



CAMPING ALA CONNYAK

Day paddling with Connyak is always a fun and enjoyable experience. Each week brings us to a different site, some familiar and some new. May 14, a large contingent of near thirty launched from the Goodspeed Opera House in Haddam and headed upstream to the Salmon river. The day was quite warm while the water was still quite cold setting up the annual dilemma of whether to dress for the water or for the air. The attire ranged from dry suits to bathing suits.

The trip up and down the river was enjoyable with a lunch stop on a grassy knoll furnished with picnic tables for comfortable eating. On the way back, it became apparent that power boat season was upon us as the wakes from the sporty vessels assailed us over and over again.

As we passed the Opera House on the way back, thirteen continued on to make the five or so mile trek to Selden Island State Park, an island in the river just across from Deep River. After a small diversion of paddling into Chapman Pond, a pristine little gem that reminds you of Maine or Vermont, we headed back out to the river. The boat wakes were large and when reflected off the rock walls of the river's edge, they created a lot of water confusion within which to navigate.

Connyak had made a reservation for a campsite with the Department of Environmental Protection. Our trip leader, Dave Hiscocks, wanted to make sure that we had the best location for the night so we paddled down the length of Selden Island, then back up to the top and then half way down again. Satisfied that he had found the best place, we landed amid the waves created by the rivercraft. One could imagine we had landed on an ocean island shortly before a storm.

The boats had to be carried up from the river about ten vertical feet, which is no mean feat especially when they are fully loaded. Our dry suits of all colors, were replaced by tents and fleece clothing of all colors. The outhouse was found, fire wood collected, stoves lit and corks popped. It is truly amazing just what had fit into those tiny hatches. Phil Warner who could not make the day paddle or the campout paid the group a visit with a bowl of cooked shrimp on ice, complete with dipping sauce. Dinners were prepared skillfully and ranged from leftovers

to concoctions that included vegetables and franks, spaghetti with "whatever" and two variations of tai spicy chicken. One out of a dehydrated foil pack and the other from scratch made by Nora Galvin and Joe Hendrick including coconut milk that was brought along for the feast. No good dinner should end without dessert and as every camper who has scouting history in their blood knows the only dessert for camping, especially when you have a campfire, is SOMORES. Dave Cornell showed that it is possible to make six perfectly cooked marshmallows at once.

As the fire began to die down, a final glance across the river showed the lights reflecting on the water and reinforced how lucky we were to have this moment of sharing with those whom we have come to know through the club activities.

The temperature dropped into the forties under the starfilled night, and the morning sun signaled another beautiful day. Breakfast activity was another culinary delight ranging from oatmeal to what looked like a handcrafted omelet by Clark Bowlen. Breakfast was over, tents were folded, boats were packed and then the reverse procedure of moving the boats back down to the water. Sunday morning seemed to be when the powerboats were asleep so the wakes were almost non-existent. How pleasant! The paddle back was lovely, and while some spent more time exploring the eastern side of the river, others were heading back directly.

Hopefully there will be another camping trip in the fall and certainly the Third Selden Island Campout next spring. If you have enjoyed the paddling companionship of day trips, just think how much more there is to enjoy when extending the time overnight.

- Jim Mathews

Mystic Exhibit

I recently attended the Native American Exhibit at Mystic Seaport. Admission to the full Seaport and this special exhibit was \$16. adult and \$8. for children. It will be running until October. I have some discount passes if you decide to go.

"Native Legacy" - the first of a series of exhibits on "America and the Sea" is on traditional craft and the developments that came from them.



Everything is there, from a Umiak, a Biadarka kayak, an 1800's Greenland Kayak, and a Rob Roy cruising canoe from the 1800's. If you're interested in early Eskimo kayak culture, this is a rare chance to see these actual skin boats.

There are also many modern boats that you'll recognize, from canoes, to kayaks, to Sailfish. This is a one-building exhibit in the Stillman building, and along with this are acres of neat stuff to see. You can easily spend a day at the Museum learning about 19th century life on ships and on shore in a typical New England setting. You can also bring along your kayak and throw it in later for a paddle.

