

California Kayaker



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INSIDE:

Leopard Sharks
Channel Islands
Interview: Sean Morley

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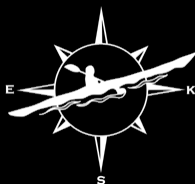
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Helen Wilson, Kokatat Ambassador
paddling with friends, Humboldt Bay (CA).

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California Kayaker Magazine is an independent magazine available for free at paddling shops, sports retailers, outdoor stores, fitness clubs, marinas, and events, and available for download from the web.

Kayaking can be a dangerous sport. Dress appropriately, always wear your PFD, and paddle within your skill level.

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Cover Photo - Kyle Tsuye with "Team South Kaiser" wins as those little-used quads get ready to land at the 2010 Eppie's Great Race.

Photo by Lisa Ouellette

Camera: Canon EOS 40D



Editor's Note

Welcome Letter



California Kayaker Magazine continues to grow. The fall issue will have a print run of about 10,000 copies, which is a large increase over the first issue's 6500. With the summer issue, we were already in all independent kayaks retailers in California and border areas of Nevada and Oregon (at least all that I could find through extensive Google searching). With this issue, we are adding distribution through the REI and West Marine stores in Southern California so we are now in those stores throughout the state. Even with these additional stores, there still seems to be plenty of room for more growth, so our print quantities will increase even more over time.

If you are stuck indoors and have a Facebook account, you can have some say in how *California Kayaker Magazine* develops. I have been posting queries from time to time on the *California Kayaker* Facebook page asking what people think of a variety of proposed changes. As a matter of fact, the Center Hatch photo section was named based on a suggestion received through Facebook. If you want to see what we are considering, or just have some suggestions, search for "California Kayaker Magazine" on Facebook and sign up.

Another area you can have more say on is in writing for *California Kayaker Magazine*. Most articles are not written by me, but are provided by people who write about their experiences or expertise. We are particularly interested in receiving some more submissions related to kayak fishing and whitewater paddling, though feel free to submit on any type of kayaking. If interested, there are writer's guidelines at www.calkayakermag.com/write.html.

However, you really shouldn't hang around inside our house too much. Those who have been paddling for a while in California know that, with the exception of white water whose flows have dried up, fall is the best season to paddle. Temperatures are generally mild, water temperatures are as high as they are going to get, the ocean fog has burned back, and there are less ski boats and jet skis sharing the water. Definitely a good time to get out and paddle.

Happy Paddling!

Peter Donohue

Editor in Chief

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▷NEWS

California Proposition 21 – California State Parks Initiative

Twice in the past two years, state parks were on the brink of being shut down because of California's budget cuts. More closure proposals and cutbacks are anticipated because the state expects a \$20.7 billion shortfall through 2011. Budget cuts in the past have left the parks severely behind in needed maintenance and repairs with restrooms, visitor centers, trails, and other facilities badly deteriorating.

To fix this, a group of citizen park supporters have put Proposition 21 on the November ballot. If Prop. 21 passes, owners of most California vehicles (cars, motorcycles, RVs,

etc. – larger commercial vehicles and mobile homes are exempt) will pay an extra \$18 per year when they register their vehicle in 2011. In exchange, anyone driving a vehicle with a California license plate will not have to pay day use fees at any of California's 278 State Parks, State Historic Parks, State Beaches, State Natural Reserves, and State Recreation Areas starting January 1, 2011. Day use fees are currently charged per vehicle when entering the park, and range up to \$15 per day.

Fees beyond "day use fees" will still be in effect, such as those for camping, guided tours at places like Hearst Castle, and even the (much disliked by some kayakers) \$3 charge to land a boat on Angel Island.

Prop. 21 will generate approximately \$500 million in annual revenues, based on an estimate of about 28 million vehicles being subject to the State Park Access Pass surcharge in the first year.

The funds will be invested as follows:

- * 85% to the California Department of Parks and Recreation to repair, operate, manage, maintain and develop state parks.

- * 7% to the California Department of Fish and Game to manage and operate wildlife refuges, ecological reserves and other lands it owns or manages

- * 4% to the Ocean Protection Council for marine wildlife conservation and the protection of coastal waters

- * 2% to state conservancies for park and wildlife habitat

- * 2% to the Wildlife Conservation Board for grants to local public agencies for wildlife conservation

For more information, check out www.yesforstateparks.com

News Continued on Page 30

▷RESULTS

Eppie's Great Race 37

Eppie's Great Race is a "no swim" triathlon in Sacramento, where competitors run, bike, and kayak. The race took place on July 17 and was a fundraiser for Sacramento County Therapeutic Recreation Services. Top 3 finishers for each category are listed below—full results can be found at www.thegreatrace.org.

Junior Ironwoman

- 1 Veronica Garcia
- 2 Alexandria Gordon

Ironwoman 19 to 39

- 1 Nicole Young
- 2 Donene Vukovich
- 3 Barbara Elizabe Adams

Ironwoman 40 to 49

- 1 Jolynn Hollingsworth
- 2 Debbie Amrhein
- 3 Jean Marie Sousa

Ironwoman 50 to 59

- 1 Pam Goodley
- 2 Cathie Simonsen
- 3 Sharon Ruffner

Ironwoman 60 and over

- 1 Janice Koch
- 2 Jonida Mane
- 3 Jennifer Faulkner-Ongerth

Junior Ironman

- 1 Nicolas Jimenez
- 2 Thomas Snider
- 3 David Calfee

Ironman 19 to 39

- 1 Vincent A. R. King
- 2 Kevin Matthew Daniel
- 3 Brian Suter

Ironman 40 to 49

- 1 Mark Barrett
- 2 Jeff Schwing
- 3 Nikolas Rechtiene

Ironman 50 to 59

- 1 Vic Vicari
- 2 Craig Mc Mannis
- 3 Bobby Carpenter

Results Continued on Page 24

▷EVENTS

Support Strokes

Oakland, CA

September 25, 2010

www.calkayak.com/supportstrokes

Traditional Arctic Kayak Symposium (TAKS)

Trinidad, CA

October 15-17, 2010

www.shamankayaks.com/shaman/taks

Sea Trek Regatta and Paddlethon

Sausalito, CA

October 17, 2010

www.etctrips.org/regatta

Golden Gate Sea Kayak Symposium

Sausalito, CA

Feb 18-20, 2011

www.ggsks.com

To submit an event for consideration to *California Kayaker Magazine*, please send basic information to editor@calkayakermag.com.

Get Into The Flow

How to effectively paddle with moving water
by Bryant Burkhardt

Eddy on the downstream side of the bridge abutment at the south tower of the Golden Gate Bridge. Photo used with permission from Sea Kayaking Safety & Rescue by John Lull

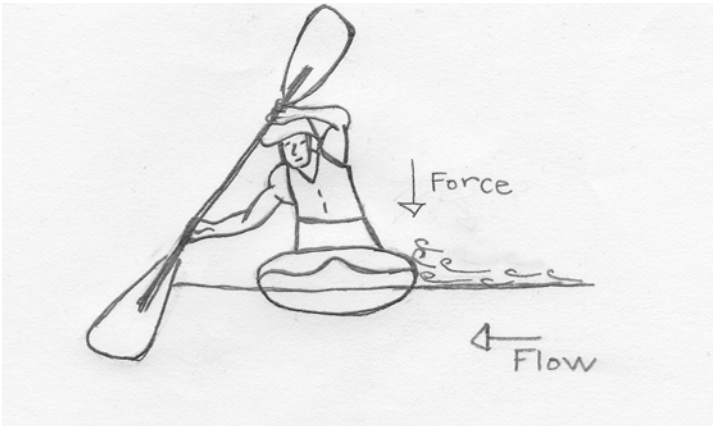
Moving water comes in many shapes and sizes and learning to paddle with current can open up more options for paddlers in any boat. Whether you are on a white water river or paddling through tidal currents on an ocean bay, in a sea kayak or white water kayak, there are some simple principles to understand and basic techniques that will allow you to negotiate the moving water safely and efficiently. Where there is current there will also be eddies (calm water) created by anything obstructing the flow of water—a boulder in mid stream, a bend of shoreline or even an anchored navigation buoy in a shipping channel. Using these eddies for stopping, resting, scouting or moving upstream is the key to getting where you want to go and getting in and out of these eddies is the key skill to learn for paddling in moving water.

