The MASIK
Quarterly Newsletter of QAJAQ USA
The American Chapter of the Qaannat Kattuffiat
www.qajaqusa.org

Editor's Corner

Bobby Curtis

While the US economy has been propelled forward by a housing boom, it appears that QAJAQ USA is being propelled forward by a kayak building and rolling boom. Many kayak builders are creating their own boats along the lines of the traditional craft that have been the mainstay through centuries past. Others have been experimenting more with original ideas, and yet remain connected to the design of those traditional craft. It's refreshing to see the members becoming more enlightened in the traditional culture of our Greenlandic friends. More and more I come upon the use of Greenlandic terms on the QAJAQ USA forums and in the articles submitted to THE MASIK. Even all those capsize maneuvers performed at the Greenland Kayaking Championships are being learned and performed by a growing paddling population here in the USA. Rolling skills are also being experimented with as evidenced by the article in this issue on maneuvers that are not on "The List". I am also delighted to find a number of children are becoming interested in building their own kayaks and paddling them with "the skinny sticks", as evidenced by the article on the "Sea Pups". With a growing interest in competition discussions have perked up on the recently established QAJAQ USA committee on competition. A venue for competition is already established on the West coast with (SSTIKS) South Sound Traditional Inuit Kayak Symposium, and on the East coast "Qaannat on Muhheakunnuk" had their first outing on the Hudson in 2003 (See the article in this issue).

MISSION

Qajaq USA is a non-profit membership organization that is officially recognized by Qaannat Kattuffiat (The Greenland Kayaking Association). Qajaq USA is committed to supporting Qaannat Kattuffiat and their efforts to preserve, study and promote the traditions and techniques of Greenland kayaking while seeking to further the appreciation and development of Greenland-style kayaking in the United States.

All this burgeoning interest in the traditional ways has apparently sparked a path to a lot of enjoyment for all those who are participating. For me personally, not only is all this experimentation is very healthy, it also is just a lot of fun.

Enjoy it all.

Bobby

Ps I want to acknowledge Bill Price in Deary Idaho for his help in proof reading the material in the MASIK.

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The MASIK

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Self-Built Traditional Style Boats

A Regular MASIK Feature

Finding My Perfect Boat

Your perfect boat is out there too

By Joy McNeil



JOY AND HER PERFECT BOAT

My kayaking began with a half-day trip in the Camden, Maine area. I was scared to death in a plastic Necky that paddled like a barge. After an hour or so of light swells, my attitude began to change. Back in Connecticut after the vacation was over, I found myself in Collinsville, buying a Kevlar Tchaika. I liked the Tchaika because of the size and fit. After some time, I decided that I wanted a longer boat. I did some research on line and discovered that there were not many boats on the market with a narrow beam and smaller cockpit, which was what I was looking for, given my 5' 7" frame and 135lb size. I finally found what seemed to be a good boat, an Anas Acuta. At this point, I really didn't know much about Greenland style boats or paddling, I was just looking for a tighter fit. After a short test paddle in Rhode Island, the boat was mine.

My husband and I had now begun paddling with ConnYak and we began seeing handmade strippers, S & G's and skin boats. We also took a Greenland paddle making class at Mystic Seaport and began favoring the Greenland style boats. Seeing so many handmade boats around, we decided to consider making one ourselves. Because we had no experience in boat building, we decided to go with a kit. As Christmas was upon us and with my husband deciding that giving me a kit for Christmas would get him out of shopping, a Northbay kit was ordered and arrived at my door. The Northbay was chosen based on its beam and its style. We had seen a modified Northbay and contacted a builder on the CLC site who had modified a Northbay. He turned out to be Bill Whitcomb, a fellow ConnYaker and the owner of one of the boats I had liked one recent club paddle. A phone call later, we were on our way to his house to get ideas for lowering the volume and size. Shortly thereafter, I again ran into Bill at a ConnYak pool session. He got me into his boat and I immediately tipped over! Amazingly, I also immediately came back up. The thing seemed to roll itself. He also taught me to balance brace it in about 5 seconds. This was a kind of revelation and I got excited about building my modified Northbay.

The kit went together very easily, including modifications recommended by Bill. Finished, it was 18' 6" long with a beam of about 19". I also modified the cockpit to match that of my Anas Acuta, as I liked the size and I could use the same spray skirt. I now had myself a tight fitting, rolling machine! The only problem was that it weather-cocked, so it became my play boat and I continued paddling the Anas.

Later that summer, I got a call from a friend that I needed to go to Gloucester to buy a boat. He had found a Betsie Bay Valkyrie that he insisted I had to buy.

As my husband had recently purchased a Recluse which he loved, we took the next day off and went up to see the boat. It was in great condition and the purchase was made. This turned out to be a great boat. I loved the Greenland look and it paddled great. However, it didn't roll as well as my Northbay and it was still not the fit that I was looking for, with its 21" beam. So I now had three boats, none of which was my perfect boat.

Fall arrived, and my husband decided to try building a strip Greenland deck Night Heron. Since he was going to be busy, I decided that I would build my perfect boat, based on my favorite characteristics of my three boats. I wanted the length and cockpit of the Anas Acuta, the paddling characteristics of the Valkyrie, and finally, the rolling and volume/fit of my Northbay. I began by purchasing some inexpensive luan plywood and creating a roughly shaped bottom. After attempting many adjustments, I threw out the first bottom (good thing it was luan) as it didn't come together quite right. I re-cut the bottom panels and modified them slightly, since I wanted a narrower boat. I then cut out the side panels, making them very narrow from just behind the foot area back to the stern of the boat, giving it a lower volume, just as I had done in modifying the Northbay. I stitched this hull together and with tweaking here and there, came up with a 19 ½" beam with about a 5 ½" height at the rear of the cockpit and overall length of about 17'. I then took the deck beam dimensions from my Northbay and made up a beam that gave me about 10" of height at the front of the cockpit. I didn't mock up a deck. I figured that since what I had so far looked good, the deck would probably come together on its own. I ordered Okoume marine plywood and the real building began. I had to do more tweaking along the way (nervously, with the good plywood), as things didn't fit quite like a commercial kit, but everything seemed to be working and it looked like a Greenland style boat! I got the new hull glassed and then put on the deck. I cut in an Anas Acuta size cockpit and got my foam seat out of the Northbay. The fit seemed perfect, so I duplicated the foam seat. It didn't need any padding and felt more comfortable than any of my other three boats.

Although the spring weather was horrible, I was able to finish it for the Meet at the Beach***. I was pretty nervous as I got in to paddle it for the first time. A few rolls later, I was really happy. Paddling across the bay with a quartering wind, I got even happier: no weather cocking! This was it, my perfect boat. I've now used it for a season and my opinion of it stands. It is still my perfect boat. The Northbay and Anus Acuta now have happy homes with new owners, but I've kept the Valkyrie for winter paddling with my dry suit. The relief zipper is a little uncomfortable in the tighter fit of my own kayak. This winter I've been using it at the pool sessions and my rolling ability has increased. I credit much of this to my kayak. I actually pulled off a couple of elbow rolls with the directed assistance of Cheri Perry.

Having been bitten by the building bug, I now have a new project. I'm building an Outer Island. I spoke to Jay Babina about this project, as I'm downsizing it by 10% and modifying the rear deck. (Designers please take note: there are lots of great boat designs out there, but for a smaller person, it is difficult to find a good fit combined with good performance.) The hull is completed and is about 19 ¼" wide x 17' 2" long, with a rear deck height of 5 ½". As I don't have a heated work space, the hull is hanging in the garage. But as soon as the weather turns and I can get back to gluing not freezing, I'll be back at it. Who knows, I may have another perfect boat. Your perfect boat is out there too. You just have to start building. See you at the Meet at the Beach***!

