

California Kayaker



#10

Magazine

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Spring 2013

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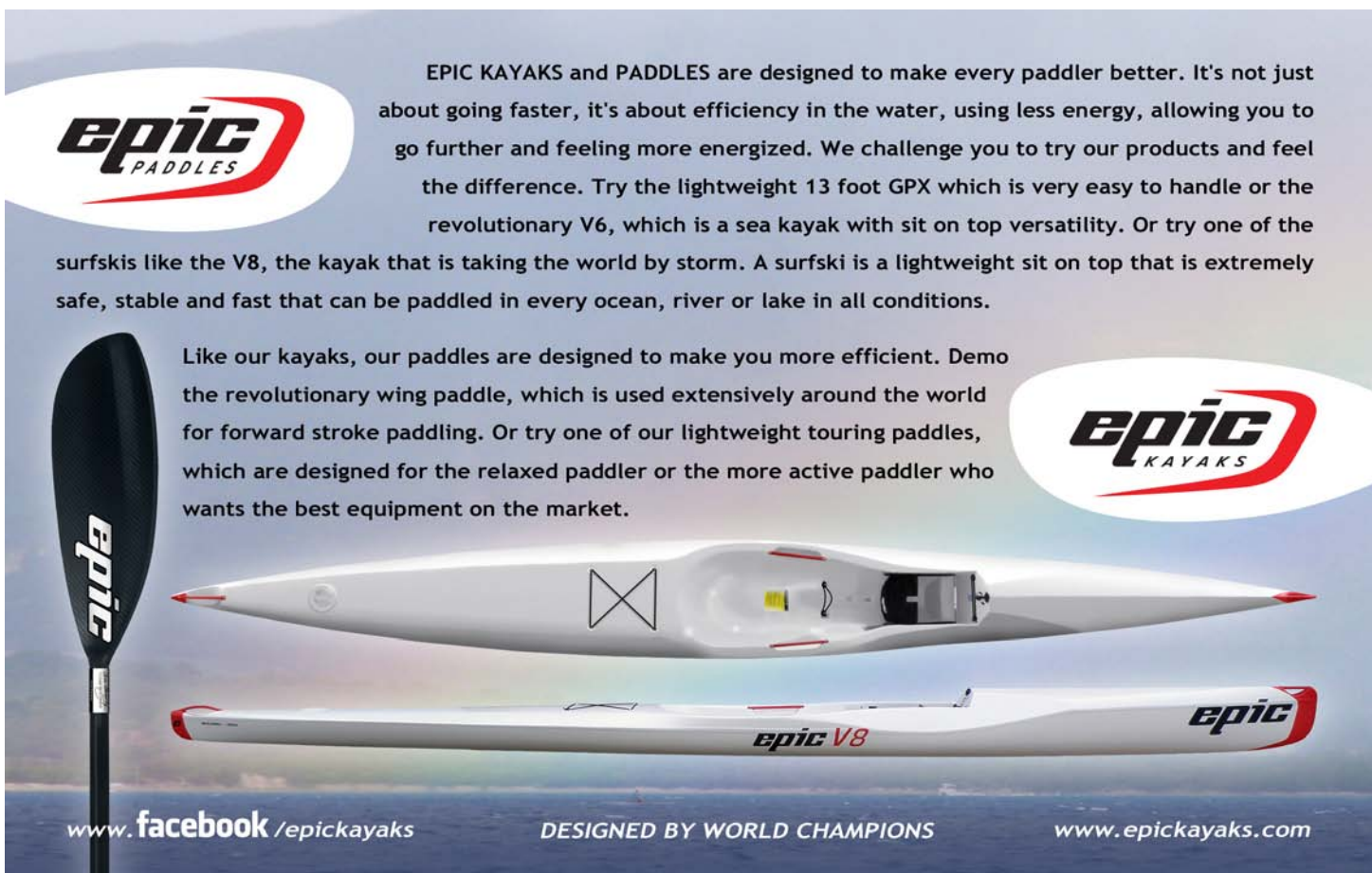
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Kayaking can be a dangerous sport. Dress appropriately, always wear your PFD, and paddle within your skill level.



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Cover Photo - Lunch beach in Glen Canyon on the Colorado River. Read the full story of this trip starting on page 18.

*Photo by Lyrinda Snyderman
Camera: Canon Powershot*



Editor's Note



This 10th issue of *California Kayaker Magazine* is also the start of our 4th year of publishing the magazine. The saying that "time flies when you are having fun" sure holds true.

Over these years, some parts of have gotten easier, and others remain just as much a challenge as we had on the first issue.

There was one specific learning I had while putting together this issue. I couldn't decide which picture to use on the cover (selecting between the two in the Center Hatch section on page 16 & 17, plus the one that in the end I selected for the cover). I mocked up these three as covers and sent them to three people. Each selected a different cover. Taught me to make sure I always ask one more person than the number of mock ups, so I would have a tie-breaker.

Spring is here! The days are getting longer and the air is getting warmer. I hope 2013 is a great paddling year for everyone.

See you on the water!

Peter Donohue
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www.asudoit.com/paddle_fest

Baja Kayak Fest

Ensanada, Baja Norte, MX
April 11-14, 2013
www.bajakayakfest.com

Kern River Festival

Kernville, CA
April 20-21, 2013
www.kvrc.org/festival.htm

Explore North Coast Kayak Social

Trinidad, CA
May 2-6, 2013
www.explorenorthcoast.net

Great Russian River Race

Healdsburg, CA
May 4, 2013
www.greatrussianriverrace.com

Sunrise Mountain Sports Kayak Festival

Livermore, CA
May 18, 2013
www.sunrisemountainsports.com

29th Annual Upper Clackamas Whitewater Festival

Estacada, OR
May 18-19, 2013
www.upperclackamasfestival.org

California 100

Redding to Chico Race
May 25-26, 2013
www.riversforchange.org/california-100/

South Sound Traditional Inuit Kayak Symposium

Union, WA
June 14-16, 2013
www.qajaqpnw.org

Big Bear Paddlefest

Big Bear Lake, CA
June 29, 2013
www.bigbearpaddlefest.com

Eppies Great Race

Sacramento, CA
July 20, 2013
www.eppiesgreatrace.org
See ad on page 32

Lumpy Waters

Pacific City, OR
October 18-20, 2013
www.lumpywaters.com

Sea Trek Regatta and E.T.C. Paddleathon

Sausalito, CA
October 26
www.etctrips.org

Wavechaser Paddle Series

Various NorCal locations
Various dates
www.wavechaser.com

SoCalOceanRacing Series

Various SoCal locations
Various dates
www.eteamz.com/socaloceanracing/

▷ News

Marine Protected Area update 1 - North Coast MLPA went into Effect

The Marine Protected Areas (MPAs) regulations for the North Coast (Alder Creek near Point Arena in Mendocino County to the Oregon border) went into effect in December. This region encompasses approximately 1,027 sq mi of state ocean waters, including waters around offshore rocks. A network of 19 Marine Protected Areas, one State Marine Recreational Management Area, and seven special closures will cover approximately 137 sq mi, or 13 percent, of the north coast region. Information about this region can be found at www.dfg.ca.gov/mlpa/ncmpas_list.asp.

The North Coast was the 4th region to have regulations put in place under the Marine Life Protection Act (MLPA), which was passed in 1999 and is part of the California Fish and Game Code. The MLPA required California to reevaluate all existing MPAs and potentially design new MPAs that together function as a statewide network. MPAs are separate geographic marine or estuarine areas designed to protect or conserve marine life and habitat.

The only region left to go through this process is the San Francisco Bay. Information about the MPA process can be found at www.dfg.ca.gov/mlpa.

Marine Protected Area update 2 - Printed Guides to Marine Protected Areas (MPAs) Available

The Department of Fish and Game (DFG) released three printed Guides to the Marine Protected Areas (MPAs), with the fourth coming soon. These Guides clearly show boundaries of the new MPAs and are available free from DFG offices, as well as selected ocean-related businesses and harbor masters' offices along the coast.

Continued on Page 15

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

Basic Kayak Types



you?), there is a right kayak for each type of use. Kayaks perform best in the conditions they are designed for, and may be inappropriate or even unsafe if taken too far out of those conditions.

In this fictional example, the person says he/she wants to use the boat on streams and rivers. Do they mean a fast flowing river or a lazy creek?

The person also says that he/she wants to use the boat on the ocean. The conditions at a small lake can be very different from the ocean. The small lake may get some small wind waves, whereas the ocean can have huge swells and wind waves.

To help someone choose the appropriate boat, we have listed below two basic categories of water types (flat water and white water), and then further break out the types of boats designed for each category:

Flat Water

Flat water means lakes, ocean, and calm (non-moving or smooth-flowing) rivers. These waters are characterized by being generally flat (though can have wind waves or ocean swells) and not moving in any significant manner (maybe some tidal current near bays and sloughs, yet not forming rapids or waves). *Note: this flat water category as we are defining it here does not include rock gardens, surf zones, and large tidal rips with standing waves. These are specialty areas that require advanced skills and often specialized gear.*

Within boats designed for flat water, there are three general classes of boats:

Touring: touring kayaks, often called sea kayaks, are relatively long (13-19') and narrow (21-25" wide). They are made of the widest variety of materials (plastics, fiberglass, Kevlar, carbon fiber, wood, skin on frame, etc.). Day touring is a term sometimes used for the shorter kayaks (15' and under) in this class. Touring kayaks are sit-inside kayaks, and the paddler normally uses a spray skirt to keep water out of the cockpit.