860-572-5339 or www.mysticseaport.org
- it is full of info. - Lenny Lipton



Patti Klindienst paddling on the Mystic River (Antique Boat Parade)

"HELP!

Do you have a cellphone? A lady just got out of the car and can't breath!"

That is how our day of sea kayaking concluded as we loaded our boats after a day of chasing surf and rock garden swells off Route 1A in Rhode Island on Sunday, 7/19. A day when the hot summer sun was reported to have hit 98 degrees.

Having CPR and First Aid training, I ran over to assist as Don and Geoff called 911. A young woman was already lying down, disoriented and terrified. I asked if she was on medication and she replied no. After scanning for injuries and medical tags, we began applying cold water to her body and very small bottle-top capfuls to sip. I asked what she had to drink and eat during the day (by this time, it was 3:00 pm). She replied coffee.

Her speech was slurred, her skin sweaty, and her mental condition seemed confused. The muscles in her hands had seized and immobilized both her hands. Her legs were beginning to experience severe cramping. Our patient had symptoms of hyperthermia (heat stroke/ heat exhaustion).

The Camping & Wilderness Survival Guide written by Paul Tawrell offers the following information:

Heatstroke & heat exhaustion are mainly due to the excessive loss of fluid and salt from continuous sweating or overexertion in a hot climate. This fluid and salt must be continually replaced. The body can lose up to 2 quarts of fluids per hour in hot and humid environments.

The onset of Heatstroke is very rapid. Immediate attention is required as a heatstroke is dangerous to life. It is characterized by: dry skin, flushed & burning cessation of sweating, Feverish appearance, lack of coordination, nausea or vomiting, headache, restlessness and mental confusion.

This may lead to: increased respiration, increased pulse (even as high as 160), twitching and muscle cramps, body temperature can be between 105-110F, delirium, collapse, convulsions and coma - can lead to death. Treatment: Immediately cool the patient (reduce the temperature below 100F as soon as possible). Watch the fall of temperature as prolonged exposure could trigger hypothermia. Replace lost body fluid and salt (if conscious, administer saline water mixture, 1 tsp table salt per pint of water).

Once the ambulance arrived and medics took over, Don moved her car to a safe area. He discovered evidence of chain-smoking. Both coffee and nicotine constrict the blood vessels. Caffeine of course is a diuretic. We have all heard about the big brother, hypothermia, but little brother can be just as deadly. Monitor your

own condition and those of your partners, both on and off the water. Hydrate frequently. Carry a drink which supplies electrolyte replenishment and plenty of water.

We are fortunate that we have many "tools" to help us as kayakers. The water we carry, the bilge pump to shoot a steady stream of water, a sponge, access to water for immersion, cellphone or VHF. But the best treatment is prevention. Enjoy the summer safely.

- Fern S. Usen

- instructor certified by the ACA and BCU

Soundkeeper's "The Pull for the Sound"

September 18, 1999

The Pull for the Sound is an 8-mile open water crossing of Long Island Sound from the mouth of Oyster Bay Harbor on Long Island ending at the beach at Cove Island Park in Stamford, Connecticut, which will likely take from 1.5 to 3 hours to complete. There will be a lot of boats accompanying the race along it's route. The goal of the event is to bring awareness to the water quality and marine habitat of Long Island Sound.

For more information, contact:
Steve White (203) 847-6283 (203) 846-2321
email: steve@steve-white.com
www.soundkeeper.org

WEBSITE CHANGES

When you see an event on the calendar for which we have directions, the type will be blue (or whatever color your browser has set to display web links.) When they move the mouse over it the pointer will change to a hand with the finger pointing - and then if they click on it a small box will pop up in part of the screen with the directions in it.

Website: mindspring.com/~connyak

THE CONNYAK PICNIC

Thanks to Linda Ivany and her parents for having us at their cottage for our picnic. Also, thanks to those who brought along food to share. Not knowing how many will attend, it's always a guessing game to provide enough and not be wasteful.

CONNYAK MESSAGE SYSTEM

(203) 603-4615

Information regarding events, trip schedule updates, cancellations, changes etc. will be heard at this number.