*** Meet at the Beach is a gathering of kayak builders at Bluff Point State Park Groton, Connecticut. It usually takes place in June. http://www.kayakforum.com/meet.html

Joy is a retiree from the State of CT. She began paddling a kayak about five years ag, and then caught the paddle making, kayak-building, kayak rolling bugs. She can be reached at denandjoy@snet.net.

EVENTS CALENDAR

SSTIKS 2004

South South Traditional Inuit Kayak Symposium

"A weekend educational and cultural experience featuring the top US Greenland-style paddlers".

Qajaq USA Event

When: June 11-13, 2004
Where: Twanoh State Park
Belfair, Washington
Contact: Mike Hanks
E-mail: mike@qajaqusa.org
Web: www.qajaqpnw.org

DELMARVA RETREAT 2004

This is one of the first all-Greenland events in the United States and the best known event of its type. This event is also known for bringing in guest instructors from Greenland. In the past Kaleraq Bech, Maligiaq Padilla and Pavia Lumholt have been guest instructors.

Qajaq USA Event

When: October 2004
(Usually the first weekend of the month)
Where: Camp Arrowhead
Rehoboth Bay
Lewes, Deleware
Contact: Robin Snow
E-mail: robin@qajaqusa.org

www.qajaqusa.org
www.qajaqusa.org/forums.shtml

QAJAQ USA

Patrons & Sustaining Members

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Deary, ID

Marcus Williamson
Seneca, SC

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Kalispell, MT

Judy Kemmerer
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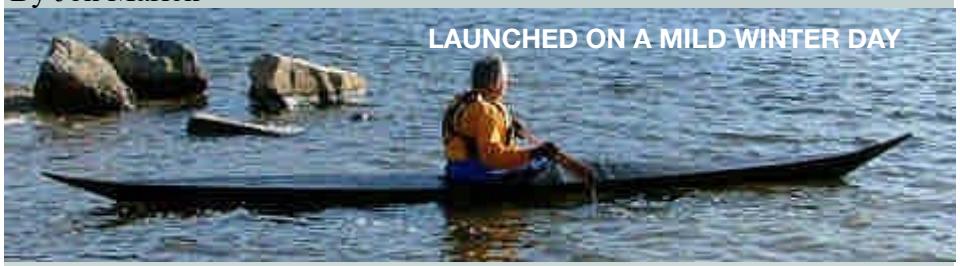
David Miskell
Shelburne, VT

Ron Johnson
Linwood, NJ

Building My First Qajaq

Is it becoming an obsession?

By Jon Marien



LAUNCHED ON A MILD WINTER DAY



YELLOW PINE FRAME

Length: 18.4'

Width: 21"

Depth: 8"

Little did I know or if you were to say to me, a year ago that I would have started kayaking or even thought that I would have built one, I would have thought, no way. It all started last May when I went to a paddle day with a friend and tried a few different boats and thought to myself, Hey this is fun. Along I went through the summer 'till July, when I decided to purchase one. I ended up buying a NDK Greenlander Pro. (A very nice boat). I took a safety and basic paddling course and paddled this boat thru the summer and fall almost every day and anywhere I could find a place to launch it, in the idea of becoming a good paddler.

The thought of building a qajaq more or less came about after looking at the pictures I had taken at the meet at the beach that had happened in June at Bluff point. I was quite taken by the skin boats that I had seen there. I purchased 3 books on construction of Greenland kayaks by Cunningham, Morris, and Starr. After reading them about 3 times each and reading the Greenland forum, I decided it was time and off I went to search out the material. The quest to find the right wood seemed never ending; in fact I was getting to the point that I would not be able to find the perfect wood for the job.

Now with a background of building and racing cars for the last 25 years, I thought that this project would be a snap. The only problem that came to mind was where to build this project. I live in a small house without a garage and no real space to build something this big. After moving some furniture around, I decided that the living room was the place. The construction began on November 14 and was finished on December 26. Two days later, on a mild winter day, the qajaq was launched and paddled for the first time. My first reaction was that it is so much more responsive than my fiberglass boat. That by the way, is the same width and just a few inches shorter. Both my friend and I tested it that day and it tracks straight as well as being very nimble. I did find out there are a few quirks about a Greenland kayak.

Mostly the construction went smoothly and I was amazed how strong the boat became when the lashing was done. The best part of this type of construction is that there isn't a wrong way to do things, just different ways. The original plan called for the boat to be about 17 feet, but the overall length ended up at 18.4. There are a few mistakes in the boat and, yes, it is not perfect by any means, but it is sound and paddles great.

I have looked at some of the builders qaannat and, yes, they are a work of art; mine is very nice looking, has I think great lines and I made it. The total cost of this project was around $250.00 and around 3 weeks total work time. The frame is made out of yellow pine 1x4 cut down to 3" wide for the gunwales; the masik is laminated from western red cedar and poplar; the cross members are from western red cedar and white pine. The ribs are red oak, the coaming is made from white ash, and the skin is 16 oz polyester from George Dyson. The frame was oiled with a 50/50 mix of boiled linseed oil and turpentine. The skin was coated with Minwax polyurethane and the pigment was obtained from Home Depot. The deck lines are a polyester deck line (4mm) from West Marine. The toggles are simple and made from red oak, coated with epoxy (I had to have some type of epoxy in here somewhere).

My friend says that I am obsessed with this qajaq project as it has consumed much of my time building and researching the qaannat of Greenland. I can't wait till spring now as I look at the boat every day.

Now what to do with the leftover material from the first boat? Yes you are right, build another. Qajaq number 2 is about halfway done; the deck is finished, just waiting for the ribs. After number 2 is finished I will finish the 3 paddles that are just sitting back waiting their turn.

Someone I read a while ago stated that, if you are into this sport long enough, you will have many boats and a quiver of paddles. I am thinking he was right. Now, does this sound like an obsession to you?

References

Robert Morris: "Building Skin-on-Frame Boats"

Christopher Cunningham: "Building the Greenland Kayak"

Mark Starr: "Building a Greenland Kayak"

Dyson, Baidarka & Company
435 West Holly St.,
Bellingham WA 98225

Jon Marie is a shop foreman for a auto dealer in Old Saybrook Ct. He has been kayaking for eight months. Jon has lived by the shore for the last 35 years, has a great love for the water, and has been captivated by traditional kayaks, and kayaking in general.

Qajaq Talk

Greg Stamer

This being the first issue of the MASIK for 2004, I feel it's worthwhile to look back upon Qajaq USA's accomplishments over the past year and also let you know where we're heading in the near future.

2003 was a very productive year for Qajaq USA. We now have over 200 hundred members, effectively doubling our membership from the previous year. We are still small, however, and to help fulfill our mission we need to reach out to the kayaking community. Please help spread the word far and wide to potential new members. If you are a "lurker" please consider joining our ranks!

We held four Qajaq USA events in 2003 spanning from the Pacific Northwest (SSTIKS), to the Great Lakes (Michigan Training Camp), to the East Coast (Delmarva Retreat and Mystic Seaport). The Qajaq USA and Mystic Seaport Arctic Boat Weekend was an exciting new event, held at the rich and historic Mystic Seaport. We look forward to additional joint efforts with Mystic Seaport in the future. Delmarva participants were treated to instruction from Greenland competition veteran Pavia Lumholt, who traveled from Denmark for the event. Qajaq USA members also assisted and instructed at a number of additional kayaking events including one in Japan. Many people worked hard to make these events happen. We owe a great deal to the efforts of Robin Snow, Mike Hanks, Mark Starr, Dave Braun and many others for making these events happen. I offer my apologies to those folks whose name goes unmentioned.

