

California Kayaker



Magazine

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Fall 2011



INSIDE:

Cowboy Scramble

Delta 10 Review

P.O.V. Cameras

Salton Sea

TAKS

AND MUCH MORE...

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14 foot Aspect

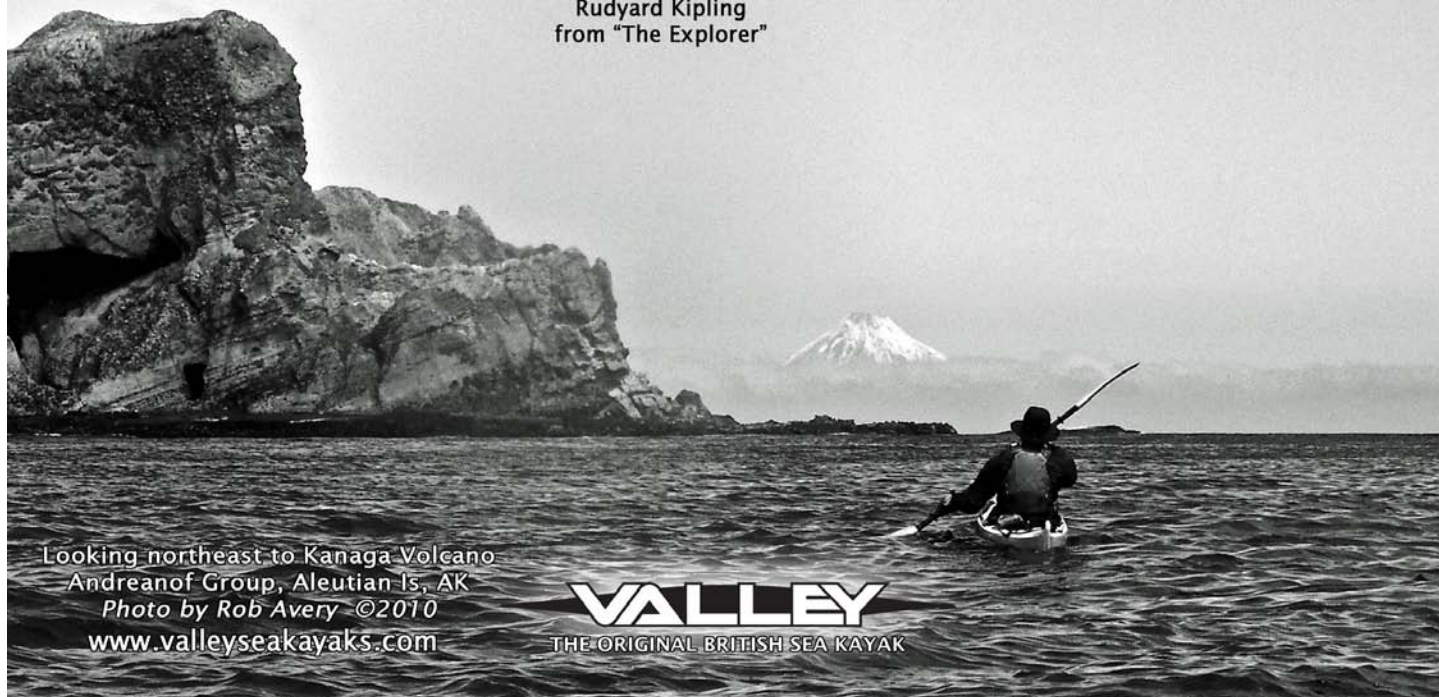
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Rudyard Kipling
from "The Explorer"



Looking northeast to Kanaga Volcano
Andreanof Group, Aleutian Is, AK
Photo by Rob Avery ©2010
www.valleyseakayaks.com

VALLEY
THE ORIGINAL BRITISH SEA KAYAK

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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, available free on the web, or individual copies can be mailed for a nominal charge to cover postage and handling.

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

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Cover Photo - white pelicans on the Salton Sea. See story on page 21 for more about paddling the Salton Sea.

Photo by Chuck Graham

Camera: Canon EOS 630



Editor's Note

I like it when people talk about the magazine, especially to advertisers. Recently, two different advertisers commented about how people came in to their locations saying they saw their ad in *California Kayaker Magazine*. That was great!

At the same time, one other advertiser has stopped advertising due to a lack of response from their ad.

Showing the value to advertisers for print ads is always a challenge, as it is hard to track how many readers see the ad. I am sure many readers see each ad and it helps to provide them info on the products/services as they make their purchases. But how many? Advertisers want to know this, to know the value to their advertising.

So I am hoping you can do me a favor—if an ad in the magazine catches your interest, next time you are in that advertisers shop (or in a shop that carries the advertiser's product, in case of manufacturers who advertise), let them know you saw the ad. They will be glad to know that you are reading their ad, and it will help show the value of their advertisement in *California Kayaker Magazine*. This will be good for everyone.

I can't say thank you enough to Eric Bloom, Karen Lapinski, Laura Ramos, Elizabeth Rowell, and Sylvia Wu, who all provide such invaluable assistance in proofing, photo clean up, magazine layout, etc. This magazine wouldn't be what it is without them. A big Thank You to each of them!

Happy Paddling!

Peter Donohue

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▷ RESULTS

Eppie's Great Race

Eppie's Great Race is a "no swim" triathlon in Sacramento, where competitors run, bike, and kayak. The race took place on July 21 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 Shayna Powless
- 2 Jessica Poelman
- 3 Sarah Ringler

Ironwoman 19 to 39

- 1 Donene Vukovich
- 2 Heather Wick
- 3 Barbara Adams

Ironwoman 40 to 49

- 1 Melanie Cleland
- 2 Jeanette Allred-Powless
- 3 Joilynn Hollingsworth

Ironwoman 50 to 59

- 1 Cathie Simonsen
- 2 Robin Hays
- 3 Ramona Blount

Ironwoman 60 and over

- 1 Kathy Downey
- 2 Janet Agustin
- 3 Andrea Ambrose

Junior Ironman

- 1 Ansel Mills
- 2 Neilson Powless
- 3 David Hanson

Ironman 40 to 49

- 1 Chris Heath
- 2 Jeff Schwing
- 3 Mark Barrett

Ironman 50 to 59

- 1 Vic Vicari
- 2 Rick Simonsen
- 3 Craig Tanner

Ironman 60 and over

- 1 Richard Kendall
- 2 Roger Dunn
- 3 Vern Dwelly

Teams - Adaptive

- 1 team t f o 2
- 2 team t f o 3
- 3 team t f o 1

Teams - Fire Fighter/Police

- 1 Team 25
- 2 Sac. Co. Crime Lab
- 3 Team 26

▷ EVENTS

California Coastal Cleanup

Beaches, rivers, and lakes state-wide
Sep 17

www.coastal.ca.gov/publiced/ccd/ccd.html

Feather River Festival

Tobin, CA

Sep 23-25

www.chicopaddleheads.org

Traditional Arctic Kayak Symposium (TAKS)

San Simeon, CA

Oct 14-16

www.shamankayaks.com/shaman/taks/

Sea Trek Regatta and Paddle-a-thon

Sausalito, CA

Oct 15

www.etctrips.org

Golden Gate Sea Kayak Symposium

Sausalito, CA

Feb 17-19, 2012

www.ggsk.com

Submit news or an event for consideration to *California Kayaker Magazine* to editor@calkayakermag.com

Teams - Open Canoe

- 1 Rockfish Rangers
- 2 San Joaquin Warriors
- 3 Having Fun

Teams - Tandem Kayak

- 1 tEAM FLASH
- 2 The Lurking Menace
- 3 Team Nancy

Teams - Outrigger Canoe 1 person

- 1 Team Laguna Tribe
- 2 Team TnTnT: Don't mess with our Dyn-o-Might
- 3 Tenacious Beavers

Teams - Sit on Top

- 1 Who you callin' losers now?
- 2 Ziti Beef Sticks
- 3 Slow N Pokey

Teams - Corporate

- 1 KAISER PERMANENTE SOUTH SACRAMENTO
- 2 North Valley Kaiser
- 3 Siemens Healthcare Diagnostics

Teams - Co-Ed

- 1 ROC N FOLSOM
- 2 Team 320
- 3 waddle, straddle & paddle

Continued on Page 15

▷ NEWS

Guinness World Records

Two Guinness World Records were simultaneously broken on June 26th when Carter Johnson of San Francisco and Robyn Benincasa of San Diego paddled a combined 511 miles in 24 hours on Canada's Yukon River. Johnson paddled 280 miles to break the previous men's record set on the same river in 2010 by 11 miles. Benincasa paddled 231 miles, bettering the women's record set on the Missouri River in 2009 by 39 miles. The World Records played out on the section of the Yukon between Whitehorse and Dawson City.

"Good weather, two remarkable crews, 24 hours of light and keeping the rudder side down in the fast moving water of the Yukon were keys to our success," said Robyn Benincasa, Captain of Team Merrell Adventure.

More info and photos at: waterhound.com/paddling/paddling-news-event-report/4056-2-world-records-fall-to-carter-johnson-and-robyn-benincasa.html

Out of Sight, Out of Mind

Three kayak fisherman from Oregon got pretty mad about the Gulf oil spill last year, and started a group called Out of Sight, Out of Mind with the goal of cleaning up the water. Along with sampling the water of the Gulf of Mexico from kayaks to help determine the impact of the oil spill there, they also are working with manufacturers to encourage kayakers to pick up trash while paddling.

If you join their Facebook page and upload a picture of yourself picking up trash while paddling (trash that you properly dispose of), you will be entered to win some sweet gear from various manufacturers. For example, in August the winners received some Kokatat gear. See www.facebook.com/gulfkayak for information and to sign up.