Rescues and Pumps

After reading some recent experiences in the ConnYak newsletter and having some experiences of my own that relate in various ways, I thought I would share my thoughts with you.

As it is currently being taught, unassisted self-rescue depends heavily on the paddle float/outrigger re-entry. I personally much prefer a re-entry/roll approach (with paddle float assist) for several reasons. It is much faster than the outrigger method, it doesn't require a struggle with the outrigger to keep it perpendicular to the boat and it leaves you holding a paddle in a bracing position. Using either an inflatable paddle float or a solid foam version (easily made from 2 inch closed cell foam), anyone with a 50-60% roll can have virtually a 100% roll in any conditions that are suitable for the outrigger style of re-entry. The re-entry/roll has the additional advantage of not requiring the upper body strength (or the complication of a rope sling) needed to climb back up on the boat. So - take a rolling class, get at least the rudiments of a roll and then learn how solid your roll suddenly becomes when aided by a paddle float. By the way, I much prefer the solid foam paddle float for a couple of reasons - it is immediately deployable, no need to inflate, it can never develop a hole or defective valve and it doesn't require as much fiddling around to remove and restow after use. I have worked with mine enough to be able to turn upside down, retrieve and attach the float to the paddle and then use it to roll back up without having to exit the boat. Requires practice, but it is clearly possible at least in favorable situations. I would be happy to talk with anyone interested in exploring this option further.

Another thing about rescue methods. I use certain approaches and have seen others demonstrated that rely heavily on the simple fact that some people are strong enough to accomplish them. A lot of rescue techniques that work perfectly well for me won't work for my wife, and probably some others simply because she isn't strong enough to do them. That's fine, it just means she has to work on those things that work for her and forget about some of the things that work for me. As soon as my boat is loaded, I also have to abandon certain options. Anything that involves lifting a boat overhead while swimming or supported by a float becomes impossible with a loaded boat - so I need to have alternatives that work in those situations. I know it's a damn nuisance, but whatever rescue technique you are planning to use, make sure you can do it with a loaded boat.

With regard to pumps, many pumps start sucking air when the water level in

the boat reaches the top of the collar around the base of the pump. This cuts way down on the efficiency of the pump in getting that last 2 gallons of water out of the boat. Try yours and see if it does this. A simple solution is to either run a bead of glue around the top of the collar or just wrap some electrical tape around the joint. I did a quick check of 6 pumps one day and 4 of the six were prone to leakage. It's worth a quick check.

I had an interesting experience with towing recently near the pilings at the end of Napatree Point. A woman was returning around the point against an outgoing tide. The tide slowed her progress considerably and the combination of the boat angle and the tidal current was perfect to set a ferry angle right into the pilings. As she began to panic somewhat, her forward stroke became less effective - became just strong enough to hold her position while the ferry angle brought her closer and closer to the pilings, thereby setting up a potentially unpleasant encounter. I have two tow rigs on my boat - one mounted to the stern with 40 feet of rope for open water situations and another at my right hip for contact towing. My contact towing rig is pretty simple - its about 6 feet of 1/8th inch cord attached to an inchworm near my right hip (the inch worm was already there to hold the deck lines). a noose is formed and a carabineer attached in the noose. The biner is one of the wide-mouth type so the rig doubles as a paddle leash if desired. My quick-release safety mechanism for the close in tow rig is to cut the cord with the knife on my life jacket.

It took no time to paddle next to her (with my right side to her left side, both facing in the same direction), clip into her bow grab loop and change her boat's direction so the ferry angle took her away from the pilings rather than toward them. I was pretty gratified to see that everything had worked exactly as intended. But then I had one of those "holy ----" moments ...*WHAT IF* all of the lefts and rights had been reversed??? Then it might not have been nearly as nice an ending. I have no clue, with its current set-up, how I would have done a contact tow on the left-side of my boat. I'm still thinking about this and I'm open to suggestions - I'm not sure whether I will add a second contact tow rig on my left or whether I will try to rig something that can be worked equally well from either side.