In 2003 we began publication of our printed Journal, "QAJAQ – A Journal Dedicated to the Study of Northern Native Watercraft" – edited by Vernon Doucette, and publication of our electronic newsletter, "the MASIK" – edited by Bobby Curtis and layout by Tamara Hanks. Three issues of the MASIK were published last year. We migrated our website to a new hosting company to bring you better reliability, increased capability, and faster service. Since migrating our services, the "uptime" of our website and forum has been very impressive (hopefully making "Forum Withdrawal" from outages a thing of the past). Our website was expanded and improved with a number of new features. These include the Qajaq USA photo gallery, events page, new video clips, and new articles. Perhaps the most exciting addition to the web page was the Greenlandic terms and translations for the capsize maneuvers, and audio files of Maligiaq Padilla speaking these terms.

Moving forward we seek to increase our membership interaction as well as grow our membership numbers. Elections for late this year are currently being planned. We now have a very active committee, lead by Shawn Baker, laying the groundwork for future Qajaq USA competitions. .Jennifer Torres is heading a newly formed committee for Qajaq USA retail products. This group will design, inventory and ship a number of products. It will also stock future items, such as Qaannat Kattuffiat videos, as they become available. To support this effort, the website will be enhanced with on-line payment capability. In addition to retail sales this will also enable you to handle your Qajaq USA membership payment quickly and easily (a boon for international members and for folks who procrastinate about mailing a check). The projects committee is a very small group who is interested in creating special projects, such as sending paddle blanks to Greenland. It needs more members. We are also rebuilding our public relations team. If you are interested in lending your talents to either of these teams, please let us know at info@qajaqusa.org.

2004 promises to be another rich year of events and publications. Vernon is looking to produce one or possibly two issues of the Journal. Bobby and Tamara are continuing their excellent work on the MASIK. Please give them your full support and feedback.

I wish to extend my sincere thanks to all of the Qajaq USA members and staff who provided their time, dedication and support in 2003! None of this would be possible without your support.

“Sea Pup” SOF Kid Kayaks

Building Four Kid Kayaks, With Kids!

By Steve Phillips

As always seems to happen with me, a simple project got slightly out of hand. I had known for some time that my ten-year-old son, Calder, needed his own kayak. (He’s named after Alexander Calder, the ‘mobile’ artist, if anyone’s curious). I had previously built two stitch and glue kayaks, and I was eager to build a skin-on-frame kayak. I fell in love with SOF kayaks when I ran across Percy W. Blandford’s book “Canoes and Canoeing” about 25 years ago. (‘Canoe’ is Brit-speak for ‘kayak’)

I began reading the QAJAQ USA and Guillemot boards looking for some design inspiration. Kid kayaks were often mentioned, but when I saw Tom Yost’s designs, especially his Sea Rider, I knew I had found something special. The kayak has great lines and a simple style of construction that would easily translate to wood. Unfortunately, at over 17’, the Sea Rider was a bit large for my small ten-year-old. I wrote to Tom and asked him if it would be okay if I ‘scaled down’ his design and built a kid’s kayak. To my great delight, Tom generously offered to do a custom design for me and the final result is an outstanding boat.

ELENA, DAVE, JOEL, & FRAME





CALDER LAUNCHING HIS SEA PUP

The Sea Pup is 14’-9” long and 19” wide. I know this sounds pretty long for a ten-year-old kid, but these are petite little boats and the boys handle them easily. These kayaks will work for the boys for years to come. I’m 5’-7” and about 145 pounds, and I’m near the top end for the Sea Pup. With the seat and foot braces in, it weighs 23 pounds. I LOVE moving this boat around, or should I say, I love watching Calder carry his own boat!!

ALLEN AND SEAN AT WORK



The construction is fairly simple and straightforward, and the materials are readily obtainable. The frame consists of ½” plywood for the stations. We used BCX fir and the stringers are all clear pine. For the skin we used PVC, as recommended by Tom Yost. At $5 per 5’ wide yard, this rugged, pre-finished stuff is an incredible bargain! (When I say rugged- I would bet you could hang a couple hundred pounds from a 1” wide strap of this stuff). It doesn’t cut or scuff very easily, either. The fabric consists of a thin layer of polyester fabric with a layer of vinyl bonded to each side. Lots of colors are available. Very light colors may not be a good idea, however, because apparently the glue will eventually turn brown where it’s left exposed. We went with black hulls and red decks and the boats look great. At 18oz/yd it’s not a particularly lightweight fabric, but since you don’t have to coat it, I suspect it’s no heavier in the end. It’s easily ordered from a company named Mauritzon located in Chicago, http://www.mauritzononline.com/ and they were great to work with. We kept pretty careful track of our expenses and the total cost of each boat, including the strongback, was about $150.

Certainly there are some challenging parts to building these boats, but I’m confident that anyone that’s at all ‘handy’ would have no problem. Also, I have to admit that the most ‘challenging’ part of the project is making everything come out really perfect, which is totally unnecessary. As far as the time it takes to build one of these, I’d hate to estimate the number of hours required, but I’ll say…somewhere around forty? I think I could now build one in fewer than thirty hours, but then I’ve been through it and I build stuff all the time.

So, where was I? Oh, yes! I had decided I wanted to build a kayak for Calder and I wanted him to work with

me…you know- father/son bonding and all that. A friend had suggested that Calder might better enjoy the process if a friend were to build one with us. This sounded like a great idea, so we called Sean and his dad Allen. They were all for it and since Calder and Sean hang out with Joel; he couldn't very well be excluded. Then, my buddy Daniel got wind of it, so he and his son Aidan signed up too. My two-car garage and four kayaks will be under construction at the same time. Well, thank goodness for the patio and easy So Cal weather!

I got busy a couple of days before we were to start; I ordered the fabric and the vinyl cement, picked up the clear pine (each boat requires one 1"x6"x16' plus about four cheap 1"x2"x8's), bought the plywood for the frames, coamings and strongbacks, and designed the plywood frame stations using Tom Yost's offset numbers.

Finally, it was August 18th and WOW! what a busy garage! We had one kid running the band saw, two kids using saber saws, the other kid at the belt sander, and the dads all looking at me, hoping I knew what the heck I was doing! We quickly did a temporary assembly of one kayak frame; just enough to get into and did a hasty re-design of the plywood station frame your legs go through, opening up the inside a bit. Put it back together… much better.

DAVE SANDING THE FRAME



The frames went together very quickly. By the end of the day, two or three of the frames were practically complete. This sort of progress was very satisfying, especially for the boys. We learned a great deal very quickly and soon realized there was no great advantage to being the first one done with any particular step. The last guys made WAY less 'mistakes'. It was interesting to watch the different father/son dynamics and to see who was really doing all the work. Allen Sauté and his son Sean took the award for 'Greatest Participation by the Kid'. Allen's a middle-school teacher, and showed his skills at kid motivation and the ability to let go of control over every detail. I'm sort of a perfectionist and nowhere near as able to let go. To be sure, some of the 'kid-made' parts don't look quite as perfect as the 'dad-made' ones, but believe me, Sean's kayak looks every bit as good and works just as well as the other boats. There's an important lesson here, somewhere… In any case, it was great watching those boys cutting, shaping, and sanding wood.

We laid out the station frame locations on the strongbacks, (a long, straight, strong wooden thing that keeps everything in line during construction) then screwed 1x2's in pairs on the sides of the strongbacks at the marks. These 1x2's stuck up above the strongback and provided mounting points for the plywood station frames. The Sea Pup has six frames, numbered from front to back. The frames (made of ½" ply) are notched to accept the stringers and dictate the ultimate shape of the kayak. When I refer to the 'stringers', I mean all the longitudinal strips of clear pine. There are only five main stringers: the keel, the chines, and the sheer clamps or gunwales. There are also three small deck stringers, one forward and two aft. Once the frames were all set level and at the correct heights, we set the stringers into the notches and zip-tied them in place. These kayak frames come together surprisingly fast! The stem and stern pieces are made from ½" ply and they dictate the shape of the bow and stern, as well as provide a strong point for securing the ends of the stringers. I found Tom Yost's design for the coaming to be a winner. We mounted a plywood coaming base to the station frames, and the base later gets covered with the deck fabric. Then the coaming itself, made of two layers of plywood, is screwed to the coaming base. Simple and effective, and it also looks great.