Continued on Page 27



Getting roll lessons from an instructor speeds up the learning process

Last year I was kayaking in the north end of Lake Natoma, a small lake in Sacramento. Folsom dam releases water a couple of miles up from the put-in that flows through a canyon with some very steep walled sections. Since they release water from the bottom of Folsom Lake, it is very cold in this canyon.

It was warm and sunny when I launched and headed up the canyon. A large release from the dam was causing strong currents.

As I made my way up I came across a group of 4 paddlers in recreational boats. Like me, they were eddy hopping up through the canyon. I said “hi” as I passed by, they looked like they were having fun but were coming into an area where the current increased. As I went around the next corner I found a nice rock with a surfable wave on it and stopped to play around for a while. Then I realized that the group of 4 hadn’t arrived yet and decided to take a peek back around the corner.

What I saw was a boat with no one in it floating down the middle of the river about a 100 yards away. The boater of a second kayak was paddling around it without saying a word. I decided to paddle back and see what was going on. As I rounded the corner I saw two of the boaters sitting in an eddy, I asked if everything was all right and they replied “yes, everything is fine.” Not believing them I continued back down river where, around the next corner, I found the missing kayaker holding himself pinned up against a sheer rock wall almost chest deep and no place for him to exit the water. He was shivering in his shorts and t-shirt. I had him climb onto my back deck and paddled him down river where I was able to get him back into his boat. This could have turned out pretty bad if he was in the water for much longer.

A basic class would cover all of this and make everyone much safer on the water—likely preventing this from get-

ting as far as it did. It would have taught them how to get their friend back into the boat on the water, how to tow the boat over to their friend instead of just watching it drift down the river, how to signal someone for help, and a little bit about hypothermia and what will happen if they just leave their friend sitting in very cold water. It may have even taught them the paddling skills to prevent the wet exit in the first place...

The Foundation

When you build a tall building, if you just set it on the ground it will still stand. But when a storm kicks up, you will want one that was built with a strong foundation. So, in construction we have professional architects and engineers that design a solid building from the ground up. Sure, you and your buddy can fumble through it and build the building on your own. But it will probably take longer and wobble a little more than if you had paid a professional who has been doing it for years and knows the best way to proceed from the ground up.

Which brings us to kayaking. When I started paddling, I started with a basic day-long sea kayak class at California Canoe & Kayak (where I now teach) and then went out and practiced on my own. Then, I took the next level class, which reviewed the prior taught skills and built upon them. For example, in the second class I learned what edging was, the how, and why we use it (and I still to this day use these skills). I benefited from the time the school spent over the years determining the best way to teach the skills progression. My buddy could have showed me this, but it would not have provided me the foundation and progression to let me really learn it.

The class you want varies by the type of paddling you will be doing. For flat water kayaking, the initial focus is on basic strokes and rescues. For white water, rolling is considered an essential skill, and thus is taught relatively early on.

The beginner classes are widely available and pretty af-

fordable. Many of these companies advertise in this publication, so the Advertiser's Index on page 30 is a good place to start your research.

Never Stop Learning

There are classes for all levels of paddlers. Just because you paddle well doesn't mean you know it all. I am a certified instructor who is comfortable paddling in all sorts of conditions in the bay and on the open coast, but there is still much for me to learn.

One day on a coastal paddle I initiated for our club, we had an incident where someone came out of his boat in a very nasty spot in the rocks. After about 20 minutes of solid efforts from the group, the paddler was rescued. Afterwards, I felt I needed to be more prepared if something like this happened again, so, together with a few other solid paddlers, we contacted Roger Schumann (author of the Skills article in this issue) who developed and taught a white water rock garden rescue class for us. He set it up and we spent a whole day on the coast doing actual rescues in conditions that were challenging just to paddle in.

Many of the local shops have advanced classes for all types of kayaking. Some are regularly scheduled, and some are special classes where the school brings in a renowned expert from outside our area to teach. And there are also symposiums, such as the Golden Gate Sea Kayak Symposium or Traditional Arctic Kayak Symposium (see article in this issue), where high-level instructors are brought in for a few days of intensive classes.

Also, as classes progress so does the safety instruction. Every class should have a safety component to it. Whether it's a river rescue class or a surf zone class, getting instruction on how to be safe is important.

Don't Forget the Fun



After writing this I realized I missed an important issue: FUN. I had sent a draft to Gregg Berman, a kayaking instructor, guide, and author of articles in kayaking magazines (including *California Kayaker Magazine*) who summed it up well: "Your enjoyment can be greater with an increased skill level, whether you want to surf or rock garden or fish or watch birds. Learning to control your boat can make you more efficient so you have more energy while paddling. And wherever you go, instead of worrying over conditions or distance from shore (though some level of awareness is certainly prudent) or whether you'll capsize, you can play. People always remark to me how much fun it looks like I'm having on the water, because my skills give me the confidence to goof off and have fun, regardless of where I'm paddling or what I'm doing".

So instead of sitting on the sidelines, wishing you had the skills to paddle in all except the nicest of conditions, get out and take a class and become a better paddler. ❖


Bill Vonnegut is a ACA level 4 instructor who, when not teaching for California Canoe & Kayak, loves to rock garden, surf, and paddle on the open coast.

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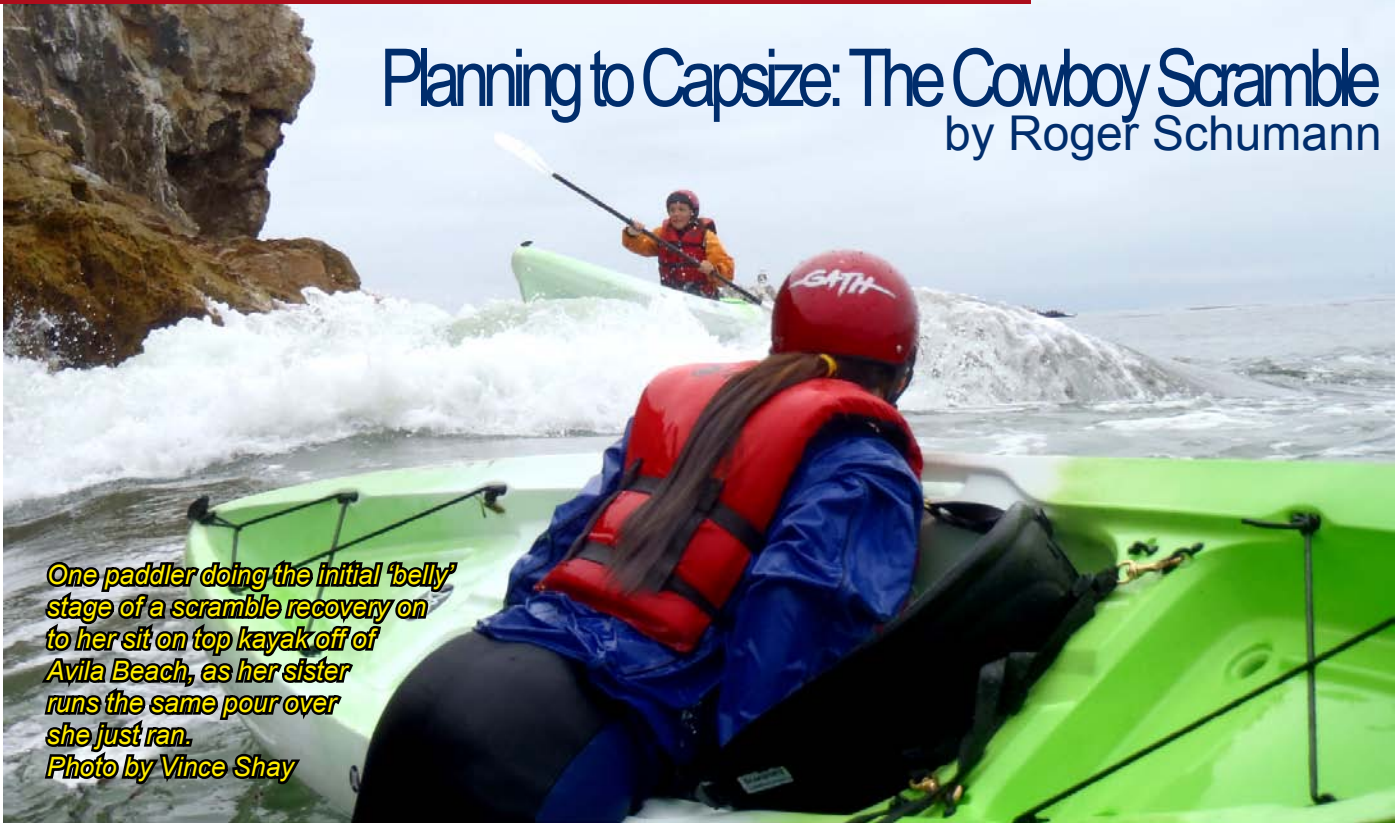
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Call 800-366-9804 to reserve space for a class or tour.

Planning to Capsize: The Cowboy Scramble

by Roger Schumann



*One paddler doing the initial 'belly' stage of a scramble recovery on to her sit on top kayak off of Avila Beach, as her sister runs the same pour over she just ran.
Photo by Vince Shay*

“I’m not planning to capsize,” is a common refrain heard from inexperienced kayakers. On the face of it, it is a convenient attitude to take for a paddling trip. After all, if you aren’t planning to capsize, you don’t really need to worry about things like wearing life jackets or wetsuits or knowing any self-recovery techniques or any of the myriad other things that those of us who plan to capsize fret over. Think how nice it’d be if we could use this reasoning every time we jumped into our cars. If you weren’t planning to have an accident or other problem, you wouldn’t ever need to wear a safety belt, carry a spare tire, or bother with getting your brakes checked. But if you’re one of those worry warts who insists on planning to capsize because you think it’s not a matter of if but when, then one of the best laid plans is to learn a variety of self-recovery techniques. Falling into the water really isn’t much of a problem for kayakers. The problems stem from not knowing how to get back out.

