Gregg, Anna, Sue, Joy, Bernie, Tim, Harold, and Marsha



ABOUT THE CAMARADERIE: In addition to exclamations about the beauty of the mountain views and the good paddling, everyone mentioned how much they'd enjoyed the people on the trip. Here are some of their comments:

"Many of us had never met before this trip. What I noted was how helpful everyone was: sharing space, food, cooking and loading kayaks on cars for each other. Without being tedious, always looking out for each other's welfare. Lots of smiles and positive comments. Good jokes and stories. Loved Marsha and Jud's sharing of their summer trip to the San Juans."



Jud, Sue, Brian, Harold, Sandy, Bernie, Gregg and Marsha

ABOUT THE CAMARADERIE, CONTINUED:

"My favorite part of the trip was getting to know the other club members. We really had a good time with you all. Can't wait to paddle with you again! Thanks for a wonderful time!"

"My experience paddling in the Tetons with the club was very memorable. It was a really fun week spent with wonderful people. The happy hour planning sessions in the afternoons were enjoyable also. I am ready to do it again!"

"I had always wanted to kayak Grand Tetons National Park and Yellowstone. This trip was great as it allowed me to explore the park with a great group of people. The best part of the trip however was not the amazing views and peace all throughout but the great bunch of people I shared the adventure with. I am looking forward to many more trips."

"Of course, the people are what make any trip and we had a great group on this one. I think everybody enjoyed this trip to the max and we got to meet and paddle with three new members—Gregg Goodrich, Sandy Carlsen and Harold Christopher. They are all strong paddlers and a pleasure to visit with."

"Maybe it was the drinks and wonderful munchies that were forced upon me at every happy hour after the day's paddle. Those times of fellowship are my best memories even if they did cost me five pounds."



Harold and Sandy

THOUGHTS FOR THE NEXT GTNP TRIP:

Marsha said, "Annette and I have pictures and notes about the campsites to help plan another trip. I think we should camp two nights on Elk Island and two nights at one of the sites on Leigh Lake."

Sue's hints for the next trip leader: Talk to lots of different people while making arrangements at GTNP and keep notes about their answers. Their workers may not have enough training: we got handfuls of different versions of campsite prices and steps for reserving our group site. Trip members will also need information on getting the needed Wyoming boat check and purchasing their invasive species decal, and on the GTNP boat sticker procedure. *Paddling Yellowstone and Grand Teton National Park* is an invaluable book.

BIRDS RECORDED AT GTNP, BY GREGG AND ANNA

Canada Goose, Mallard, Common Merganser, Ruddy Duck, Pied-billed Grebe, Double-crested Cormorant, American White Pelican, Great Blue Heron, Osprey, Bald Eagle, American Coot, Sandhill Crane, Killdeer, Spotted Sandpiper, Broad-tailed Hummingbird, Belted Kingfisher, American Kestrel, Barn Swallow, Western Wood-Pewee, Gray Jay, Black-billed Magpie, Clark's Nutcracker, Common Raven, Tree Swallow, Cliff Swallow, Mountain Chickadee, White-breasted Nuthatch, Mountain Bluebird, Cedar Waxwing, Yellow Warbler, Yellow-rumped Warbler, Chipping Sparrow, Dark-eyed Junco, White-crowned Sparrow

USING A DESALINATOR FOR A LONG DESERT TRIP

From Santiago Berreuta

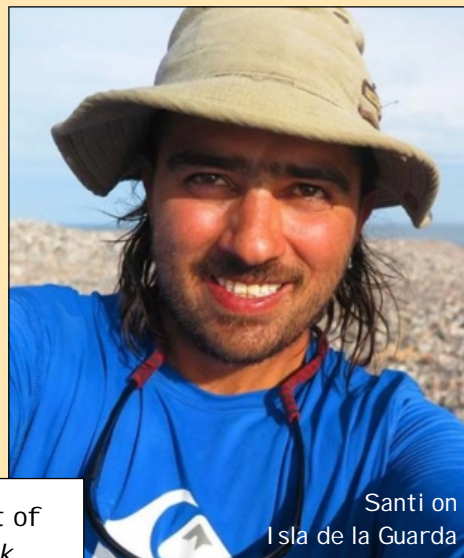


In March, a Facebook buddy from the times I spent at Ginni Callahan's kayak camp, posted: "Going kayaking to Ángel de la Guarda, a desert island in Mexico, for two weeks. Bye, Facebook, internet and cell phone. Hello, solar panel, kayak sail and desalinator."