JOEL PLEASED WITH THE FRAME



THE COMPLETED COAMING



Once we had everything zip-tied into place and had carefully looked over the frames to make sure all the curves were fair, we epoxied and pinned all the joints. One nice thing about having a strongback longer than the kayak is that you can invert the whole affair by hanging it from the ends of the strongback on sawhorses. Once the frames were assembled, we installed provisions for mounting foot braces. We used a simple device sort of like a spring-loaded toilet-paper holder and the ends went into holes in a piece of ply that was epoxied to the sheer clamp. A thin plywood footboard hangs from the spring-loaded rod and rests against the keel. This arrangement was cheap, easy, and works well, but adjusting the position is pretty awkward. On my next boat, I may use a factory made foot brace that can be adjusted with the feet.

SKINNED AND UNSKINNED PUPS



Once our frames were complete, we went over them with planes, Surforms, and sanders. We then coated the frames with Varathane 'Crystal Clear Waterborne Diamond Wood Finish Semi-Gloss Outdoor'. Can you tell I have the can in front of me as I write this? The boys did most of the coating work, which was one reason I picked a water-based finish. It seems to be holding up well. I really don't think that waterproofing the wood is very important, because the boats will spend 99% of their lives hanging in a dry garage.

Once the frames were done, we moved on to skinning them. The hulls can be skinned in a couple of ways. We did three of the hulls in three pieces; one piece for the bottom and another piece for each side. This produced a beautiful, wrinkle-free skin, but it requires a long, carefully glued seam at each chine. The main drawback to the PVC fabric is that it only stretches a tiny bit and you can't shrink it to tighten it up. The skin is secured with rust proof Monel T-50 staples, lots of them. On the fourth boat, we covered the hull with one piece. This was quite a bit faster, but when you do it this way, you have to deal with large wrinkles on the sides. Fortunately, the gluing is so strong and easy that it's no big deal to slit the wrinkles, glue them flat, and cover them with reinforcement pieces.

SKINNING THE FRAME



After the hulls were covered, we finally removed the boats from the strongbacks, and started skinning the decks. The decks go on pretty quickly and, even around the coaming we ended up with only one wrinkle on each side. That was no problem to deal with and we used those spots to add a decorative piece. If it wasn't for those decorative patches, it would actually be difficult to tell the boats apart.

After the boats were skinned, we installed simple seats consisting of nothing more than a sling of the PVC, suspended from the chines, and allowing your backside to come as close to the keel as possible. These were easy to do, and have been quite comfortable. For the deck rigging, we used simple folded strips of the fabric and glued and stapled them on the sheer clamps. These formed little loops for the bungee to thread through. The rub-strips help clamp these in place. Once this was done, we screwed on the coamings, installed the rub strips, and went paddling!

ELENA PADDLING A PUP



This was a terrific project. These are excellent kayaks and I really enjoy paddling Calder's. It's very fast, quite maneuverable, and plenty rugged. I have a very nice stitch and glue I built about 7 years ago, but I'm planning to build myself a Sea Rider (the Sea Pup's big brother) very soon. I will probably sell my S&G.

I have written some fairly comprehensive directions for building the Sea Pup, and I've posted them on my family web page. If you look around the site, there are also lots of pictures of the Sea Pups under construction and in use. Here's a link to the web page: http://groups.msn.com/ThePhillipsFamilyAdventure/yourwebpage3.msnw

STEVE SPLASHING IN A PUP



Tom Yost, the designer, has expressed that if anyone wishes to build a Sea Pup, they should write to him and he'll gladly provide the offsets, from which you'll dimension the kayak. Tom's email address is tom_yost@msn.com .Tom doesn't ask for any fees or anything, he just likes to know who's building his designs and he asks that you do not build his designs to sell. He is an amazing resource and throughout our four-boat build, he was incredibly helpful and generous with his time. No doubt you've seen his great designs on the kayak forums.

Steve Phillips is a worn-out contractor/stay-home dad who does carpentry and handyman work during school hours. He hopes to soon be profitably building small boats. He lives with his wife and two sons in Newbury Park, California and usually paddles in Ventura and Oxnard.

Designing a Stitch-and-Glue Qajariaq

Using anthropometric dimensioning

By Dave Murphy

Introduction

Through the efforts of QAJAQ USA, many paddlers have been introduced to the advantages of paddling traditional Inuit kayaks. The traditional skin-on-frame building technique lends itself to producing a custom kayak perfectly sized for the individual.

While traditional paddlers appreciate the high performance and close fit of a traditional skin-on-frame kayak, some may prefer a kayak with a hard shell, bulkheads and hatches. The following is a design approach to loft the hull panels for such a craft assisted by a computer program. This craft is referred to as qajariaq, meaning "like a qajaq."

This article is not intended as a construction tutorial. It is recommended that the prospective builder already be experienced with stitch-and-glue boat building techniques. Familiarity with the concepts of the anthropometric dimensioning system also will be helpful. References appear at the end.

The Anthropometric Fit

The anthropometric dimensioning system can be used to come up with some numbers. The following is an example of one possible design scenario. Please keep in mind that these design decisions are for a one-off boat; your mileage may vary.

Suppose we are designing for a paddler 6 feet tall, 175 lbs., and size 10 shoe. His fistmele (fist with extended thumb) measures 6 inches and his fist 3.5 inches. Hands held flat are 1.5 inches. His hips are 15 inches across. These figures can be used to suggest some important measurements for the hull.

Here, it is worth mentioning that the fit of the qajaq and that of the qajariaq will differ in two important ways. First, in the traditional SOF kayak, the heels and toes can poke beyond the frame, pressing into the skin, while in the case of the hard-shell qajariaq, toe room must be provided within the hard shell. Secondly, the frame of the qajaq occupies quite a bit of internal volume, while the qajariaq is frameless. So if we were to compare a qajaq and a qajariaq made to identical hull measurements, we would expect that the qajariaq would have less foot room, and a sloppier fit. We'll keep this in mind while choosing dimensions for the qajariaq.

Length will be about 3 armspans, so let's round to 18 feet, or 216 inches.

Width should be somewhere between hips plus two fists and hips plus flat hands; in this case, the range will be from 18 to 22 inches. Our paddler already has a fleet of 22 inch boats, so he has decided to go to the lean side, 19 inches.

The height of a SOF is usually a fistmele, or 6 inches, measured aft of the cockpit. Here, our generic kayaker might run into a bit of trouble using the anthropometric system. The paddler does not mind pointing his toes a bit while paddling, nor does he have enormous feet. Seven inches will make a fairly tight fit at the toes, but still be low enough for easy layback at the aft deck. So far, this kayak is longer, narrower, and lower than any of the glass or plastic boats in his fleet.