One of my favorite ways to get myself back into my kayak is the Scramble or Cowboy/Cowgirl Recovery. Although it’s not the easiest to learn—and it’s not the one I recommend starting with for my beginning sea kayaking students—the Cowboy certainly lays claim to being among the fastest in the West, or anyplace else. And for sit-on-top kayakers, it is the place to start.

Scramble for Sit-On-Tops: Belly-Butt-Straddle Method

Because of sit-on-top kayaks’ width and relative stability

compared to most sit-inside kayaks, scrambling back on board is relatively easy, making it a good first recovery for this type of craft. Still, it is a good idea to practice the moves first in waist-deep water to get the feel for them, then gradually wade your kayak into deeper water, until you can no longer touch bottom. That way if you end up having any problems, you can easily swim your boat back to where you can touch ground. Note that this is also the technique used for much tippier surf skis. But if you are paddling one of those, you already have the balance of a tight-rope walker anyway, so it shouldn’t be much of a problem.

The basic technique for scrambling onto any open-cockpit craft is the “belly-butt-straddle” method. Basically you lunge up across your seat onto your belly, then roll your butt onto the seat (with legs hanging out the same side of the kayak). From there simply spin on your seat to straddle one of your legs on either side. Sitting astride your kayak with legs out is a very stable position that allows you to regain your paddle (and your composure) before putting your feet back on the foot braces and paddling off into the sunset. A few of you well-balanced, agile types might even find it just that simple and can put this magazine down right now and go out and try it. If it works for you, great! If not, the rest of us will be here waiting.

Ok, if you need a few more tips, here we go. Sometimes the aforementioned inherent stability of an open-deck style kayak can work against you. Especially when you’ve fallen off in deep water and the boat has flipped upside-down. These wide bad-boys are often even more stable

hull up than they were hull down, so flipping them back upright can be a challenge. The trick is to use the push-pull method. You need to grab the far side of the kayak from underneath (a thigh strap or handle makes a nice handhold) and pull it toward you as you simultaneously push up on the near side.

Once the boat's back up, kick your feet up to the surface behind you, so your body is planing out to the side, perpendicular to your kayak and lunge your bely across the seat. Keep kicking as you pull the kayak under you. If you can get up onto your elbows, you'll probably find that your life jacket won't get in the way as much.

Now that you've slithered yourself far enough across your boat that your belly is on the seat, you can begin to roll yourself carefully onto your back (roll your butt toward the back of the boat), being careful to keep your balance. Then straddle your kayak with both feet in the water for added stability. While practicing in calm water, you may not find it necessary to straddle your kayak and be tempted to skip this step. In rougher conditions that are likely to tip you over, you'll be glad you spent some time practicing the straddle portion of this technique.

If you find the whole belly-butt-straddle technique pretty awkward at first, practice it several times in shallow water or even on shore, until your body begins to understand the balance points, before you move into deep water. When you can do it fluidly in the deep, then start challenging yourself in choppy water (near shore in case you have problems) such as the kind that is likely to capsize you in the first place.


Scramble Tips for Sit-Inside Sea Kayaks

Making the scramble recovery work for closed-cockpit kayaks is a bit more challenging, and is not a good place for beginning kayakers to start. The first solo recovery most sea kayakers learn involves something called a "paddle float recovery". If you haven't yet learned the paddle float recovery, put the magazine down, pick up your phone, and call someone for lessons. The scramble is unlikely to work for you without paddle float recovery experience, especially in the type of conditions you'll probably end up needing it.


The scramble—any solo reentry in fact—is also not going to work in deep water in a whitewater kayak or many "recreational" type kayak. You'll need more of a touring-style sea kayak with secure hatches and bulkheads front and back (and/or enough flotation) to keep your kayak well above water even after the cockpit is swamped. If you are not sure, wade your kayak into water no more than knee deep, tip it over so the cockpit floods, turn it back upright, straddle the seat and sit down. If water starts pouring into the cockpit like an overflowing dam, then you can forget about deep-water solo recoveries in that boat—unless you are able to add enough float bags to give yourself at least a few inches of freeboard (the amount of room you have before your kayak starts flooding).




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Steps 2 & 3: straddle back deck and then scramble up to the cockpit



Steps 4: while using a sculling brace for balance, drop your butt into the seat



Paddling with your feet out to the side to quickly get out of dangerous waters

There are four main steps to completing a scramble recovery: 1) lunge your belly up across the back deck; 2) straddle the back deck; 3) scramble over the cockpit, and; 4) drop your butt into the seat and put your legs in. I've found that most students, however, seem to have much more success if they practice these four moves in reverse order at first, starting in knee deep water.

So starting with number 4, straddle your kayak, then sit down in the seat and put your legs in. A lot of people find this a lot harder than it sounds when the kayak is floating, so you might even try it on shore a couple times at first, to see if your cockpit is big enough—and your legs flexible enough—to still get your feet into the boat once you've already sat down in the seat. If not, you might still be able to do a modified version of this recovery (described below), but you won't be able to get your feet inside without some help.

The trick to keeping your boat steady enough to get your legs inside, especially when you try it in bumpy water, is to use a sculling brace for support while you do so (sculling braces were talked about in the Skills article in the Spring 2011 issue of *California Kayaker Magazine*). The ability to scull for support during this maneuver is the difference between taking it from a flat-water balancing trick to actually being a viable rough-water form of reentry. So practice a sculling brace while putting your feet in, even if your balance is good enough that you don't really need to in flat water.

Once you can get into your kayak in knee-deep water without tipping over, go back to steps 2 and 3. Straddle your kayak and sit on the back deck, then scramble over the cockpit. Keep your weight low to do this, leaning onto your elbows and sort of "inch-worming" yourself forward, like shinnying up a tree. There are a few tricks to this movement. One is keeping your paddle in your hands, blades flat and ready so you can slap a brace if you need to; another is keeping your feet down in the water like outriggers, kicking in circles to help you keep your balance. In general, you want to move slowly and smoothly until your butt is hovering over the seat, then drop it quickly into the cockpit as you simultaneously slap a brace with your paddle and start sculling for support to get your feet in.

If you end up back in the water, don't give up. Often people who at first seem to have no balance at all are able to figure this out after five or ten minutes practice. An especially effective way to find your balance, is to spend a few minutes paddling around in the shallows on your back deck, placing your feet on the bottom whenever you start to lose your balance. After a few minutes, most people find that they are able to paddle forwards and backwards and turn themselves around only touching their feet occasionally on the bottom.

The next step is to wade your boat about waist deep, and lay your belly across the back deck, right behind the

cockpit, with your belly button centered over the midline of the kayak. Lift your feet and rock your kayak back and forth. Notice how raising your head and arching your back can help keep you from doing a face plant on the far side of your kayak and kicking your feet out behind you gives you a little extra support. Now gingerly rotate your head toward the cockpit, spinning on the axis of your belly button, until you can lift your foot over the deck and straddle your kayak. Now sit up. From here it should be easy, you're back to the scramble-and-drop-your-butt-in-the-seat move you've been practicing all along.

Now it's time for the crux move, step 1: swimming up onto your kayak from deep water. First try it in chest deep water, so you can cheat a little by jumping off the bottom. Eventually, however, you'll need to try this make-or-break move of the scramble—lunging up onto the back deck without touching the bottom. With your arms stretched out in front of you across the back deck like Superman/Woman, grab the back of the cockpit with one hand and whatever you can with the other hand (hatch cover, etc.). Now kick your feet out behind you and lunge up across the back deck until your belly button is in place on the midline as it was in the previous exercise. If you fall back into the water, try kicking harder and think more about pushing the kayak down and pulling it under your belly.

If it still didn't work, you can keep trying or resort to the Plan B technique.

Plan B: Scrambling Over the Stern

Plan B takes advantage of the fact that the further back you go on your kayak, the lower and narrower it gets, and the easier it is to get up onto the back deck. Some people have better luck starting at or behind the back hatch. Others may need to climb directly over the very back of their stern (though rudders can get in the way). One downside to the Plan B approach means you'll have a lot further to scramble to reach the cockpit.

Putting It All Together

However you can get yourself up onto the back deck, spin on your belly button to straddle the kayak and put your feet in the water for balance, then scramble up to the cockpit, drop your butt in the seat, and use a sculling brace to get your feet in. Once in, you can use your pump to empty out the water and then continue on your trip.

If you can't get your long legs into your small cockpit, you can still paddle with your feet hanging out the sides. This often comes in handy as a quick way to get out of hazardous areas, as you can paddle to a calmer area where your partners can help you finish the recovery.



So the next time you go paddling, plan to capsize. And then see if the scramble is about the quickest way to get yourself back into your kayak. ❖

*Roger Schumann is award-winning co-author of *Guide to Sea Kayaking Central and Northern California* and *Sea Kayak Rescue* and the owner and lead instructor of *Eskape Sea Kayaking* (www.eskapekayak.com) in Santa Cruz, CA. As an ACA-Certified instructor-trainer, he's been teaching classes and leading expeditions for over 20 years on our local shores and beyond--from Alaska to the Galapagos and from Baja to Brazil.*

Photos not otherwise attributed are by Sandy Rintoul-Schumann

You can see a video of Roger doing a quick cowboy scramble in choppy water under the Golden Gate Bridge at youtu.be/wEIZ4z14VWw

Another video, not by Roger, which shows the Cowboy Scramble with some narration can be seen at: youtu.be/dCDyq4KWBVg



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Making Tracks to TAKS

By Dave Jarrell



Trinidad Beach

Have you ever wondered where your kayak came from? For some, the answer is “it came from that company in England.” But where did they get that boat? “They designed and manufactured it.” So, where did the design concepts come from? The answer is that the design concepts for all of today’s kayaks available these days originated centuries, if not millennia ago, in the Aleutian Islands and Greenland. The common ancestors of the varied cultures of the Arctic regions migrated east from Siberia ages ago, taking their boat building skills through Alaska, across Canada, to Greenland, adapting their boats and paddles to

fit their new environments. Today, kayaks from the eastern and western limits of this spectrum appear so different that, other than being essentially covered canoes, one would not necessarily assume that they had a common background.