I began my kayak career on the ocean so when I got around to paddling on the river I already had some basic skills—I could paddle in a straight line, edge my boat a little and even pull off a combat roll. But my lack of understanding of currents meant I used that roll a lot, constantly being flipped by water for no apparent reason. This was because I did not understand the fundamen-

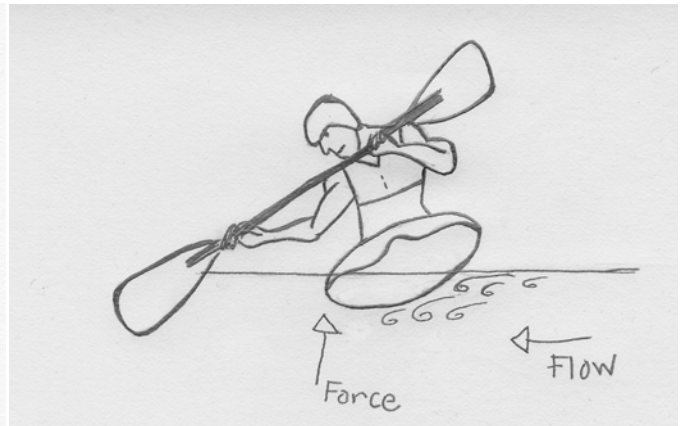
tal nature of how moving water interacts with a kayak. Understanding some basic hydrodynamics will go a long way to allowing you to avoid the upside down learning process.

The first thing to understand is that moving water is only important in a relative context—if a boat is moving the same speed as the current then the interaction between boat and water is exactly the same as if both are stationary. It is when there is a difference in speed or direction between the boat and water that the dynamic interaction of the two comes into play. This occurs when a boater is moving from an eddy into current or vice versa. That transition is the critical moment and we will look in depth at how to handle it.

But first let us look at what happens when moving water hits a stationary boat (which is the same as when a moving boat hits stationary water). If the water hits the boat head on then nothing much is going to happen. The bow (and generally the stern) of a boat is designed to split the water. So the water will be smoothly separated and flow around the boat causing the paddler no concern. But when the water hits the side of the boat it cannot simply go around – the obstacle is too large. In this case the water will pile up on the upstream side of the boat, and this resulting pile of water will catch and push down



Water piling up on the upstream side of the boat, pushing the upstream side down which may cause you to flip



Edging on the downstream side as you cross an eddy line will help keep you upright

on that side of the boat causing a twisting force that wants to flip your kayak upstream. This is the cause of the majority of flips when learning to paddle in current.

Now let us look at that same situation with current hitting the boat but instead of a flat boat let's see what happens when the boat is angled downstream (this is called edging and we will dissect it in a moment). Now the moving water does not run into the side of the boat first, it actually hits the bottom of the boat. Instead of piling up on the side of the boat the water is deflected under the boat. This action will actually push up on the downstream edge of the boat in an attempt to flatten the boat out. This righting force from the water is easily countered by the boat lean that created it and when the two forces are in balance the boat and paddler are quite stable. So understanding how and when to edge the kayak when entering or leaving currents is the key to dealing with moving water.

Eddy Turns

Now that we know that edging is the key and the transition between currents is the critical moment we shall look in detail at how to accomplish this. The technique is called an "Eddy Turn" and it is used to go from an eddy into current or from current into an eddy. And to be clear, when I say an eddy I simply mean water that is moving at a different speed from the main current. The division between

the eddy and the current will be referred to as the eddy line. Often eddies appear to be totally calm water but many times the eddy will have a current that is opposite in direction to the main current. Again, the important thing is always relative motion and this technique applies to any transition from water moving at one speed and direction to water moving at a different speed or direction.

We will start with the most common situation and then see how that can be generalized. We will begin in an eddy next to shore with calm water and our goal will be to get our kayak out into the moving water that is going by (be it a river or tidal current). Once we are out in the current and moving at the same speed as the water then it is just the same as paddling on flat water. Only when we look to exit the current and stop in an eddy do we have to again pay attention to current-specific techniques.

To enter the current from an eddy one could theoretically just paddle straight into the current. The problem is that when your bow hits that current it will start to turn the boat and since the rest of your kayak is still in the eddy your boat will be spun around before you can cross the eddy line into the current. The solution to this is to start out angled upstream into the current.

While the current will still turn your bow downstream this initial angle will give you more time to cross over into the current and get up to speed while being less likely to spin around and end up where you started. This turning action leaves us pointed more or less downstream and is why we call it an eddy turn and not an eddy cross. But the current does the turning of the kayak—you don't need to use any turning strokes to accomplish this.

Another important component to crossing the eddy line is speed. The eddy line itself is not always a thin, straight line. The area between the eddy and the current can be several feet wide and quite turbulent. We want to get through such an area as quickly as possible so we want to have as much forward speed as we can going into it. This speed will also give us more momentum which helps to stabilize the boat throughout the eddy turn.

Finally we get back to where we started—we need to edge our kayak

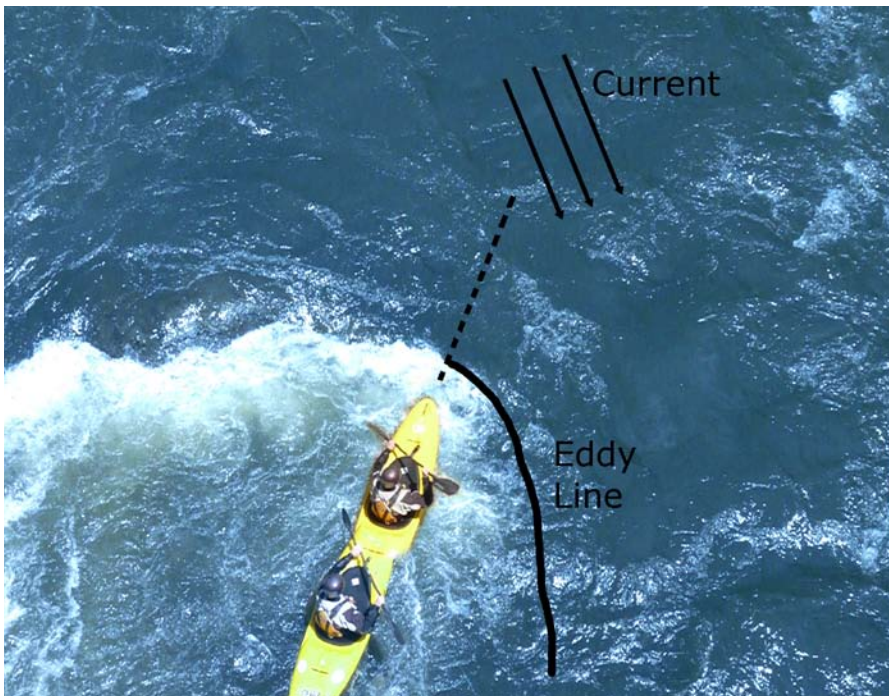


*Kayaker edging
Photo by Bryant Burkhardt*

as we cross the eddy line and enter the current. From our earlier discussion this edge will prevent the current from catching the upstream side of the boat and flipping it. To be clear, I'm talking about changing the angle of the boat on the water, not leaning your body—just the boat. This is accomplished by using your lower body, especially your knees, to angle the boat. So we need to edge downstream (lift the upstream edge) as we cross the eddy line and hold that edge throughout the turn. If you flatten your boat out (drop your edge) too early the water will pile up and flip you, whereas if you hold the edge too long there is no penalty. So just keep that edge. It is important to note that this downstream edging throughout the turn is just like leaning into the turn on a bicycle (or skis or surfing or any other sport).

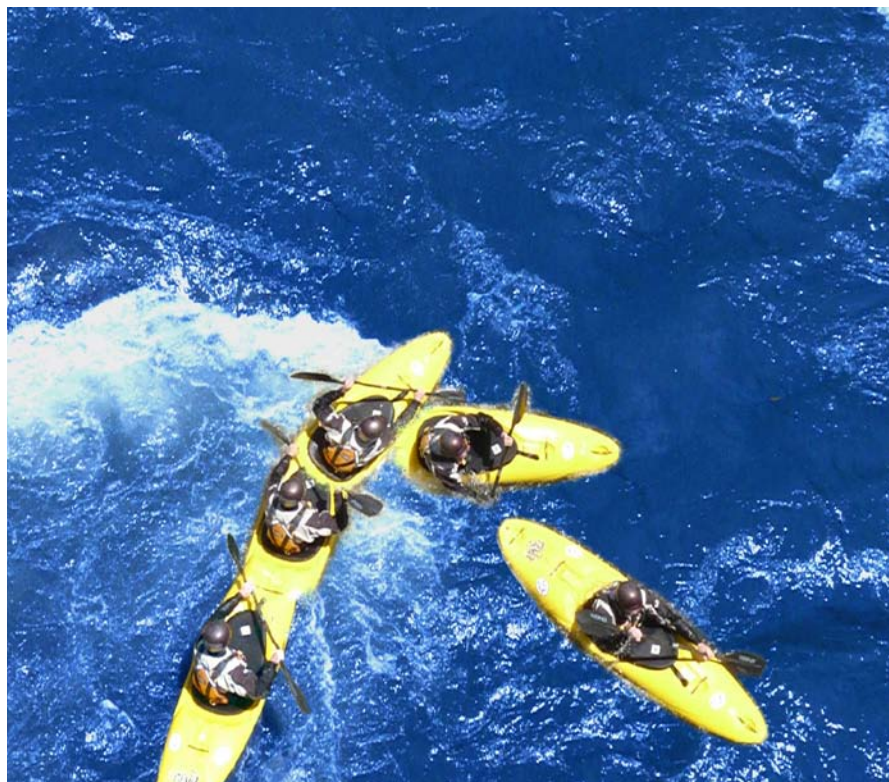
So we have completed our eddy turn and are now in the flow of the current. Once we decide to pull out into an eddy we will use the exact same technique. We just have to look at the relative water speed and adjust accordingly. When you are moving with the current the eddy's calm water appears to be moving in the opposite direction. Now you need to angle down into the eddy, get up some speed and edge away from that eddy current (once again this is simply leaning into the turn).