Other Important Numbers

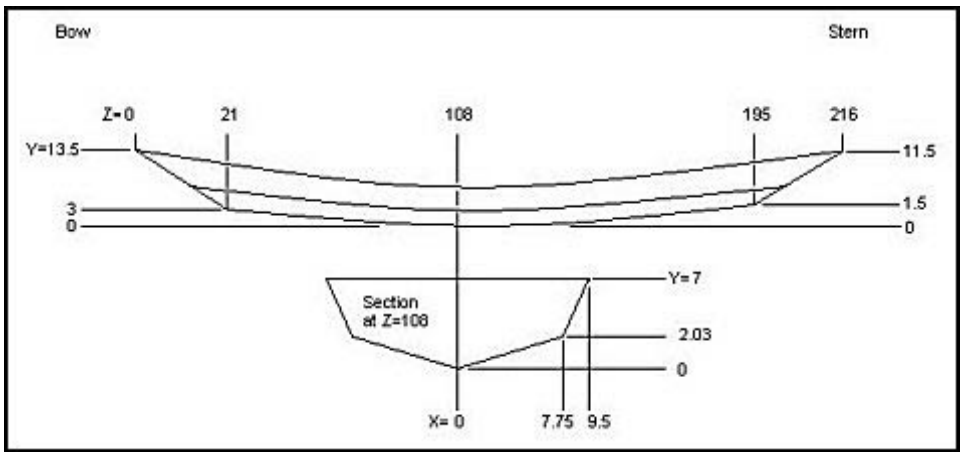
Here is where the real fun begins. Since this is an article on the stitch and glue qajariaq, we will design it to have the look of a SOF qajaq. We need some starting points for flare (the angle of the side panel), deadrise (the angle of the bottom panel), sheer (the curve where deck meets hull), rake (the angle that the bow and stern make, with respect to the waterline), and rocker (the contour of the keel). We can be guided by historical examples and by the results of those who have built before us.

Flare and deadrise of Greenland boats vary. From historical examples, we see that deadrise is usually 10 to 20 degrees (at hull midpoint), and flare varies from 15 to 30 degrees, both wide ranges! One more observation: in the SOF books, the gunwale is torqued to 17 degrees. We notice that, in these boats, sometimes the bottom of the gunwale is seen creasing the skin, sometimes not. Here is a clue from those who have built before us. Also note that these two dimensions greatly affect primary and secondary stability. Let's take a guess that the flare will be about 20 degrees and the deadrise will be about 15 degrees.

The Sheer

We want the gunwale to curve into about the same shape as what we would get using SOF construction. Sheer in a traditional kayak is produced in two ways: first, the gunwales are torqued inward to 17 degrees from vertical, which on our kayak would produce a bit under 3 inches of curvature over the length of the gunwale. Secondly, the builder adds the stem and stern pieces, which add some curve right in the ends

THE HULL BEGINS TO TAKE SHAPE



of the boat. Let's add an extra 3.5 inches of sheer to the bow and an extra 1.5 inch to the stern.

The rake angle of the stem and stern may be scaled from historical examples. The really cool looking boats are about 25 degrees, so let's go with that.

Greenland kayaks usually are more rockered than other sea kayaks. One approach is to have more rocker in the bow, for maneuverability, and less aft, to enhance tracking. Let's assume 3 inches forward of the midpoint and 1.5 inches aft.

Finally, we will need to know if the craft will float and at what level. Let's assume the paddler at 175 lbs, a boat at 50 lbs, and only 25 lbs of cargo for a total of 250 lbs displacement. Most traditional kayaks carry very little freeboard. We will try for 1.5 to 2 inches, loaded.

At this point, we have quite a bit of the data needed to design a hull. Some of the numbers were measured directly and for the rest we used some high school math. Here's what we have so far.

Computer Tools

There are many computer-aided design programs suitable to design the panels of a kayak. This design example will use the Hulls.exe program by Gregg Carlson. The program is easy to use, calculates meaningful hydrostatic data, and will produce panel offsets. Best of all, Mr. Carlson shares this program for the low cost of $0.00. It can be downloaded at http://www.carlsondesign.com/. Included in the download is a nice tutorial. Read it.

We must input some of our "important points" to the program. The program uses Cartesian coordinates; X representing widths with respect to centerline, Y representing heights with respect to the lowest point of the keel, and Z representing lengths from the bow. Hulls.exe uses control points on the surface of the hull, arranged in 5 stations along the hull; in this program, they are referred to as bulkheads. The first (BH0)and the last (BH4)stations will be used for the stem and stern, and the middle station (BH2) will most likely be used for the position of maximum beam.

Values from the sketch may be added directly to the offset table. Here is where they go:

Here, only the points on the sketch are shown. The rest have been erased for clarity. Again, keep in mind that the X values are half widths.

OFFSET TABLE

Offsets

Entry: 0 | Y Datum: 0 | Done | Print

Section	Chine	X"	Y"	Z"
BH 0 stem	1 keel	0	3.	21.
	2	0		
	3 sheer	0	13.5	0.
BH 1	1 keel			
	2			
	3 sheer			
BH 2	1 keel	0.	0.	108.
	2	7.75	2.03	108.
	3 sheer	9.5	7.	108.
BH 3	1 keel			
	2			
	3 sheer			
BH 4	1 keel	0.	1.5	195.
	2	0.		
	3	0.	11.5	216.

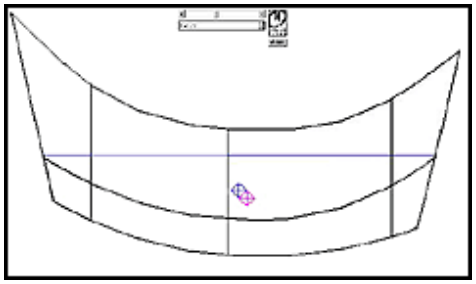
Now, our important points are in the design. The idea is to now leave these points alone and fair the rest until it looks like a qajaq.

The remaining points can be moved to produce a nice fair shape. Try not to disturb the "important points" that were entered previously. In the plan view, move the remaining stations and points to get the "pinch" desired. In the profile view, you can move your chine stringer just as if you were trying to decide where to lash it on the real thing.

As an aid to fairing, it is useful to turn off the "true view" option to give a distorted view of the kayak. Move the points and bulkheads until the stems are straight, and the sheer and chine are smooth. Do this in all 3 views of the hull, until a nice fair shape is achieved.

The "true view" feature is turned off, producing a distorted side view. In this mode, unfair lines are more easily seen and corrected.

TRUE VIEW TURNED OFF



After the fairing session, the offset table looks like this: Note that none of the principal "important points" were modified, except that the program added some thickness to the stems.

OFFSET TABLE FOR FAIRED HULL

Offsets

Entry: | Y Datum: 0 | Done | Print

Section	Chine	X"	Y"	Z"
BH 0 stem	1 keel	0.01	3.	21.
	2	0.01	5.45	15.76
	3 sheer	0.01	13.5	0.
BH 1	1 keel	0.	1.92	39.
	2	2.07	4.02	39.
	3 sheer	3.4	9.5	39.
BH 2	1 keel	0.	0.	108.
	2	7.75	2.03	108.
	3 sheer	9.5	7.	108.
BH 3	1 keel	0.	1.02	183.
	2	1.55	3.87	183.
	3 sheer	2.52	8.75	183.
BH 4	1 keel	0.	1.5	195.
	2	0.	5.45	203.68
	3 sheer	0.	11.5	216.

After fairing, it is worth a look at the hydrostatics. At the Calculations menu, choose "Displacement" and enter 250.

The program produces meaningful hydrostatic data for the hull.

HYDROSTATIC DATA

Results

Waterline heighth: 5.6 in."
Displacement: 252 lbs
Displaced volume: 4.04 ft3
Center of buoyancy, Z: 109.2 in."
Center of buoyancy, Y: 3.6 in."
Center of Lateral Area, Z: 113.2 in."
Center of Lateral Area, Y: 3.1 in."
Lateral Area: 6.05 ft2"

From the drop-down box, we learn that the waterline is at 5.6 inches. Deducted from the 7 inch deck height, that leaves 1.4 inches of freeboard, just what we wanted. The Carlson Hulls program has verified that the anthropometric dimensioning system has worked, as it has for thousands of years!