I wrote and asked about the desalinator. Here is the information he sent, with photos on the next page.

The system uses the motion of your kayak's foot pegs to pump salt water through the filtering mechanism. It is revolutionary because it allows people to paddle desert islands without the tiresome logistics of supplying fresh water, but there are drawbacks:

- It takes lots of time and effort to fill the reservoir—about 10,000 strokes for a 10 liter bag.
- It slows you down as you drag the filter; it is especially hard to pump in head winds or rough water.
- The water has a chemical taste.
- It takes a great deal of outfitting, including drilling holes in your boat, to get it ready.
- It makes you lose connectivity with your kayak because you lose its solid foot pedals.
- It takes more time and effort to get in and out of the kayak because the pump sticks out into the keyhole opening; this is especially a hazard in difficult landings.
- The system is complex and can fail.
- It is expensive—about \$1500 a unit.



Santi on
Isla de la Guarda

EDITOR'S NOTE: Santiago Berreuta, a BCU 5★ originally from the coast of Mexico, lives in Montreal with his French Canadian wife. He owns *Kayak Latins du Nord* and paddles in Canada in the summer and in Baja, Mexico in the winter, where he guides and teaches with *Sea Kayak Baja*. He also instructs with *Simposio Kayak Pacífico Sur*, in Valdivia, Chile.

DESALINATOR PHOTOS



[1] The filter goes in the water and drags as you paddle; it is where the salt water gets collected. The hose goes to the pump inside the cockpit via a hole in the back deck.



[2] This is what the pump looks like before it is mounted inside the kayak. Note the wooden foot pedals.



[3] The red kayak shows the pump from the paddler's point of view.

[4] Once fresh water starts coming out of the pump, you attach the reservoir bag to the output of the system

ROLLING

By Brian Hunter



IT'S A LITTLE LIKE LEARNING TO RIDE A BICYCLE

As a child, learning to ride a two wheeler was scary and exciting. I have never been athletic and never had a very good sense of balance so learning a two-wheeler took many attempts. When I mastered that skill, the sense of accomplishment and pride far outweighed my poor sense of balance. That first set of wheels gave me a newfound freedom! I could go farther, faster than ever before. I began to explore the neighborhood I lived in. It was one of those major milestones of growing up.

Another recent milestone for me was learning to roll my kayak. Just like learning to ride my two-wheeler, I was filled with pride and a sense of accomplishment. Also like riding my bike, I found a new freedom to be more aggressive in trying new strokes and maneuvers. When learning to edge, capsize is inevitable if you are really committing. Having a solid roll eliminates a wet exit and reentry. Capsizing is not such an inconvenience anymore; now it's a chance to practice a roll.

Some people can watch a video and teach themselves to roll, but for most of us learning from a qualified instructor is a better way to go. I do suggest that you view videos first and try to get a mental picture of what you will be doing. For me, viewing an entire video is confusing and leads to frustration. I find watching the whole video first to find the most important chapters and then focusing on the steps in those chapters to learn the steps in a particular roll works best. I also like to type out a numbered list of those steps which I laminate and put under my deck bungee to refer to when trying rolls. My sweep roll list is at the end of this article.

It is very likely that your roll instructor will suggest a video, so be sure to ask before scheduling your lessons. I also find that viewing videos of myself from a camera attached to my kayak really helps me identify what I am doing right and where I am going all wrong. Any waterproof camera that will take videos is fine for this use.