For me, a hobbyist kayak builder, this is fascinating stuff, and I’ve learned a bit about the history of these crafts and the cultures through my activities. So, it was exciting to learn that the 2010 Traditional Arctic Kayak Symposium (TAKS) was scheduled to take place in October in Trinidad, CA. A visit to the TAKS website stated that the focus of the three day symposium was:

“...celebrating the making of, use of, and history of, traditional Arctic kayaks, Umiaks and other related skin-on-frame, strip built, or stitch and glue vessels... Enthusiasts of the Greenland paddling technique at all skill levels are invited to explore the waters of Trinidad Bay or beyond.”

The schedule included harbor paddles, rolling instruction, guest speakers, a Greenland ropes gymnastic demonstration, and other activities. My memories from prior visits promised a beautiful, rock-strewn coast.

On the long drive from Sacramento to Humboldt County, I kept my eyes peeled for other cars with shiny translucent boats strapped to the roof, wondering if perhaps there was a Skin-On-Frame Woodstock in the making. Alas, it

Traditional skin-on-frame kayaks



was not to be. While interest in traditional paddling and boat building is on the rise, it's still a niche activity. In all, about 35 paddlers participated.

I arrived at the TAKS base camp, Big Lagoon Campground, a little before dark on the day before the event, and was greeted by the organizer of TAKS, John Petersen. John is a highly skilled artist and paddler who makes exquisite traditional-style kayaks and paddles of differing types. In the past, John made annual pilgrimages to Washington to partake in the South Sound Traditional Inuit Kayak Symposium. During one of the long drives back, with fellow skin boat builder Wolfgang Brink, they hit upon the idea of holding a similar event in California. And so, the first TAKS was held in '06 at San Simeon.

The '10 TAKS officially got underway on Friday morning at Trinidad Harbor. A wide variety of kayaks stretched down the beach, many of which were hand built by their owners. It was a kind of Inuit Concourse D'Elegance, with folks wandering along the shore, admiring the various types of kayaks

on the sand. There were a number of low volume, hard chined West Greenland boats, round bottomed Aleutian style Baidarkas (Russian for "Little Boat") with bifurcated bows, and wooden boats built by the stitch and glue and strip methods. There were also a number of commercially produced sea kayaks, but the emphasis was more on the paddling side of things than any test of ideological purity. Some paddlers sported Tuiliks, the buoyant, loose fitting combination dry top/spray skirt traditionally worn by Greenlanders. The one paddling tool that was nearly universal at TAKS was the GP, or Greenland Paddle. Almost all of the participants used these narrow, long-bladed *skinny stick*, which most had carved themselves.

Trinidad Harbor is sheltered by a point that makes it ideal for a relaxed social paddle, and the rocks and sea stacks dotting the bay give the opportunity to explore and play. Local guide and traditional skills torch-bearer Michael Moore graciously served as tour guide throughout the



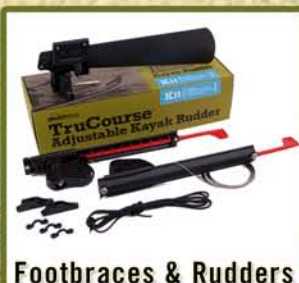
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Dubside demonstrating the ropes

weekend. On day one, he led us down the coast, winding through the various features for a couple of miles or so; a harlequin duck was spotted, as well as the ever present harbor seals. We then did a little surf landing, had a snack, and headed back. On the way, a tricky pour-over was going off at one spot, and the more adventurous lined up to boof over the rock and almost certainly practice their combat rolls.

After lunch, it was time for roll practice and lessons. Any discussion of "Greenland style paddling" will quickly head towards rolling. In modern kayaks we learn to wet exit. But coming out of your boat in Arctic conditions is a death sentence, so

Greenlanders developed a large array of rolls. Some finish on the back deck, some on the front, with and without paddle in hand. They vary in order to be prepared for the numerous calamities that occur through rough conditions and angry sea creatures.

We were fortunate. The conditions were calm, and the sea creatures were fairly oblivious to us. But most importantly, we had the benefit of being tutored by Cheri Perry and Turner Wilson, two highly regarded Greenland style paddling instructors. They had come from Maine to help us keep our heads above water. They worked with practitioners of all levels— from more accomplished paddlers working on advanced, competition

rolls, to those just getting their feet wet. One high point of the weekend was seeing a friend get her first unassisted roll while working with them. For the truly "rolling impaired", a T-Rescue technique specific for skin-on-frame boats (which do not have built-in bulkheads) was demonstrated.

Saturday morning saw us back in the water, with rolling again on the agenda. This time, it was a competition, with paddlers showing their skills through more and more difficult rolls, until only one roller remained. That was Cheri Perry, who outlasted a talented field that included Dubside, an American famous even in Greenland for his rolling prowess. Following the competition Cheri and Turner led a group up the coast for some surf zone pointers, another group found the roughest water available for playing, and yet others hung out in the harbor with the porpoises and sea otters. One of the many good features of TAKS was the flexible schedule; everyone was able to proceed at their own speed and comfort level.

After lunch, back at Big Lagoon Campground, Dubside gave a demonstration of Greenland rope gymnastics. Simply referred to as "the ropes", they consist of two long ropes hung together loosely between two trees that are about 20' - 25' apart, and around 3' above the ground. The gymnast twists feet and hands into the ropes in different poses, and then must spin around 360 degrees both front ways and backwards. The poses increase in difficulty, and points are awarded accordingly. Dubside showed us a number of the moves while giving their names in Greenlandic and telling of his experiences in competitions in Greenland. Having given one of the simpler moves a whirl, it's difficult to determine which is harder—spinning around on the ropes, or pronouncing the names in a language that is so different from ours. Dubside, who is in terrific condition, has mastered both.

Evenings saw group dinners and slide shows. On Friday, we had a

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smorgasbord of culinary delights by way of a pot-luck supper. While we don't find historic references to Greenland style martinis, Georgian's delicious kelp pickles fit the "traditional" billing.

TAKS wound down Sunday morning, with people packing for the trip home. There was an informal discussion of boat building methods and materials, and a great deal of admiration of John Petersen's workmanship on his selection of boats, paddles, and carvings. This was really the essence of the TAKS experience—a kind of 3 day Show and Tell, with crowds gathering to see Ralph Johnson's electric bilge pump equipped skin on frame, Bruce Hale's hand carved wing paddles, and Andrew Elizaga's ornate wood work. It was a small but passionate gathering, with a lot of excitement in being able to share an interest in ancient crafts in modern ways. ❖

Dave Jarrell lives in El Dorado Hills and works at California Canoe & Kayak. He frequently paddles on the local lakes, although he goes to the coast whenever possible. He has built a stitch and glue wooden kayak and two skin-on-frames, and "went over" to the Greenland paddle a couple of years ago and has no plans to switch back.

The next Traditional Arctic Kayak Symposium will be in San Simeon, CA on Oct 14-16. Information at www.shamankayaks.com/shaman/taks/



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Results - continued from page 5

Teams - Men Open

- 1 Dwelly Chiropractic
- 2 VITEK Vikings
- 3 Three to Fear

Teams - Family

- 1 father and son
- 2 Team Stassi
- 3 Club 146

Teams - Juniors

- 1 Mass x Acceleration
- 2 Space Monkeys
- 3 Team 757

Teams - Women Open

- 1 Last Babes Standing
- 2 carpe diem
- 3 G.S.DOJ ONE (2)

Teams - Women 40 & older

- 1 Usual Suspects
- 2 Dash-Spin-Row
- 3 Go Grannies Go!!

Teams - Women 50 & older

- 1 Fast@50
- 2 Fifty Butt Fine Transformed
- 3 Sixty Chicks

Teams - Men 40 & older

- 1 Team 700
- 2 Team 701
- 3 The Unusual Suspects

Teams - Men 50 & older

- 1 Ca State Parks
- 2 New Oldsters 3
- 3 Old & Ugly

Teams - Men 60 & older

- 1 Victor's Team Serene
- 2 Pacific coast Bldg Prod.
- 3 TriKokot

US Surf Ski Championships

The 2010 US Surf Ski Championships took place in San Francisco Bay on August 12-14. Top 3 finishers for each category are listed below—full results can be found at www.ussurfski.com.