The Deck and Cockpit

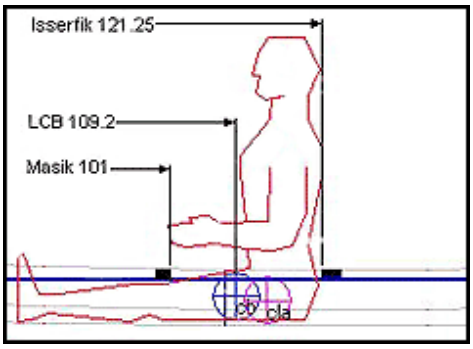
Also, from the drop-down box, we learn that the position of the center of buoyancy is predicted to be at 109.2 inches from the bow. This will help determine the position of the cockpit opening. In the following illustration, the position of the masik and isserfik are shown as they would be in a skin-on-frame kayak. The idea is to place the center of gravity of the paddler at or a



little behind the center of buoyancy of the hull. The center of gravity of the paddler can be found using plank in a teeter-totter arrangement, as documented in Chris Cunningham's book. I have included measurements that I have taken from my own body; yours will differ.

In order for the kayak to float on its lines, the paddler must be seated in the correct position.

PADDLER IN CORRECT POSITION



The paddler position now being known, the position of the cockpit coaming can be determined. At this point, the builder needs to determine some deck heights. These really can only be determined through measurement of the paddler's body. The idea here is to make the deck at the masik area as low as possible (but high enough that the paddler can enter and exit the craft) and to create enough toe room. Most qajariaq designers plan on a flat deck forward of the paddler's toes and aft of the cockpit. My experience has been that the forward cockpit area can be designed quite low when compared with contemporary "popular" kayak designs.

The Deck

There are many possibilities for deck construction. The deck can be fabricated using 3-panel stitch and glue construction. Another possibility is to "torture" the deck panels around forms like a CLC kayak. Or, temporary forms can be constructed and a deck can be fabricated one strip at a time.

Sorry, Gregg Carlson's Hulls program is not much help in designing the deck.

Generate Plate Dimensions

The Hulls program has panel nesting capability, meaning that it provides a graphical tool to determine how best to arrange the hull panels onto the plywood. Within this part of the program, there is a button that will produce a text file containing the panel offsets. On this particular design, the program produces an offset every 8 inches or so in the ends of the panels and about every 2 feet otherwise.

Construction

Construction method, materials, bulkheads, rigging, hatches, finish, timetable, etc are all up to the builder! Let your creativity and imagination be your guide.

Conclusion

In this design example, I have used some measurements that certainly are not appropriate for all paddlers. The use of the anthropometric dimensioning system assures a custom fit for each kayak. Using this approach, the prospective builder may produce designs as unique as individual paddlers themselves.

Dave's Design

Dave Murphy drew this wood kayak using anthropometric dimensions. Construction is wood/fiberglass/epoxy, with 4mm Okoume hull panels, and a cedar strip deck. Length is 17'10", and the beam is 20". This kayak features a carbon fiber and fiberglass, fully recessed cockpit coaming. The recessed coaming allows for a very easy layback. Some of you saw and paddled this kayak at the 2003 Newfound Rendezvous and at the 2003 Delmarva Retreat.

References

H.C. Petersen. "Qaanniornermut ilitsersuut (Instruction in Kayak Building)"

Robert Morris. "Building Skin-on-Frame Boats"

Christopher Cunningham. "Building the Greenland Kayak"

Gregg Carlson. "Chine Hull Designer"

Dave Murphy became interested in Greenland kayaking techniques when he took instruction from Mark and Becky Molina in the summer of 2002. He launched his own qajariaq made to his anthropometric dimensions in July of 2003. "It was the first kayak I could balance brace", he says.

Dave resides on the South shore of Lake Ontario, near Rochester NY. His wife and daughter refer to Greenland kayaking techniques as "practicing your death-rolls." Dave usually responds that he prefers to think of them as "life-rolls".

Kayak Events

Find them and post them in

The MASIK.

Send your event information to:

bobby@qajaqusa.org

“What Was That?”

Some rolls that aren’t on ‘The List’

Text by Jonathan Long

Pictures by Mike Robinson

This article is about some … different rolls. I hesitate to call them new because, while I ‘made them up’ and they may be new to you, I doubt very highly that no one has ever performed them in the three or four thousand years that people have been rolling kayaks. There has certainly been enough Anglo/European arrogance claiming credit for practices that native peoples have been doing for time unmeasured. In the realm of the collective consciousness, I have ‘rediscovered’ these rolls, and wanted to share them with Qajaq USA members.

None of these rolls or maneuvers is on ‘The List’: The Greenland Championships Capsize Maneuvers list for competition. http://www.qajaqusa.org/QK/rolls/rolls.html To use a favorite expression, ‘There is more than one way to skin a cat.’ I suppose a cursory look at this article or ‘The List’ might beg the question “Why?” More than once I have been asked in a mildly mystified tone “When would you ever roll like that?” It is an honest question usually by someone who has not yet conceived that people voluntarily roll kayaks for fun. As many of us who roll for fun know, at some point a practical application for every single roll we perform is moot. We do them because we can. We do them because it is a challenge and a puzzle and it is fun. So be it.

All of the rolls that I am going to show you utilize similar boat/body mechanics to the throwing stick and hand rolls that are on the ‘The List.’ If you are learning to roll with hands some of these may add fuel to your fire. Hand rolling is no holy grail and with the right boat most of us are physically able to do it. Persist, the mental part will come.

Also, please keep in mind that I define the ‘roll side’ as the side that the recovery is on, regardless of the side the capsize happens on. So if I roll up using my right side it is a right side roll and ‘roll side’ is the right side.

I have come to see the art of rolling from various perspectives. One of these perspectives involves finish positions. For me, there are three finish positions:

Three Finish Positions

1) Forward Finish Position
2) Center Finish Position
3) Layback Finish Position

All rolls finish in one of these three positions and the finish position defines the type of movement required to complete the roll. Most of this makes inherent sense when you see the roll so I will not belabor this prose description. FYI: Offside means the side opposite the side you are rolling on. It does not refer to your weak side or left side. In the following descriptions, I will break the rolls down into finish position categories. For example: the Crucifix Roll is a layback finish roll.

FORWARD FINISH POSITION



CENTER FINISH POSITION



LAYBACK FINISH POSITION



Forward Finish Rolls

1. Loom Grip ‘Pike’ Roll
2. Two Hand Pop-up Roll

1. Loom Grip ‘Pike’ Roll – this roll is essentially a forward finish hand roll using the paddle for additional resistance. Pike refers to the position of the paddler’s body at the finish of the roll that is very close to a diver’s pike position. While standing, lean forward and pull your face to your knees keeping the legs straight. The forward finish is quite close to this classic dive position except the deck prevents the paddler from getting all the way to the knees.

To begin the Loom Grip Pike Roll, Hold the paddle by the loom, palm down with the roll side hand, then capsize with the paddle by your shoulder or along the gunwale on the roll side. Let your body dive through to the surface on the roll side and extend the arm along the surface with the blade faces presented flat on the water. At this point, the back of your head is near the surface, your bicep is along your face and your elbow is bent. Straighten your arm, sit forward to the finish, and drive up with the roll side knee. My offside hand is usually static around the hull and this helps me hug my body close to the deck as I drive the knee up. This roll and the Crucifix Roll are great low energy recovery rolls when you are trying a new roll that is not working or you get screwed up underwater and need to start over. They are one handed and, because of the forward or layback finishes, require very little energy to complete.

LOOM GRIP ‘PIKE’ ROLL (MIDDLE)



2. Two Hand Pop-up Roll – this roll uses the chest brace position as a platform to begin. Please note there are many variations of these rolls with paddle, stick, or hand and I am not going over all of them. Once you get the general idea it will be quite obvious what your related alternatives are. There are two static brace positions we commonly see: the Chest Brace and the Back Brace (a sculling brace with no sculling), one is face down in the water and one is face up. Both can be used as a place to roll up from.