Touring kayaks are equally at home on day trips and as the beast of burden for long camping trips. With appropriate skills, a touring kayak is an extremely sea worthy craft. They are made to go straight well, so cover dis-

This Delta 18.5 is an example of a touring kayak. 18.5' long, 23.5" wide, and made to travel distances carrying a load of camping gear.

It is not uncommon to hear a question like "I will be paddling mostly small inland lakes and streams/ivers. I may occasionally go out to the ocean. What boat should I get?"

Great that someone is asking for assistance, not so great that they don't yet have a good feel for how they would want to use their new toy. There is a correct tool for every job. Just like you wouldn't use a hammer to insert a screw into a piece of lumber (you wouldn't, would



tances well. But they take some effort to turn, which makes them much less suited for moving rivers (where the ability to turn to avoid rocks and rapids is very important). Their long size also brings consideration of how you will store and transport the boat.

Touring kayaks have sealed compartments, usually at both ends of the kayak, which along with being able to carry gear, have an important safety benefit of being built in flotation. This flotation allows the boat to be re-entered while on the water with just some basic training.

Sit-On-Top: sit-on-top (SOT) kayaks are kayaks where you sit on top of the boat (not in a cockpit). These boats are shorter and wider than touring kayaks (generally 9-14' long, and 28-36" wide). They turn easier than a touring kayak, and don't track as well, but feel much more stable.

They are almost all made of molded plastic, which is inexpensive and very durable (but heavy). The inside of the kayak is generally sealed and this trapped air acts as flotation should the boat be flipped.

Getting back on after capsizing is relatively easy – you just scramble back up (but make sure you practice before you need to do it for real).

Because of this great stability and relative ease of getting back on, SOT kayaks are very common in rental fleets. These same benefits make them a great choice for someone who wants a simple, recreational option for paddling. But they won't keep you as dry or protect you from the elements as a sit-inside kayak would, so are better at warmer locales. SOT boats are by far the choice for kayak fishermen, as it allows them to move

around on top of the boat (so they can access gear, allowing for better angle to cast, etc.).

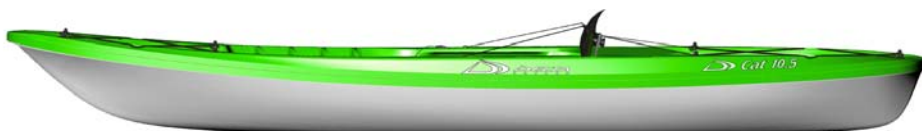
Recreational: "Rec" boats try to get the best benefits of touring and SOTs, but with some limitations tagging along. Like a touring kayak, you are sitting inside a cockpit and could put a skirt on it to keep water out and keep you warmer (though most don't). The cockpit opening is very large (making it easy to get in and out). And like a SOT, they are short and wide, so have great stability, and are generally made from plastics.

Unlike either a touring kayak or SOT, they don't have a lot of flotation. They are wide and stable, so harder to flip. But should you find a way to flip the boat, it is very likely you will not be able to re-enter it and empty it out while on the water. As such, we strongly recommend using a rec boat only on protected water on nice weather days.

We did a review of the Delta 10 rec boat in the Fall 2011 issue of *California Kayaker Magazine*, and ran

This green Delta 10.5 Cat SOT is an example of a Sit-On-Top kayak. It is 10.5' long and 30" wide. Something a little unusual is that it is made of thermoformed plastic rather than the standard molded plastic.

The red Wilderness Systems Pungo is representative of recreational class boats. It is similar in dimensions to the SOT, but has a cockpit you sit in like a touring kayak.



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The Epic V10, at over 21' long and 17.5" wide, is a good example of a surf ski. This boat is made to go fast.

a Getting Started column on selecting a rec boat in the Summer 2011 issue (all back issues are readable online at www.calkayakermag.com/magazine.html).

White Water

White water gets its name from the way flowing water foams up (and turns white) when it hits rocks or other obstructions to its movement and forms turbulence. White water, as we use it here, is a more general term, and includes most any river that is moving, whether it has turbulence or not.

The boats used for white water are generally short (6-9' long) and made of plastic. Sit-inside kayaks with skirts are most common, but there are some SOTs (used with thigh straps) and inflatable kayaks available. These short boats have great maneuverability, but are slow as molasses if you need to paddle them any distance. Speed is not as important on flowing rivers, where you can just ride the current.

Sit-inside white water kayaks generally do not have much built in flotation, so it is common to use added float bags. If you end up flipped over and out of your boat, the

common recovery method is to swim the boat to shore to drain it and get back in (a slow and tiring process – so most people learn to do an Eskimo Roll early in their paddling careers).

Within white water, the three main categories of kayaks are:

River Runner: a boat designed as a river runner or down river kayak is made more for speed (relative to other white water boats, but still slow relative to flat water boats), is very stable, and tracks well. They are made for wider rivers, which often have lower gradient and slower flows. It is common for someone getting into white water kayaking to start with a boat in this category.

The river runner category is often a catch-all category for any boat that doesn't fit within the category of Creeker or Play Boat, so contains a wide variety of white water designs. Some manufacturers will talk about a river runner boat that creeks or a river runner that plays, meaning that the boat is made for river running but has some attributes of the other class.

Creeker: a creek boat is made to run smaller creeks, which tend to be steeper with larger, more technical drops. They are higher volume than river runner boats, to provide the buoyancy to resurface after a drop. They also have more rocker, so are more maneuverable and are easier to boof. White water boats in general are slow, and creekers are at the slow end of white water boat categories, so would be painful to paddle in rivers with less flow.

Play Boat: these boats are made to allow you to play on waves and holes formed in the river. They are smaller, have flat hulls (and often have hard edges) for easier surfing and spinning on waves, and lower volume ends so that you can flip in all sorts of directions (yes, they flip on purpose). They are designed to be paddled on class 3 and above rivers, because that is where the waves and holes to play on are at, though are more designed for their ability to perform stunts than go through the river.



By looking at these two white water boats from Big Dog Kayaks, you can easily see the difference between the larger (8' long), high rocker, high volume Creek Boat (above) and shorter (6' long), flat bottom, blunt nosed Play Boat (below).



Specialty

There are some specialty boats, outside of what was mentioned above:

Surf Ski: this is possibly the worst named class of kayaks, as few ever see surf (swells, yes, but not surf). A surf ski is a long (often 20'+), very narrow (often under 20" wide) racing SOT kayak. Surf skis are generally made of ultra light materials, like carbon, Kevlar, and fiberglass. They are made to go fast, but are tippy to the uninitiated and turn about as well as an aircraft carrier.

Their name came from surf lifeguards in Australia who used them as rescue vessels, but both the surf lifeguards and surf skis have since pretty much gone separate ways (lifeguards now using other crafts for rescue, and surf skis becoming more of a flat out racing boat).

California Kayaker Magazine posted a review of the plastic Cobra Surf Ski on our Blog at calkayakermag.blogspot.com/2011/11/review-cobra-surf-ski.html.

Wave Ski: this is often confused with surf skis, but is much more appropriately named. A wave ski is basically a surf board with some sort of seat, foot straps, and a seat belt attached. Made for surfing waves. Generally short and made of fiberglass by custom wave ski manufacturers.

Surf Kayak: like wave skis, surf kayakers are made to surf the waves of the ocean, but these look more like white water boats with a couple of fins attached. They are normally made of light-weight materials, like carbon, Kevlar, and fiberglass. Sit-inside is most common, though a few models of SOTs are available (such as the Dagger Kaos, which was reviewed in the Spring 2010 issue of *California Kayaker Magazine*).

Summary

Hopefully this guide provided useful information to help you figure out which category of boat is more suitable for you. Once you narrow it down to a category, your decision will become much easier. But, once you figure out what category you want, keep in mind that "butt time" is very important to help you select the right boat for you (see the Getting Started column on this in the Spring 2012 issue of *California Kayaker Magazine* for details).

Some things to keep in mind:

- 1) the boat is only one of the many pieces of gear you need to paddle. Just as there isn't one boat that works for all situations, there is also other gear that you

need that is designed for a particular type of kayaking. For example, white water paddlers use a throw rope where touring paddlers use a tow rope. Just as how one boat won't do everything, you also need to select appropriate gear.

- 2) these are generalizations about the boat designs, and there are plenty of exceptions.
- 3) there are usage exceptions also. For example, advanced paddlers can take a touring kayak down a white water river. The boat is not optimized for this, which increases the paddler's skill requirement to compensate. Can be done, but not recommended for those without the appropriate skills, experiences, and gear. ❖

Words by California Kayaker Magazine

Photos provided by the representative manufacturers.