I learned to roll at a local indoor pool in January when the lakes were frozen solid. By March when the water was 50 degrees I had practiced maneuvers, rescues and rolls so I was ready to get out there and paddle.

It's no surprise that I recommend learning and practicing roll and rescue skills in such a friendly and controlled environment as a heated indoor pool.

Some parting thoughts: First, remember, unlike the witticism, "You never forget how to ride a bike," your roll can go away. It's one of the skills that must be practiced every season AND in all sorts of conditions. Second, don't become over-confident and paddle in conditions well beyond your skill level; improve your skills to accommodate the conditions in which you wish to paddle. Third, don't expect the roll to be the be-all and end-all. Even if you have a solid roll, keep practicing all the other paddle skills and keep them sharp too.

THE ADVANTAGES OF LEARNING TO ROLL:

- No more wet-exits, unless you want to
- Confidence to learn or improve other skills, particularly active bracing, static bracing and sculling for support
- Pride in your skills
- Ability to paddle more technical conditions safely
- You become familiar with the transition between right side up and upside down
- You become more comfortable upside down
- You are closer to becoming one with your kayak
- It's just plain fun to do

THE DISADVANTAGES OF ROLLING:

- Becoming over-confident and paddling in conditions beyond your actual skills
- You need to practice the skill to keep it sharp
- It can take time away from learning and practicing other skills

SOME PLACES TO LEARN HOW TO ROLL:

- Confluence Kayaks: <http://confluence.dotnetretail.com/Adventures/PoolKayaking.aspx>
Phone: 877-298-1292
- RA Guides: <http://raguides.com/kayak-lessons/pool-kayaking-classes> Phone: 303-988-2943
- Rocky Mountain Sea Kayak Club: <http://www.rmskc.org> RMSKC is a great place to paddle with other kayakers of all skill levels.

ROLL INSTRUCTION DVDs, there are many; these are my favorites:

- *The Kayak Roll* http://www.performancevideo.com/the_kayak_roll
- A video dedicated to Greenland rolls: *This is The Roll* <http://www.kayakways.net/online-store/roll-ntsc-version>

WEBSITES OF INTEREST:

- For Greenland rolls: <http://qajaqrolls.com>
- <http://www.kayarchy.com/html/02technique/002rollingyourkayak/001learning.htm>

SEQUENCE OF STEPS IN A SWEEP ROLL:

1. When upside-down, get into "sit-up" position with chest facing thigh and face looking up to the surface.
2. Position inside of forearms touching side of boat.
3. Keep blade flat on surface with gentle grip.
4. Rotate torso keeping blade flat, skimming surface, with shoulders and shaft parallel.
5. Follow blade with head and eyes during rotation.
6. Apply pressure to water side knee during rotation. Proper rotation encourages this.
7. Finish with upper hand near chin, elbow jutting out, looking down paddle shaft.

PICTURES OF A SUCCESSFUL ROLL:



Photos by Belle Bashaw



EDITOR'S NOTE: Here are scary accounts of three rack failures, none of which, fortunately, caused injuries or even much kayak damage. Following them is a general review of boat hauling considerations by Jay Gingrich.

GENE LANGLINAIS: I stopped for gas just west of Kansas City on my return trip to Colorado. At the advice of a trucker I checked all my lines and tie downs carefully

as high cross winds were predicted on west I-70. All was secure, and I was comfortable that the slalom boat and squirt boats were tied down well enough in their J racks to survive the trip.

The wind was incredible, and worsened as I approached Salina, Kansas. I was passing a tractor trailer at about 70mph, and as I cleared the truck a burst of wind rocked the van pretty severely. I heard two successive loud pops and saw the shadow of the boats lifting off the van. I looked in the rear view mirror just in time to see them, still attached to the entire rack system, tumbling through the air behind me.

