Congratulations

Congratulations on purchasing one of the finest kayaks in the world. Since Current Designs’ beginning in 1982, we have dedicated ourselves to designing and building exceptional touring kayaks and accessories. Each Current Designs model is hand built by experienced boat builders using the best materials and latest techniques.

Current Designs kayaks are respected worldwide for their innovation and high quality. Our boats are a statement of our devotion to the sport of paddling and the pride we take in our work.

Designing and building quality kayaks takes time, patience, and skill. We are committed to offering the best product and value on the market. Paddling is a lifetime sport, and, at Current Designs, we are dedicated to meeting your needs in the years ahead.

Happy Paddling!

Mike Cichanowski
Owner

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Kayaking can be a high risk sport and, while it is very easy to simply ‘paddle’ a touring kayak, there are a lot of potential pitfalls and dangers waiting for the unwary kayaker. The kayak is an extraordinarily seaworthy craft when in the hands of a skilled paddler. However, at the novice stage you will be particularly vulnerable to adverse weather and water conditions. Kayaks, because of their limited speed, are especially sensitive to wind, waves, and currents. A thorough knowledge of these factors, and how they interrelate, is far more important to the kayaker than it is to operators of faster vessels.

We, at Current Designs, are concerned for your safety, and we strongly encourage you to take the time to learn the basic skills and understand the fundamentals of good seamanship.

For safe kayak touring, it is essential that you learn and practice some method of re-entry in the event of a capsize. In many regions, cold water is the greatest danger to the kayaker. Cold water is very debilitating and will quickly cause you to lose the strength needed to re-enter your kayak. Therefore, it is important that you practice your re-entry until you master it, so that you can minimize time spent in the water.

We strongly encourage you to always paddle with at least one other person so that there is someone available to assist in the event of a capsize. You should also learn and practice some form of self rescue in case your partner cannot assist you, or if you find yourself alone.

The information in this manual is intended only as a guide to get you started. We strongly recommend that you take a course and read as much as possible about the sport.

Appropriate equipment, including clothing suitable for the conditions, and wearing a PFD (personal flotation device) is imperative to safe paddling. Common sense, a realistic understanding of your paddling skills, and knowledge of your local paddling environment are the keys to a lifetime of enjoyment and are your greatest safety tools once on the water.
Before you get on the water, it is important that you take a few moments to make all necessary adjustments to your kayak’s footrests and backrest. To achieve a proper fit, you should be sitting upright with some lower back support.

**Footrests** - The balls of your feet should press evenly against the footrests with your knees slightly bent. You should not be seated so tightly that you cannot relax your legs.

To lengthen or shorten the footrests, first make sure your rudder is up and centered in its chock, then pull the lever behind the pedal towards you. This will release the pedal and allow you to slide it backward or forward in its track. Make sure that the pedal ‘locks’ solidly back into position and that both footrests are adjusted to the same position.

To adjust footpedals if your kayak has a skeg or a toe-actuated rudder system turn the lever on the tracking 90 degrees. Use your toe to move footrest forward and backward until desired length is reached. Turn level back 90 degrees to lock footpedal in place.

**Backrest and Seat** - For back support, the backrest can be adjusted forward and backward with the web strap which runs through the seat back and fastens with a pinch buckle. Some models have a back band. It is best to adjust your backrest and seat before setting out to paddle. When you are sitting properly you will have support on the balls of your feet as they rest on the foot pedals. Support under your thighs will be provided by the sloped seat base. Everybody is different and you may have to adjust these controls several times until you find the most comfortable position for you.
HATCH COVERS

Molded Fiberglass Hatch - Some Current Designs models have a molded fiberglass hatch cover with a hollow neoprene seal. This hatch is secured by three straps with specially-designed cam lever closures. To remove the hatch cover, simply grasp the tab on the plastic loop which secures the cam lever and pull it off the cam. This will release the cam allowing you to unhook the two ends of the strap. Repeat this procedure for all three straps and remove the hatch cover. To replace, make sure the gasket and molded deck groove are clean and free of dirt and reseat the hatch cover. Hook the open end of the cam into the opposite strap and push the cam over, tightening the strap. Secure the cam in place with the tabbed loop. If the straps are not tight when the cam is properly secured, release the cam and adjust the straps.