The storing of rescue gear has always been a bit of an irritant for me. I see so many boats carrying paddle floats and pumps under the deck lines. Think about this - if the conditions are such that you may need the equipment, they are probably sufficiently severe that they can be washed from beneath the deck lines and lost. Some shock cord added to the seat back provides a great place to store an inflatable paddle float. A pump can be attached with clips (they look like broom

holders) between your knees on the inside top of the cockpit. Folks with Dagger boats can knock the bottom out of the water bottle holder and slide the pump in. The water bottle holder is worthless on a touring boat anyway because you can only get to it by opening the cockpit cover - an inherently bad idea. Whether you are the rescuer, the rescuee, or both (as in self-rescue), the job goes a whole lot easier when the decks are as clear of debris as possible.

Deck lines, particularly on most mass-produced plastic boats, are grossly inadequate in a rescue situation. There is damn little to hold onto when working your way around the boat from one position to another. And when plastic gets wet, it gets slippery. Buy some cord and extend the deck lines out to the ends of the boats. I bet that the day will come when you will be glad you did.

And finally, remember that it never hurts to have a back-up ...or a series of back-ups. I have a roll. Ooops ...my paddle broke ...I have a spare paddle/re-entry and roll. Ooops ...My shoulder is dislocated, now I have no roll - I have to do an outrigger re-entry. I lost my solid foam paddle float in a gust of wind ...I still carry my inflatable where it has always been - behind my seat - and so on. Think it through - what is my first option? What is my fall back? Do I have a third possibility? Remember the old Boy Scout thing where you jump in the water fully clothed and remove your pants, tie the ankles, fill them with air and use them as a float? The possibilities are limited only by your own ingenuity with the materials at hand. Remember, if you try something and it doesn't work, you have still learned something.

Thanks, and I hope some of this information will prove useful.

- Jeff Dionne-Dickson
Head Tour Guide, Collinsville Canoe & Kayak
ACA Certified Coastal Kayaking Instructor

Note:

All paddlers on ConnYak trips must wear the appropriate CG approved Personal Flotation Device and wear a spray skirt. The boat and equipment must meet CG requirements, including a signaling device (whistle or horn). All paddlers are responsible for their own safety, including dressing for immersion. Beginners must have taken a basic course and be proficient in performing a wet exit, paddle float re-entry and carry a pump. Kayaks without bulkheads should have floatation installed. (always carry extra dry clothes, food and water)



SEPTEMBER SCHEDULE

4th - Ct River - Haddam Meadows

12th - (Sun) Pattaconk Reservoir

25th - Ct. River- Essex

HADDAM MEADOWS- CT RIVER

SATURDAY, SEPT. 4TH - HADDAM

Paddle up river have lunch and back on the other side.

Pack lunch. Launch at 10 a.m.

DIRECTIONS -

Northbound on Rt.9- Exit 7 off Rt. 9 - go to the end. Left on Rt 154. 3 miles to Haddam Meadows - watch for entrance to park on right.

Southbound on Rt.9, take exit 10 to southbound Rt. 154 to Haddam - watch for entrance to park on left.

Inland from East Hampton side of the river - cross bridge at the Goodspeed - 1 mile to junction and a right on 154.

Haddam Meadow State Park has no admission fee.

PATTACONK RESERVOIR - CHESTER -

PADDLE/PICNIC

SUN. SEPT. 12

Lake picnic and paddle. Small, beautiful lake to paddle, picnic, practice, swim have fun and enjoy life.

DIRECTIONS -

From Rt-9 - exit 6, Rt 148 south. Take the 1st right after Cedar Lake - proceed to reservoir.

From I-95- exit 64, Rt 145 to Rt 80, a right and left back on Rt 145. Right on Rt 148. Take the left before Cedar Lake - proceed to reservoir.

In the water by 10:00 a.m. (pack a big lunch)

ESSEX - HAMBURG COVE

SATURDAY, SEPT 25 - ESSEX

In the water by 10:00. Paddle to Hamburg Cove with lunch on Nott Island.