The high cross wind actually blew everything off the road surface, and luckily there was no one close behind me. The boats, still attached to racks, came to rest right side up in the grassy median.

The majority of damage was to the rails on the van because the Thule towers were ripped out of the rails; two of the towers were destroyed. There was also a good-sized dent to the roof from the squirt boat, crossbars, J rack screws, one of the tie-downs used under the hood, and minor damage to both boats.

GARY CAGE: Anne Fiore and I were returning from the Niobrara River in Nebraska, driving south on I-76 in eastern Colorado at about 70mph with a thunderstorm brewing to the west generating 20 to 30mph crosswinds; the truck was being pushed around in the wind a bit. I looked in the side view mirror and saw our two sea kayaks flying through the air and landing in the median. That was a pretty good flight since we were in the right lane: the boats sailed over the left lane and shoulder and ten feet into the median.

I pulled off and we hustled back up the road to get the pieces. The tracks for the rack had come off the cap on the pickup, and the tracks, towers, crossbars' stacker bars (upright bars) and kayaks had all sailed off in one piece.

Canoe Club members who had been on the Niobrara trip with us came by as we were picking things up and lent us a hand. We decided to load our boats on their van to get them back to Lyons. We had to work fast as the storm was coming. We didn't quite get loaded before it started to rain. It was a buckets-of-water rain storm that thunder storms produce so we spent twenty minutes hiding in the vehicles until it passed. We got the boats loaded and limped to a freeway exit that put us on a two lane highway home at low speed.

The plastic that Prijon used is tough stuff. Damage to the kayaks consisted of only a bent part on the metal rudder assembly and an abraded perimeter line on Anne's boat. The force when the boats hit the ground caused the 1" iron pipe the was the stacker to embed itself in the ground and break off where it screwed into a 1" pipe tee.

WHAT CAUSED OUR FLYING BOATS:

- TOO FEW SCREWS AND NO WASHERS: I had installed the tracks myself using the hardware provided by the manufacturer. They only provided screws for every other hole in the tracks and no washers were provided for the screws. The ends of the rails had a special plastic piece that provided a smooth end to the extruded aluminum tracks. Those pieces had cracked with time so there was a little slack between the end screws and the tracks. The screw heads had pulled through the aluminum tracks. So the screws were still attached to the cap but they were just holding nothing.

When the tracks were replaced I build special hold-down parts for the ends of the tracks that held the track from the very top and the bottom. I also used an extra large washer on the holes closest to the end of the tracks. I used a screw for each hole in the tracks and I added a washer to each screw. This doubled the number of screws holding down the tracks.



- NO END LINES WERE BEING USED: I believe this allowed the kayaks to rock up and down increasing the strain at the ends of the tracks. Now end lines are used. I have also added a crossbar to the cap so that the length of the boat that extends past the cross bars is decreased. The lesson is to have the crossbars as far apart as possible to minimize the lever arm length between the end of the kayak and the crossbar thus reduce rocking forces, and to use end lines front and rear.
- THE KAYAKS WERE STACKED ON THEIR SIDES: I did not have cradles for the kayaks, they just sat on the cross bars. Stacking the boats on their side prevented the hull from oil canning (getting a dent in the boat) where they rested on the cross bar but it presented more kayak area to a side wind. Now I have cradles and the boats sit upright on their bottoms. This reduces the side loading from a cross wind.



JUD HURD: Back when I was a novice paddler I didn't tie down the bow and stern of my kayak while traveling. Gail and I were driving across eastern Colorado coming back from Oklahoma when one of those big wind storms hit us. I had my Prijon *Touryak* and my Current Designs *Kestrel* large volume on the rack with no bow or stern tie downs; the *Kestrel* was on its side with its huge cockpit turned outward. A large gust of wind hit that cockpit and lifted the whole assembly off the car.