Long Course Women

- 1 Michele Eray
- 2 DeAnne Hemmens
- 3 Kristen Podolak

Long Course Senior Men

- 1 Robert Barry
- 2 Greg Barton
- 3 Philippe Boccara

Long Course Open Men

- 1 Dawid Mocke
- 2 Matt Bouman
- 3 Sean Rice

Long Course Masters Men

- 1 Tommy Karls
- 2 Oskar Stielau
- 3 Patrick Hemmens

Short Course Grand Masters

- 1 Larry Bussinger
- 2 Roger Dunn
- 3 Duncan Howat

Short Course Master Men

- 1 Tony Hansen
- 2 Dan Coupland
- 3 Kevin Cullinan

Short Course Open Men

- 1 Tim Overland
- 2 Cory Lancaster
- 3 Graham Weerts

Short Course Senior Men

- 1 Craig Tanner
- 2 Bob Lambrose
- 3 Jim Micheaels

Short Course Women

- 1 Gwyn Howat
- 2 Linda Warren
- 3 Debbie Arthur

Men Doubles

- 1 Dawid Mocke/Sean Rice
- 2 Dave Jensen/Barry Lewin
- 3 Don Kiesling/Robert Barry

Coed Doubles

- 1 Patrick Hemmens/DeAnne Hemmens
- 2 Morris Arthur/Debbie Arthur
- 3 Kristen Jacobson/David Jacobson

Center



Hatch

Opposite Page: Rounding the first turn at the 2010 US Surf Ski Nationals.
Photo was taken from the Golden Gate Bridge

Photo by Nicholas Golden

Camera: Nikon D40

Below: Hole surfing on the Tuolumne River. The silky effect comes from taking the photo with a long exposure (1/15th of a second) with the camera mounted on a tripod

Photo by Michael Powers

Camera: Canon EOS 20D





Norwood navigating Terminator
Rapid, Futuleufu River, Chile.
Photo by John Cornwall

I first met Norwood Scott at a kick-off party for the Tuolumne River Trust's 'Paddle to the Sea' event. In street clothing, he comes across as the guy next door. But others mentioned that he is one heck of a white water paddler and very active in promoting paddling opportunities. He definitely seemed like he would be an interesting person to interview. And he was.

CKM: How did you first get into paddling?

NS: I first learned to paddle over 30 years ago at Camp Mondamin in Tuxedo, NC. Mondamin has always had a very strong paddling program; even my dad learned to paddle there and he is now 85! I think I was around 11 years old when I started. Some of my teachers included John Dockendorf, Barry Cox, Morgan Anderson, Gordon Grant, and Fritz Haller.

CKM: What type of paddling do you like?

NS: I enjoy many types of whitewater paddling: expeditionary self-support paddling, creek boating, play boating, slalom, surf kayaking, and wildwater racing. In 1997 I was fortunate enough to pair up with Charlie Albright as my wildwater C-2 partner. We represented the U.S. Canoe & Kayak Team at the World Championships in Garmish, Germany in 1998 and Vazere, France in 2000, and then again at the World Cup Races in Kernville, CA in 2003.

In addition to whitewater paddling, I enjoy multi-day sea kayaking adventures and outrigger canoeing, when I'm in the pacific islands on business.

CKM: Most memorable moment paddling?

NS: That's really a hard one to answer. I have so many memories and am creating new ones all the time. One of my most memorable moments was being pulled over by the Nepalese Army for driving on Election Day in the western Dolpa region, which at the time was under Maoist control. Apparently, it's illegal to drive in Nepal on Election Day because they want to limit the number of individuals voting at more than one polling location. If they allowed driving, some individuals could vote up to 15 times in one day. So we learned the hard way that the law applies to foreigners, as well as Nepalese citizens. We were escorted by armed military police an hour and a half back to town and thrown in prison. It was just plain scary; a worst nightmare situation in a foreign country. A couple of hours into it, we were playing hacky sac with the guards. Luckily, we were able to apologize our way out of the situation with the local Commissioner and were back in a lodge by dinner... eating more dal bhat.

CKM: Favorite place to paddle?

NS: My favorite place to paddle so far is the Futuleufu in northern Patagonia. Once there, access is incredibly easy, water quality is superb, scenery is magnificent, and the quality of the rapids is world class. After three weeks in Chile I returned home relaxed and in great shape!

CKM: What is your favorite place in CA?

NS: I have two favorite places to paddle in California; the South Fork Yuba from highway 49 to Bridgeport and the Cherry Creek section of the Tuolumne outside of Groveland. These are class V stretches of rivers that I know by heart, and have even raced on occasion. It's just pure fun

American Whitewater President's Letter

I hope you have all had an opportunity to take advantage of an epic spring boating season and are enjoying the warmer summer months. I'm very pleased to have been elected your next American Whitewater President. Though it will be difficult to fill the shoes of Don Kinser, who has been instrumental in leading AW over the past three years, I am up for the challenge ahead.

AW consists of a strong team of dedicated individuals—from our extremely effective Executive Director, Mark Singleton, to our experienced staff, knowledgeable board, and motivated volunteers and members. I'm honored to work with all of you and our stakeholders to create an even stronger AW and continue to pursue our mission.

I'm often asked what my primary goals will be for the next three years, while serving as your president. AW is a \$1.2 million organization, which represents 5,200 direct dues paying members, 120 affiliate clubs and a community of 30,000 whitewater paddlers across the nation. I would like to increase our budget so we can hire more staff and contractors, and accomplish even more than our lean organization does currently.

Our membership numbers have been flat for the last few years so this is an area that I plan to focus my attention. During our May board meeting in North Bend, Washington, we implemented a membership strategy that includes a board competition to increase membership numbers. I will be reporting the results to our Executive Committee each month during our regularly scheduled conference calls. I'm asking for your assistance too—please help us increase membership.

In May we started a Development Committee, chaired by Chris Hest, a California board member with extensive philanthropy experience. Chris will be working with Kent Ford and others to educate potential donors about our work and seek their financial assistance. If you know of potential donors, and would be willing to meet with them, we will offer you any assistance that you may need. Please don't hesitate to call on us for help.

Another area I would like to see improve is our website. We recently completed an audit of our website, which scolded us rather hard for its current deficiencies. We need a website that serves our mission, and is a go-to resource for all of you. If it is cost-effective in the long run to make major design changes to our website, I would like to see that happen sooner, rather than later. This may be an expensive undertaking for AW so if you know any web design firms that believe in our cause and like to do pro bono work for non-profits, please let us know!

In closing I want to thank all of you for your support. I look forward to being your President and know we can accomplish greatness together. Hope to see you on the river soon.

*Norwood finding his way, Kokotahi River,
New Zealand.
Photo by Andy England*



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Norwood dropping into Lumston Rapid, Cherry Creek, CA.
Photo by Eric Petlock

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CKM: What do you do for a day job?

NS: I work for the U.S. Environmental Protection Agency, as a Technical Advisor in their Pacific Islands Office. I focus on building capacity with the local environmental agencies of Guam, the Commonwealth of Northern Mariana Islands (CNMI), American Samoa, the Federated States of Micronesia, Republic of Marshall Islands, and the Republic of Palau. It involves a significant amount of travel, but someone has to do it!

CKM: Congratulations on your election to President of American Whitewater (AW). For our readers who aren't familiar with AW, can you tell us about it?

NS: AW was founded in 1954. It's a national non-profit with a mission "to conserve and restore America's whitewater resources and to enhance opportunities to enjoy them safely." AW is a membership organization representing a broad diversity of individual whitewater enthusiasts, river conservationists, and more than 100 local paddling club affiliates across America. The organization is the primary advocate for the preservation

and protection of whitewater resources throughout the United States, and connects the interests of human-powered recreational river users with ecological and science-based data to achieve the goals within its mission.

If you want to know specifically what AW is doing in California, please visit our Website:

www.americanwhitewater.org/content/Regional/view/region/LP/

CKM: What do you hope to achieve with American Whitewater during your tenure as president?

NS: The answer to this question can be found in my president's letter, which was recently printed in American Whitewater Journal (reprinted on prior page). ❖

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Hold the Salt

by Chuck Graham



Paddling the Salton Sea

For as far as we could see, the north shore of the Salton Sea was cloaked in a blanket of milky white. Thousands of American white pelicans wintering in the Colorado Desert were roosting along the shoreline. Dave Glaser, Danny Trudeau, and I marveled at their numbers as they swooped and glided ahead of us, the Chocolate and Santa Rosa Mountains serving as dramatic backdrops along 110 miles of desert shoreline.

Our 5-day excursion above the San Andreas Fault on California's largest lake included a little bit of everything: mystery, wonder, and natural history. It was a step back to the early 1900s, when the Salton Sea exhibited a resort-like atmosphere. At one point it received more visitors than Yosemite National Park.

The Salton Sea was created accidentally in 1905, when heavy rains and snowmelt caused the Colorado River to swell, breaching canals and dikes. It eventually flooded what was then the Salton Sink or Salton Basin, which is only a few feet higher than the lowest point of Death Valley. Over the last century more flooding occurred. Now the sea is receding and with it mass die-offs of fish and birds. One of the windiest and hottest places on earth,

the Salton Sea is 25 percent saltier than the Pacific. Tilapia has proven to be the only fish species that can survive in high salinity levels.

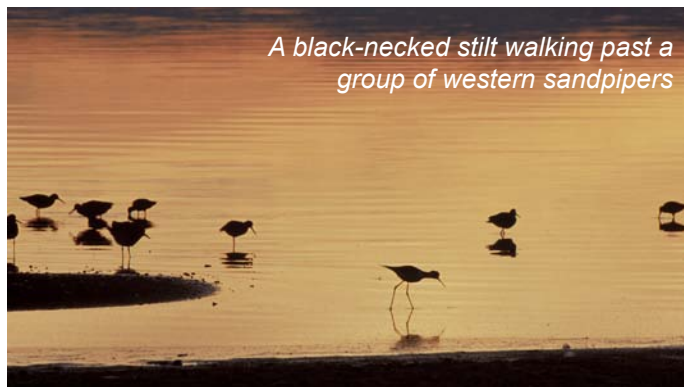
There were stretches of the Salton Sea that looked like the aftermath of the Apocalypse, geothermal plumes wafting skyward at dawn, the desert landscape swept in brilliant hues of purple, pink and orange. It was difficult to tell if the dilapidated desert towns were inhabited or abandoned. In some towns we wouldn't see any signs of life, but then we'd see a plume of dust as a battered vehicle sped out of its driveway.

West Shore

We'd heard of people and their vehicles getting trapped, even vanishing, in massive muddy bogs, so we were careful in choosing where to safely land our kayaks and reach solid ground.

