

DINNER IN A BAG

by Nancy Lovelace

Mike Falconeri was paddling around the coastal US...; what a great opportunity for me to learn about dehydrating and packaging food. What better person to try it on - Mike eats almost anything.

There are many types of dehydrating methods. I used an electric American Harvester. It's round, stacks up to 8 trays, is heated and has a fan. The vacuum sealer was purchased at Sears, as well as the bags needed for sealing. That's it. Those were the only appliances used although a food processor and meat slicer would have been handy.

At the start, the preparations for the first two months was chaotic at best. Over time the organization and time spent got better. The dehydration and preparation of meals evolved into something more easily managed. The feeling of being overwhelmed went away.

I'm not hard core when it comes to preparing meals. Convenience is #1 with me. (Never could understand why people spend money for convenience foods and for eating out: but when it comes to kayaking, back packing, etc. all of a sudden it has to be made from scratch and inexpensive. A meal is a meal whether eaten kayaking, backpacking or at your kitchen table.)

Two months of food was prepared to send to food drops along the coast. Mike took the first 2 months with him on his

drive across the US to Washington. At first I prepared Monday meals, breakfast and dinner, then Tuesday meals, breakfast and dinner, etc. It took a month of preparation before I realized that was insane. "Wednesday is Prince Spaghetti Day" - remember that advertisement? I learned preparing the same meals for 8 Mondays, 8 Tuesdays, etc. made life and preparation a lot easier. Mike had 7 different dinner menus and 5 different breakfast menus. After a week of 7 different dinners, the same 7 dinners started again and the same breakfast menus started again after day 5. Breakfast and dinner were packaged separately and then put together in a single bag. Double bagging was used on all meals. (It would have been awful to have meals leaking and rehydrating at the same time. Mike has a big appetite....but not that big.)

Mike's 5 breakfast menus were:

1. Scrambled eggs (made from powdered eggs) with spinach, black olives, bacon bits, grated cheese, dry milk and cinnamon toast.
2. Pancakes and syrup with a side of jerky and dried fruit.
3. Cream of wheat with dry milk and dates.
4. Shredded wheat with dry milk and dates.
5. Alpen cereal with dry milk and dates 3 - 5 could be eaten from the bag.

Dinners:

1. Chicken and instant potatoes with veggies.
2. Pasta primavera with fish/meat and veggies.
3. Rice and black beans with chicken broth and veggies.
4. Herb and garlic sauce with fish/meat and veggies.
5. Pesto sauce with fish/meat and veggies
6. Spaghetti sauce (takes a long time to dehydrate, but tastes good) with black olives and spinach.
7. Ramen noodles - couscous and instant brown rice were substituted for pasta occasionally. The pasta used was capellini #9. It cooks in 2 minutes.

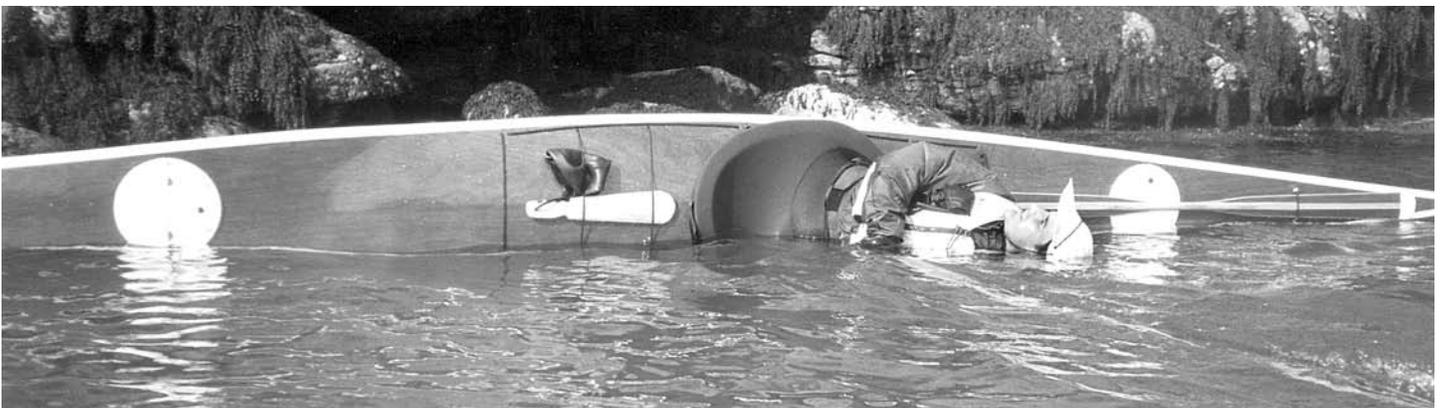
What was dehydrated?