These are the three keys to performing an eddy turn: angle, speed, and edge. You need all three to be present in order to make a stable transition from water moving at one speed to water moving at another. For faster, stronger currents you will need to increase all three of these: higher angle, more speed, and more edge. Each situation has its own perfect combination but after a little practice it will happen naturally (just like riding that bike). ❖



Above: Paddler approaching an eddy line angled upstream

Below: As the paddler crosses the eddy line, their boat turns downstream
Photos by Bryant Burkhardt



Bryant Burkhardt is an ACA Instructor-Trainer in Coastal and Whitewater Kayaking. In addition to teaching professionally, he is also a kayak filmmaker, producing the DVD 'Paddle California'. More info can be found on his website www.bbkayaking.com

No Less a Badass

by Matthew Krizan



Adult Leopard shark in the Kelp Forest exhibit at the Monterey Bay Aquarium

© Monterey Bay Aquarium/Randy Wilder

Mention the word “shark” to anyone—even those who don’t often participate in ocean water sports—and the image you are likely to invoke is that of the gaping, toothy-grin of a steely-eyed Great White shark on final-approach to its next victim. If being gored by beasts remains one of humankind’s primal fears, then the big grey serial killer has a permanent spot on our short-list of “things to avoid while in the water.” Fortunately not all sharks are the people-tasting kind. For this issue of Critters from Kayaks I would like to appeal to the same sense of awe and wonder you get when contemplating big sharks, while asking you to suspend your fear and focus instead on their smaller cousin. It is no less a capable hunter that we might find stalking its prey right up into our inches-deep estuarine waters: the Leopard shark.

Before I even begin to tell you all about all of the cool aspects of Leopard sharks and where you can go to see them, I’d like to put down the “will it bite me?” question and tell you how you can go out and get yourself bitten by one: catch one alive, flip it belly up, pin it down, and

shove your toes into its mouth. Does this process sound easy, fun, or like something you want to accomplish? If not, congratulations! I am happy to tell you that you will never be bitten by a Leopard shark.

Adult Leopard sharks range from three to seven feet long, have a long, slender body, and a downward-oriented mouth on the underside of their short, broad, flat head. Their skin is grey to copper in color, with dark isometric (a word for “equal on both sides”) splotches running the length of their bodies. In addition to their size and coloration, Leopard sharks are distinctive from other sharks because their secondary dorsal fins are only slightly smaller than the large, round-tipped triangular primary dorsal fins, and their pectoral (on the side) and ventral (lower near tail) fins appear very large compared to their slender bodies. Leopard sharks are ovoviparous, meaning the females hold fertilized eggs inside of their bodies until they hatch. Gestation is ten to twelve months, after which one to three dozen pups, about seven to ten inches long, are born.

Leopard sharks range from Oregon south to central Mexico and the Gulf of California. They are pretty common to



*When paddling in areas with cloudy water or in poor lighting, sometimes the easiest way to find sharks is by looking for their fins in the shallows, such as with these which were spotted in Pillar Point Harbor
Photo by California Kayaker*

many of the places kayakers go. As a matter of fact, if you have paddled in salt water in California, chances are you have been close to these guys. But just because they are in the area doesn't mean you can see them. Your best chance of seeing one is in calm, shallow, clear water found in some of our bays and esteros, like Morro Bay, Tomales Bay, and Drake's Estero. But even in water that is not as clear (such as in San Francisco Bay), you can sometimes see the dorsal fins when they are in very shallow water.

With their broad, flat heads and downward-oriented mouths, Leopard sharks are suited to hunting along the sea floor, preferring shallower coastal and estuarine waters less than 100 feet deep, with muddy or sandy bottoms.

Leopard sharks share common physical features and abilities with their bigger and more fearful cousins, and—from an evolutionary standpoint—sharks are like the classic rock stars of the apex predator world: they haven't changed after all these years. Three features have differentiated sharks from the fish they have eaten for 400 million years: a cartilaginous skeleton, rough sand-paper-like skin, and their tooth-lined jaws. By the end of the Jurassic period 160 million years ago, all sharks had evolved the body forms and physical abilities which can be observed in sharks today: large, triangular dorsal

and pectoral fins; keen eyesight adapted to dark waters; the ability to sense the electrical field of their prey; and the ability to sense water temperature and water currents. Leopard sharks and all of their cousins have been stalking their prey in earth's oceans eighty times longer than we've been using tools, and over ten times longer than we've been walking on two feet.

From skin to skeleton, sharks have evolved to be super-efficient swimmers, and their body form and physical structure function more similar to aircraft than surface or submarine vessels. While swimming, sharks rely on lift from their ventral fins to maintain their depth, while their vertically-oriented primary and secondary dorsal fins keep them oriented belly-down. A design feature of many early

aircraft was the monocoque structure, where the skin of the aircraft provided all of the load-bearing support. Shark morphology is similar due to tough protein fibers made of collagen, which are wound around the shark in layers, just beneath the skin. These layers of collagen are strong enough to serve as attachment points for the muscles of the shark. The fact that the shark muscles are attached directly to the surface they manipulate, and that they are sandwiched in between two structural layers—the layers of collagen fibers and the lightweight, flexible cartilaginous skeleton—means that sharks waste very little energy in motion. To top it

*Leopard sharks in Point Reyes' Drakes Estero. Drakes Estero normally has very clear water, so is an excellent place to spot leopard sharks. These guys were kicking up silt as they fed off the bottom. If you see muddy water in an area with otherwise clear water, it may be worth checking out to see if a leopard shark is causing the muddy water
Photo by California Kayaker*





*Leopard shark in in Point Reyes’
Limantour Estero
Photo by California Kayaker*

all off, shark skin is embedded with interlinked microscopic scales made of plaque (the same as human teeth), which are called dermal denticles, and which poke through and give the skin a rough, sand-papery feel. These microscopic points sticking out of the shark’s skin each produce their own vortice while the shark is swimming, providing even more efficiency in motion. The overall effect of their physiology is that sharks can prowl along at top speed with very little effort. Leopard sharks demonstrate their solid swimming ability when they school in estuarine environments to hunt, where access to these areas is often restricted to narrow channels with swift currents.

Leopard sharks are common to many of the places we paddle, and can be a fun animal to spot. So when you are paddling in calm, shallow water, keep your eye out for these guys. ❖

Matt Krizan is an avid kayaker, kayak instructor for California Canoe & Kayak, and marine biologist who likes to share the beauty and glory of the great outdoors. Matt lives in Moss Beach, CA



*Leopard sharks cruise a wetland pool in the Monterey Bay Aquarium’s
“Coastal Wetland to Sandy Shore” exhibit in Ocean’s Edge
©Monterey Bay Aquarium/Randy Wilder*

The Monterey Bay Aquarium has detailed information on Leopard sharks on their web site: www.montereybayaquarium.org

Or go to the Aquarium if you want to be guaranteed a sighting of Leopard sharks...

Editor note – please don’t confuse Leopard sharks with the similarly named Tiger shark. Leopard sharks are only dangerous to crustaceans, but Tiger sharks are listed as one of the more dangerous sharks out there.

Kayaking the Galapagos of the North

By Chuck Graham



Sea lions on the beach near Point Bennett on San Miguel Island

There was no denying the currents colliding throughout the Santa Cruz Channel. Massive shoaling induced a treacherous “potato patch”, where turbulence produced swirling rips and choppy seas from all directions, a real challenge as I aimed for the exposed knobby rock outcroppings of East Point on Santa Rosa Island, my desired destination. A pod of common dolphins joined me breaching next to my blue kayak, motivating me to keep up, then vanishing in the cobalt blue seas surrounding the Channel Islands National Park.

I was in the throes of island hopping from the seat of my kayak experiencing the unique biodiversity of Anacapa, Santa Cruz, Santa Rosa and San Miguel Islands. I was alone, but not really considering the vast web of life surrounding the volcanic archipelago. For approximately 175 miles and nine days of open ocean paddling, I soaked in what has come to be known as “the Galapagos Islands of the North.”

My circumnavigation began as a dream, then a quest, but soon reality set in paddling against gale force winds, wrapped in blankets of dewy fog, spelunking a throng of wave-battered sea caves and weaving amongst playful California sea lions. Between the windswept isles I rev-

eled in each anxious channel-crossing, paddling across as fast as I could. My self-propelled adventure revealed hidden coves, splendid encounters with island foxes, spotted skunks, island scrub jays and the cultural significance the islands hold for Chumash Indians.