Our second day took us from the north shore to the west. The sun was sinking fast and we needed to locate a place to camp. But every time I stepped out of my kayak, I quickly sank right to my knees. After several attempts along a mile of shoreline we finally decided to camp on a sandbar inside an abandoned marina. The ramp had long ago collapsed, the jetties were crumbling on either side. The tiny bank of sand served its purpose though, just large enough for two tents and kayaks. We shared it with a graveyard of dead fish, wading black-necked stilts, and several raucous gulls.

We were just south of a town called Desert Shores. Whether it was inhabited or not we never knew. It appeared lifeless, like the several others we encountered. Dave's brother told him that the west shore was known as "Tweakerville", where abandoned buildings in the desert sometimes served as breweries for methamphetamine. This locale inspired the 2002 movie *Salton Sea* starring Val Kilmer.



A black-necked stilt walking past a group of western sandpipers



Flock of white pelicans

Birding the Salton Sea

We couldn't help but become birdwatchers on the Salton Sea. It's a major stopover for many migrating species wintering in the Colorado Desert. Though over 400 species of birds have been recorded, there's one that stands out like no other. American white pelicans fly down from their Montana breeding grounds to spend winter in the Salton Sea. Somewhere between 80 and 90 percent of

their entire population comes here to this accidental, man-made sea.

Dave, Danny, and I followed their flight formations around the Salton Sea. It always seemed like at least one of us had his camera out trying to capture another flock of pelicans soaring ahead of us.

Wherever we camped there was never a short supply of black-necked stilts, avocets, western sandpipers, great blue herons, great egrets, and eared grebes. Near our kayaks or parading in front of our tents, they never stopped in their search for food. It was amazing how close they would approach once our tents were pitched and we relaxed around camp.

Amidst the Rubble

There are remnants of various structures, now claimed by bird nests and brine. An old navy site, a test base involved with the Manhattan Project and atomic testing, sits in the southwest corner of the sea. Established in the 1940s, there's not much of the base left. But there are reports that it was used for maneuvers in 1991, during the first Gulf War. Guano-covered pilings still stand, some with cormorant nests clinging to the tops. A couple of old buildings wavered in the desert winds. There was also an old desalination plant, and live ordinance signs surround the site's periphery.

Another structure that, from a distance, appeared like an old oil derrick tugged on our curiosity. So we paddled out several miles to the middle of the sea and investigated. The platform was wooden and solidly built, but it wasn't a derrick. Instead, it was a weather station, doubling as a popular nest site for double-crested cormorants.

Kayaking by the Bay

After another long day of paddling the south shore, we pulled into Bombay Beach, stiff-legged and bleary-eyed.



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In 2005, the Department of Boating and Waterways erected two camps specifically for kayakers looking to explore the Salton Sea. One of these is at Bombay Beach. When we landed our kayaks and hauled gear up to the camp, we were disappointed to discover it had been badly vandalized.

Spent, we camped there anyway. The camps come with showers, toilets, shade, barbeque grills and racks for kayaks. Seven miles north is the Salt Creek Kayak Camp, and it's still in great shape. People at the visitor center told us that the camp at Bombay will be moved to a more remote location on the north shore.

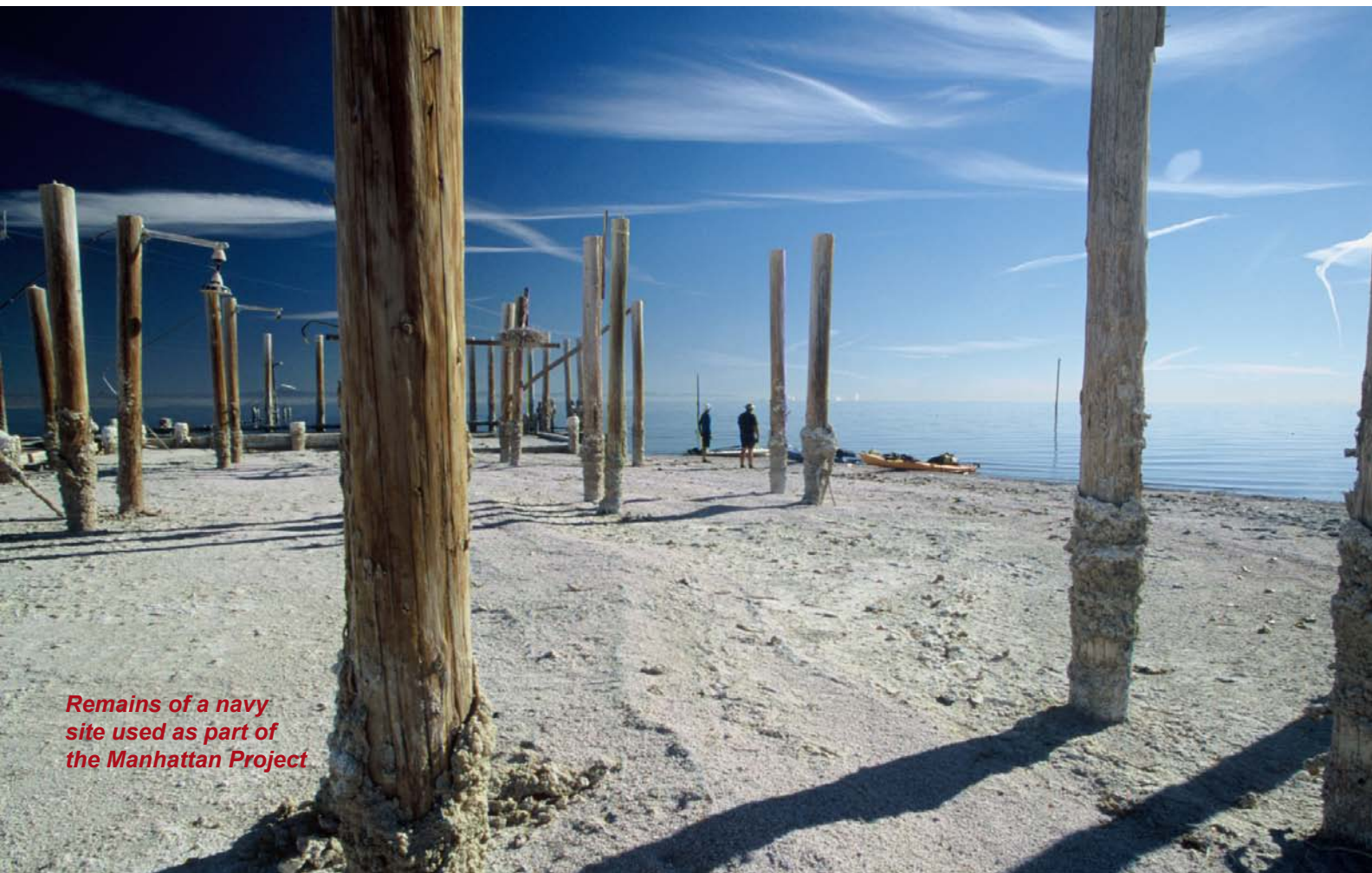
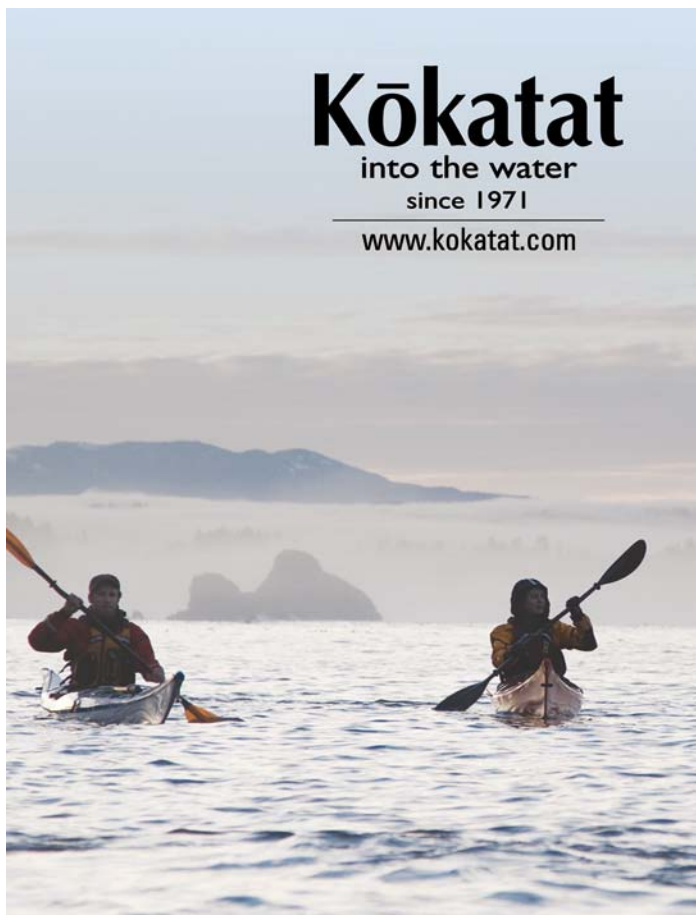
After many more miles of white pelicans, we were nearing the end of our circumnavigation. We soon ran out of briny shoreline and spotted three teenage boys casting fishing lines on a guano-covered jetty at the entrance to the state park marina. It was a scene out of the 1940s, when the Salton Sea was the happening place to be. ❖

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 visiting the Salton Sea can be found at www.parks.ca.gov/?page_id=639

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Head to Head: GoPro HD Hero vs. Oregon Scientific ATC9K

Last month, while paddling in Big Sur with some friends, I set myself up just outside the mouth of a tunnel to take some pictures. Just as Gregg came through, a large wave came in and he was flipped end-for-end backwards (thankfully he rolled right up and was fine). A photo of that would be impressive—perhaps even good enough to show in the Center Hatch of this magazine. But all I got was a blurry shot of my spray skirt, as the camera took the picture after I dropped it to grab my paddle and brace to stay upright.