Veggies: Lots of spinach, black olives, summer squash, zucchini, red and green peppers, black beans, lentils, frozen mixed veggies - anything.

Fruits: apples, pears, kiwis, oranges and some canned sliced fruit like peaches and pineapples. Bananas, coconut, raisins, and dates were store bought.

Meats: top round steak and turkey breast were dried for jerky. Canned tuna, shrimp, chicken, and salmon were dried to add to meals.

When the dinner meals were being prepared I added any veggies and meat/fish that were dry and ready to go. McCormick's pre-packaged sauces were used. Packages were opened and divided in half. Grated cheese and dry milk were added to as many meals as possible. Directions for preparations of meals were included in every package. For most recipes, Mike just had to combine contents of packets and add water. -Very simple.



Tom Maziarz (official ConnYak photographer) sculling.

A general food supply went along and lunch came from this supply. General food supply included: gorp (homemade), Powerbars (Sam's sells them by the case, 25 bars for \$16.00), maple syrup, sugar, coffee, creamora, jerky (beef and turkey), Slim jims, Starbuck's chocolate covered espresso beans and dried fruit. Lunch was taken from the supply in the morning and eaten on the water - at least, that was the plan.

It seems dehydrated food shouldn't weigh very much. Much to my chagrin two months of food was HEAVY. While preparing and packaging it it seemed that it should all fit - all two months worth. Every thing would be easy. Mike would paddle down the West Coast and meet his friend Desmond and get the next two months supply for the Gulf Coast: portage across Texas, and away he goes. Well, the boat was so overloaded with food that Mike had to give up some essential gear to fit in the food. It took two guys to get the boat into the water. The day he left it was sunny and calm. That lasted about 12 hours. The weather had come in hard and furious - rain, rain, rain, and 15 foot seas. Not good for a overloaded boat. Cooking food in the vestibule of a tent fills the tent with smoke and more importantly attracts animals, bears in particular. (There were actually bear tracks around Mike's tent.) So... here's Mike on the Washington coast with a overloaded boat and no place to go but down the coast. (This is not a good idea. #1 on things to rethink.) Other than lunch and some breakfast, all meals had to be cooked. This was not good. I had no idea. What a hard lesson to learn. (That would be #2 on things to rethink.) Mike has done expeditions before and survived on rice with black beans and macaroni & cheese. He did not have such an enthusiastic friend (me) that was weighing his boat down with a ton of food.

Back to the drawing board. After much discussion with Mike, it was decided that he should come home so we could organize more food drops to lighten the load. We now had some very different ideas of how things should be handled. I'm thankful Mike is an experienced /expert paddler. There's not too many paddlers out there that could have handled the situations that occurred during his paddle down the Washington Coastline. Check out his story on our website: www.uekayaking.com.

So...once we get the food drops in place and send along more food that doesn't have to be cooked, (even though lunches didn't have to be cooked, there were only enough for 2 months, no extra), he'll be on his way again and I'll be back in the kitchen.