Rubber Hatches - Some Current Designs models have a rubber hatch for access to compartments. To remove this hatch cover, simply grasp the lip on one side and peel it back. When replacing the hatch cover make sure the cover and rim are free of dirt. Make sure the hatch cover is seated into position all the way around the rim. A shock cord around the hatch gives added holding power.

ABS plastic hatch - The stern hatch cover on some Current Designs composite kayaks are specially molded ABS plastic with a hollow neoprene gasket. This gasket nests into the molded deck groove when the hatch cover is in place. The 1” webbing criss-crosses the hatch and holds it securely in place. To remove the hatch cover, release the buckles by pinching the sides. Loosen the straps and remove the hatch cover. To close the hatch, make sure the deck groove is free of dirt.
any debris and press the hatch cover into place making sure it is seated properly. First, connect the buckle of the criss-cross strap and pull it tight to compress the gasket. Repeat the same process for the center strap. This strap works as a backup. (Tip: Pull on the straps with a firm even tension rather than a jerk.)

Neoprene/Polyethylene Hatch - Some Current Designs’ polyethylene kayaks have a custom made neoprene hatch cover that fits over the hatch flange giving a completely waterproof seal. A hard cover goes over the top of the sealing cover to protect it. This hard cover is held in place with pinch buckles and straps.

Leak Prevention - To prevent the possibility of leaks, it is important that you inspect your hatches and covers regularly to make sure the gaskets are in good repair and the deck grooves are clean and free of dirt. (Tip: Although we strive to make our kayaks as watertight as possible, we recommend, as a precaution, that you put your gear in waterproof storage bags.)

BULKHEADS

It is essential for all kayaks to have flotation or buoyancy at both ends of the boat. Most Current Designs kayaks have bulkheads to close off the bow and stern compartments which provide necessary flotation. The Breeze uses a flotation bag in the bow, and the Kestrel has a foam pillar for buoyancy.

Please Note: The Current Designs Breeze does not have a bulkhead in the bow. Flotation is accomplished by the use of a shaped ‘flotation bag’. A flotation bag must always be inflated and placed in the bow of these boats before any outing. To accommodate gear storage, float bags are available with a watertight closure. Contact your dealer for more information.
Rudder & Skeg Operation

Many of our kayaks come equipped with a rudder. Our kayaks are designed to track well, and it is our belief that a kayak should not need a rudder to paddle well. However, we also recognize that a rudder can be very useful in adverse weather conditions, such as quartering winds or following seas. In these conditions rudders can enhance the kayak’s performance and save the paddler a great deal of energy. We recommend that you paddle without a rudder as much as possible and use paddle strokes to control your boat so that you develop good paddling skills rather than a dependence on your rudder. Use your rudder when necessary. It is certainly worth having when you need it.

Deploying the Rudder Blade - The Current Designs rudder system deploys with an easy one-handed operation. On the starboard deck just behind the cockpit is the downhaul and uphaul control lines. Each of the lines has a plastic ball attached to it to act as a grab handle. With the rudder in the “on deck” position deploy the rudder by simply grabbing the ball that is furthest away from you and pulling it towards you.

Note: By cleating the bungee-cord that is closest to the cockpit (uphaul side), while the rudder is deployed, it will hold the rudder blade down if you run over any debris or submerged object while paddling.

Retracting the rudder blade - To return the rudder blade to the “on deck” position simply repeat the same procedure for deploying by grabbing the ball that is furthest away from you and pulling it towards you. Ensure that your foot pedals are even with each other, to allow the rudder blade to nest properly into the “V-chock” on the rear deck.
Rudder Steering - With your footrests properly adjusted, steering with the rudder is very easy. When the blade is down and you are moving forward:

• To turn right, push the right foot control forward;
• To turn left, push your left foot control forward;
• To travel in a straight line, keep the footrests even.