Capsized

After spending three balmy days alone on San Miguel, I awoke on the fourth morning to howling northwest winds. I was paddling downwind along the front-side [side facing mainland] of the islands, a faint northwest swell at my back. Once out in the middle of the channel, the winds increased and the swell grew larger. Before I could react a wave broached my starboard capsizing my 14-foot-long kayak. My paddle was connected to my boat, so I let it go. My dry-bag full of camera gear I grabbed instinctively. A few other odds and ends were scattered about like a yard sale, but I was back in my boat soaked and chilled before I could blink, and wide awake from my near catastrophe. Nothing like a wake up call, a shot of adrenaline to forge ahead in challenging weather conditions.

It was roughly 25 miles from Cuyler Harbor on San Miguel to the inside of Bechers Bay on the east end of Santa Rosa Island. After righting my kayak and reaching Sandy Point on the west end of Santa Rosa, I hugged the inside of the dense kelp beds which forced the waves to lie down. I followed pelagic cormorants and California brown pelicans flying in formation as we all made a bee-line for the sheer, daunting cliffs of Carrington Point.



Bechers Bay is one of the largest natural anchorages throughout the chain. When I reached the campground at Water Canyon, fatigue poured over me. I wolfed down some hot noodles and tuna then passed out on a picnic table. In the middle of the night I was awakened by repetitive thuds on the bench below me. I rolled over and was literally nose-to-nose with a fearless spotted skunk. Its nose twitched in the moonlit night then it spun around and continued foraging into the night, leaving me sleepless.

Painted Cave

After paddling from Santa Rosa back to Santa Cruz there was no resting tired shoulders, miles of sheer 300-foot-high honeycombed cliffs awaited me following a choppy 8-mile crossing back across the “potato patch”. There was no mistaking Painted Cave though, a craggy diversion along so much volcanic rock.

I attached my headlamp to my helmet and entered the gaping cavity. Within the third chamber I couldn’t

see my hand in front of my face, so I flipped on my light. That’s when the commotion began. It sounded like some kind of sea monster bellowing from the bowels of the sea cave. I knew what it was but I couldn’t see anything until I paddled into the fourth and final chamber.

As far as sea caves go, Painted Cave is quite possibly the Holy Grail of pelagic grottos and arguably the

largest in the world. It penetrates 1215 feet into Santa Cruz Island. This Mordor-like cavern reaches 160 feet high and is 60 feet wide. It gets its name from the multi-colored lichen splashed across its ceiling, a mosaic of greens, yellows and reds clinging to its dank overhang.

The rear chamber contained a cobbled beach occupied by a raucous crew of California sea lions. Some





*Above: An Island Fox (*Urocyon littoralis*), which even though it is the largest native mammal on the islands, it is about one-third smaller than mainland foxes*

Left: Pelican yawning

Facing Page: a flock of brown pelicans resting on the rocks





bobbed in the water, others swayed in the blackness, their reflective yellow eyes glowing at the dead end. Soon I was joined by a bevy of sleek, ultra-curious juveniles. However, it was the two resident bulls with their knobby heads that had my complete attention. Territorial by nature, they charged toward me like two torpedoes. One bumped the hull near my bow, then splashed me with a flipper bash. It was my cue to paddle away following a faint beam of light over 1200 feet away.

Anacapa Island

As the southeast end of Santa Cruz Island projected its broad finger toward West Anacapa Island, I felt the swirl of current pull me past San Pedro Point and into the Anacapa Channel. The west end of the narrowest of islets loomed on the horizon only three miles east of me. I enjoyed a steady down-coast current, light northwest winds and the company of some sleek swimming

sea lions to the last island completing my solo circumnavigation.

Once there, I had the island to myself. Except for thousands of western gulls and brown pelicans, not even a ranger was stationed there. While pitching my tent I heard the calls of a peregrine falcon as it swooped with precision from one cliff-side perch to the next on the south side of the islet a mere 50 paces from my tent. Side-blotched lizards scampered at my feet and sunned themselves on warm rocks rapidly doing push-ups.

The next morning I packed up my gear and raced the rising sun down to the Landing Cove. I stuffed my hulls with my tent, sleeping bag, cache of food and other items and paddled up the front-side of the island. I kayaked in and out of a throng of sea caves, craggy corridors, cathedral-like arches and between rambunctious sea lions. They let me tag along while I hurried back to Santa Cruz Island, specifi-

cally Scorpion Anchorage to catch the Island Packers catamaran back to the mainland. ❖

Chuck Graham is a freelance writer and photographer living in Carpinteria, CA. He leads guided kayaking trips at the Channel Islands National Park, and has been a beach lifeguard for 18 years. His stories and photos have appeared in Backpacker, Canoe & Kayak, Paddler, Wavelength, Trail Runner, Shutterbug and The Surfer's Journal. He's also the editor of DEEP Magazine.

Photos by Chuck Graham.

More information on Channel Islands National Park can be found at www.nps.gov/chis

Center



A mystery fin appeared amongst this group of kayak fishermen off of Big Sur in July. They were not sure if it was a Great White shark or a Basking shark. Great whites are dangerous (as 2 kayakers in California have found out so far this year), but basking sharks are not.

Photo by Lawrence Cheng

Camera: Pentax Optio W30

Have a photo that shows the beauty of kayaking or otherwise makes people think?
We'd love to see it. Send submissions to editor@calkayakermag.com.
Include the background story and what camera was used.

Hatch

Only in San Francisco will you find such a kayak transport vehicle.

Photo by California Kayaker Magazine

Camera: Pentax Optio W20



GOING LONG

An Interview with Sean Morley



I first met Sean Morley a few years back at a demo day where I had some outfitting questions for a product other than his lines, which he thought nothing of helping out with. First impression was that he was a very helpful guy with a British accent. Only a short while later when I was watching the *This Is The Sea II* DVD did I start getting an inkling for his kayaking accomplishments. Checked a bit more into it and found he holds multiple kayaking records. Also kept hearing his name pop up in the results for events like the *Santa Cruz Surf Kayak Festival* and *Reno River Festival*. He is also one of the founders of the *Golden Gate Sea Kayak Symposium*, the third annual version is scheduled for this February. He may be modest, but he is one of the more skilled paddlers around. He is a busy guy, so this “interview” took place over a series of phone and email conversations.

CKM: How did you first get into kayaking?

SM: I began kayaking at the age of ten with the Boy Scouts and while I enjoyed team games such as soccer and rugby, in kayaking I found a sport that was always an adventure, that gave me a tremendous amount of freedom and that got me out of the house where, let's just say life was difficult and not a place I wanted to be. As a teenager I often paddled alone, exploring the relatively

Sean at the 2009 “South West Kayak Symposium” in San Diego

Photo by Dominick Lemarie

sheltered waters of the River Fowey and St. Austell Bay on the south coast of Cornwall, England. I was always curious to see what I would find beyond the headland and dreamt of a continuous journey around every headland and across every bay until eventually I had paddled all the way around Great Britain.

CKM: How long have you been kayaking?

SM: I took part in my first kayak race in 1978 and have competed in many disciplines of paddle sport since then including white water slalom and downriver racing, marathon, sprint, wave ski, surf life saving, and surf kayaking with some success at national and international level.

For me sea kayaking was done by old men with beards and it wasn't until 1996 when a friend Rob Feloy introduced me to a kayak he had designed called the Inuk, a high performance ‘racing’ sea kayak that I began taking it seriously, curious to see how far I could travel in a day, a week, a month. In 1997 I completed a 500-mile trip around Devon and Cornwall which included 28 mile crossings to and from the Isles of Scilly. I pushed out several 60-mile days and learned how the body responds to

big mileage. In 1998 with two friends, Ian Wilson and Jim Morrissey who were both racing paddlers, we set a record for the fastest crossing of the St. George's Channel of Irish Sea, a straight-line crossing of 45 miles that we completed in just over 11 hours. It was an interesting navigational challenge with very strong tides either side and we ended up paddling 65 miles over the ground. The following year Ian and I completed a 500-mile circumnavigation of Northern Scotland, again encountering huge tides and some ferocious winds and big seas. I learned much from these journeys and finally in 2004 I achieved my childhood dream of completing the first solo circumnavigation of the UK and Ireland by sea kayak—the first ever to include all of the inhabited islands. The 4500-mile expedition took 183 days and is the longest kayak journey ever undertaken in British waters. I raised over £10,000 for charity and my kayak, a C-Trek also designed by Rob Feloy and manufactured by Kirton Kayaks, was displayed in the National Maritime Museum in Cornwall in honor of my achievement.

CKM: Most memorable moment kayaking?

SM: In 2005 I assisted British kayak manufacturer Valley Sea Kayaks with the design of a new High Performance surf kayak called the 'Rush'. I began participating in kayak surfing competitions in 2006 as a way of promoting the new kayak and moved to California. In 2007 as part of the US West Coast Team I took part in the *World Surf Kayak Championships* in the Basque Country in Spain where I became the World Masters Champion and gained 2nd place in the Open category of the High Performance Class at the *World Surf Kayak Championships*. It was a great honor to compete for the US West Coast Team and to have my wife and daughter watch me win a world title.

