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President's Message
by Dawn Groves

It's hard to believe this is my last letter as president of WAKE. For two years I've been trying to come with something to say in these damn articles and now that it's almost over, I'm actually wistful. Go figure.

I really didn't want to president. I'd spent the previous year being

Ted Ullman's second and much preferred working in the background. But as with so many of life's blessings, we don't recognize them at first. Despite certain reluctance, I've found the role to be interesting and even handy at times. I've experienced nothing but generosity, appreciation, and spirited honesty from the WAKE membership. Being the prez has been gratifying from the get go. Sure it's a little scary-- audiences of sea kayakers can be formidable <grin> -- but always rewarding.

Honestly, being president is no big deal. The board works as a team. The president is only one of five equal partners. Aside from providing direction during meetings, being WAKE president no better or worse than any other board position. I say this because people tend to give me a lot of credit for the running of the club this last two years and I'm just the most visible fifth. The board makes all the decisions, plans events, handles concerns, and works toward making WAKE better and more responsive to members. If the last two years have been good for you, it's the board you should be thanking.

I suppose as departing big cheese, I should offer words of wisdom. Aside from my usual advice, "never eat anything bigger than your head," there's not much to say. Smart people don't take advice and fools don't listen to it. However, there is

one soapbox I'd like to stand on and since I'm president, you have to listen. Ha. Power is intoxicating.

When I first joined WAKE, I waited for things to happen, hoped paddles would be planned. I finally decided that nothing would happen without me taking action. So I joined the board and everything good about kayaking ensued from that point. Being on the board gave me personal access to patriarch and matriarch kayakers who taught through example and on-water mentoring. You had to earn their respect by demonstrating active, persistent interest in their beloved sport. You had to care enough to show up over and over again, learning, pushing the envelope, taking personal responsibility, and keeping quiet. Dan and I did just that. We listened and learned, and eventually merged as part of the core of the club. Even better, we ended up with more than just skilled paddling partners; we developed cherished friendships. What WAKE has done for the two of us far exceeds what I might have done as president.

The club is changing; it has been for some time. We're shifting our demographics and the original WAKE patriarchs are looking to the next wave of leaders to take over. Currently we don't know who those leaders will be. That's the mission of the board for 2009; to nurture club leaders -- people who want to lead paddles and organize events. It's a noble charge and one the upcoming board is well suited to handle. I wish them all the best.

In my case, I'll be wishing from the sidelines. I've started up a business in Canada working with a consulting firm and my time is pretty tight. I'll miss being on the board but hey; it's time for new blood; new energy; new ideas. Change is in the air. WAKE is no exception.

Thanks for everything, folks. I'll still be around. See you on the water.

Dawn
Outgoing President of WAKE

WAKE presents....Tuesday, November 18th, 2008

Coastal Processes and the Implications of Global Sea Level Rise

Jim Johannessen, a Washington Licensed Engineering Geologist, will speak about the processes affecting our coastlines and the resulting shoreline changes. See description on page 2

Bellingham Library

Doors open at 7:00 p.m.

Meeting starts 7:30 p.m.

Calendar

November 18th Meeting - Coastal Processes and the Implications of Global Sea Level Rise

Jim Johannessen will talk about the processes (geologic, hydrologic, meteorologic, and oceanographic) affecting our coastlines and the resulting shoreline morphologies. Due to global climate warming, mean sea level is predicted to rise three to five feet in the next century causing widespread changes in shoreline morphology and resultant massive political and engineering efforts to combat the rising tides.

Jim is a Washington Licensed Engineering Geologist and is a Principal Scientist with Coastal Geologic Services Inc. in Bellingham. Jim specializes in coastal processes and beach management with particular expertise in soft shore protection and beach rehabilitation and restoration. He designs gravel beach nourishment, sediment bypassing, and other methods to reduce coastal erosion, often working with engineers and fisheries biologists. Jim's project experience includes designing the restored beach at Marine Park in Bellingham. This should be a fascinating presentation.