In the last issue of *California Kayaker Magazine*, we reviewed a pair of Pentax and Olympus waterproof point and shoot cameras. These need to be held to use, which doesn't always work when paddling dynamic waters (as my spray skirt picture proved).

In this issue we are reviewing a pair of "mountable" cameras, the GoPro HD Hero and the Oregon Scientific ATC-9K (ATC). These could be used as hand-helds, but are really made to be mounted to something. These are sometimes called P.O.V. cameras, as you can attach them to your helmet and take videos while you paddle, capturing your point of view. They can also be mounted to your boat and pointed at you, so you can film yourself in action. No matter where you mount them, they allow the camera to capture the experience while you (hopefully) keep yourself safe.

Shape and Form

The ATC is a cylinder shaped camera. The lens is recessed a little bit, providing some protection from scratches, but does not have a cover to protect it from water droplets (a common issue with all waterproof cameras). There is a small LCD display and a set of five buttons on the back, with an additional two shutter buttons on top (one each for video and still shots). The back plate is the hatch that opens to access to the battery and cable connections. The front has a small LED light that changes colors to indicate the camera status. There is also a set of beeps used to signify when filming starts and stops, but these are often hard to hear. The mounting clamp wraps around the cylinder and clips into either the helmet or handlebar attachment.

The GoPro is in a waterproof box, with a bubble lens that bulges out from the front. The back of the box opens, which allows access to, and removal of, the camera itself (which is a separate unit from the waterproof box). The box has two buttons that pass through it, which are used to control all of the functions of the camera (on/off,

shutter, settings, etc.) while keeping it waterproof. Using only two buttons does make it a bit more challenging to change settings—for example, it takes four button presses to change from video to standard still photo setting, and two to go back to video (where with the ATC, you just push the correct shutter button). The only display that comes standard on the GoPro is a small LCD screen on the front that shows small icons which indicate settings, picture number, etc. An LED light on the front and audio beeps indicate the camera status, and, like the ATC, the beeps are often inaudible when paddling.

GoPro packages the camera with mounts for different uses. Kayakers are likely to find the helmet version most useful. The ATC is packaged with both a handle bar and helmet mount.

The GoPro has many different accessories, including a variety of attachment methods to allow you to mount the camera just about anywhere. There is a kit to let you connect two cameras together for 3D viewing, an LCD that attaches to the back so the camera could act more like a point and shoot, a pack to add a second battery for extended power usage, replacement waterproof boxes, and a float that adheres to the back to make the camera buoyant. The only options for the ATC are spare batteries and a GPS module that would slip inside the camera.

Usability

Both cameras come standard with a wide-angle lens, with the GoPro's being either 170 or 127 degrees (depending on video setting) and the ATC being 135 degrees. The wide-angle lens makes aim less import, as it captures a large area. Downside is that anything more than a few feet away looks like it is very far away.

Neither camera has a viewfinder. The ATC has a laser pointer to tell how well it is aimed. This was of limited use, because the pointer would have to be triggered, which then would stay on for 5 or 10 seconds, before you could take a picture or video. It would be easier to check the aim of the camera by looking at the LCD screen or

	GoPro HD Hero	Oregon Scientific ATC9K
Pros	<ul style="list-style-type: none"> • Continuous interval photos • Mounts to attach to almost anything 	<ul style="list-style-type: none"> • Remote control • Separate video and photo shutter buttons
Cons	<ul style="list-style-type: none"> • Wide-angle lens a bit too wide • Exposed lens on box gets scratched easily 	<ul style="list-style-type: none"> • Resetting file names • Sticky twist knob on mount



	GoPro HD Hero	Oregon Scientific ATC9K
Marketing Speak	<p>The incredible GoPro Digital Helmet Hero HD Wide-Angle camera captures all your biking, boarding and whitewater action in wide-screen, high definition format!</p> <ul style="list-style-type: none"> • Shoots professional-quality, wide-angle 1080p HD video at 30 frames per sec. or 720p HD video at 30 or 60 frames per sec. • 170° wide-angle lens captures amazingly wide and sharp HD video • Shoot up to 2.5 hours of TV-quality video with sound (with 32GB SD card, not included), or activate the “photo every 5 seconds” mode to capture action sequence stills • 5-megapixel sensor and wide-angle glass lens offer sharp images and smooth, clear video • Sturdy, polycarbonate waterproof housing protects camera to 180 ft. • Comes with lithium ion battery, head strap, helmet strap, 4 adhesive mounts, 3-way pivoting side arm assembly and 2 quick-release buckles 	<p>The waterproof, high-definition Oregon Scientific ATC9K Action camera captures your adventures with hands-free ease in places you wouldn't dare bring a regular camcorder!</p> <ul style="list-style-type: none"> • Use it on land or underwater—tough body is shockproof up to 1.2m and waterproof to 20m below the surface • Delivers full color video at 1080 x 720p HD resolution with a 135° field of view; captures 30 frames per sec. in 1080p and 60 frames per sec. in 720p • Built-in 1.5 in. LCD screen allows instant playback and review • G-Sensor measures the G-forces encountered during your recorded activity • Double-sided remote makes access and recording easy • HDMI interface makes it a cinch to transmit video and audio to a TV or computer • Integrated laser pointer helps you precisely aim the camera once it's mounted
MSRP	\$299	\$299
URL	www.gopro.com	us.oregonscientific.com

to take a short video and then look at it on your computer. Then again, with wide angle lenses, aim is not so important.

The extra buttons on the ATC make it easier to use than the GoPro. Truthfully, many of the buttons on the back were not used often in our testing, as they were for changing settings and viewing pictures on the LCD screen.

The ATC has a very useful, small remote control. The remote control is not waterproof, so would need to be in a clear dry bag. Unfortunately, the audio indicator on the camera was not loud enough for me to tell wheth-

er the camera was on, so using the remote while the ATC was mounted on my back deck did not work well. It worked much better on my front deck, as I could see the on/off indicator light on the front of the camera. GoPro does not have a remote, so can only be used when it is within reach or you have to start it and let it run until you can access it again.

The GoPro's protruding lens is vulnerable to scratches or pock marks on it, which make the water droplet on lens issue worse. GoPro recommends storing the camera in a soft bag to help prevent damage. They also sell replacement lenses or com-

plete boxes for a nominal charge.

One issue we had with the ATC mount was that sand or dried salt would cause the positioning knob to bind. If you always use the camera in one position, this would not be an issue, but it was challenging for us as we moved the camera amongst different mount locations.

Both have proprietary batteries that are recharged by a USB cable connected directly to the camera. They do not come with separate chargers. This could be an issue on longer trips, as you can't recharge a battery at the same time as using the cam-



The set of pictures above show the impact of the wide-angle lens. The top picture is a screen capture from a video taken with the GoPro, the middle a point and shoot, and the bottom the ATC. You can see the size difference by looking at the yellow Cobra kayak or the Golden Gate Bridge.

era. In our test, the ATC battery lasted around 4 hours on standby and LCD turned off; the GoPro about 3 hours 10 minutes.

Video

The hand-helds we reviewed in the last issue were primarily still photo cameras, with decent video capabilities. The mountables are primarily video cameras, with OK still photo capabilities. They can take better HD videos than the hand-helds, but has only 5 megapixel photo resolution, as compared to 14 megapixel in the hand-helds.

Both mountables took excellent videos. The video samples we took with the GoPro, no matter what settings, looked like they were taken from a wider angle lens than the ATC. Videos from both cameras appear wider-angle than a point and shoot.

ATC saves in MOV format, where the GoPro saves in MP4 format. Both have a maximum image size of 1920x1080 at 30 frames per second (fps), with lower resolution formats and 60 fps options. Until recently, most theatrical movies and TV shows were run at 24 fps, so the 60 fps isn't really needed right now, except for slow-motion viewing.

At the largest image size, the GoPro used about 1.6 megabytes per second (mps) of video; the ATC only about 1 mps.

The ATC shutter lag for videos was around 1.25 seconds, where the GoPro was a little faster at 1.0 second.

Photo

Both cameras worked fine taking photos, providing images that were better than most cell phones, but not as good as the handheld cameras we tested last issue. Along with the lower resolution, the wide-angle lenses also affected photos, with distant subjects appearing even smaller.

The ATC had a shutter lag for still photos of around 1.5 seconds, whereas the GoPro was a lot faster at 0.5 seconds.

The ATC offers 3 and 5 megapixel options, and three compression settings. Unless you really need to save disk space on your computer, we strongly recommend setting the camera to 5 megapixel and "fine". The GoPro automatically takes pictures at 5 megapixel with no compression options. Both save in JPG format and have similar file sizes at 5 megapixel (about 1.8 megabytes per photo). Given this, it appears that the GoPro's compression setting is similar to the best setting on the ATC.

The ATC also creates a second MAP file with each photo, which contains additional attributes, like data from its built-in G-force sensor and GPS coordinates if the optional GPS module is installed.

GoPro has a nice option where it takes photos every X seconds until you stop it. This feature can be used to catch photos in the middle of action, such as the photo with the Editor's Letter on page 4 of this issue.

Neither camera has a flash, which limits how well you can take photos in darker areas.

Software

No software came with the GoPro, and the software that came with the ATC was not very useful. But software would be required, particularly with videos, even if you only want to crop it. On the whole, we would suggest software from other sources. A free option is Google's Picasa.

The ATC camera also has an annoying issue on file name—whenever you delete the files from the memory card, it resets the file numbering system to start at 1 again. This increases the risk of overwriting older photos with new ones. The GoPro keeps incrementing the file number for new photos and videos.

Final Thoughts

Both the GoPro HD Hero and the Oregon Scientific ATC-9K are good cameras, and either would make a good addition to a waterproof point and shoot. But if you want just one camera, we'd recommend a waterproof point and shoot.