I looked in the rear view mirror and saw this large, mango ball tumbling down I -70 behind me. While that upset and embarrassed me, what really scared me was the thought of what would have happened if a car has been behind us at that time. I probably would have caused an accident and injury, or perhaps even killed someone. Let me tell you folks, that is a sobering thought. So, don't make my novice mistake. Firmly tie down that bow and stern to your car. Let the ropes take the stress of holding your kayak on your car during high winds. I guarantee it is worth the extra few minutes it takes to do this.

**STRAP CONFIGURATIONS
SEEN AROUND...what do
you think?**



No Flying Boats

By Jay Gingrich

In many ways the trip to the put-in is likely the most hazardous thing we do in boating. Lots can go wrong, especially as vehicle speed or wind speed increases. As some have learned first hand, the increasing force on components can be surprising and devastating. Here is a bit of science and some additional boat hauling safety thoughts:

It's been a while since physics class, but the professor noted that everything is measured *with respect to* (WRT) something. For example, going down the interstate at 75mph in calm conditions the wind with respect to your kayak is +75 MPH. However at 75mph with a 30mph headwind, the wind WRT your kayak is +105mph!

Now the scary part: To obtain the pressure, we use roughly the mass of air x the effective area/shape of an object x the velocity². That means that if we go twice as fast, the pressure doesn't double, it increases exponentially. Even worse, there can be other turbulence such as cross winds and the buffeting from passing trucks which are unpredictable on kayaks in different kinds of racks. Although your engine can push the car at 80mph, your rack and supports may not be up to the task; slowing down may help you get to the put-in safely.

I've been lucky and haven't lost a white water or sea kayak while traveling all over the West and in Baja and mainland Mexico on 4wd roads for the last thirty years. Most of my experience has been with kayaks on trucks, but I have three decades of general ideas in addition to the admonition to watch out for the wind.

- **Always use bow and stern lines** to secure a boat. A triangular (wider at the bottom) tie-down with two lines is more secure than just one line, especially for vehicles with a short spacing between the cradles. A snappy quote from one of the web threads about flying boats says: "Straps hold boats to the roof rack; bow and stern tie-down ropes to the vehicle frame hold the rack to the vehicle." Maybe that's going too far, but bow and stern lines could buy you enough time to pull over in case of a rack failure.

[Brian suggests 3/16" Amsteel Blue Dyneema AS-78 Single Braid line from West Marine. It has a 5400 pound break strength and costs \$1.08 a foot.]



Inverted V Bow lines

- **Straps should loop under the load bar** between the cradles, so you do not rely solely on cradle-to-bar attachments. Some people even loop one of the straps under the longitudinal bars that come with the car. Clove hitches can attach straps to bars or rails for more security.



- **Use load-rated straps with friction buckles** meant for securing boating gear, or ropes and knots. It is best to avoid cheap ratchet straps with hooks; the ratchet binders can put too much force on a boat's hull if over-tightened, and the hooks can come loose. (Old School boaters never used straps. They use stout ropes with knots, such as clove hitches and the trucker hitch. Ropes do not vibrate in the wind like straps, although a twist in a flat strap may prevent that drumming. Noisy or not, straps spread pressure better on a boat hull.)



- **Watch for the cutting of lines or straps over sharp edges** with vibration from wind or bumpy roads. A pad or sleeve can reduce the cutting effect on straps under tension. Many vehicles have stamped tie-down attachments or tow eye bolts that have rough inner edges. If so, they should have a rounded locking carabineer or lock ring attached before the bow or stern lines are fastened.



- **Sea kayaks need a longer support base** due to their length. This can be a problem on a short pickup shell, so a second load bar can be put on the truck cab. On pickup cabs without rain gutters I drill through roof members and the interior steel structure and attach artificial rain gutter mounts with stainless steel bolts and locking nuts inside the roof, using marine sealant and the supplied rubber pad under the gutter. (This requires dropping the headliner for access, and is best handled by a mechanic.) Then I drill a small stainless steel screw through the slot at each end of the gutter piece to keep the gutter feet from sliding fore and aft. Gutter mounts can also be put on pickup shells if the shell is designed to carry a load.