Many Ways to Skin a Cat: Variations on the T-Rescue

by Roger Schumann

Boat over!” someone shouted from astern, and I turned around to see the bottom of a kayak facing skyward, framed by the Golden Gate Bridge and followed quickly by the head of its former occupant bobbing up beside it. This is how most kayak accidents begin. Whether from a poor choice to launch on a day when you shouldn’t, a patch of rough water that catches you or a paddling buddy unaware, or a momentary lapse in attention – next thing you know someone is in the water. If the water is cold and shore is far, the most common danger facing a capsized kayaker is hypothermia. Our group of six is in the middle of San Francisco Bay a mile or so from the nearest landfall on Angel Island. The water is cold, and shore is far. So hypothermia is definitely a concern.

But before I’ve finished spinning my kayak fully around, one of our group has already paddled up to the swimmer’s bow and lifted it. Since we are in touring-style sea kayaks, with bulkheads in the front and back, a simple lift of the bow is all it takes to dump the water from the cockpit. A few seconds later, the rescue boat has maneuvered alongside the swimmer’s kayak to stabilize it, so the swimmer can climb back aboard. His spray skirt is reattached, and we continue on our way to the island, in little more time than you might spend stopped at a busy traffic light. The only difference between a potentially dangerous situation and a routine delay, in this instance, was how much time those involved had spent practicing rescues beforehand.

At the heart of any paddler’s rescue repertoire (along with some form of self-rescue) is the T-rescue. As far as assisted rescues go, it is the basic bread-and-butter technique – widely considered to be the fastest, easiest, most efficient and versatile way to get a capsized paddler back into his or her kayak in a variety of conditions.

The Basic “Bow Up” T-Rescue Technique

Three basic steps make up the T: maneuvering to the bow, pulling the bow across your lap to drain the water, and stabilizing the kayak for the swimmer to reenter it by spinning your kayak parallel to his boat to form a side-by-side raft. But there is more than one way to skin a cat,

so I’ll be covering a few common variations, including those for kayaks without bulkheads, such as white water, surf and recreational kayaks. But let’s start with the basic “bow up” T-Rescue for kayaks with bulkheads, before moving on to the other versions.

Go to the Bow

While the first step involves maneuvering to the bow of the swimmer’s kayak, before approaching any rescue situation, make sure it is safe to do so. For example, check that whatever giant wave that just knocked your partner in the drink doesn’t have a twin that takes you out as well; also, check that the swimmer is not panicking or they might decide to climb to the nearest high point to get out of the water, that being the top of your head. After determining that the swimmer is safe to approach, the first thing I typically do is remind him to hold on to his kayak. One of the most important elements to keeping the T-Rescue a routine maneuver involves the swimmer maintaining hold of his kayak; otherwise wind or currents can separate boats from swimmers, requiring some non-routine interventions involving tow lines or other more complicated techniques. Some rescuers insist that the swimmer hold on to the bow of the rescue kayak, others swear by the stern or preach the gospel grasping hold of the cockpit. In my experience, any of these versions work, each has its slight pros and cons, but the most important thing is that the swimmer doesn’t let go.

To get to their bow, you first have to actually point your kayak at their bow. As gawdawful stupid as that might sound, you’d be surprised how common it is to see potential rescuers paddling intently toward their intended targets—turning their head to look where they want to go, without actually quite pointing their kayak in that direction—only to glide past just...out...of...reach...of outstretched fingertips. The key here is to aim first, then paddle. If you have a little speed built up, you can use a rudder stroke to steer during the last boat length for extra control. (If you know how to use a bow rudder or sideslip, these are what advanced paddlers often use to steer their boats true on final approach.)

Ideally, you the rescuer, end up grabbing the bow with your kayak more or less perpendicular to the capsized kayak. If not, grab the bow with both hands and pivot

your kayak until you are perpendicular, forming the T shape that gives this rescue its name. This is easier to do for most paddlers if the swimmer has already turned his kayak back upright, so the bow is sticking up in the air instead of down into the water.

The Lift and Drain

An upright bow also makes the next step, dragging the bow across your lap, a little easier. First, make sure your paddle is stowed securely so it doesn't float away while you're focused on the rescue, a common mistake. I prefer to stow mine across my lap, using my tow belt to anchor it. Others like to slip it under a bungee, which works fine in calmer conditions, but I've seen problems with the paddle getting loose or tangling under the hull in rough seas.

When you have pulled the bow of their kayak far enough across your lap to reach the front of the cockpit, it is high enough to flip upside down on your lap in order to drain the water out of the cockpit. If you don't pull it this high, you might find yourself flipping it upside-down only to scoop a bunch of water back into the cockpit when you re-right it. A cool trick you can try is to raise the bow without having to drag it so far across your lap is to edge your kayak away from the swimmer's kayak—your raised edge lifting the upside-down kayak higher out of the water—as you spin it back right side-up. (This all assumes that you are fairly comfortable on edge.) Once you've dumped the water out and flipped it back upright, slide it back into the water for the final step.

Stabilization and Reentry

When you slide their kayak back into the water, spin your kayak parallel to it, forming a raft. This raft will be more stable if you position your kayak facing in the opposite direction, bow to stern, where you are hanging on to the empty kayak just in front of the cockpit. (If you end up bow to bow it can still work, but it is harder to see what's going on behind you, and most rescuers find it more difficult to stabilize the raft from this position.) To further stabilize the rafted kayakers for reentry, take the swimmer's paddle along with your own and lay them across your



Getting into the T-position



Pulling the bow up on your cockpit



Roll over to drain



Rescuer stabilizing the kayak raft by holding the other boat just in front of the cockpit

lap, forming a nice stable bridge for you to lean on. I prefer to reach both arms over the top of the paddles, so they are more secure in rough water. Grab the cockpit coaming or deck lines (assuming their boat has them) securely. Holding onto the cockpit often gives a more positive grip, but be careful that your fingers don't get pinched as the swimmer climbs back aboard.

Addressing the swimmer now, there are two basic ways to reenter. The old-school version is to swim up onto the back deck on your stomach right behind the cockpit as if you were getting out of a swimming pool without using a ladder.

After swimming onto the back deck, remain face down and spin your legs into the cockpit. If you reach an arm onto the rescuer's kayak while doing this, you'll also help to stabilize the raft. Next, wriggle your hips into the cockpit until your hip bones are past the seat back. Then you can spin your body toward the rescue boat (still leaning on it to help stabilize the raft) and corkscrew yourself back into the seat. Replace your skirt and continue on your way.

Heel Hook Variation

Some swimmers have trouble pulling themselves onto the back deck, so a new-school variation, called the "heel hook" is a good trick to know.

Hanging on to your kayak from the water just behind your cockpit, start to raise your front leg (the one closest to the bow as you face your boat) and allow your body to float onto its side (head toward the stern). Sort of hug your kayak on your side, as

you snake your front leg into the cockpit and hook your foot under the deck. Straighten your leg, using leg strength to help you pull your stomach up onto the back deck (with a little practice this is easier than it sounds), then corkscrew yourself into the cockpit.

Bow-Down Method

This old-school version of the T-rescue is not to worry about the swimmer flipping the boat upright first. It is only a good variation for more-skilled paddlers who are comfortable putting their kayaks on edge. The advantage is that it's a little quicker in situations where seconds matter (like wind blowing you toward wave-pounded cliffs and such) or if a swimmer has lost hold of his kayak before having turned it upright. As you approach their upside-down bow (perhaps gliding skillfully into position on a bow rudder stroke), tuck your paddle into your tummy as you lean over to grab the bow. It is important that you use your near hand on top of the bow to stabilize yourself, because you'll need to lean well off balance to reach their kayak. To describe this from the kayak on your left side, you lean onto the bow with your left hand (leaning over nearly enough to put your left cheek on your left hand) as you reach under and grab the bow with your right hand. In one smooth motion (basically the same move-



You hook your foot under the combing and pull up with your leg in the heel hook recovery

ment you make coming up from a roll), you rock yourself back upright, using the momentum of the motion to pull the bow across your lap.

The trick here is that you won't really be lifting their kayak if you do the maneuver correctly. You are edging on your side so that their bow gets lifted mostly by the edge of your cockpit as you rock yourself back up, the entire time using your near hand to stabilize you, not for lifting. Once the kayak is on your combing you can flip it upright and pull it across your lap as described in the "bow up" method above. As an alternative, some paddlers might choose to continue with the full-on, old-school, bow-down method, and leave the bow down as they lift it to drain it. At this point it is probably worth mentioning that some new school instructors (and their students) may cringe if they see you do this (and others may even attempt to convince you that there really is only one right way to skin a cat). And honestly, those with back issues should probably avoid this technique; nor can I recommend it for others. However, I will admit that I use it routinely, especially in those situations where seconds count.