CKM: Why did you decide to go for the British Columbia's Vancouver Island record?

SM: I had heard about how several folks had set marks for the fastest circumnavigation of Vancouver Island. Leon Sommes, an instructor from the kayak school Body Boat Blade had completed the journey in 28

days and then in 2007 Joe O'Brien, a Canadian reduced the time to 23 days. The same year a pair in a double kayak made the trip in 19 days. I figured it was possible to make the circle in close to 16 days, given the right conditions. The reason Vancouver Island has become the target for record breaking circumnavigations because while it is undeniably challenging, with lots of exposure to wind and swell on the west coast and some very fast tides on the east coast, it is also very [logistically] doable: it's not too far (700 miles) and I figured I could get a pass to be away from home for up to one month.

What I hadn't counted on was how my psyche would be altered by having a wife and young daughter waiting for me at home and that was perhaps the most challenging aspect—that I had to balance risk against responsibility and resist the temptation to hurry home once the going got tough. At the time I felt I was somewhat unlucky with the

*Playing on tide races in South Wales during the video shoot for the "This is the Sea II" DVD
Photo by Flora Moody*





Update on Joe O'Brien

Canadian paddle maker Joe O'Brien launched an expedition to reclaim the speed record for circumnavigating Vancouver Island on August 18. He will cover roughly 725 miles while he passes both the Inside Passage, with its numerous channels, rips, and tidal rapids, as well as the outer coast with the full exposure of the northern Pacific Ocean. To regain the record, he needs to have finished before Sept. 5 at 1:04 pm. At the time this magazine went to press, he had completed 2/3rds of the trip in what looked to be a record-beating time, but hit a 6-hour delay in Tofino due to skeg problems that should make for a very close finish. You can read about whether Joe was able to reclaim the record at www.joeoblenis.com

weather with a lot of headwinds but I realize now that this is the norm for this region. I only had one day when I couldn't paddle due to high winds and completed the circle in 17 days, 4 hours and 49 minutes. I understand Joe O'Brien is going to have a crack at getting his record back this summer and I wish him the best of luck. It is an incredibly beautiful place and even if Joe does beat my record, if I go back to Vancouver Island it will be to explore all the places I missed as I raced past.

CKM: What was the longest mileage you paddled in a day? What was that like?

SM: The longest mileage I have paddled in a day is approximately 65 miles. I was crossing the mouth of the river Thames. That was a particularly interesting day as even though I could not see land much of the crossing, the water was often just a couple

Sean carving a wave at the 2010 "Santa Cruz Kayak Surf Festival"
Photo by Dominick Lemarie

of feet deep as I tried to navigate through vast areas of sand banks that are exposed at low tide. I ended up finishing in the dark, the only time I had to do so in the six month long journey around the UK.

My next challenge, this September, is the first ever circumnavigation of all eight of the Channel Islands of California which will require an even longer paddle: approximately 80 nautical miles out to San Clemente and back from Catalina without the opportunity to get out of the kayak due to the federal restrictions that impose a 300 yard (and at times a three mile) exclusion zone around the entire island. I expect to be on the water for about thirty hours!



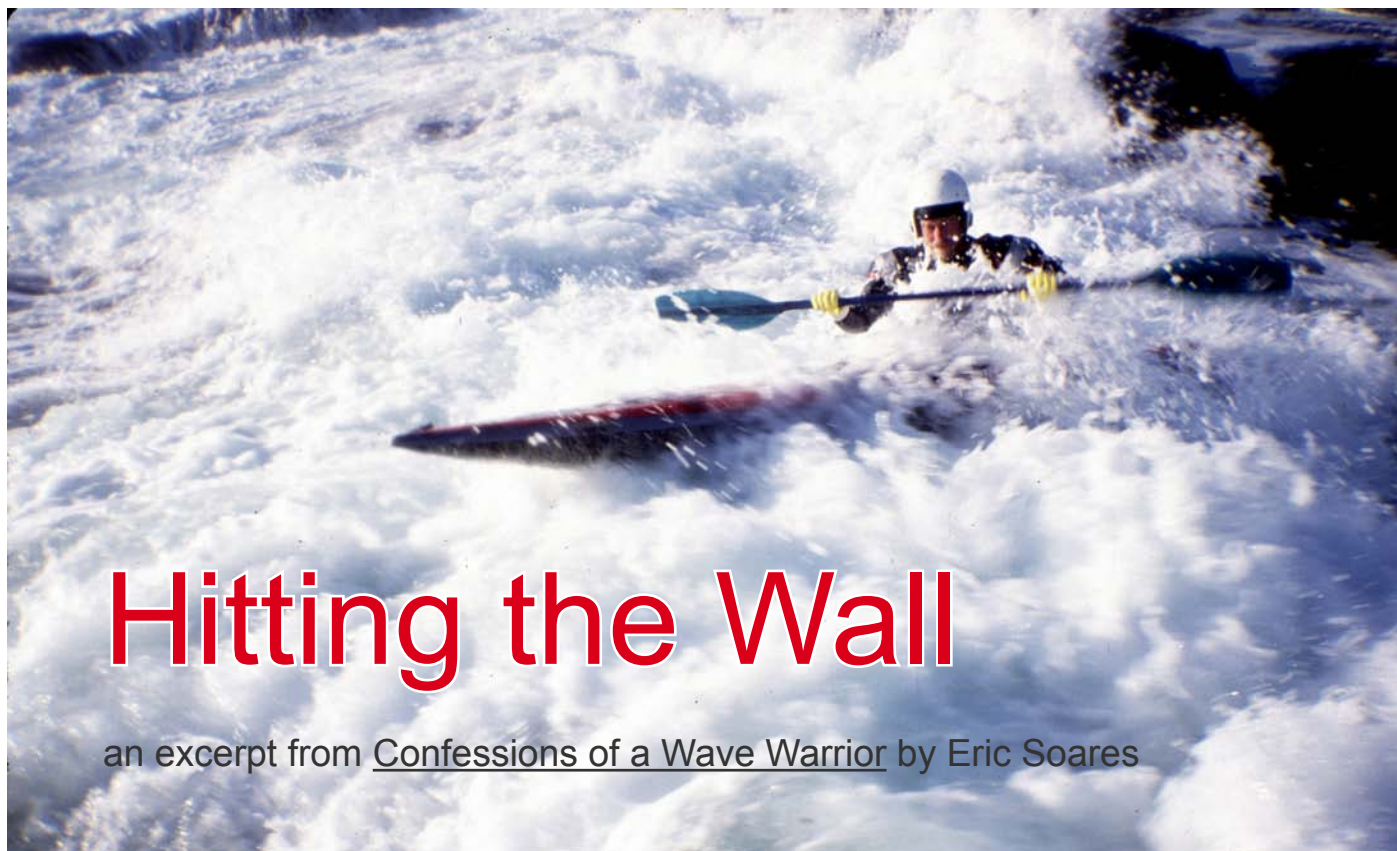
CKM: I heard you are getting out of the rep business? What's next for you?

SM: Since arriving in the US in 2006 I have been working as an independent sales rep for such companies as Valley Sea Kayaks, Kokatat Watersports Wear and more recently P&H and Pyranha US. It has been a great experience and has allowed me to travel up and down the west coast and meet and paddle with many wonderful people. But it is a challenging job for a family man so I have taken the very difficult decision to stop and

focus much more on teaching here in the Bay Area. The success of the *Golden Gate Sea Kayak Symposium* has demonstrated the demand for rough water skills training and that is what I will be focusing on now as a full-time employee of California Canoe & Kayak.

While my ability to do six month long expeditions is over for the foreseeable future, I do have ideas for some shorter trips, including the Channel Island expedition with a team of California-based paddlers. ❖

Sean during his 2004 circumnavigation of the UK



Hitting the Wall

an excerpt from Confessions of a Wave Warrior by Eric Soares

Five years before Jim Kakuk and I formed the Tsunami Rangers, I earned my waterman wings the hard way—by solo kayak surfing the many shore breaks of Santa Barbara. Since I had no mentor, other than the books of master kayaker Derek Hutchinson, I taught myself to surf. I started with small waves at Goleta, moved up to midsizers at Devereux and Coal Oil Point, then flourished in the bodacious breakers at Rincon. After a year of practicing three days a week, I started to get good, at least, that's what I thought.

So one cool crisp winter's day I challenged some big dog waves at Arroyo Burro Beach, a rock reef break with occasional tubular lefts. The last time I paddled at Arroyo Burro, I surfed my first and only perfect tube. I badly wanted to be inside the silver cyclone again. All surfers know this feeling. I was paddling the fiberglass Dekadense river kayak that Jim had given me years before.