- If you are really worried about the **rack attachment to the vehicle**, you might try something like running one or more NRS straps under the inside of the roof and over the rack or roof rails with the doors open, then suck up the straps and close the doors, making sure they latch securely.
- **Rack screws can be secured** with blue (removable) Loctite (R) to prevent loosening.
- **I'm skeptical of:**
 - * The **rack feet** that clip on with a thin hooked piece of metal on cars that no longer have real meaty rain gutters welded into the body structure.
 - * In the same vein, some vehicles have longitudinal **roof rails that seem more decorative** than strong, and can come loose from the body. Factory cross bars (often of plastic) can be flimsy also. Cross bars should be steel load-rated bars. Remember, while the vehicle manufacturer may give a weight rating for the roof rails, it probably doesn't consider the leverage that wind may have with long sea kayaks, especially boats carried on the beam in J cradles.
 - * Be observant of **plastic parts** which can weaken and break from vibration and UV exposure.
 - * Similarly, **some bars are not galvanized under the plastic wrap**, especially round Yakima bars, and will rust and weaken with water and salt trapped under that black plastic outer wrap. This is seen as a bulge in the plastic covering.
 - * I think these **Thule extruded aluminum units are stronger** than the Yakima stamped units:
http://www.thule.com/en-us/us/products/carriers-and-racks/roof-racks/load-accessories/thule-artificial-raingutters-542-_-1036
- **Some additional, maybe obvious considerations:**
 - * Replace straps when they get shabby from wind vibration.
 - * Make the bow and stern lines just long enough to tie under the vehicle, but no longer. If a vehicle is moved with a line untied at the lower end, the loose end could be run over by a tire and pull the kayak down with an ugly snap. [There was a graphic account of this in *Sea Kayaker* about a decade ago.]

▪ **Additional considerations, continued:**

- * Use a cockpit cover. In addition to keeping rain from adding many pounds of water to a kayak in a rainstorm maybe the cockpit cover helps reduce wind drag . Be sure to clip the cockpit cover to a cross-bow line, or you will leave it in Wyoming like Sue Hughes did.
- * Know your overhead clearance before driving under canopies or garages. (Ask Gary McIntosh about this point.) I find it helpful to loop a bright piece of flagging tape over the rearview mirror when carrying boats to remind you of the roof load.
- * Also, before backing up, a spotter should be used to direct the driver.

▪ **In summary,** we can take some tips from commercial and military truck driving:

- * They require a pre-trip circle of the vehicle with a checklist. Follow their example on this, and on the road: if you are on I -80 driving across Wyoming on a wind alert day, and you see truckers hiding behind underpasses it is definitely time to check your load, slow down or even stop.
- * Windy or not, stop and check if you hear unusual noise or creaking.
- * On longer trips, or on rough roads, stop during the trip to walk around and inspect the entire carrying system for weak points. Look for fraying of straps and lines, and shake the boats and rack to check for fatigue or loosening of rack parts.



Hauling a heavy 21' double and a WW boat from the coast of Sinaloa via the back way to the Copper Canyon over a hundred miles of 4wd roads

▪ **Brian Hunter agrees:**

- * Safety in the wind is a serious issue. Most roof racks I have seen are only rated to 150-200 pounds, and modern cars and suvs have racks that are much too short. Also many modern cars and suvs do not have places to tie off bow and stern lines.
- * Bow and stern lines will take lots of shear force pressure off of the roof rack and most likely will keep the roof rack from being ripped off of the vehicle in high winds. It is also important to have an inverted "V" shaped line as Jay mentioned.
- * J Cradles definitely increase the area a kayak presented to wind. For car roof racks, saddles are much better than J cradles.
- * Open bed pickup trucks with substantial bed racks offer the best use of J cradles because many of them are rated for 1000+ pounds. Toppers on pickup beds can make installing a rack system more difficult and may require a steel frame under the topper.
- * For long trips I have started turning my kayak upside down because I've noticed while driving across Kansas and Missouri, where the beams winds are fierce, that the kayak rides better and seems to offer less resistance to the wind that way.