The advantage to this bow down-and-dirty variation is that it is blazingly fast. When you lift a boat that is bow down, the water drains as you lift, you flip it upright, and you're done. Bam. The key to avoiding injury is to use leverage and good technique, not strength. To do this you don't lift the bow out away from your body, you hug the kayak against your chest. Once the kayak is across your lap (again, I'll describe it from the left side), slide your right forearm under the bow and hug the kayak against you as you start to lean back slightly and bend your right elbow toward you like you were doing curls at the gym. This does require a bit of strength, and some paddlers don't feel comfortable with it. But I know of literally hundreds of paddlers who still rely on it as their go-to



*Leaning over to grab the bow
in the bow-down method*

"Bow-down" photos by Sandy Rintoul-Schumann



*Rolling your boat upright, you
pull the bow onto your lap*



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Teeter tottering to drain the water in a TX rescue

technique when the guano hits the fan, and any warnings I attempt to issue about bad backs just falls on deaf ears. Or maybe they just can't hear over the yowling of so many different cats being skinned.

TX Variation for Boats without Bulkheads

The TX is simply a T-rescue where instead of lifting just the bow, the cockpit of the kayak being emptied is pulled all the way to the cockpit of the rescuer's kayak, forming an X out of the T. For kayakers with no bulkheads (again, white water, surf or recreational models), simply lifting the bow only serves to move the water into the stern, since there is no rear bulkhead to stop it. You need to pull the kayak across your lap until you can teeter totter the boat back and forth to drain water out of each end.

This is not always easy to do, so help from the swimmer is useful. One of

the best ways for them to help is to come around to the far side of your kayak (the side opposite the rescue) and, from the water, to grab onto their own bow, even pushing off your kayak with their feet as they do so, to help drag their waterlogged kayak across your lap to the X position. With many boats, especially those that are fairly symmetrical, starting the rescue by pulling the stern over the rescuer's boat will work just as well as starting with the bow.

Even with the swimmer's help, some kayakers may be so big and tubby that you might well find it impossible to do a TX, especially some models of recreational kayak. The only way to rescue such boats will be to swim them to shore. The only way to find this out is to try it – somewhere within easy swimming distance of shore would be a good place to try it for the first time, in case that is not already apparent.

In a river, white water kayakers can typically just swim their boats to shore, but many white water boaters like to take their kayakers out on lakes or on the ocean. The challenge with draining these kayakers using a TX in open water (as well as similar surf kayakers) may not be doing the TX to get the water out, but doing the reen-try to get the paddler back in. Small volume river and surf kayakers often swamp as the paddler tries to climb back aboard. A special technique is required. After draining the water with a TX, the rescue boat puts the upright kayak not back in the water, but balances it across his cockpit. The swimmer then climbs up onto the bow of the rescue kayak, and into his own kayak. If it sounds a bit precarious and awkward – it is. This is another technique to practice near shore a few times before heading out into the deeps.

And if it is a surf kayak you are rescuing, watch out for the fins on the back. They likely will need to slide off your boat backward, so the fins don't catch on your boat.

Whatever type of kayak you paddle, it is a good idea to practice some of these techniques well before you really need them, so that if you or a paddling partner ends up in the water far from shore, getting the swimmer back in his boat is simply routine. ❖

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 California Kayaker Magazine.



Balancing the now-drained boat on the rescuer's cockpit so the swimmer can get back in is often required for low volume boats

News - continued from page 5

The full-color Guides include maps, coordinates, shoreline boundary images, and regulations for the MPAs along the coast and around islands. Also included are descriptions of the goals of the Marine Life Protection Act (MLPA) which guided the MPAs' development, answers to frequently asked questions and links to DFG web pages with additional information.

"[These booklets] make it possible for us to reach a broader audience by putting printed local marine protected area information directly in the hands of the public," said Paul Hamdorf, Acting DFG Marine Region Manager.

The three printed guides are *Guide to the North-Central California Marine Protected Areas*, *Guide to the Northern California Marine Protected Areas*, and *Guide to the Southern California Marine Protected Areas*. The *Guide to the Central California Marine Protected Areas* is at the printer as we go to press, so should be available soon. PDF versions of all four guides are available online.

Go to www.dfg.ca.gov/mlpa/guide-books.asp to download the PDF or to find a location to pick up a printed copy.

Marine Protected Area update 3 - Online Guide

If you prefer to work electronically, the Department of Fish and Game has a Smartphone solution for you. Point your Smartphone's browser to www.dfg.ca.gov/m/MPA/. This brings you to a web site with maps of all the MPAs. If your Smartphone has a GPS, then it allows you to show where you are in relation to the MPAs. Keep in mind that it only works where your phone gets a signal. And don't forget to keep your phone in a waterproof bag, as phones and water don't get along.

This web site does also work from your desktop computer, but is in-



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tended for Smartphone use (so may look a little funny on a big screen).

Bair Island Restoration and its Impact for Paddlers

There are many changes currently taking place at Bair Island in Redwood City, a part of the larger Don Edwards San Francisco Bay National Wildlife Refuge. Bair Island consists of some 3,000 acres of marsh and sloughs, and includes three main islands (Inner, Middle, and Outer islands).

Restoration projects are ongoing and aim to restore the tidal wetlands environment. The two major recent changes are flow restrictors added to Corkscrew and Smith Sloughs and levee breaches added on all three islands.

To counter the strong flows of current that go through the dredged shipping channel at the Port of Redwood City, flow restrictors have been added to both Corkscrew Slough and Smith Slough.

These micro dams will prevent additional tidal flow and silting into Redwood Creek and the Port of Redwood City (saving millions of dollars in dredging costs). They are set so that at certain tide heights (about 5' and above for Corkscrew Slough and 2' and above for Smith Slough), one can paddle over them. At lower tide heights, you may be able to portage over them.

Levees will be breached in all three islands, bringing water back to areas that have been high and dry for a while. We are still not allowed to land on Bair Island, but levee breaches will increase the areas we can explore when there is enough water to navigate.

It will take some time for the water to scour out deeper channels in Steinberger Slough and through the new levee breaches. Until that happens, be careful as strong currents can occur (early photos of the flow restrictors look like waterfalls at certain tide heights). And be careful that you don't get lost.

Bair Island Aquatic Center, a non-profit organization that offers the community programs in rowing and paddling, has a running post on the changes and how it impacts paddlers (including maps) at biac.wildapricot.org/Default.aspx?pagelid=1493592. ❖



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Center



Have a photo that shows the beauty of kayaking or otherwise makes people think?
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Include the background story and what camera was used.

Hatch

Facing Page: The photographer was hoping to catch the sun set through the keyhole, which happens around Winter Solstice, but was rained out. Before leaving, he was able to get this dramatic shot of a sea kayaker facing off with a wave. He had never seen a kayak so close to the keyhole and felt that the kayaker helped give a sense of scale for the rocks.

Photo by Mark Gvazdinskas

Camera: NIKON D800

Below: Rok Sribar and his daughter, Lea, doing an ender at the Feather River Festival.

Camera: Canon EOS Rebel XTi

*Photo by Elisabeth Schirmers,
taken for the Feather River Festival*



GLEN CANYON

by Lyrinda Snyderman



I had not set out to kayak in the desert.... I had planned, however, to hike in the famous Coyote Buttes of the Paria Canyon-Vermilion Cliffs Wilderness in Arizona. My husband and I had scored one of the extremely hard-to-get and rare (20 persons per day max.) permits to hike in the Coyote Buttes South and we had built our trip around the permit date of July 5th.

My husband does not like long road trips, but I do – so I booked him flights and arranged to pick him up and drop him off while I drove from Berkeley to our destination of Santa Fe and back. I drove 800 miles the first day and made it to Bryce. I visited Bryce the next day then drove the spectacular Burr Trail through Capitol Reef in our 2-wheel drive Honda Civic – which can be done only in the dry season, which is most of the times these days as there has been a severe drought throughout the Southwest. A few days in Moab with great hikes in Arches and Canyonlands, a sightseeing flight from Moab down along the Water Pocket Fold in Capitol Reef and then it was on to New Mexico. I picked up my husband and we stayed for a few weeks in Santa Fe. On the trip home we hiked in the Bisti Badlands and Canyon de Chelly before heading to Page, AZ, and our date with Coyote Buttes.

Since we do not have a high clearance four-wheel-drive vehicle and since Coyote Buttes is only accessible by driving through deep sand and rock ledges, we hired Steve Dodson from Paria Outpost and Outfitters. Steve has a place near House Rock Road, the north entrance road that leads to the slot canyons of Wire Pass and Buckskin Gulch and to the Coyote Buttes. We met Steve at the

restaurant in the dark of night so that we could arrive at dawn at the White Pocket after a precarious two-hour Jeep ride—our intent was to avoid the merciless mid-day sun and the normal July temperatures of 100 degrees or more. In the course of our conversations I mentioned that I liked to kayak—I had even kayak-camped on Lake Powell for four days with my daughter back in 2007.

Steven mentioned that he thought I might like to kayak Glen Canyon. He said that it was a 15-mile flat water run down the Colorado River from the Glen Canyon Dam down to Lee's Ferry, where they start the 2-week+ Grand Canyon raft and dory trips. He said that a raft company that takes tourists on big banana boat raft trips from the Dam down to Lee's Ferry will, for a nominal charge, do a "backhaul," loading me and my kayak on the raft to go back up-river to the start point near the dam. I had no kayak or rack with me, but he said that the local kayak operator had that all worked out.