- Nancy Lovelace
Urban Eskimo Kayaking

Rogue waves

Even though I know practically nothing about "rogue waves", the words make me nervous. Something that can get you and that comes out of nowhere is scary. For us kayakers, if that something is a powerful wave hitting us without warning, it's real scary. What are these things?

I don't usually expect to find cool information for kayakers in The Chronicle of Higher Education and so an article called "Scientists Study How 'Rogue' Waves Develop" caught my eye. The article interested me and I decided to pass what I learned on to my Connyak buddies.

These waves deserve the descriptor "awesome". They can be as tall as a 10-story building and can tear a tanker in half. They're not tsunamis (produced by earthquakes and the like). I remember learning in a oceanography class that freak waves can result from a few waves meeting crest to crest so that their wave lengths add up. The Chronicle article described another mechanism though - in places where large swells meet current flowing in the opposite direction, the waves are compressed and they steepen. The result is a high wave with a deep trough. I was somewhat comforted by a statement that small ships are usually fine because they ride the swells like a roller coaster.

The Gulf Stream is the fastest big current in the northeast U.S.. In New England, enormous waves can be created when nor'easters send big swells into the opposing flow of the Gulf Stream. The article also described another, untested idea for rogue wave formation. In places where there are lots of islands or shoals, waves meeting these barriers can bend around them and be re-focused on the other side. If the waves are in phase, they add up to make a single big wave.

- Charlene D'Avanzo

*From WoodenBoat Nov/Dec 1999
(On the Waterfront column by Peter H. Spectre)*

"Keith McLaren is the captain of a ferryboat that plies the waters of the Gulf Islands between Vancouver Island and the mainland of British Columbia. He claims to have one of the best jobs in the universe, and after hearing from him recently, I can see why."

"I must admit, it is not always easy navigating through these waters. Piloting a 426' ship through narrow channels with as much as a 6-knot current up our chuff and small craft of every shape and description impeding our passage presents a challenge. I find myself more and more amazed to find how many ocean kayakers (we call them speed bumps) decide that they have the right of way."

Eagles & Paddling

Sometimes the paddle is not the actual event. Sometimes the event is brought to us by nature...a gift.

A friend and I started our day with breakfast at a local diner, decided to do a short loop hike and then on to paddling.

The area we paddled was secluded. Besides us there were only two other boats; a couple of fisherman. After paddling, playing, rolling, sculling and practicing rescues, we decided to go on shore and snack. The day was hazy, hot and humid. The air pressed against us.

While relaxing we spotted two eagles soaring overhead...catching the currants. There's something peaceful and calming watching birds in the currants. (Isn't it wonderful that we looked up!) The soaring went on for awhile, then the eagles perched. The watching continued. (You just can't help watching.) A red tail hawk appeared in the currants and soared close to the perched eagles. He harrassed them for a moment and the eagles screeched a warning that disturbed the quiet only for a moment. The red tail then disappeared over a hill out of sight.

How majestic the eagles were. How wonderful it was to be able to watch them...observe their behavior. They were probably aware of our intrusion; but not particularly disturbed by it.

So...sometimes the pleasure of kayaking is not only being on the water paddling. Sometimes it's pleasure is being an observer and letting nature have it's time and place.

- Nancy Lovelace

Urban Eskimo Kayaking

CONNYAK MESSAGE SYSTEM

(203) 603-4615

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

St. Peter strikes again!

(After reading Claudine's contribution "Thank you St. Peter" in the last newsletter, I feel compelled to submit some commentary about the episode.)

First of course, thank you Claudine for referring to me as a saint. It may surprise you to know how rare an occurrence that is. I know that there may be some that do not feel I actually performed any action worthy of this title. My reply to those skeptics; you who are not saints obviously do not know how these things work.

The reason that I want to put my two cents in is because there were some interesting factors at work that day that Claudine did not elaborate on. Since there are so many new kayakers in our club I think it could be useful to touch on some

of the physics of our minor snafu.