Neither camera floats (unless you get the Floaty Backdoor for the GoPro), so a leash is strongly recommended.

As we did in our last review, we also recommend buying these cameras from a vendor with a good return policy. We did not have any trouble with either of our test cameras, but it does seem that waterproof electronic items do have a higher failure rate than non-waterproof electronics.

To help you decide which of these cameras you may prefer, we have posted on our blog (calkayakermag.blogspot.com/2011/08/mountables.html) raw images and video files taken under a variety of conditions with each camera. ❖

News - continued from page 5

Spot a Basking Shark Project

Have you seen a basking shark? Basking sharks are true ocean giants. Reaching lengths of 33 feet (10 m), they are the second largest fish in the world, behind only the whale shark. Though basking sharks have been found worldwide, relatively little is known about where they live or go.

"Spot a Basking Shark" is an effort by researchers at the Pacific Shark Research Center (PSRC) and the National Marine Fisheries Service (NMFS) to better understand the abundance, distribution and movements of basking sharks in the eastern North Pacific. NMFS has designated the basking shark a "Species of Concern" in these waters, and filling vital knowledge gaps will help inform any recovery plan to rebuild the basking shark population.

The "Spot a Basking Shark" Project needs your help to fill in this missing information for the North American Pacific coast. Report sightings to the research team at psrc.mlml.calstate.edu/current-research/basking-shark. The web site also has more information on these harmless, plankton-eating giants and their biology and conservation.

Outdoor Retailer Update

The stock market is gyrating more than I have ever seen, our government can't seem to make any decisions, and unemployment rates remain way too high. But none of this was apparent inside a big cement building in the middle of a desert that people in the paddlesports industry go to each summer.

The event is the Outdoor Retailer trade show (OR), where our local shops go to get wined and dined by all the manufacturers, who are showing off the latest and greatest products.

Here is some of what was new or interesting at the show:

Hides (www.hides.com) has come out with an eyeglass retainer strap that has an integrated pouch in the



back that serves as a glasses case. They have 2 models – one where the material can be used to clean your lenses, and the other of a floating material to prevent you from deep-sixing your specs.

Kokatat (www.kokatat.com) has announced some new colors for dry suits and dry tops to watch for in 2012. Definitely some fashion statements possible based on the sneak peak I saw.

A company called Easy2hook (www.easy2hookusa.com) has a set of fishing hooks that don't require tying. Just a few twists.

Point 65 Kayaks (www.point65.com), whom we featured in this OR update column last year for their take-apart sit-on-top and recreational boats, has announced they are coming out with a 14' modular touring kayak, which they claim can fit in the trunk of a Prius.



And something not kayak specific that still caught my eye was a small, rechargeable flashlight. Now, rechargeable flashlights are common, but the Spotlight Turbo (www.12vspotlight.com) is recharged with your car's cigarette lighter. ❖

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Delta 10

by Delta Kayaks

There are some kayaks that catch your eye because they are different than the norm in shape, material, or accessories. The Delta 10 is one of them.

When I first saw the Delta 10, I wondered how the catamaran hull would perform. And I noticed that, unlike other recreational class boats, it was not made of standard rotomolded plastic, but instead it is made of thermoplastic. And when I looked inside the cockpit, I saw a clear window in the floor, letting the paddler look in on the underwater world.

Outfitting

When you go to use it, the first thing you'll notice with this boat is that it is light—at least 10 pounds lighter than a similar length rotomolded kayak. Carrying this boat from car to the launch was a breeze. This is one of the benefits of the thermoplastic material.

The deck bungee cords are connected with a mixture of standard bolt-on clips and some molded hooks. For example, the front bungee connects in three places, using two clips and one hook. You can pull the bungee off the hook, place your paddle under it, and re-hook. This turns the bungee into a paddle park to keep your paddle in place when you aren't holding it.

Standard kayaks usually have the bulkhead set back farther from the seat. So when you lift the bow to drain the cockpit, this area catches water. The Delta 10's seat is molded into the rear bulkhead, so there is no space to collect water. This allows you to completely drain the cockpit when you lift the bow—a very nice touch.

This kayak uses large foot pegs, which can make it more comfortable. They have plenty of adjustment space, fitting our reviewers who varied in height from 5'1" to 6'.

The "Sea View" window is positioned on the flat portion of the hull, protected between the catamaran hulls, so is less likely to be scratched if you hit bottom or rocks. This is good, as you sure don't want to mess up the view with scratches.

There is a small glove box-like compartment just in front of the paddler. This was quite convenient for carrying items such as energy food, camera, and other stuff you'd want to access while on the water. The manufacturer says it is waterproof (and with the threaded cover it just may be), but we strongly recommend always keeping the important items (wallet, car keys, phone, etc.) in reliable dry bags or boxes. One caution is that the lid to this hatch is not tethered to the boat, so could possibly get lost if you are not careful.

Paddler Experience/Performance

The boat was paddled in a variety of conditions by multiple paddlers. Normally we list the different paddlers by initials, height, and weight. But for the Delta 10, we did not find any significant differences in performance with different sized paddlers, so we didn't break out the comments by reviewer.

The twin hulls give the short boat an unusual combination of tracking and maneuverability. The Delta 10 can be edged, which allows it to turn faster (not that a 10 foot boat really needs much help turning faster).

It is not a fast boat, but felt about right for one that is 10 feet long. It isn't something you'd want to use for a long tour, though.

Marketing Speak - What Delta Says:

The new Delta 10 is a very uniquely designed recreational kayak that brings a whole new level of innovation and performance to this popular market segment.

With its modified catamaran hull, the Delta 10 clips along with remarkable speed and agility while maintaining a very high degree of stability and manoeuvrability without the excessive beam width of most recreational kayaks making it a dream to paddle almost anywhere you choose to go. It excels as a platform for fishing and photography and its compact size and light weight make it an ideal choice to store on the deck of larger pleasure craft.

The Delta 10 boasts a massive rear dry storage compartment sealed by the integrated seat / bulkhead design and rear stowage hatch. This unique Delta feature also provides excellent buoyancy for your safety and piece of mind.

Another Delta exclusive is the front under deck stowage pod sealed by a watertight screw on hatch to safely store your camera and other important personal items while adding even more flotation to the bow.

For your underwater viewing pleasure we've also added a "Sea View" window in the cockpit floor allowing you to observe the watery world below as you cruise your favourite waterway.

Other features include a full compliment of deck rigging, adjustable foot braces, super comfy seat padding and even a convenient beverage holder. And to cap it off, all of these outstanding features come in a tidy and easy to handle 37 pound package thanks to the remarkable advantage of our Thermoform Technology. The Delta 10 is a very special little kayak packed full of features, fun and performance at a value that's hard to ignore.

Specifications:

- Cockpit: 18.5" x 36"
- Length: 10'
- Width: 27"
- Depth: 14"
- Weight: 37 lbs

MSRP: \$995

www.deltakayaks.com



Most kayaks weathercock (turn into the wind) when exposed to winds from the side. This boat does not come with a skeg or rudder, both of which compensate for weathercocking. We paddled it in winds to 20mph, but found that it does not weathercock much, so it is fine without a skeg or rudder. We did find that it does drift sideways due to sitting high on the water.

The kayak handled one-foot wind waves, but the waves hitting the hull did cause us to get wet from the splash. The boat was noisy paddling into the wind with the chop hitting the flat part between the catamaran hulls. This boat would not handle larger waves, especially steep waves (which is the same as any other wide kayak).

This boat was very stable, with both high primary stability and high sec-

ondary stability. Each of the reviewers that tried to was able to stand up in this kayak.

We did want to flip it over and flood it so we could see if someone could get back into the kayak while in deep water. We were concerned that with only a rear bulkhead, it would take on too much water to allow you to get back in.

With that high stability, smaller paddlers had to work hard to get it flipped over. But once turned back upright, the kayak floats high in the water and was stable. So with a little training and practice, most paddlers should be able to do a paddle float or cowboy/cowgirl scramble recovery to get back in it.

The downside to such a large cockpit is that we were not able to roll it. Not able to lock their knees under the deck, the paddlers fell out once they



Looking at a sea star through the "Sea View" window

flipped over, so never had the chance to try to roll. But rolling is not a common practice with recreational kayaks.

Cautions

The combing could take a skirt, but then you won't be able to see out the "Sea View" window. If you did want a skirt to keep the elements out, you would probably need to order a custom size skirt to fit this boat.

We have a caution related to transport. The cat hull does not fit well in a lot of standard rooftop kayak carriers, like saddles or J-cradles. We got around this by putting the boat upright on the crossbars of the rack. Thermoformed plastics don't "oil can" (flex) as much as rotomolded plastic boats do, and the boat did just fine on bare racks.

Who should consider this kayak

This boat is the "Cadillac" of recreational boats, but is still a recreational boat. Recreational boats are meant for flat water on fairly good weather days. This boat would be perfect for that. Should you find a way to flip it, you can get back in (with training and practice), an additional safety aspect over many other recreational boats. If you want something a little safer than the average recreational boat, this boat is worth considering. But if you want something to take in rough water, on a moving river, in the surf, over long distances, etc., you had better look elsewhere.

This boat is very light. Lighter than most other boats in its class. That means it will be easy to move between car and launch. And a boat

that is easy to transport will be a boat that gets used. If light weight is important, this boat is worth considering.

The "Sea View" window is also a nice feature not available elsewhere. If the areas you often paddle have clear water and a lot to see underwater, this window may be a selling point for you.

Overall, this would be a fun boat for someone who only paddles protected waters or a great boat to add to a fleet and loan to novices or take out for calm water paddles. ❖

WET EXIT



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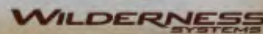
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