The next day I dropped my husband off at Flagstaff and returned to Page. I also stopped off to take a tour of the dam and visit spectacular Horseshoe Bend to look 1000 feet down on the river where I would be paddling the next day.

In the morning I arranged for the backhaul. I then rented a touring kayak and loaded it on top of my car. I used a simple and ingenious rack assembled out of three foam pool float "noodles" speared into a grid by two 1-inch diameter PVC pipes. The noodles ran athwart the car to cushion both car and kayak. Two cinch-down straps across the kayak and under the top of the door frames and the kayak was secure.



It was about an hour's drive south down the beautiful Route 89, across the Marble Canyon Bridge and north up 89A to Lee's Ferry. I had been reading Beyond the 100th Meridian, Wallace Stegner's spectacular account of John Wesley Powell's first runs of the Green River and the Grand Canyon and I recognized the scenery from the exquisite panoramic line drawings in the book by artist William Henry Holmes.

I had been warned that the rafts could leave at any time between 10 and 11 am, so I got there plenty early. As I had time I sat in on a ranger's briefing of a private trip getting ready to head down the Grand. The ranger's emphasis was on cleanliness necessary to prevent spreading the dreaded Norovirus throughout the campsites – more than it emphasized river safety!

A bunch of other kayakers arrived.



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*Author's boat on the beach at
her lunch stop*



They were young women, the local guides who drove the big rafts between the dam and Lee's Ferry doing a sort-of busmen's holiday. Their trip involved camping out for a night whereas I was just doing a day trip. They were a wild bunch, full of tattoos and piercings and carrying plenty of beer.

The rafts arrived late and we didn't get away from Lee's Ferry until noon. I ended up sharing the huge boat with the driver, my kayak and a Park Service ranger who was also taking a backhaul up to the dam, who told me all about the petroglyphs along the canyon walls.

As we motored upstream I could see no white water, but plenty of strong eddies and vortices at the bends in the river. The flow rate was averaging about 14,500 cubic feet per second (cfs) with a peak near 18,000

cfs in the afternoons and with early morning low-level releases of about 10,000 cfs.

The canyon walls rose and narrowed as we approached the dam. I could see horses grazing on an isolated shallow beach and wondered how in heck they got there. I later learned that they were not wild and that there is, indeed, a steep and windy path up a narrow defile to the top.

We reached the dam after about an hour, and I could see the diversion tunnel through which the river had flowed for the ten years it took to build the dam, starting back in 1956. The big inflatable tourist rafts were snuggled against the wall like piglets suckling a sow. The 710-foot high dam is the fourth tallest in the US and is only 16 feet shorter than the more famous Hoover Dam, so it is definitely a looming presence.

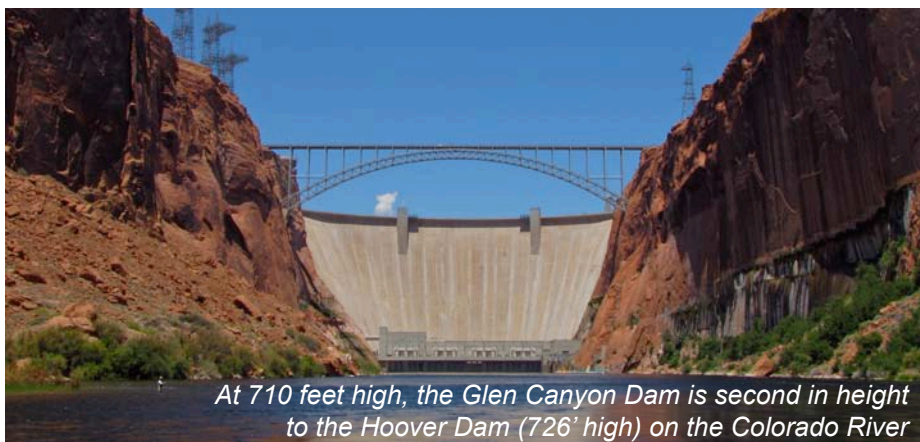
But the canyon walls further down in the river reach even higher – to over 1700 feet!

The boatman dropped off the ranger at the raft tie-up area and then took me back to the nearest small beach. After I unloaded the boat, the motor raft departed and I was left alone in the silence below the great red canyon walls. I started down in the equivalent of a 2+ knot current, avoiding the faster current and swirling vortices at the outside of the river bends.

Kayak Powell had given me a simple map showing trails and campsites along the way. I stopped at the Petroglyph site to see the deeply incised pecked Puebloan petroglyphs of antelopes and a mysterious yin-yang symbol. It was plenty hot, in the high '90s, so I was frequently scooping water onto my head and shirt to keep cool. I sought any shade that I could find below the canyon walls.

I stopped for lunch on a sunny beach across from a great vertical red wall in deep shade. I could only find a flimsy little bush to shade myself. I thought I'd try a swim to cool down, but I only dipped in to waist deep. The water, flowing from the bottom of Lake Powell, averages 46 degrees year-round, so it is even colder than the San Francisco Bay.

I sat, transfixed, at my lunch spot for an hour, watching the tiny flashbulb



*At 710 feet high, the Glen Canyon Dam is second in height
to the Hoover Dam (726' high) on the Colorado River*



Puebloan petroglyphs

lights of solar reflections sparkle on the tiny ripples before the rich greens of the crystal clear water and the deep russets and maroons of the shaded vertical wall opposite. I did see two rafts float by against the far wall. The boatmen impressed their charges by encouraging them to touch the great wall as they drifted by.

Then off, around grand Horseshoe Bend, where I could see the tiny tourists 1000 feet above looking down at me. I could only imagine how small a blue sliver my kayak must have seemed to them.

It was a two-and-a-half mile slog, against a strong and steady headwind, back to Lee's Ferry. It was difficult to load the kayak onto the light foam tube rack as the wind kept blowing it off when I went to get the kayak.

Since I started so late I could not get back in time to return the kayak that day, I kept the kayak and paddled from the Antelope Marina on Lake Powell up the Lower Antelope Canyon the next day. Starting early, I had the beautiful, although not the most famous Corkscrew, section of the canyon to myself.

In reflection, these were some of the most beautiful days, and from a very special perspective, that I have ever spent in the dramatic canyons of the Southwest. ❖

Lyrinda Snyderman has been kayaking since her uncle plopped her in his Folbot at the age of 7. She bought her first kayak, a Klepper Aerius 2-seater folding kayak, with her very first income tax refund back in '71. She used to toss it on a bus or a plane or hitch-hike with it—long before she ever owned a car. Now she has a light single and enjoys photography, primarily of wildlife, while kayaking.

Photos by Lyrinda Snyderman

Resources

Kayak Powell rents kayaks, paddle gear, and camping gear (928) 660-0778 or www.kayakpowell.com

Colorado River Discovery provides service to carry you and boat on their raft to the put-in at the base of the dam. 888-522-6644 or www.raftthecanyon.com

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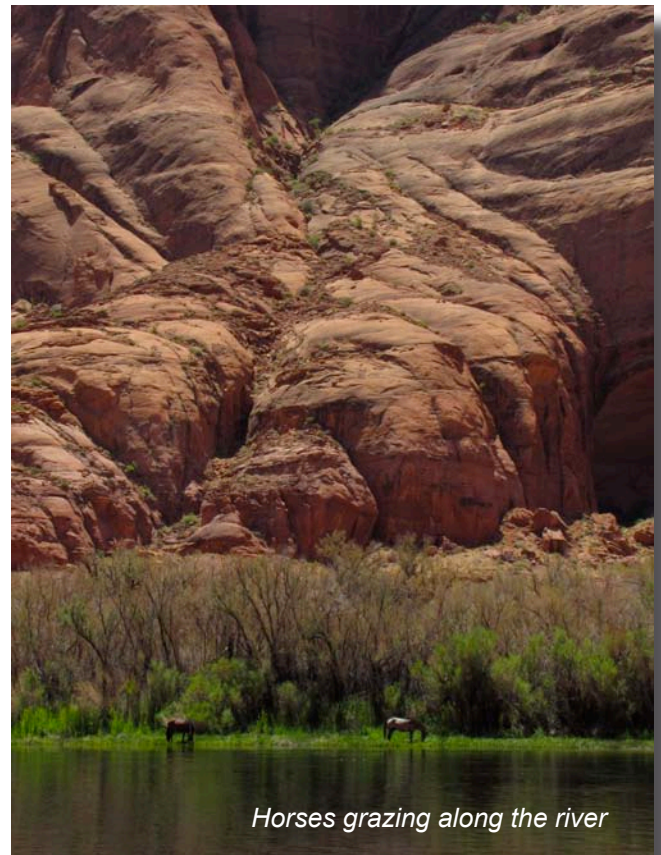
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Horses grazing along the river

Trolling for Trout

By Jeff Baker



It's 5 am on a Saturday morning, standing on the boat ramp next to my kayak. As the sun ushers in a new day I rig up my two favorite rods, check over all my gear and head out on the water. Crisp mornings on Shasta Lake mean one thing, trout time! Every year in late October Shasta Lake, like other north state and Sierra lakes, "rolls over". The cooler water rises to the top while warmer water settles on the bottom. This brings the big trout and land locked King Salmon with it, putting them in easy reach of the kayak based angler. This is definitely a winter time activity, but works in Shasta till about May when the lake heats up. This water pattern would also exist year round at many mountain lakes that stay cold all year.