When the rudder is raised, the foot controls provide braces for your feet and serve to keep you fixed comfortably in your kayak.

WARNING - The rudder should always be raised out of the water when launching and landing to prevent possible damage to the kayak.

SKEGS

Some Current Designs models do not have rudders but have skegs. A Skeg is located under the hull near the stern of the craft. It is deployed by a slider on the right side of the cockpit. Although deploying the skeg decreases maneuverability, it use useful for improve tracking when needed.
Carrying & Loading Your Kayak

CARRYING
If you are going to carry a kayak by yourself, be very careful not to lift with your back. Lift the kayak at the cockpit and slide the boat up onto your thighs, then boost it onto one shoulder.

With Another Person
a) If the kayak is unloaded, hold the toggle handles.

b) If the kayak is loaded, do not rely completely on the carrying toggles but put your hands under the hull. It is always easier to carry a partially loaded boat to and from the water, and load your heavier gear at the water’s edge.

c) Kayak dollies are a great way to wheel your kayak around while reducing stress on your back — see your dealer for more information.

LOADING
When loading a kayak with gear, it is important to trim the boat properly. A good guideline to use is the seam of the kayak in relation to the surface of the water — try to keep it fairly level. A kayak that is either bow or stern heavy will not paddle properly and can be difficult to control, even with a rudder.

Place your heaviest gear near the center of the kayak and lighter equipment and supplies in the ends of the boat. This will make the kayak more nimble and responsive.

WARNING: Carrying a lot of gear on your deck can reduce stability and increase windage. You could also lose gear in rough water conditions.
Improper transportation of your kayak can easily cause damage. A quality roof rack with specialized kayak carriers is a small price to pay for protecting your boat and vehicle. A composite kayak is usually carried deck up and hull down because the hull is built stiffer than the deck. Don’t transport your kayak on a set of flat bars unless you pad the bars in such a way as to cradle the hull.

Avoid over-tightening your tie-down lines. The lines need to be secure, but many over-zealous boat owners, worried about their boat coming off the car, over-tighten the ropes and cause damage to the boat’s gel-coat by putting undue stress on the hull. Snug down the lines over the kayak and be certain to tie down the bow and stern. This will give the boat more lateral stability and will help secure the kayak and the racks to the car. Some racks have ‘towers’ or upright supports which allow the kayak to be carried on its side where the boat is stiffest.

Polyethylene kayaks can warp if tied down too tightly on a flat roof rack. Plastic can take the shape of the roof rack if the kayak is not supported properly. Cradles are highly recommended to keep the hull of your kayak from getting roof rack dents.

- Specialized straps are recommended as a positive securing system
  (Do not use bungee cords to fasten your boat to your roof rack!)
- Make sure your rudder is pulled up tightly.
  Secure the rudder with a bungee for extra protection.
- A cockpit cover is a good idea to keep water out of your kayak.

**WARNING:** Never transport a loaded kayak on a roof rack. The hull may not support the extra weight.
Getting Into Your Kayak

You have your paddle, your kayak is set up and you are ready to go. Put your spray skirt on by stepping into it. Pull the skirt up and tighten the waist adjusters so that the skirt fits snugly.

There are several easy techniques for getting into and out of your kayak without capsizing.

**General Entry** - To enter the kayak, squat beside the cockpit, with the paddle behind you, just behind the cockpit, and grip the paddle shaft and the back of the cockpit rim with one hand, thumb to the stern and your fingers in the cockpit. Grasp the paddle shaft with the other hand midway between the cockpit and the far blade. Do not support all of your weight on the shaft at this point, as you may damage the paddle. Using the paddle as an outrigger against the shore, place your feet and legs inside the cockpit and slide your bottom into the seat. Once you are safely in the seat, bring the paddle around in front of you, where you can keep an eye on it, and begin attaching your spray skirt. Start by putting the spray skirt over the back of the cockpit rim (the ‘coaming’). Then, stretch the skirt over the front of the coaming. Make sure that the sides are on correctly. It is important that the release tab or grab loop on the front of the skirt is not folded under, inside the boat. You need to be able to reach it easily for quick release.