We did drive through salt water under the bridge to get to the launching area that day. The reason the water was there was that the tide was very high before we started -- not just an "average" high tide. The moon was full the next day, so it was one of the two times of the highest tide range of the lunar cycle. When the tidal range is at the maximum it is understandable that the tidal current that results is the fastest since more water is being moved in and out during the same time periods. The current reaches peak speed during the third and fourth hour of the six-hour tidal cycle. So by the time we had paddled, stopped for lunch, and then paddled around the point the current was rushing out of Long Island Sound (ebbing) at flat out maximum speed that day. How fast is maximum speed? It depends where you are. Out in the middle of the sound it may be less than a knot. In the race it will be over five knots. Through the center of Fishers Island sound it is listed at about two knot for the peak hours of ebb. Around a point of land that sticks out into the sound (i.e., the point we paddled around) the water will typically speed up even more. That day there was also a brisk wind coming from the SW (the same direction as the ebb current), and some fair sized waves. Wind and waves can create a "surface current" that in this case would have added to the speed of the water rushing past the point.

So why did we go around the point when we knew we would have to paddle back against the current? I can't speak for anyone else, but I knew from experience that I could paddle back against the current even if it was three knots. It's a bit like going for a walk on a long treadmill that is moving against you, it just takes a bit longer. After we got back, I told Claudine that the reason that she couldn't make it around the point was that her boat was too short. Claudine has participated in some long kayak trips and has always stayed right with the group, so I



know that her stamina was not in question. I got the distinct impression that she thought I was being gracious or something -- but I wasn't (I usually can't figure out how to be gracious until the next day). I'm not trying to sell kayaks here, I just want to point out that we need to be aware of the physical limitations of our kayaks whatever the length is. This is the basic rule: the waterline length of the craft restricts the top speed of most displacement hull type craft such as a kayak (I use the word "most" because there is an exception to this rule that I am aware of, but it does not concern kayaks). My kayak falls within the typical 16' to 18' length range so I can cruise along at three to four knots, and can push up to (theoretically) six knots for a short distance if I'm willing to huff and puff and have my face turn red. However a boat that is 12' to 14' long may not be able to travel faster than four knots even if you were to put a virtual Hercules at the paddle. *(An interesting side note is that at some slower speeds the shorter craft will actually take less energy to move than the "speedy" longer boat.)*

That day the combination of current, wind, and waves were too close a match for the hull speed of the shorter boat, and it would only have exhausted anyone to continue to paddle against the current, wind, and waves. We chose to land and walk the boat around the point. Another solution could have been to simply wait an hour or two for the peak ebb to pass, but that would have been a bit boring.

I don't think the moral of this story is that everyone should by a longer boat - I personally don't plan to buy a 30-foot kayak so that I can paddle through the race against the current. There are also important limitations with the kayak power source, at least in mine. All man or woman powered craft travel at a sedate pace relative to other boats. We simply need to be very aware of the environment that we paddle in, keeping track of weather conditions and currents (tidal currents, unlike weather, are for the most part wonderfully predictable). With a minimum of forethought we can plan a trip around a tide change so that we go with the tide on the outward leg, and turn to come back on the reverse tidal flow. If there will be no change occurring within the time of the planned outing, we can plan to paddle first against the current with the knowledge that the return trip will be very easy.

Any time a kayaker misjudges some factor like the tidal current or the weather there is the potential for anything from an inconvenience to an epic. But testing our speed, skill, and stamina in different situations develops the ability to use judgment. A little paddle around a point on a blustery day is fun, and that's how we find out all sorts of things that we can't discover watching the adventure channel.

- Peter Smith



WINTER PADDLING

What a mild winter so far! From a paddling standpoint, it couldn't be any better. No Snow, very little below freezing temperatures and very little wind. Many paddlers have been meeting at Stoney Creek and taking advantage of it on the weekends. There's something to be said for Global Warming.