As I start to paddle I set my lines out. As I dip my lure in the water to make sure it's swimming right, I loosen up the drag and let it slip back 20 yards or so on the first line, and a little longer on the second. Most of the time I'll have a fish on the line before I reach the No Wake Buoy, and often before I set the second line.

Today was a good day. Of the nine fish caught I kept three. A few short strikes, a few shakers, a bald eagle over head, and 6 hours of on-the-water kayak fishing therapy.

Trophy sized trout are just a few paddle strokes away in most north state lakes, and with a few key pieces of tackle they are easily caught. When trolling from a kayak

there are a few things that I think are an absolute must for a successful day.

First would be a forward mounted rod holder. It is important to keep the rods in front of you so you can keep an eye on the tip for subtle strikes. You'll also want to get yourself a rod leash. If your rod gets snagged or you capsize your kayak it's nice to know that you still have your rod.

On the tackle side you'll need a flasher or dodger. I prefer the Shasta Tackle Sling Blades with a UV coating. The shape of the Sling Blades is key for kayak fishing, the pointed front reduces drag while the cupped rear gives your lure all the action it needs. Another cool thing about Sling Blades is the tune ability. If you want a little more action out of a smaller blade, using the side of your kayak to make a slight bend in the blade is all it takes.

Behind the dodger I run a worm or lure. I have used night crawlers and artificial worms. The most productive worm for me has been a hot pink shrimp scented worm made for steelhead. For lures, wedding rings with smile face flashers are my favorite. I find that the traditional willow leaf spinner blades don't work right at the slow speeds of a kayak. Lots of fish will go after a wedding ring style lure. I have caught rainbow and brown trout, kokanee, king salmon, even the occasional squaw fish with it.

Another thing I would highly suggest would be a GPS. I use a combination GPS & Fish Finder. The GPS is used



The author's boat set up for trolling

to keep your speed. 90% of people trolling on a kayak are going too fast, so first and foremost, slow down. If you're wondering if you're going too fast, you probably are. I like to keep the speed around 1.5 mph. During the winter the fish are right on top and I usually don't run any weight on my lines. Keeping your speed in check means your lure is doing its job attracting fish and not skipping across the top of the lake.

Another huge tip is to keep every-

thing clean and use scent. Having pristine waters is great for kayaking but makes the fishing harder. I re-spool my reels every winter with fresh line and stock up on the no scent soap. Every time I touch my line or lure I make sure my hands are clean. Sunscreen, food, smoking, everything you do with your hands can put that smell on your line and fish can smell it. I can't stress this enough for the clear water lakes and streams. Scents like Pro-Cure's Trophy Trout Gel can

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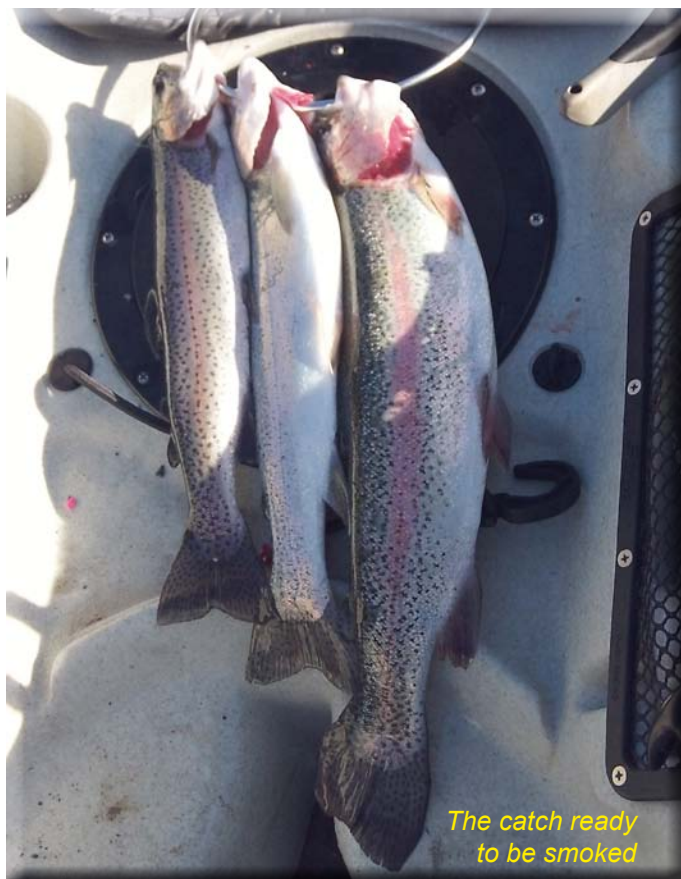
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help draw in fish from a distance. I also like adding white Berkley Fishing Maggot – Gulp! to my wedding rings.

Now it's time to find the fish. Focus on points and submerged banks. I'll usually pick 3 or 4 points and make a loop. When you get a strike while paddling, the best thing to do is keep paddling. This may seem a little counter-intuitive, but it is the best bet at sticking the fish. No matter how fast you think you are, the fish is faster. For example, moderate size Rainbow can accelerate from a standstill to about 23 mph in about a second. You really want to take another stroke, even put a little more power into it to set the hook.

This brings me to my next tip, zigzagging for success. I rarely travel more than a 1/4 mile or so in a straight line. Zigzagging imparts an action on your lure that's hard to resist. A lot of the time fish will follow your lure for a while and check it out before deciding to bite. With two lines in the water zigzagging allows your inside line to slow down and the outside line to speed up, triggering a fish to strike.

And just what do we do with all the fresh caught trout, you ask? Smoke it! I smoke five at a time, then pull it apart, going through to remove the bones. This leaves you with a pile of flakey, boneless, smoked trout goodness. Smoked trout on crackers with cream cheese, a little smoked trout to jazz up that salad, anywhere you use smoked salmon you can use smoked trout.

There's something about \$30,000 bass boats flying by rocking you with their wake. Nice to have all the gear and options, if you can afford it. But it is also nice to be out-fishing them a mile from the ramp in a \$1000 kayak – that never gets old. ❖

Jeff Baker is a Kayak Fishing guide for Headwaters Adventure Company in Redding, CA and paddles with the Hobie Fishing Team.

Photos by Jeff Baker and Stacy Baker.



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Close Encounters in Northeast California

by Meade Fischer

Near the launch at Ahjumawi, with Mt. Shasta in the clouds in the background

While a kayak trip or any travel adventure should have more than one destination, there is usually a primary goal that at least sets the direction of travel. My goal on this trip was Goose Lake in Modoc County, the far northeast corner of the state.

It was to be primarily a kayak trip, with some camping and hiking thrown in, so with our two kayaks securely strapped to the racks, we left Santa Cruz County. Opting for an alternative to I-5, we took I-80 to Reno and north on 395, an area still chilly in early June.

We discovered something interesting about that corner of the state. I had pictured it as very dry, when in fact it is mostly a vast wetland, with the huge Pit River watershed that supplies 2/3 of the water for Lake Shasta. Lakes and rivers abound. I also thought that Goose Lake would be a great kayak destination. It turned out to be a shallow lake with low water and mud flats, with no really good place to put in and explore. While it wasn't the scenic birding area I'd hoped for, we soon were led to places that satisfied our urge to paddle beautiful water with lots of wildlife. Perhaps had we come earlier or even explored the west side of the lake, we might have found a suitable kayaking place, but we had other, far better stops ahead.

The folks at the natural history museum in Alturas suggested a trip 30 miles south to Blue Lake. It turned out to be a lovely, although small, lake – surrounded by steep, wooded hills, a stop for the night, rather than a destination. In the hour or so we paddled around the lake,