**NOTE:** Special lightweight paddles may not support your weight. In that case, straddle the boat, plunk your seat down, then bring your legs in.
**Rocky Launch Site** - If the launch site is rocky, begin by placing the kayak in the water close to shore at a point where the hull will not rest on any rocks. Place one end of the paddle shaft immediately behind the cockpit, resting on the deck of the boat. Rest the other end of the paddle on the shore to act as an ‘outrigger’, stabilizing the boat.

**Launching Through Waves** - If you are launching from a sandy beach, in an area with wave action, place the kayak on the beach close to the water line with the bow facing the water. Get into your kayak (using the procedure described above), and put your spray skirt on. By carefully timing the waves, you can scoot yourself forward into the water just when a large enough wave picks up your kayak.

**Exiting** - Once you have completed your outing, simply reverse the process. To release the spray skirt, simply pull forward, up and back on the release cord. To exit, use the paddle for support, just as before, and climb out.

**PRACTICE TIPS**

a) **Spray Skirt** - We recommend that you practice attaching and reattaching your spray skirt before you go out on your first paddle. Make sure that it is neither too tight nor too loose. You can tighten the tension of the shock cord by pulling it and tying another knot.

b) **Wet Exit** - We also strongly recommend that you practice a “wet exit”, (exiting the kayak while capsized) in a pool or lake near shore, to make sure you are comfortable with releasing the spray skirt and getting out of the boat. The first time you try a wet exit, make sure someone is standing beside you in the water to assist you. Again, we recommend that you take some professional instruction.
Identifying your Kayak & Add Ons

IDENTIFYING YOUR KAYAK

The Coast Guard has recommended that personal identification be put in your craft to help authorities in the event that your boat is found. This identification can help authorities to determine whether or not a full scale search should be launched. You should also record your serial number and keep it in a secure place apart from your boat and gear. The serial number can be found on the right side of your boat near the stern.

CUSTOM FITTING

With proper adjustment of the footrests and backrest, you will find your new Current Designs kayak very comfortable. However, for even more comfort and better boat control, you may wish to add some additional padding to your kayak.

You will notice that your new Current Designs kayak has closed cell foam padding under the thigh braces where your knees contact the deck. This padding gives a secure feeling of control when lean turning or rolling your kayak.
As you paddle more, you will find that you will use your knees and hips to control the boat. Some paddlers like to add additional blocks of foam along the inner edge of the cockpit opening right beside their knees in order to provide additional support and prevent their knees from slipping out of the cockpit when bracing or rolling. The foam can be shaped with a knife and coarse rasp, then bonded into place with contact cement.

Additionally, you may find that you would like a tighter fit in the seat. Using blocks of foam, you can shape pads and bond them into place on either side of your seat supports. These pads will keep your hips from sliding side-to-side when bracing or rolling. If the shape of the backrest does not fit you well, it is possible to reshape it with closed cell foam in order to give you the best possible shape.

To bond foam to your boat you should sand the area you wish to bond to then clean the area with methyl alcohol or clean water. Use a waterproof contact cement to bond the foam to the boat. Self-adhesive backed foam is now available in many specialty stores. New adhesive systems are allowing easier outfitting of kayaks with less mess.
Custom Accessory Attachment

We offer a variety of accessories for your new kayak, please check the accessory sections of our catalog or website at www.cdkayak.com

Additional Deck Rigging - You may want to add additional deck rigging to your kayak. Before you mount any hardware, make sure that you will not hit it with your hands while paddling. Do not mount any sharp objects on your deck that could hurt you when doing a rescue.