Tie-downs bolted to the frame of the car

▪ **Gary McIntosh reinforced** the rack on his truck before the instructors hauled their boats to lessons in California. Check with him for the particulars.



The instructors in Santa Cruz, 2010

LIGHTNING:

TIPS FOR BEING SAFE

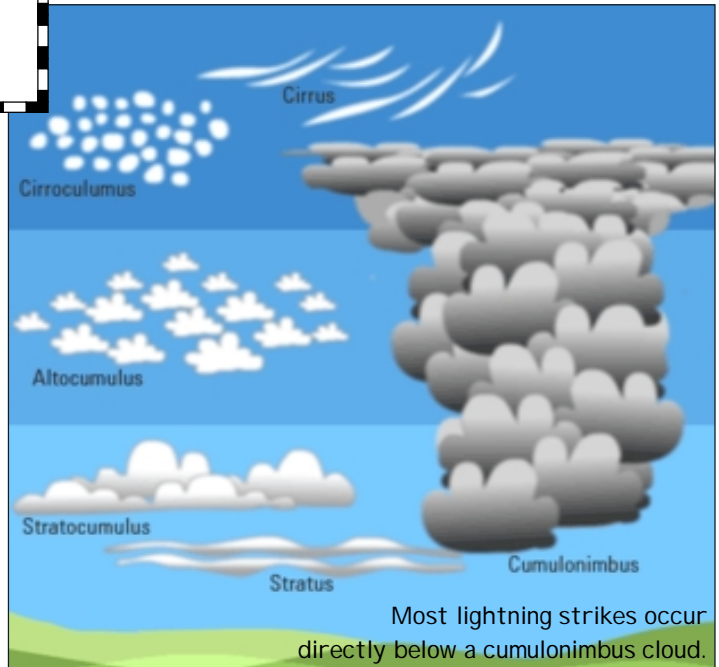
Most lightning fatalities take place on, in or near the water while people are participating in recreational activities.

In the United States, dozens of people are killed each year by lightning. Survivors of lightning strikes suffer from a variety of long lasting and debilitating symptoms including memory loss, attention deficits, sleep disorders, and numbness.

The basic tenet of lightning safety is the **30/30 RULE**: When you see lightning, count out loud until you hear thunder. If it takes 30 seconds or less, seek shelter and stay there for 30 minutes after seeing the last lightning bolt or hearing the last clap of thunder.

OTHER POINTS TO REMEMBER:

- **Get off the water:** Boaters should head for the shore and seek protection as soon as they hear thunder.
- **Avoid lone trees:** The highest objects attract lightning. Therefore, stay away from isolated trees. (An aside: you are much safer in a forest than you are near a lone tree in an open field.)
- **Spread out:** Members of a group should stay 50 feet apart to avoid multiple injuries. If you are far enough away from a person who is hit you will be able to assist them.
- **Squat down:** If you actually see lightning striking, stop moving to safer terrain and assume what the National Weather Service calls the *lightning desperation position*. You should crouched down, shoes touching, resting on the balls of your feet to minimize exposure to the ground, with your chin on your chest and your hands covering your ears so that the crack of the lightning strike doesn't damage your ear drums. A thorough discussion of the rational for this is explained NOLS article listed below.
- **Take off your watch:** Metal could heat up causing severe burns if you are hit. Besides avoiding obvious metal conductors, wet ropes (and wet gear?) are also excellent conductors and should be avoided.
- **Help a victim:** Lightning strike victims do NOT carry an electrical charge and should be attended to immediately. Cardiac arrest and irregularities, burns, and nerve damage are common in cases where people are struck by lightning. However, with proper treatment, including CPR if necessary, most victims survive a lightning strike.