POOL SESSIONS WAIT LIST

We currently have 12 people on the wait list for the January / February pool sessions. There are no doubt additional members who would like to use the pool time but were discouraged from calling because of it being announced as full. Therefore, anyone who has reserved pool sessions but will not be using one or more of them should call Dick Gamble, 860-767-0610, as soon as you know, so wait-listed people can be contacted to arrange the exchange of "time slots" and \$7 per session. Wait listed people will be accommodated in the order that their request was received.

- Dick Gamble

MEETING WED. JAN 19

7:30 PM - WALLINGFORD PARK & REC.

Election of Officers - the current officers are content and happy to continue with their services, however, any position is open to anyone who wants to serve the club

DIRECTIONS - Exit 15 (Rt 68) off I-91 in Wallingford. West on Rte. 68. (toward Wallingford) Approx. 3/4 mile take a right at the Fire Station (Barnes Road) - at the light. Take your first right off Barnes on to Fairfield Blvd. Wallingford Park & Rec. is the 2nd building on the left..

Upcoming Events:

February - Gail Ferris lecture and slide show - Paddling styles, conditions, Greenland.

March - Jeff Dickson - "Outfitting your Kayak" and tow rig discussion.

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)

CLASSIFIED



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

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

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

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

Aqueterra Sea Lion, granite, 2 hatches, rudder. 2 yr old. Mint condition. Paid \$1,500 will sell for \$850.00 Call 203 847 2090.

Ocean Kayak Frenzy with backrest-1 year old-new \$450-sell \$325 and Ocean Kayak Yak-Board with backrest-new \$350-sell \$250. 203-235-6721 after 6

Current Designs Slipstream, Derek Hutchinson design, 16' X 22", Glass, one year old. Day hatch, skeg. Green over white. Includes neoprene spray skirt. \$2,000. Men's XL Gore-Tex drytop, one year old, \$250. Call 203-256-1913

16 1/2' Kevlar Menphremagog OC 1-34#. Excellent condition \$500. will consider trade for Dagger Animas or Outburst kayak. Call 860-666-2671

Recreational Rowing Skull - 17' x 22" hand-crafted okume marine mahogany only 43 lbs, mahogany sliding seat, basswood skulls, excellent condition, fast, efficient and fun! - \$1,300 (860) 873-3854.

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

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

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

Arctic Hawk - Wilderness Systems, Kevlar- 38 lbs., tan w/green trim, mahogany inlay. \$1950. 860-450-1026

Sealution, Wilderness System-fiberglass, orange on top with fixed compass - \$1200 Please call 860-693-0211.

Cricket Greenland style paddles \$150, storm - \$100, Serratus PFD \$55.. Please call 860-529-4612 between 5-9pm, or email: DonPWhite@aol.com

Wilderness Systems Alto with rudder. Yellow. 2 years old, excellent condition. Includes spray skirt and floatation bags. \$650/obo. Call (203) 457-9983.

Perception Sea Lion, 2 hatches, 1 yr old. Ex condition. Paid \$1,300 Sell - \$950.00 Call 860-674-3637.

(2) Aquaterra "Whisper" laminated wood kayak paddles, 220 cm. Very good condition. \$30 each. (860) 653-5899.

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

Please contact the Newsletter when items are sold.

LESSONS

KAYAK SKILLS & ROLLING

Wallingford Sheehan High School

All classes 12:00 - 4:00

Skills: March 11, April 8, May 13

Safety & Rescue: March 12, April 9, May 14 & 21

Rolling: March 18 & 19, April 15 & 16, May 20

Westbrook YMCA Dates:

Jan 9 & 16, Feb 20 & 27, March 5.

Urban Eskimo Kayaking - Mike Falconeri

Call for specifics - Mike at 203-284-9212

or Nancy at 860-228-0105

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@connyak.org

Website: connyak.org



ConnYak
CONNECTICUT SEA KAYAKERS

c/o Ed Milnes
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Branford, CT 06405