This is no different than a good solid chest brace with a paddle except there is no paddle, so you are floating face

down in the water with arms away from the boat. This is a hand roll so timing is more important than with stick and paddle rolls. Reach up with your hands from the elbow and in a sudden motion simultaneously drive your hands away from your shoulders and down while driving up with the roll side knee. Here is the big point: Do not sit up in your boat instead sit forward into a forward finish. Your offside arm will slide over the deck of the boat to the other side. This is a very explosive roll so do it warmed up.

TWO HAND POP-UP ROLL (END)



Center Finish Rolls

1. Two Hand Paddle Pop-up Roll
2. Roll Side Hand Paddle Pop-up Roll
3. Offside Hand Paddle Pop-up Roll

All three of these rolls use the Chest Brace position as a start platform and use a paddle. As I mentioned previously there are myriad variations so have fun and make up your own. These are all loosely named the 'Pop-up' rolls as they require an explosive burst and have a very short path to completion thus the paddler 'pops' up out of the water.

1. Two Hand Paddle Pop-up Roll – this roll is the Two Hand Pop-up Roll with a paddle. There are three differences, you will use a paddle, you will end in a center finish not a forward finish, it is easier due to the resistance the paddle affords you. To begin: go into a chest brace, but hold the paddle where you would for the forward stroke. Face down in the water with arms extended away from the boat, elbows bent, paddle blades flat on the water. Remember: this roll is also explosive with a lot of potential resistance so mind your shoulders. Push away from the shoulders and down pulling the paddle along the surface toward your roll side hip as you drive up with the roll side knee. You should finish with paddle along your roll side gunwale in a center finish with head bowed.

TWO HAND PADDLE POP-UP ROLL (MIDDLE)



TWO HAND PADDLE POP-UP ROLL (END)



Some variations: .2. Roll Side Hand Paddle Pop-up Roll & 3. Offside Hand Paddle Pop-up Roll – These are some great variations on the above roll. The Roll Side Hand Paddle Pop-up uses just your roll side hand on the paddle loom and ends in center finish. Incidentally, it is the same roll as the Loom Grip 'Pike' Roll except it finishes in the center finish. The Offside Hand Paddle Pop-up uses just the offside hand and ends in center finish. This one is tricky due to the very short range of motion available due to having to reach across with the offside hand.

Layback Finish Rolls

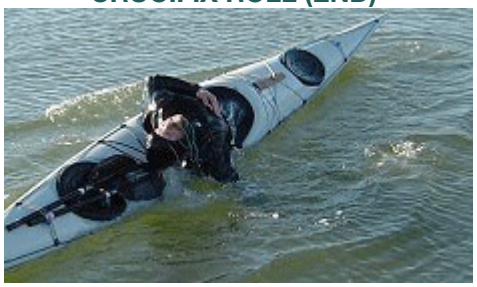
1. Crucifix Roll
2. Parallel Sculling

1. Crucifix Roll – this is my bread and butter recovery roll when I am practicing skills. It is a very low energy roll and very solid. Go into a static Greenland Back Brace: face up, back arched, boat at 90 degrees or a little less, roll side hand on the loom of the paddle palm up with blades flat on the water. Using the paddle for resistance, roll up exactly as you would doing a layback finish hand roll. Instead of rolling up from a brace, you can capsize on the opposite side and dive through to the surface (see the picture to see me coming to the surface) until you are close to a back brace position and roll up as described above.

CRUCIFIX ROLL (BEGINNING)



CRUCIFIX ROLL (END)



Variations: **2.** Parallel Sculling – try sculling with the paddle held on the loom, palm up, by feathering the leading edges up and pushing the paddle back and forth as it lies nearly parallel to the boat. It is possible to scull your way to the surface in this position if your head starts to slide beneath the surface. This is a viable alternative to the traditional Greenland sculling brace and it leaves one hand free to tug in sagacious fashion on your beard.

PARALLEL SCULLING



Jonathan Long: Resident of the great state of Vermont has also lived in Japan, California and Georgia. A member of the unofficial paddling club 'The Frostbiters' on Lake Champlain. Was irresistibly drawn to sea kayaking after a five year fight with cancer. Has built two paddles and many throwing sticks, but no boats. Loves to roll, race, tour and teach. ACA and BCU trained, but resistant to both. Currently a junior in UVM's Nursing program. Boats: Mira 22S, Kajaksport Viviane, Necky Elaho.

Editor's Note: If you are interested in more detailed information about these rolls, contact Jonathan by emailjllong@uvm.edu or phone (802 238 2258)

Qaannat on Muhheakunnuk

(Skin on Frame Kayaks (in Greenlandic) on the River that Flows Both Ways (in Algonquin)

By Wayne Gilchrest

In an effort to drum up some excitement about Traditional/Greenland style paddling, Hudson Valley Pack and Paddle Adventures sponsored the first Hudson River Greenland Festival at Mills-Norrie State Park in Staatsburg. Held the weekend after Delmarva, the enthusiasm and momentum continued with our event. The event allowed us to gather Greenland enthusiasts and introduce others to traditional kayaking.

The participation of many talented people made this event a success. Homemade kayaks were abundant and the builders (Gordon Adams, Mike DiGiacomio, Jack Gilman, Alan Mapes, Dan Mehlman and Wes Ostertag) readily debated and discussed the designs among themselves and the spectators. With Stitch and Glues, walruses, several skin on frames, and a stripper, the discussion was great. Fred Feingold did a paddle making demo and convinced several people to undertake the task of carving a precision paddling and rolling tool with simple hand tools.

A long (2.5 km) race began the day's events and a short (800m) race ended the day. Hand crafted qaannat (Greenland kayaks) dominated the race over the more common factory-made qajariaq (a kayak similar to a Greenland kayak). Wes Ostertag and his Night Heron stripper proved to be a formidable combination as they won both races. Greenlandic skills were demonstrated. I demonstrated a number of rope gymnastic moves and several masochists hung, twirled or otherwise experimented with gravity. Sore hands and bruises became "badges of honor" for the day. It made for an entertaining pre-lunch activity.

THE AFTERNOON SPRINT RACE





ROLLING PRACTICE BEFORE THE COMPETITION. L TO R—FEIT KLEE, MARK PRICE, MIKE DIGIACOMIO, WES OSTERTAG

Dessert consisted of a Hudson Valley tradition with an Arctic twist, Greenlandic apple bobbing. Terhune Orchards of Pleasant Valley, NY donated a bushel of fresh picked apples. We dumped these into a big tub of cold water with icy chunks. The "ice cream headache" was a nice addition to the activity. Points were gained for hang time without a wetsuit hood.

WAYNE GILCHREST SETS UP FOR THE ELBOW CROOK ROLL



Transitioning from one immersion to another, I donned my tuilik to begin the rolling demonstration. Many were unfamiliar with this essential piece of traditional kayaking gear. I paddled out a short distance from the patio and worked my way through the Greenland competition list as Mike DiGiacomio narrated. I answered questions along the way and my happiest moment was when my first attempt at a brick roll (Ujaqqamik tigumisserluni) was successful on my offside in front of a crowd! A short interlude of practice followed and then the contest commenced. It was a great time as all successful rolls were greeted by applause from the crowd and unsuccessful attempts received yells of encouragement. Mike DiGiacomio and Jack Gilman were going roll for roll throughout the event. Mike's successful brick roll and a forward to backward handroll (Assamik nerfallaalugu) put him over the top. Many were inspired to learn more rolls because of seeing the skills demonstrated. After an ice pop eating contest to involve all takers in a group brain freeze, the sprint race began. The course was an out and back 800 meters running diagonal to the tidal current. Handcrafted kayaks dominated the top spots again (this was expected as over 70% were homemade…). The day ended with an awards ceremony and some great prizes. Signed books by Christopher Cunningham and Mark Starr were quickly snapped up. Mike DiGiacomio carved a beautiful storm paddle that now graces Maggie Atkins' foredeck. NRS, Brooks, Hudson Valley Pack and Paddle all donated paddle gear. Qajaq USA gained two new members, one membership as a prize and one through event recruitment.