EDITOR'S NOTE: This article was adapted from one in a long-ago RMSKC newsletter which gave credit to an article by Vernon Loeb in the *Los Angeles Times*. Information found on the following website was also helpful: <http://www.weather.gov/media/gid/lightning.pdf>. Check NOLS for excellent explanations and guidance on the subject: <http://www.nols.edu/nolspro/pdf/OutdoorLightningRiskManagement-Gookin.pdf>

MEMBERS' NEWS

RAY VAN DUSEN sent in this report about building his new wood kayak:

I picked a CLC *Shearwater 17 ** because of its length and beam (17' x 22"). It has a flat area in the front and rear on the deck to install Kayak Sport hatch rings and lids for watertight seals. I felt that I could make it into a kayak that I would really enjoy paddling, and that I have enough experience to do that.



Also I felt that I could change the deadrise (the distance from the bottom to the chine) to make a little flatter bottom to help improve the secondary stability. In addition, I changed the rear cockpit height by dropping it three inches to make it easier to do laid-back rolls, and I made the thigh braces larger and made a half-inch hook on them to make a better grip. I made a skeg box and slider housing and installed a CD skeg and cable into it. I painted it because of all of the changes I did.



Judy Van Dusen with Ray



I paddled it a lot with a GPS to figure out the best place to install the seat to get the best speed and turning from it; it's an inch and a half forward of the recommended place.

Gary McIntosh helped me wire and glue the hull and deck panels together, and to fit the deck to the hull. He and I have paddled it a lot with a bunch of different paddlers from small to tall (110 - 175 pounds) and we all like it. My other three kayaks are collecting dust; the only thing I would change is to make it lighter.

*Shearwater's website: <http://www.clcboats.com/shop/boats/kayak-kits/light-touring-kayaks/shearwater-17-touring-sea-kayak-kit.html>

MORE MEMBERS' NEWS

RICH WEBBER is paddling his new Pygmy *Murrelet*, 17 feet long and 22 wide, which he built this spring. Pygmy offers a wide variety of kits and holds boat construction workshops in states across the country.

Because he has relatives in the Midwest, Rich went to their 6-day class in Ohio. The kit was delivered there and a small group of builders worked with help to construct the top and the bottom, and fiberglass the bottom. After Rich returned home he completed the final steps and varnished the boat. It's a beauty.

You can test paddle one of Pygmy's kayaks at their showroom in Port Townsend, Monday through Saturday. An especially fun time to go would be during Port Townsend's Wooden Boat Festival in mid-September. Check out their website: <http://www.pygmyboats.com>

KRISTY WEBBER has a new green Current Designs' *Suka* she bought from Ray Van Dusen. She rolled it the first time she paddled it.



Kristy at Union Reservoir

DAVE HUSTVEDT has a new Delta 15.5 GT. It is also in green.



Dave at Chatfield's Gravel Ponds



Rich's boat right before he brought it back to Colorado



Rich on Union Reservoir

TIM FLETCHER'S new boat is an orange Delta 17. It is the same as Jud's green one. They look like they are fiberglass but they're something more durable. Check out Delta's website for the particulars: <http://www.deltakayaks.com/>



Tim on the Snake River in Grand Teton National Park

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www.seakayakbajamexico.com

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Ginni Callahan, Yuri, Marcos, Santiago, Ramon



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RICH AND KRISTY WEBBER are going to Loreto, on the Sea of Cortez coast of Baja California del Sur, Mexico in November. They will be taking Ginni Callahan's Sea Kayak Baja's *Paddler Training*. This class provides training for the BCU 3★ award, with paddling in both the Sea of Cortez and the Pacific Ocean: https://seakayakbajamexico.com/kayak-courses/courses-overview/sea-paddler-?Trip_TitleID=18



Many people traveled across Wyoming for paddling adventures this summer, some more than once. Here's an especially lovely scene that Bernie captured on one of his trips.

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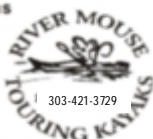
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