December 5th WAKE Holiday Celebration-Friday night, Squalicum Yacht Club, 6:00 PM

Party Time! The much anticipated annual WAKE Holiday party and silent auction is almost upon us. This is an annual WAKE tradition and a lot of fun. We vote on new board members, celebrate the past year, honor special paddlers, talk about the future, participate in a silent auction with excellent items donated from local outfitters, coaches, kayak-oriented businesses and members, natter with friends, and feast on scrumptious holiday fare. Wake supplies plates, glasses, cutlery and soft drinks. You bring the food. BYOB! Last Names starting with A through H provide desserts.

Last Names starting with I through Q provide a main dish.

Last Names starting with R through Z bring salads or finger foods.

Address and directions:

2633 S. Harbor Loop Dr., Bellingham

From I-5 take Meridian Street, Highway 539, Exit 256.

Turn South on Meridian to Squalicum Parkway which is just after the railroad tracks.

Turn right onto the parkway and follow it to the waterfront.

The parkway becomes Roeder Ave. Follow that a short distance and turn right onto Coho Way just after the railroad tracks.

The clubhouse is a separate one-story building in the corner of the parking lot between the Bellingham Yacht Club and the Seaview Boat Yard.

If you want to donate something for the silent auction, contact Donna Vandergriend at donna.peace4me@gmail.com

Have you ever wondered if you need a flag on the rear of your kayak as you're driving? Do you cringe when the State Patrol pulls in behind you and you don't have a flag? Well I have and I do, so I thought I would research the law. Below you will find an excerpt from the state law. I cut out the part about night requirements. It talks about lamps and reflectors and where they are placed and when. It's pretty much the same as where you put flags. To read the whole law, Google RCW 46.37.140 Turns out, I don't need a flag, now I'll just have to worry about speeding!



Washington State Law

RCW 46.37.140 Lamps, reflectors, and flags on projecting load

.....There shall be displayed at all other times (daytime) on any vehicle having a load which **extends beyond its sides or more than four feet beyond its rear, red flags, not less than twelve inches square**, marking the extremities of such loads, at each point where a lamp would otherwise be required by this section, under RCW 46.37.020 (discusses when lights and reflectors are required)

Is the vehicle at left legal? I would say no. The flag on the back is fine but there is no flag on the front where it extends from the side. Not sure the method of carriage is all that great but that's probably covered under another law.

PADDLING ENERGY

FOR ENERGY WHILE PADDLING, you need sugar and water and oxygen - really, that's it. Because of something called the "Glycemic Index," complex carbohydrates (starches) are better for the long haul than simple carbohydrates (sugars). Some of the "Power Bar" type of stuff some athletes eat contain a lot of protein (or its building blocks - the aminoacids). Unless you can drink large quantities of water, you are better off eating carbohydrates than protein. While you are actively exercising you are not building up muscle, that happens after the exercise. You will not break down muscle if you have enough carbohydrates in your system while you exercise. Therefore, if you exercise for hours and eat proteins, your body goes through a complex process to convert that nice protein into energy to burn (basically turning the protein into sugar) - and the process produces more waste than eating carbohydrates.

Your body can only store maybe 2 hours worth of carbohydrate energy, then if you have not been replacing it along the way, your body goes into catabolism - it starts breaking down protein and fat for fuel. Now I can hear you saying, "Oh yeah!" - but you should know that the first target is the easier to burn protein, not the fat. That is why body builders trying to get huge eat from 6-8 small meals per day.

WHAT FLUID SHOULD YOU DRINK?

Gatorade? Plain water? There is a large misunderstanding in this area. It comes from not knowing how we sweat. When one does light to moderate exercise (kayaking or peddling a bike on level ground) in a cool to moderate climate (as we normally kayak in) then if you break out in a sweat, you are losing 5 mEq (milliequivalents) of salt in your sweat. If you exercise heavily (football linemen, construction workers) in a high heat environment (temperature and humidity) then your sweat contains 120 mEq of salt. That is why the former type of exercise never leaves salt rings on your clothing like the latter does! When the climate is comfortable and you exercise lightly, you can get away with water. But if you are pushing it on a hot, humid day, you will understand why they needed to invent that beverage if they were going to play football in Florida in the sun - (that's right, it was invented in place of lemonade for the Florida Gators in the Gator Bowl). By the way, the human is the only animal we know of that cannot rely on thirst to tell him when to drink. The average adult will have lost one to two pounds of water before becoming thirsty. Force fluids! Drink more than you think you need.