DIRECTIONS -

*From Exit 3 off route 9, go to stop light and go east on West Avenue in to Essex Center - to the rotary at the head of Main Street and then go north (left) on North Main Street for 1 short block and turn right onto Bushnell Street. Just before entering the Dauntless Boat Yard there is a dirt road to the left, leading a short distance to the boat launch and parking area. **In the water by 10:00 a.m. (pack a lunch)***

All itineraries can change due to conditions.



CLASSIFIED

Feathercraft K1 Expedition Single (foldable kayak) 15' 11" x 25", costs \$3850.00 sacrifice \$3000.00. Never in the water. 203-772-3174.

Sealution—Kevlar w/rudder, blue/white. Includes Werner paddle, Spray Skirt, Bilge pump, Paddle float, Yakima saddles. \$1500. 860-485-9173

Primex kayak cart. Paid \$119, asking \$80. Used twice. 203 426-8286

Necky Looksha IV - Kevlar, 43lbs, 16'6" x 22". Blue/white-yellow hatch covers. Exc. cond. \$1700. Day (860) 243-7711 or Evenings (860) 496-8784.

Yakima rack system. Includes 3- 58" bars with 6 raingutter towers including locks. \$130. (860) 439-0882

Kayook plus with rudder. 8 months old, like new, \$900.00. 860-526-1410, 860-663-2069

Necky Looksha IV, 4 Yrs old. Plastic. Rudder, Bulkheads, hatches. \$875. 203-481-1881.

Wilderness Systems Pamlico: 14'9", red. Double or single seat kayak, skirt. \$700. 860-684-6168 or lynes@uconnvm.uconn.edu.cky

P&H Capella, new Sept. 98, yellow, new condition, \$1,150. quality poly kayak. 401-596-4482

Canoe, Bell NorthStar ,Kevlar/Carbon, 16'6" by 34 1/2" center seat, 2 paddles. used twice. \$1,450. 401-596-4482

Desperately Wanted - Low Volume Serius - New, used or abused. 413-593-6167

Necky Looksha Sport, 14' 4" x 22.5", rudder, bulkheads, hatches, granite color. \$800. 860-537-1157

Nautraid One Expedition (foldable) 15'3" red & black \$1800. or best offer. 860-521-6070

Various Greenland paddles & storm paddle. Tom. 413-593-6167

Necky Santa Cruz, bulkheads, spray skirt, very stable, paid \$700. sell for \$495. 860-827-1111

Dagger Transition, whitewater boat, red, airbags, bulkhead footrest, nose cone, a bit fuzzy but rock solid \$400W (860) 441-8416 H (860) 535-8416

Wold Ski Custom Terminator, Surf Kayak, Kevlar, 29 lbs, green over yellow, will do fantastic things in the waves. \$500 W (860) 441-8416 H (860) 535-8416

Serratus sm/med Pro PFD yellow/orange, 1 rear/3 front pockets - \$75.00, sm ExtraSport PFD - \$25.00, BetsieBay Kayak Greenland Paddle - \$95.00. Call 860-529-4612 6pm-9pm.

Necky Nootka - 22' tandem sea kayak, double hatches, kevlar, brand new. Cost \$3500. will sacrifice for \$2500.00 Call 860-456-0558.

Send newsletter articles or classifieds to:
Jay Babina e-mail: jbabina@snet.net
7 Jeffrey Lane, N. Branford, CT 06471
203-481-3221 Fax 203-481-1136

KAYAK SKILLS & ROLLING

Urban Eskimo Kayaking - Mike Falconeri

Skills Workshops, Eskimo Rolling, Safety & Rescue throughout July.

Call for specifics - Mike at 203-284-9212

TO JOIN CONNYAK...

ConnYak is a non profit club that is open to all paddlers interested in sea kayaking from any location. ConnYak annual membership fee is \$15. Members can join the ACA with a club discount for \$15 which entitles you to full insurance coverage on trips as well as a full subscription to PADDLER Magazine. (a \$15 subscription)

Send inquiries to: Ed Milnes
35 Hampton Park, Branford, CT 06405
e-mail: Connyak@mindspring.com

Website: mindspring.com/~connyak

Please contact the Newsletter when items are sold.



c/o Ed Milnes
35 Hampton Park
Branford, CT 06405