This time the waves looked different. They weren't smooth tubes on a medium-low tide, but were big storm breakers coming in on a high tide. The bigger waves were riding up the beach to the base of the bluff above. I knew it wasn't safe, especially since there were no board surfers out that day. But I was young, strong, and fearless, so with heart pounding, I paddled into the soup, waited for a window of opportunity, then headed toward the outside, brimming with confidence.

The window opened, and I went for it. I plowed through

*Eric rips it up on a reef in a slalom kayak
Photo by Michael Powers*

the first wave after it had broken, then vectored to the left, punched a second wave just as it was breaking, and clawed over the top of a cresting third. Going into a free fall on the backside of that moving mountain, I sucked air so hard it shrieked through my teeth. I had broken the 10-foot wave barrier and safely made it outside.

I got my breath back and was ready to surf. A crowd of hodads* gathered on the bluff. "Probably expecting a puny kayaker to get munched by the mighty sea," I mused. A series of 6-foot waves rolled in, then a juicy-looking 8 footer, which I should have taken but let pass. Not big enough. Next came a couple of 10-footers. I wanted to jump on one of them but chickened out. Did I mention that I was alone?

I got this bad feeling that I should have taken one of those 6-footers. The sea around me started to get jumpy, and my spine began to tingle. I felt nervous and unsure about what to do next. Then the water began to suck out and tractor me out to sea. I glanced back and saw this prodigious, tsunami-like wave bearing down on me. It seemed to come from all sides, converging right where I was. I paddled hard, hoping to punch over the top, but knew I wasn't going to make it past this 20-foot Gargan-

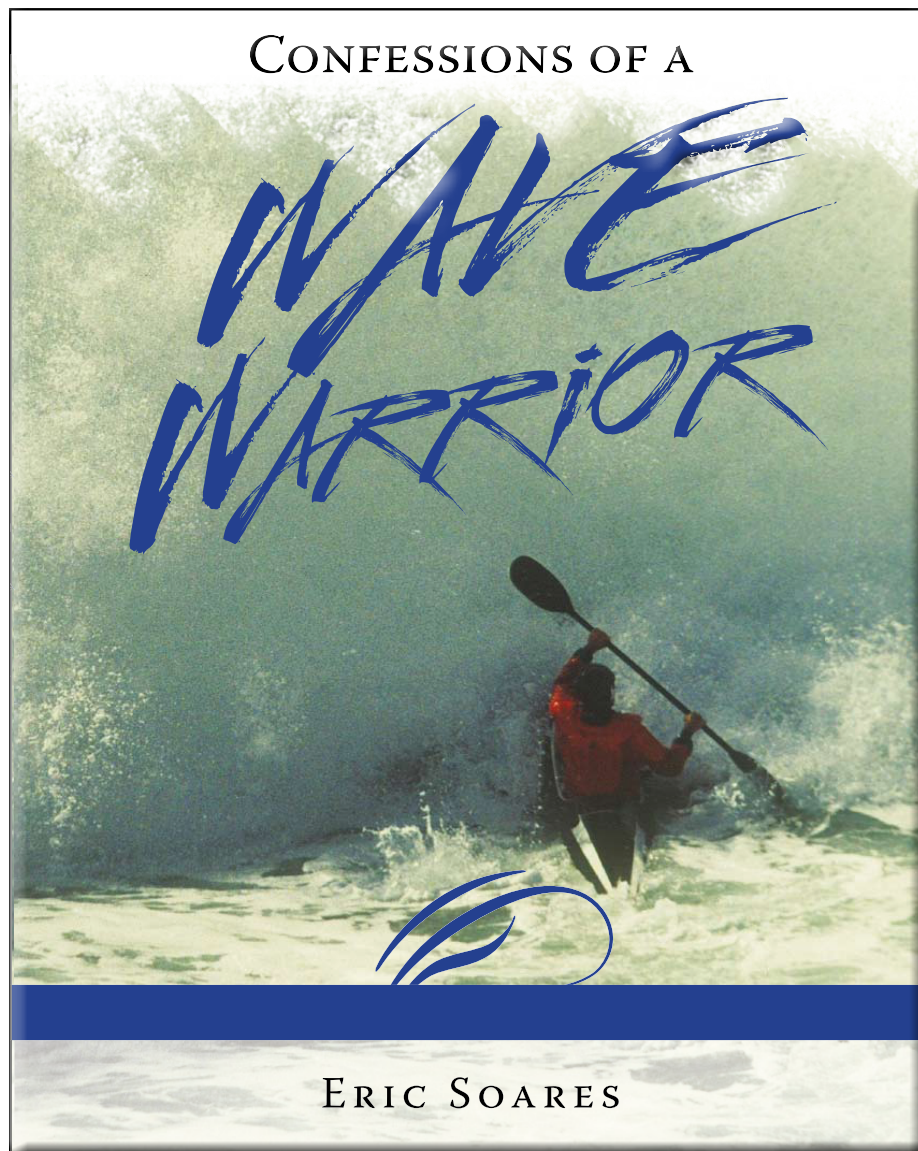
* A hodad is a spectator who sits safely on the beach and gives loud advice to those out surfing the waves.

tua. Fear gripped me, but I shook it off. No way would I let myself turn to stone and auger in. So, I spun the nose of my boat around toward shore, committed now to riding the biggest, baddest wave I'd ever encountered while surfing. All surfers have faced this situation at least once. If you are a surfer, you know how I felt.

An instant later a wall of water fell on top of me, hard, and pitched me down head first. I hit the trough at the bottom of the wave, got scooped back up into a banzai tube upside down and backward, and then shot back down again into the foaming trough. I writhed around in the liquid twister like a doomed soul cast into Hell. I sensed my body being wrenched out of my boat, my exposed legs raking across the cockpit coaming in the process. My paddle was snatched away, my helmet torn from my head. Then I felt myself being dragged across the rocky bottom. I jammed my hand into a crevice in the reef and melded my body to the floor. When the wave passed, I shot up to the surface and gasped for air.

I watched the giant wave hit the shore like an avalanche, inundate 30 feet of sandy beach, and detonate onto the base of the cliff. Spray shot 50 feet in the air. In the aftermath I spotted my tiny river boat dangling 15 feet up the cliff face, skewered by an exposed root. I was grateful that it wasn't me crucified up there. I swam through the foam and out of the water.

Scrambling up the cliff, I wrenched



my boat free, slid back down to the beach, and dashed for higher ground before another rogue wave showed up. Recovering my dignity, I strode past the gawking onlookers without a sideways glance. I tossed my water-soaked, battered gear on the top of my VW Beetle and pattered off,

heater going full blast.

Lesson: If a surf spot looks very dangerous, it probably is. Scope the situation very carefully before acting. It is okay to chicken out and go home. ❖

The preceding was an excerpt from a new book, Confessions of a Wave Warrior, by Eric Soares.

Eric is co-founder of the legendary extreme kayak team, the Tsunami Rangers. Eric has written over 50 articles on sea kayaking, including seminal works on kayak surfing, rock garden techniques, rough-water night paddling, and sea caving. Eric co-authored Extreme Sea Kayaking, published in 1999 by Ragged Mountain Press. He has produced four award-winning kayak videos, including *The Adventures of the Tsunami Rangers*. Soares and the Tsunami Rangers have been featured on National Geographic Explorer, the Discovery Channel, and the History Channel.

198 pages. \$19.95

Information on purchasing a copy can be found on www.tsunamirangers.com.

Results - Continued from page 5

Ironman 60 and over

- 1 Ron Craig
- 2 Roger Dunn
- 3 Jon Thomas

Teams - Adaptive

- 1 Team Nelsons Photoart
- 2 Team Oh God It's Mom's 24th
- 3 Team 4

Teams - Fire Fighter/Police

- 1 CA State Parks
- 2 Sac PD Code 3
- 3 Undercover

Teams - Open Canoe

- 1 Team Rockfish Rangers
- 2 Team Pp F Flyers
- 3 Team Biodegradeables

Teams - Tandem

- 1 Team Shake N Bake
- 2 Team Flash
- 3 Team Just A Tad

Teams - Outrigger Canoe

- 1 Team Last Minute
- 2 Team The Three Madcaps

Teams - Inflatable

- 1 Team Slow N Pokey
- 2 Team Murrays Misfits
- 3 Team 2 Old Guys & A Lad

Teams - Sit on Top

- 1 Team Who You Callin' Losers Now
- 2 Team Thinner, Spinner, and Never Late 4 Dinner
- 3 Team O B D

Teams - Corporate

- 1 Team South Sac Kaiser
- 2 Team Quincy Engineering
- 3 Team Kaiser Sacramento

Teams - Co-Ed

- 1 Team Current Adventures
- 2 Team Toast & Jam
- 3 Team River Runs Through It

Teams - Men's Open

- 1 Team California Canoe & Kayak
- 2 Team The 3 To Fear
- 3 Team Huki

Teams - Men 40 & Older

- 1 Team Current Adventures
- 2 Team Rominators
- 3 Team The Unusual Suspects

Teams - Men 50 & Older

- 1 Team New Oldsters 2
- 2 Team Winters

3 Team Sierra Outdoor Center

Teams - Men 60 & Older

- 1 Team Old Men

Teams - Junior

- 1 Team 2fast4u
- 2 Team Plate List
- 3 Team Crayne Clan

Teams - Women Open

- 1 Team Get Me To The Wine Bar
- 2 Team Sac Studettes
- 3 Team Hot Flash

Teams - Women 40 & Older

- 1 Team Usual Suspects
- 2 Team 2 Old 4 This
- 3 Team Fabulous Freedom

Teams - Women 50 & Older

- 1 Team Connie's Team
- 2 Team Nearer to 60
- 3 Team Victorious Secret

Teams - Touring/Slalom

- 1 Team Bistro
- 2 Team 3 Stooges
- 3 Team Signed Sealed Delivered

Teams - Family

- 1 Team Father & Son
- 2 Team Next Kuphaldt
- 3 Team Club 143

US Surf Ski Championships

The *2010 US Surf Ski Championships* took place in San Francisco Bay on August 21-22, and had long-course single, short-course single, team of two course, and a relay for teams of four. Top 3 finishers for each category are listed below—full results can be found at www.ussurfski.com.