WHAT CAUSES FATIGUE?

A lot of things, but one important one is not delivering enough oxygen and fuel to muscles. If you sprint, you can easily experience the fade out of power when you can't deliver enough oxygen to your muscles as fast as they burn it. Well, the same thing goes for fuel (carbohydrates). If the muscle runs out, fatigue sets in. Another big factor in fatigue is dehydration. As you sweat (or pee) you lose water. This results in your blood actually becoming thicker. It does not flow as fast, and will not supply fuel to your muscles as well. One of the signs of dehydration is having no appetite (and having a bad attitude). Ever "been there - done that?" How about a deck bag of grapes?

If you are going to exercise for more than 15 minutes, you need to drink. If you are going to exercise for more than 2 hours, you need to replace fuel. You can drink it in a sport drink, killing the proverbial two birds, or you can bring along water and then have some sort of carbohydrate at hand to nibble on while paddling.

Long distance hikers know the value of a good breakfast. Then, lunch is the meal that stretches from breakfast till dinner - and should be eaten in that manner, a little at a time - the same way it is burned - every hour of the day.

Adequate hydration and adequate food intake will make your paddling seem nicer, and less like an ordeal - it will even improve your attitude. It will also keep you safer - when you need that burst of energy to get yourself out of trouble.

The rule for hiking - never hike out farther than you want to (and are able to) hike back - probably applies to kayaking also. Except that in kayaking, add that the wind will turn and be blowing in your face on the way back. Don't ask me how the wind knows when to do that - it just does! Maybe it listens to the Laws of some guy named Murphy.

HAPPY & SAFE PADDLING! MAY THE FORCE BE WITH YOU!

Thanks to California Kayak Friends for the use of this article. See their website at <http://www.ckf.org/>



Beaufort Wind Scale

Below you will find the beaufort Wind Scale which was developed in 1805 by Sir Francis Beaufort of England as a standardized description for weather observations including wind speed. It is still the standard in use today. Look at the paddler Notes to see the effects on kayakers. These notes are from *Sea Kayaking Rough Waters* by Alex Matthews. From the notes you can see that small craft warnings (advisories) would consist of winds of 17-21 Knots. Gale warnings would be anywhere for 28-47 knots. The windy season is here, listen to your radio for the forecast and prepare/plan accordingly. Thanks to Kathleen Murphy for providing this information.

Beaufort Force Scale	Wind Speed ¹		WMO ² Description	Wave ³ Height (feet)	Appearance of Wind Effects ¹		Paddler Notes ⁴
	Knots	MPH			On the Water	On Land	
0	< 1	< 1	Calm	0	Sea surface smooth and mirror-like	Calm, smoke rises vertically	Best for beginners
1	1-3	1-3	Light Air	0.25	Scaly ripples, no foam crests	Smoke drift indicates wind direction, still wind vanes	Still easy
2	4-6	4 - 7	Light Breeze	0.5 - 1	Small wavelets, crests glassy, no breaking	Wind felt on face, leaves rustle, vanes begin to move	Novices will experience weathercocking
3	7 - 10	8 - 12	Gentle Breeze	2 - 3	Large wavelets, crests begin to break, scattered whitecaps	Leaves and small twigs constantly moving, light flags extended	Good practice for intermediate paddlers
4	11-16	13 - 18	Moderate Breeze	3½ - 5	Small waves becoming longer, numerous whitecaps	Dust, leaves, loose paper lifted, small tree branches move	Difficult for novices, may be challenging for intermediates
5	17 - 21	19 - 24	Fresh Breeze	6 - 8	Moderate waves taking longer form, many whitecaps, some spray	Small trees in leaf begin to sway	Small craft warnings. Hard paddling into the wind. Following seas will result in surf rides. Rescues difficult.
6	22 - 27	25 - 31	Strong Breeze	9½-13	Larger waves with whitecaps common, more spray	Larger tree branches moving, whistling in wires	Experienced paddlers only. Very hard paddling into wind. Rescues very difficult.
7	28 - 33	32 - 38	Near Gale	13½-19	Sea heaps up and white foam from breaking waves begins to be blown in streaks along the direction of the wind.	Whole trees moving, resistance felt walking against wind	Headway very hard. Very difficult to turn/maneuver. Communication hard. Wind may rip paddle out of hand.
8	34-40	39-46	Gale	18-25	Moderately high waves of greater length, edges of crests begin to break into spindrift, foam blown in streaks	Whole trees in motion, resistance felt walking against wind	It's every person for themselves. Rescues are virtually impossible.
9	41-47	47-54	Strong Gale	23-32	High waves, sea begins to roll, dense streaks of foam, spray may reduce visibility	Slight structural damage occurs, slate blows off roofs	Survival paddling. Rescues are impossible.
10	48-55	55-63	Storm	29-41	Very high waves with overhanging crests, sea white with densely blown foam, heavy rolling, lowered visibility	Seldom experienced on land, trees broken or uprooted, "considerable structural damage"	Pray!!!
11	56-63	64-72	Violent Storm	37-52	Exceptionally high waves, foam patches cover sea, visibility more reduced		
12	64 +	73 +	Hurricane	45 +	Air filled with foam, sea completely white with driving spray, very reduced visibility		