JOANN ROLICK IN THE "SKINNY WALRUS



Built by Mike DiGiacomio last year, this is a highly modified Putz/Skene Walrus. It is 17' x 20.25" with a keyhole cockpit. It was constructed of select white pine and covered with 9 oz. nylon and Helmsman Spar Urethane.

Holding the event in a publicly accessible area and only charging fees for race/contest participants allowed many park visitors to witness our antics. Many people came to walk around the park on the beautiful day and stayed to watch our activities. We enlightened many people that kayaking is not a recently-invented, warm water sport in heavy, roomy boats, but an elaborate culture refined by millennia of subsistence hunting in sleek, lightweight boats. A reporter from our local newspaper was intrigued by our event and wrote a follow-up story about Greenland/traditional kayaking, our event, and my kayak workshop grant.

WAYNE GILCHREST READY TO SEAL LAUNCH



As Bob Trzcinski summed up, "we planned on coming for a little while and ended up being one of last people to leave. This is the time for this type of activity and it will only grow in the future." The event organizers and I wish to thank all of the participants and donors that helped make this a great success.

Long Race Results

LONG RACE (2.5 KM) RACE WINNERS

Name	Boat	Time	Place
Wes Ostertag	Schade Night Heron	15:30	1
Jack Gilman	Gilman SOF	15:35	2
Mike DiGiacomio	"Micro-Walrus" SOF	15:42	3
Gordon Adams	Shearwater Merganser 17	15:45	4
Alan Mapes	Cunningham SOF	16:35	5
Dan Mehlman	Cunningham SOF	16:55	6
Margaret Atkins	Necky Elaho FG DS	17:28	1W
Chris Hunt	Old Town Millennium 174	18:24	7
Catherine Segarra	CD Squamish	19:06	2W
Franklin Demuth	Necky Elaho Rudder RM	19:35	8
JoAnn Rollick	Perception Sole'	20:34	3W

Short Race Results

SHORT RACE (800 M) RACE WINNERS

Name	Boat	Time	Place
Wes Ostertag	Schade Night Heron	5:42	1
Wayne R. Gilchrest	"Micro-Walrus" SOF	5:54	2
Veit Klee	CLC West River S&G	6:08	3
Margaret Atkins	Necky Elaho FG DS	6:30	1W
Bob Trzcinski	CLC Chesapeake 16 S&G	6:52	4
Carol Clark	CD Caribou S	7:02	2W
JoAnn Rollick	"Skinny Walrus" SOF	8:02	3W

Rolling Results

ROLLING CONTEST (GREENLAND COMPETITION SCORING)

Name	Boat	Score	Place
Wayne R. Gilchrest	Necky Looksha LV	185	Demo
Mike DiGiacomio	Necky Elaho DS	92	1
Jack Gilman	Gilman SOF	84	2
Mark Price	Necky Elaho	56	3
Wes Ostertag	Schade Night Heron	15	4
Gordon Adams	Shearwater Merganser 17	9	5
Margaret Atkins	Necky Elaho FG DS	4	1W
JoAnn Rollick	Perception Sole'	2	2W

Wayne R. Gilchrest is an Environmental Science teacher in Hyde Park, NY. He is an ACA Open Water Coastal Kayak Instructor, Paatit and norsaq carver, and hopeful competitor at Sisimiut 2005. He is constructing a Cunningham Rolling SOF and a Sea Spirit S&G for next summer. He can be reached at wrgilchrest@earthlink.net

Notes from the Regions

THE GREAT LAKES AREA

Filed by: David Braun
QAJAQ USA Board Member
Membership.
dave@qajaqusa.org

The "Qajaq Training Camp 04" in Michigan – will take place August 27th-29th.

If you're in the Great Lakes Area, feel free to send in more tidbits for the next issue. dave@qajaqusa.org

FROM THE NORTHWEST

Filed By: Mike Hanks
QAJAQ USA PNW Regional Advisor
mike@qajaqusa.org
&
Filed By: Shawn Baker
QAJAQ USA Forum administrator
and backup webmaster
shawn@qajaqusa.org

Gisela Taranovski just completed making a red neoprene tuiliq, and **Shawn Baker** Just finished a white one.

John Doornink, Henry Romer, and **Mike Hanks** got together at John's on Liberty Bay, to work on learning how to train others to paddle Greenland Style. We had both a video session and some on the water work.

Shawn Baker will perform a Greenland-style paddling demonstration at the Kiwi Area Sea Kayak Symposium in Orewa, NZ, March 7, 2004. 'Bringing Greenland skills to their antipode!'

Shawn is planning some Greenland demonstrations and lessons for the Northern Rockies Paddlefest in Bigfork, Montana, May 15-16, 2004. Some West Coast Qajaq USA members may attend.

If you're in the Northwest, feel free to send in more tidbits for the next issue. mike@qajaqusa.org

THE CANADIAN PROVINCES

Filed By: Nicolas Bertrand
http://www.wazop.net/nicolas

Benoît Vincent of Varennes, Québec, completed construction of a 17 3/4" wide, 18'6" long S&G NBK. Outfitted with a tuiliq, he sucessfully balanced braced and rolled his kayak on the first try.

Mario Roy of St-Prime, and **Jean-Claude Vaillant** of Chambly, Quebec are making good progress in the construction of skin of frame Greenland kayak.

Qaannat Kattuffiat president **Jenseeraq Amondsen**, **his son Eric**, and champion **Maligiaq Padelle** will visit Montreal July 30th to August 8th for the 2004 World Games.

Share Those Happenings.

Publish Your Experiences in the MASIK.

Any traditional kayaking related material is encouraged (e.g. baidarkas, etc).
On average articles would be one – two pages in length.
Longer articles would be acceptable.
Best if composed with a word processor

Craftsmanship • Travel Skills • Adventures Achievements • Other

Accompany Your Text With Photos

The optimal format: JPEG, 300DPI color, 4-6 inches wide.

Material submitted doesn't have to be flawless.
Grammar and spelling will be reviewed.
Typos will be corrected.

Changes deemed necessary will be made only upon approval from author.

A draft will be available to the author for review prior to publication.

Send your material as email attachments to:

QAJAQ USA

Membership Application

We welcome members outside of the US, and overseas.
Please print your information and send in form with payment.

Name: _____

Street: _____

City: _____ State: _____ Zip: _____

Phone: _____ E-mail: _____

Membership: ○ New Member ○ Renewal

Please make check or money-order, in U.S. Funds, payable to **Qajaq USA, Inc.**

○ Subscribing $35 ○ Supporting $50 ○ Sustaining $100 ○ Patron $150

Corporate members please consider sustaining or patron membership. Sustaining and Patron members will be recognized in newsletter.

Member Items:

Subscribing (two logo stickers)
Supporting (two logo stickers + embroidered patch)
Sustaining (two logo stickers + embroidered patch + Qajaq USA T-shirt)
Patron (Sustaining perks + Signed Kayak Survey Drawing by Harvey Golden)

Qajaq USA silk-screened cotton T-shirts are available for $15 each. (One shirt is complementary with Sustaining and Patron memberships)

T-Shirts: Quantity/Size: ___ Small ___ Medium ___ Large ___ Xtra Large

I'd Like to Help with: ○ Events ○ Newsletter ○ Membership ○ Publicity

I am Interested In: ○ Kayak Building ○ Paddle Making ○ Rolling & Other skills ○ Instruction ○ Racing & Competition ○ Meeting Greenland-style paddlers in my area

Please tell us about yourself. Comments, other interests, or short bio.

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Thank You for your interest and support of Qajaq USA! www.qajaqusa.org

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