Long Course Open Men

- 1 Dawid Mocke
- 2 Shannon Eckstein
- 3 Jeremy Cotter

Long Course Senior Men

- 1 Greg Barton
- 2 Philippe Boccara
- 3 John Burrows

Long Course Master Men

- 1 Robert Barry
- 2 Patrick Hemmens
- 3 Tony Calderon

Long Course Women

- 1 DeAnne Hemmens

2 Penny Locke

3 Eva Mauck

Long Course Grand Master

- 1 Larry Bussinger
- 2 Michael Gregory

Short Course Open Men

- 1 Casey Graham
- 2 Mike Berry
- 3 Andrew Losli

Short Course Senior Men

- 1 Mark Hamilton
- 2 Jude Turczynski
- 3 Scott Shoemaker

Short Course Master Men

- 1 Frank Peronetto

Short Course Women

- 1 Kim Hayashi
- 2 Debbie Arthur
- 3 Sue Porter

Doubles Course

- 1 Sean Rice & Dawid Mocke
- 2 Philippe Bocarra & Richard Sprout
- 3 Carter Johnson & Dave Jensen

Relay

- 1 Team Fenn: Eckstein, Anderson, Cotter, Zur
- 2 Mocke, Rice, Allen, Sprout
- 3 Team 178: Barton, Meidl, Thomas, Hamilton



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<http://www.calkayakermag.com/facebook.html>

OUTDOOR RETAILER



New Products from Outdoor Retailer

Outdoor Retailer Summer Market is a big trade show that takes place in Salt Lake City each summer. It is the place for folks from your local kayak shop to go and find out what is new in the kayak world for the upcoming year (and also for folks from climbing, camping, outdoor clothing, and similar stores). This was my first time going to it, so I was like a kid in a candy store.

The show organizers also want people from the press to go, so we can report back and promote the show and the companies displaying products. Or at least so I thought. I filled in the forms, faxed the info they wanted to prove that *California Kayaker* is a legitimate magazine, and then waited for my press pass. Pass didn't arrive, so called, and emailed, and called again. Not sure what happened, but even though I got a verbal confirmation that I would get a pass, it didn't arrive before show time. Maybe one of the national kayak magazines didn't want me there...

Not one to give up easily (and having already paid travel expenses to get to Utah), I finagled my way in and am providing an undercover report of Outdoor Retailer. Without a press pass, I was not allowed to take photos, so what you see here may or may not have been taken by *California Kayaker Magazine* (and pardon the quality—the camera had to stay on the down low)...

The products shown on the following pages are ones that caught my eye in one way or another for being new, better, or different than what I have seen on the market. Besides handling (fondling?) and maybe some basic playing with the products, none of these were tested to any level. Perhaps I can get my hands on some of these products so I can do a full review in this magazine at a later date.



Point65 Tequila

How many seats in this kayak? And what is with all the different colors? There have been 3-piece kayaks for years, often custom modified versions of standard touring kayaks. The pieces are still rather large and heavy, and the attachment methods are often clunky. Point65, a Swedish Company, took the idea a step farther, and designed a kayak that can be carried inside a standard station wagon and easily switched between single, double, triple, etc. A single comes in 2 pieces. Extra center sections can be added to make it a double, triple, etc. At one point, they had it set up for 9-paddlers.

MSRP for a single is \$699, and \$399 per center section to add a paddler. Available now. www.point65.com

Outdoor Research Sunshower Sombrero

Outdoor Research is well known for hats and gear, but here is a new one. The Sunshower Sombrero is 2 hats in 1. With the cover on, it is a waterproof hat to keep the elements off you. Without it, it's a breezy sun protector that won't overheat you. Not sure if the rain cover would stay put during rolls or white water play, but maybe you should be wearing a helmet if you are paddling big water.

Available in February 2011. MSRP \$60, www.outdoorresearch.com (Sunshower Sombrero won't be on the site until early 2011)



Klymit Inertia X-Frame

Klymit has come out with a new inflatable sleeping pad, the Klymit Inertia X-Frame. By figuring out where you need support, and where you don't, they have reduced the size tremendously. Packed up, the thing is about the size of a can of beer. Looks like it would work for those who sleep on their back, but maybe not as much for side sleepers (like me).

Available November. MSRP \$99.95 www.klymit.com

Inno INA444 Kayak Rack

Here is a product that probably doesn't look that exciting at first—the Inno INA444 kayak adapter for a car's roof rack. What stands out is that the locking mechanism is built in. Currently, I use standard tie-down straps and then throw a Lasso brand lock on top of the whole thing, taking time to wrap the cable around things to use up slack. Definitely would speed up the process to strap down and lock at the same time.

MSRP \$199.99 Available now. www.innoracks.com





Wheeleez Kayak Carts with Tuff Tires

This picture shows the Wheeleez foam-filled Tuff Tires. Another picture that is really not that exciting to look at, but I can understand the benefit. I use another brand of cart that uses a tire and tube set-up, and tubes have a slow leak. But I don't have a pump convenient to where I keep the cart, so I often end up using it to carry my boat with low pressure in the tires. This has damaged the tires. These foam filled tires would not have had that problem and get rid of any concerns of getting a flat from running over glass or nails.

Available now. MSRP varies by product (\$69 and up).
www.wheeleez.com

Earthmate PN-60w with SPOT Satellite Communicator

GPS units have been around for years. SPOT personal locators have been around for a few years. Now Delorme and SPOT have teamed up to make the Earthmate PN-60w with SPOT Satellite Communicator. Each unit can function independently, but the major improvement is that when they are close enough to communicate with each other (12 feet or so), they add the functionality that you can send short text messages to those on your preset receiver list or social network site (with a standard SPOT, you can only send a message that you pre-set before you launched).