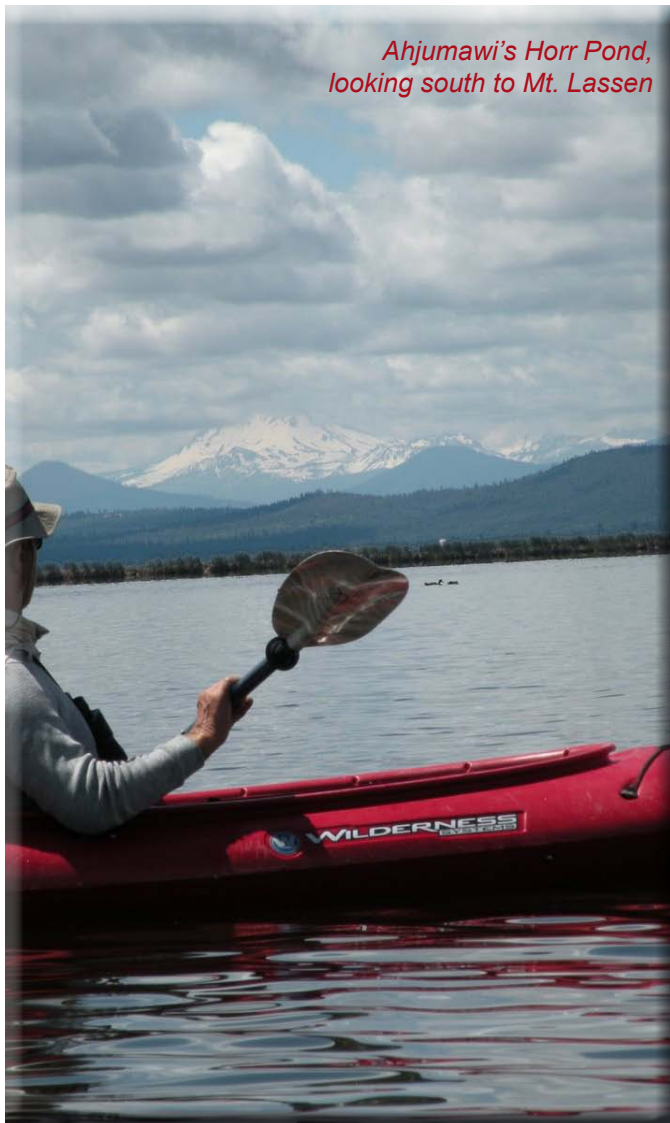
we saw flocks of Canada geese, two beaver lodges, some great blue herons, and a bald eagle. An excellent campground sits on the end of the lake, so we paddled, pitched camp, and spent the night.

Our next kayak destination, and the absolute highlight of the trip, was Ahjumawi State Park, off 299 at Fall River Mills. This is a state park with no auto access. There is only a boat-in campground, a 20-minute paddle from the launch area. But, since they were almost on the way, we had to stop at Lava Beds National Monument and Tule Lake Sump, a wonderful, bird filled wetland, where I saw my first white face Ibis, actually several of them in the reeds. However, we saw no kayaks or actual places to launch to access the Sump, so it would have been adventure kayaking, which can often be exciting.

Fall River Mills, a few miles east of the junction with 89, is only a few blocks long. We turned north on Main Street, in the middle of town, and after two blocks the street ended in a dirt road. Driving out that road, we wondered if we were in the right place, but after about two miles we found the parking area, with a restroom and launch area (GPS Coordinates are 41.10000° N 121.41220° W). The lot was filled with motor boaters and kayakers. When we got there in the afternoon, the wind was howling, and boats were coming in. We later learned, much to our regret, that a storm was coming through.

However, by morning the storm had passed, leaving puffy white clouds, unlimited visibility and a flawless, calm day for paddling. A clue to the richness of the day was the full

*Ahjumawi's Horr Pond,
looking south to Mt. Lassen*



name of the park, Ahjumawi Lava Springs State Park. This entire part of the state is made up of extensive lava beds, porous rock riddled with springs. They provide the water for nearby McArthur Burney Falls and also for Ahjumawi.

The launch area, called Rat Farm, is a finger that extends from the main waterway. Once out of that finger, we could go right into wide, shallow Big Lake or explore the inlets, coves along Horr Pond to the left. We opted for a bit of both. The big lake to the right can be thoroughly explored in about three hours, the rest, much longer.

Directly across from the launching channel is the state park, and paddling up close, we could see the tables and camp area. There isn't an obvious place to land, so it's best to look for the most accessible patch of mud. It would be easy to transport, in hatches, the necessities for a night or two.

Along the north, state park bank, there are a number of marshy side channels, and there are low islands in the middle. I came upon a mud bank full of turtles, a cinnamon teal in a side channel, flocks of white pelicans, geese, eagles and a four to five foot gopher snake that was determined to climb into our kayaks. I was trying to get a picture of it as it swam by, but once we were close, it made straight for us, first climbing on my friend's boat and then several times on mine. I kept pushing it off, but it came on again with a grim determination. It took several minutes to get away from the snake, which had made at least five unwelcome visits to my kayak. In my experience, snakes usually want to avoid humans, not inflict themselves, like door-to-door salesmen, on them.

This lake is spring fed, and exploring far enough up the "river" will take you to one of the clear springs bubbling

*Turtles on mud island in Ahjumawi's
Horr Pond, near the park campground*



up. There are also fish traps built by the early Native Americans, places where rock rings were built to capture fish.

What had my attention on that absolutely clear day was the visibility. We were able to see both Mount Lassen and Shasta, snow-covered and stark against the sky, at the same time, the two mountains being almost 100 miles apart. In fact, my lasting memories of Ahjumawi will be the sense of intimacy, the feeling that the snakes, birds, mountains and even the clouds were seemingly close enough to touch.

While we had only recently heard of Ahjumawi, the place was popular enough. We launched with a couple that had come up from San Diego just to paddle this area for a few days.

After stopping for a hike on snow-covered Mount Shasta, we considered our route home in terms of paddling opportunities.

Our map showed, just west of Shasta City, over the interstate, Lake Siskiyou, so we drove the few miles to the north shore launch point. At first I wasn't impressed with the lake, a round mountain reservoir. It was pretty enough, with the snow-capped Trinities rising to the north, above the thick forested hills. However, when I started up the channel that gradually narrows to the creek that feeds the lake, I saw a scene that made the side trip totally worthwhile. Rounding a bend and looking up the channel, trees lining both sides, directly ahead, cloudless and brilliantly white against a cobalt blue sky Mount Shasta rose up before me.

Our final stop, almost an afterthought, was Whiskytown Lake, off 299, a few minutes west of Redding. It's a popular national recreation area, filled with summer people and water skiers, so I didn't expect much beyond a place to camp and a morning paddle. As usual, I underestimated the place.

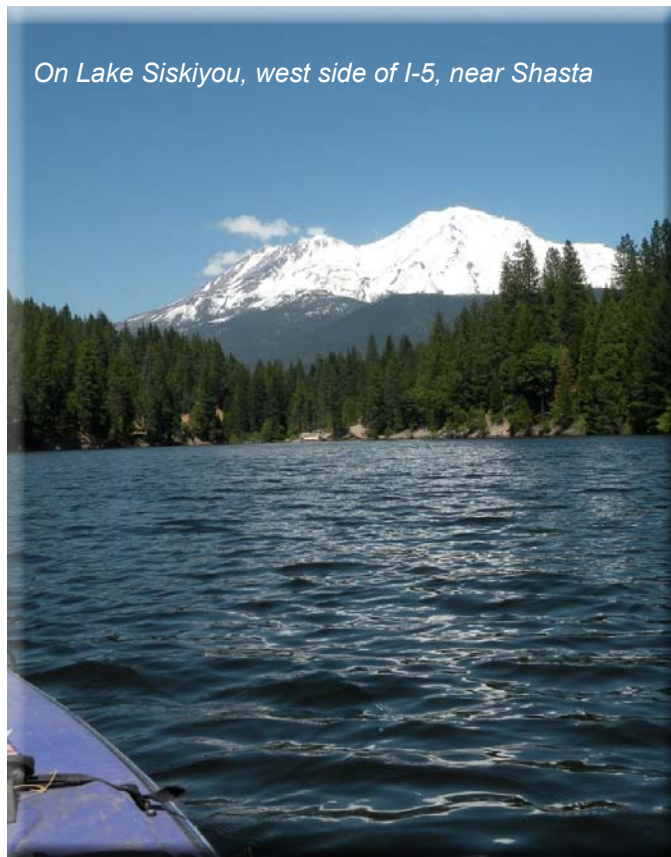
After the only warm night on the entire trip, we awoke to a sunny day. We decided on an early paddle and swim before heading home. I'd paddled the lake before and didn't remember anything worth taking my camera. I was, unfortunately, wrong.

Launching before the powerboats arrived, we enjoyed two tranquil hours on the lake. In that time, I discovered a stream feeding the lake, where I paddled right up to the creek, cascading over rocks into the lake. Another cove was filled with bright blue dragonflies, one that perched on my paddle for over a minute, expecting me to take a photo with the camera I'd left behind.

Then we paddled up to a tree with an osprey nest, the chick looking down at us and chirping, while the mother sat nearby on a limb. We then explored some islands, one with signs of a recent camp, before heading to the swimming beach.

To say we only breezed through a vast area with unlimited paddling opportunities, touching down at a few

On Lake Siskiyou, west side of I-5, near Shasta



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White Pelican at Ahjumawi's Big Lake

Another group of paddlers passing us while we were stopped at the Ahjumawi boat-in campground, with Mt. Lassen visible in the background



memorable spots, would be a gross understatement. We were out a week. To do justice to the area, we would have needed two or three months. The trick, we discovered, is to be open to the patches of blue on the map and to expect the unexpected. ❖

Meade Fischer is a freelance writer, radio commentator, part-time educator, artist and environmental activist.

Photos by Meade Fischer.



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Sportsman's Best: Kayak Fishing

The merging of fishing and kayaking has been around for a very long time. Kayaks were originally developed by Greenlanders and Aleuts to catch food and travel from village to village.

More recently, kayak fishing has been a popular recreational activity. It has grown to be a large enough market that there are companies that focus on kayak fishing products. And with the rise of gas prices, the powerboat crowd is starting to convert to paddle power.