¹ NOAA; ² World Meteorological Organization; ³ <http://whale.wheelock.edu/whalenet-stuff/beaufort.html>; ⁴ *Sea Kayaking Rough Waters* by Alex Matthews

Effect of Wind on Forward Progress

This table shows the effects of wind on cruising speed or "speed made good."

It is meant solely as a rough guide (from *Sea Kayaking Rough Waters* by Alex Matthews)

Wind Speed	Headwind Resistance	Tailwind Assistance
0 knots	0 knots	0 knots
5 knots	-0.5 knots	0 knots
10 knots	-1 knots	+1 knots
15 knots	-1.5 knots	+1.5 knots
20 knots	-2 knots	+2 knots
25 knots	-3 knots	+2.5 knots

Risk Assessment

As we prepare to go out on the water it is my belief that one of the most important things to consider is risk. What are the risks? What are the consequences of the risks? How can we minimize the risk to acceptable levels? While kayaking, there will always be a certain amount of risk. A wise kayaker will be able to identify those risks and how they may affect the day's paddle and the individual or group. Here are a few things to consider and question before getting on the water.

The Sky

Check the weather forecast. What is the forecast for the period of time you will be on the water? Is it improving or getting worse? Will there be wind? From what direction? Is the wind going with, or against the current? Will it rain or will the sun be shining? What is the expected temperature? Will it be foggy? Is there a possibility you will be out in the dark?

The Water

What will the tide be doing during your paddle? How will that affect your landing zones? What are the currents? Will you be going with or against them? Will they cause tidal races (a.k.a. rips)? Where? How will the wind affect the water? Will there be traffic on the water? Are there any obstructions in the water? Obvious or underwater?

The Land

What is the terrain near your paddling destinations? Will it affect the wind direction? Will it afford an opportunity for shelter from the weather? How will it affect the speed of the current? Are there places to "bail out" if need be? Are "bail out" areas remote or populated?

The Group

Do you know your paddling partners? Do you know their skills? Are their skills (and yours) adequate for the proposed paddle? Are there any medical conditions that may affect the paddle? Does the group have adequate safety equipment? Does everyone have seaworthy boats? Is everyone dressed appropriately? Is the group open to discussing possible risks? Does the group seem like it could work together to resolve an emergency situation?

All of these questions are important but there are probably more that could be asked. Risk assessment should not be viewed as scary or a chore but just another part of paddling, just like looking both ways before crossing the street. In time it becomes second nature. Risk assessment isn't meant to keep you off the water but get you on the water safely. Truth be told, risk is what makes some things exciting, but you should strive to keep risks at an "acceptable level"

What risk assessment comes down to, is;

- Observing your paddling environment and getting all the information you can.
- Knowing yourself and what you are comfortable with. Being honest with yourself.

Keep in mind that risk is very subjective. One person's risk is another's "walk in the park". Learn your own acceptable level of risk and make decisions accordingly. That acceptable level of risk may change in time and you want to live to see it.