Available now. MSRP \$549 + annual service contract. www.delorme.com



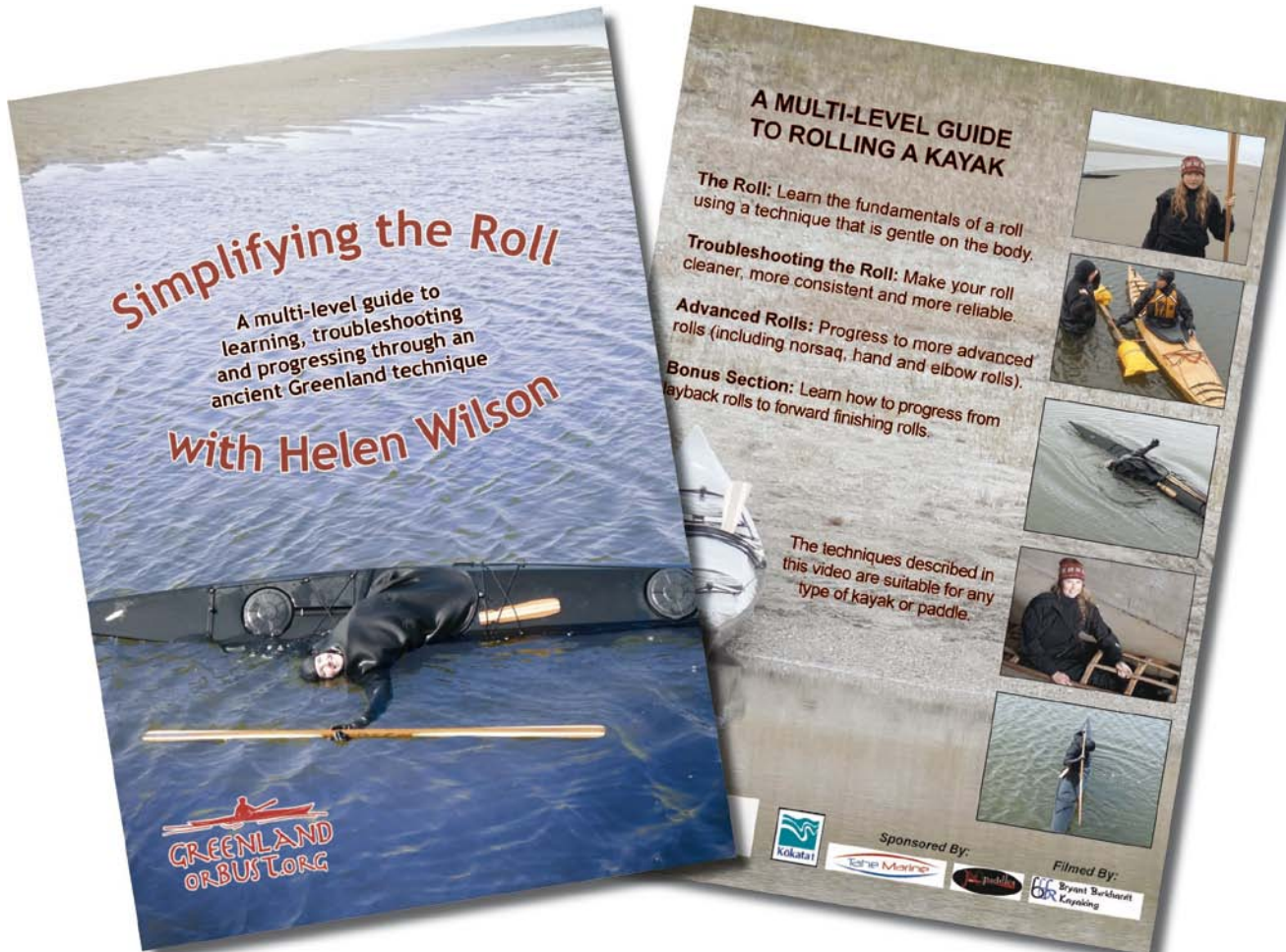
Delta Kayaks Striker Polo Kayak

Plastic boats are heavy but cheap. Composite are light but expensive. This holds just as true for kayak polo boats as for other boats. Now Delta has come out with a boat designed by Darryl O'Brien (who is well-known within the kayak polo community for his composite boats) that is thermoformed, provided much of the benefit of composite at a price point closer to plastic.

Along with being of a new material (for polo boats), the kayak also comes with newly designed integral bumpers, which can make a boat faster and safer, both important attributes in kayak polo.

MSRP \$1000. Available now. www.deltakayaks.com

Simplifying the Roll with Helen Wilson DVD



The DVD *Simplifying the Roll with Helen Wilson* is a guide to learning, troubleshooting and progressing through the ancient Greenland techniques of rolling a kayak.

Helen Wilson, who was featured in the interview in the Summer 2010 issue of *California Kayaker Magazine*, is a sea kayaker who lives in Arcata. Helen competed in the 2008 Greenland National Kayaking Championship and received three 1st place medals. She is an instructor specializing in rolls and teaches all over the world.

The DVD has a short intro, followed by three chapters and a bonus section. The first chapter focuses on a beginning roll, starting you with balance braces and then progressing you on to a roll. The second chapter focuses on troubleshooting the roll—basically how to make your roll work if you didn't get it right from the first section. The third chapter moves through more advanced layback rolls. And the bonus section teaches how to transition from layback rolls to forward finish rolls.

This DVD was filmed by Bryant Burkhardt, the author of

this issue's skills article and also the filmmaker for the *Paddle California DVD*, which was reviewed in the Spring 2010 issue of *California Kayaker Magazine*.

Reviewer's Comments:

To test the video, we brought a laptop down to the water and watched parts of the video, and then went and tried what she taught. Our testers had a variety of rolling skills, from one person with a bomb-proof roll to one person who had never attempted a roll. None of us had ever done any Greenland-style rolls before. Reviewer comments are below:

RW: I liked the layout of the DVD, the way it presented the paddle float as a training tool, and then moving on to more advanced concepts. The troubleshooting section was nice, too. I also enjoyed listening to her. She has a very nice voice [Editor note – I hope RW's girlfriend doesn't get jealous when she reads this].

A minor issue I had was her equipment selection. She appeared to be using a low volume boat, which allowed her



to bend her torso to the water much more easily than I could. I was only able to come close to her demonstration by removing my back band and filling my boat with water to lower the center of gravity. Then, the motions became easier.

KL: I thought it was one of the easiest instructional videos to follow. The instructions to put eyebrows in the water was especially helpful in recovering from the floating brace. After part two, I think I had trouble replicating the roll finish on the video because I was not sinking my head. Instead I was trying to finish the roll from the brace position. I still am not sure what she meant when she says “floppy head”.

PD: I found that the boat used makes a difference. I am glad they had a second person demonstrating parts of it in a standard touring kayak. He appeared to have flexibility that may be more like what the average paddler would have. But I wished they

had demonstrated the rolls with a Euro paddle (the standard style paddle used by most kayakers), instead of always with a Greenland paddle, as I think blade angle is much more important with a Euro paddle than a Greenland paddle, so would have liked to hear and see more on this. I am still enjoying playing with the balance brace—found this to be an excellent tool to work towards the Greenland rolls.

Who this video would be good for:

On the back cover it says “The techniques described in this video are suitable for any type of kayak or paddle”. Not sure that *California Kayaker* agrees with this. I am pretty sure it would not be effective with a white water boat nor a surf kayak. These boats have lower volume in the back, so a roll that ends with the paddler lying on the back deck could cause them to flip over backwards. Plus if you flip in whitewater or surf, you want to be ready to paddle as

California Kayaker's intrepid reviewers trying out balance braces

soon as you roll up. Finishing in a position where you are laying on the back deck leaves you unprepared to paddle or brace and could leave you exposed to the next wave or rock.

If you are interested in Greenland paddling and rolling, this video is a must have. If you are interested in learning to roll a sea or touring kayak, this DVD could be a good option. Particularly beneficial for those who want a less muscle-based roll than a C-to-C or sweep roll, and instead focus on rolling using form and flexibility. If you are looking to learn to roll a white water boat, this is probably not for you.

MSRP is \$29.95. Total run time is about 50 minutes. Available at specialty kayak shops, or online from www.greenlandorbust.org. ❖

L.A. River Designated as Navigable

The Los Angeles River is not currently a destination for kayakers, but a positive ruling has come down which may help the river in the long term. On July 7, the federal EPA designated "the entire L.A. River as traditional navigable waters." The main benefit of this is that now the river will fall under the Clean Water Act, which should over time improve the river's health.

The Los Angeles River runs about 51 miles from Canoga Park to Long Beach. Prior to this ruling, only two short stretches totaling about 4 miles was classified as navigable.

More than half of the river is the concrete lined drainage ditch featured in many TV and movie car chase scenes, and the rest is semi-natural.

The EPA navigability decision was based in part on some well-publicized trips done by kayakers down the river. Unfortunately, the designation of "navigable" doesn't actually answer the question as to whether kayaks are allowed to be on the river.

You can follow this issue on the blog lacreekfreak.wordpress.com



Paddle to the Sea

Paddle to the Sea is a month long Paddle-A-Thon from Yosemite to the San Francisco Bay that raises money and awareness to protect the Tuolumne River. The 2010 event ran over May and June, and raised over \$53,000, which is about three times what was raised in 2009 at the first *Paddle to the Sea*. There were 340 paddlers who participated in parts of the journey, and all together with attendees at the many associated events, about 1650 people come out to celebrate the Tuolumne River.

The main goal of *Paddle to the Sea* is to build a strong base of grassroots support for the Tuolumne River, which connects many communities from the Sierra to the Sea. The Tuolumne is a hard-working river. It supplies tap water to 2.5 million people in the Bay Area, its water is used to grow food in the Central

Paddle to the Sea participants arriving at the finale party at San Francisco's Aquarium of the Bay

Valley, and it's a source of hydroelectric power. And of course it's one of California's premier white water runs. You can think of the Tuolumne as a world-class river connecting a world-class national park (Yosemite) to a world-class city (San Francisco). And yet, our reliance on the Tuolumne has come at a cost. The Lower Tuolumne no longer meets Clean Water Act standards, the once strong Chinook salmon population has recently and frighteningly crashed to just a few hundred fish, and at times there isn't enough water in parts of the river to float a kayak.

Paddle to the Sea is an event run by the Tuolumne River Trust, a non-profit. For more information on the event or protecting the Tuolumne River watch www.tuolumne.org. ❖

Marketplace Advertisements

California Kayaker Magazine is looking into adding a Marketplace section. Marketplace ads are meant to be a resource for readers, with the ads grouped in categories, such as "Clubs", "Products", or by regions. Marketplace ads will be a low cost way for advertisers to get in front of *California Kayaker's* readers. \$89 per column inch for in 1 issue, or \$69 per column inch for a full year (4 issues). Below are examples of 1-column inch and 2-column inch ads. See www.calkayakermag.com/advertise.html for more information.

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