So where do you start if you were a fisherman but wanted to start fishing from your kayak? You could pick up the tenth book from the "Sportsman's Best Fishing Series" titled "Kayak Fishing, Rigging and Fishing from Your Kayak". The writer, Jeff Weakley, is Executive Editor of "Florida Sportsman's Magazine" and an avid kayak fisherman.

The book does a good job of getting the message across with short fishing stories, gear tips, and guide advice from coastal areas around the country. Jeff puts together the nuts and bolts of kayaking from what is a kayak to safety gear, how to transport

your boat, comparing paddle-style to pedal-style kayaks and a brief bit of paddling technique. Most of the pages focus on fishing and the great locations around the country to fish. The areas that are discussed in the book are mostly on the east coast, especially Florida, but he does have sections about the Gulf of Mexico, Southern and Central California and

one chapter on Seattle. For California, he provides some specific suggestions on targeting halibut, yellowtail, calico bass, and thresher sharks.

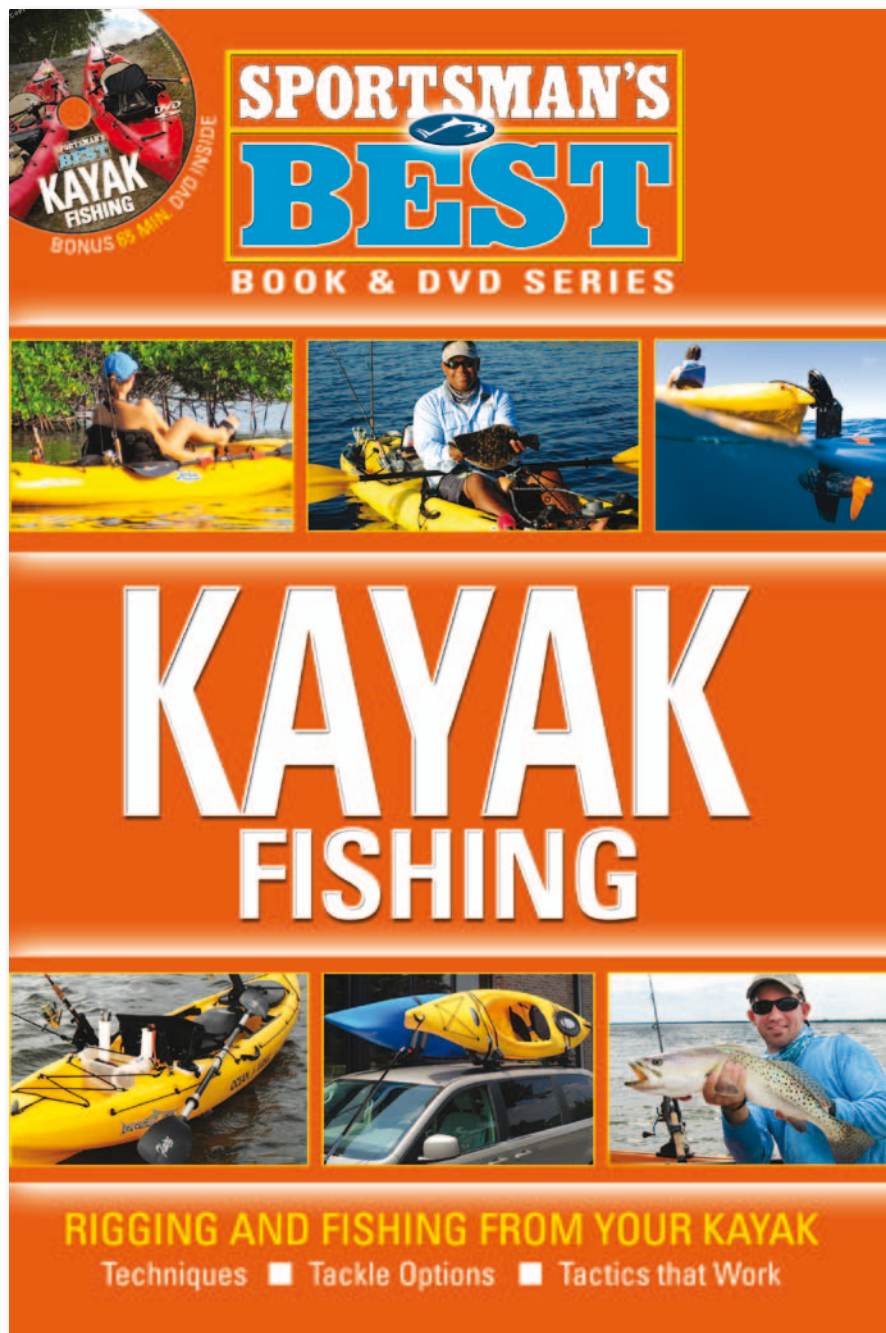
Jeff covers many of the basics and even has a chapter on repairs and installation of gear. But in the 16 chapters of the book, only four really focus on skills and techniques of kayaking. The author does reference

The Good

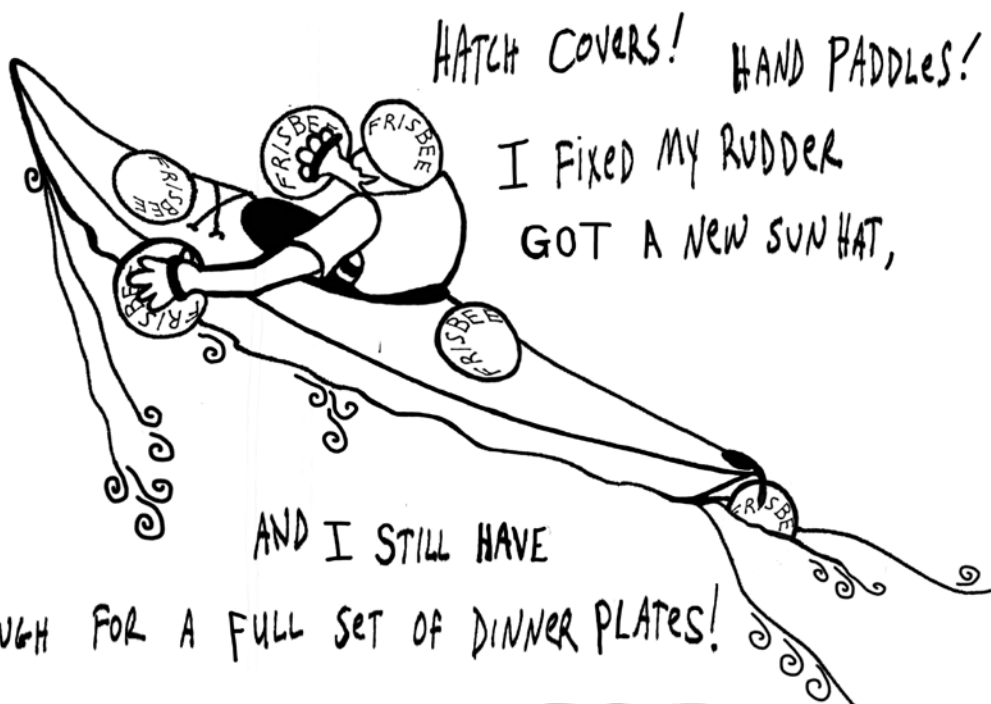
- Awesome photos
- Provides info on pedal-drive kayaks, as well as fishing from SUPs
- Comes with a DVD
- Shows several different types of fishing from around the country
- Provides a good basic overview of kayaking

The Not So Good

- Focuses on the east coast, mostly Florida. Hey, we fish out here on the left coast also...
- Misses some important content on paddling technique
- DVD could have shown more application of kayaking and fishing technique



SO AFTER ALL MY GEAR
GOT TRASHED
I WENT TO
A TRADE SHOW
AND FIXED
MY STUFF WITH
ALL THE FREE FRISBEES.



back to those kayaking skills often in other chapters where the skills can be applied. The book does mention safety a number of times.

It has high quality photographs, with plenty of pictures per page, that really show off what kayak fishing can be about. Even if you don't spend much time reading the book, a picture is worth a thousand words.

The book also comes with a 45 minute DVD that highlights parts of the book and fills in some of the action that cannot be captured in writing. The DVD is a decent addition to the book. There are some good outfitting tips, but we felt it could have gone further with more actual fishing and as a way to demonstrate different paddling techniques that could benefit a kayak fisherman (surf entry and exit, paddle stroke techniques, etc).

We recommend this book to folks who have some familiarity with fishing, and want to start doing it from

kayaks. But these readers may also benefit from a book, video, or take lessons on kayaking technique and safety.

We found this book was not as strong a guide for those who have been kayaking and now wanted to try fishing from a kayak. This book seems to assume that the reader had some knowledge of fishing already.

Sportsman's Best: Kayak Fishing can be purchased at most fishing retailers. \$19.95, 232 pages plus 1 DVD. ❖

Full disclosure — Tom Reilly, a kayak instructor and fishing guide from Central California, assisted in this book review. He also had minor, unpaid input to two sections of the book. His review comments matched those of the other reviewer who does not have any connection to the book, which was a sign that he was able to maintain his objectivity.

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