Securing Gear Inside the Cockpit - You may also want to consider adding additional deck eyes and clips underneath your deck and in the cockpit to secure loose gear. This will prevent you from losing equipment in the event of a capsize. (Tip: Secure your gear tightly in place, do not merely ’tether’ it to the boat as all that gear hanging from your cockpit can cause entrapment or impede re-entry in the event of a capsize.)

For Composites, use an epoxy adhesive to mount deck eyes in place. Sand both the kayak surface and the deck eye with 100 grit sandpaper. Apply the epoxy, set the deck eye in place, and secure it with a piece of masking tape until the glue dries.

In polyethylene kayaks, a mechanical fastener, such as a stainless steel nut and bolt, is recommended as glues do not bond well to polyethylene.

Bilge Pump - This necessary piece of safety equipment is usually carried under the deck bungee cords, but can also be mounted out of the way under the peak of the deck. Mount deck eyes and run a light piece of bungee cord through them. Make sure that you mount the pump with the handle close to the cockpit opening so that you can reach it quickly and easily. (Tip: Make sure that your bilge pump floats when full of water. If not, wrap some closed cell foam around it to give it some positive buoyancy. Secure the foam in place with contact cement or duct tape.)

Compass - If you would like to mount a compass in the deck of your new Current Designs kayak, we have custom mounting plates available to fit your kayak’s deck. Contact your dealer, or us, for more information. Other marine compasses may mount easily on the deck of your kayak. Before you mount your compass, make sure that you will be able to read it easily while paddling your kayak.

Your Current Designs dealer may offer custom outfitting. Talk to your dealer for different options in outfitting.
Care & Maintenance

STORAGE
If you store your kayak outside, turn the boat upside down to prevent water from accumulating inside it. Make a cover to protect the kayak. A gel-coat finish can fade and polyethylene can deteriorate with extended exposure to sunlight. Having your boat supported by slings or having cradles for the boat will help prevent warpage or deforming of the shape.

PREVENTATIVE MAINTENANCE
Loosen the straps on the hatches if your kayak is not being used. This will prevent the seals from becoming compressed over time which may eventually allow water to seep into the compartment.

Rinse the rudder assembly and foot pedals. A periodic rinse with fresh water will wash out any grit or dirt that may have accumulated in the mechanisms and affect their performance.

Inspect the rudder controls and cables. Check for wear and replace if necessary.

Washing and Waxing - Keeping your kayak clean and shiny will actually make it last longer. If your kayak has a gel-coat finish, then wash it with a very mild detergent to avoid removing any wax finish. A good quality marine wax is ideal for protecting the deck and hull from the harsh effects of the sun. Polyethylene kayaks do not need to be waxed, but love to be clean. There are various UV protectants that can be purchased from your dealer.

Scratches - If you are using your kayak, you are going to scratch it from time to time. Scratches are a normal and expected part of paddling. If you have a composite kayak with a gel-coat finish and you damage the gel-coat to the point where you can see the fiberglass under the gel, a repair is recommended. Most paddle sport shops can perform this type of repair. It is also easy enough for you to do at home. See ‘Gel-coat Repair’ on page 18.

If you have a polyethylene kayak, the material is extremely tough but will get scratches and gouges which are nearly always superficial. If you suspect that you have structural damage, the linear polyethylene material can be welded.

If you have one of our new TCS (Thermoformed Composite System) kayaks, you may have already found out that they’re very difficult to damage. You can buff our most shallow scratches with any polishing compound and a buffer. If you have a deeper gouge, please see "Gel-coat and TCS Repair" on page 18.
FEATHERED OR UNFEATHERED

The choice of whether to paddle with a feathered or unfeathered paddle is largely a personal one. Each style has advantages and disadvantages for the ocean paddler. (Tip: Once you have chosen the method best for you, stick with it. You need to instinctively know your paddle blade orientation at all times.)

Paddling Unfeathered - (Both paddle blades are in the same plane). This is the easiest way to begin as you can just pick up your paddle and go. It requires no wrist twisting and can be better in strong cross winds and strong tail winds, particularly with larger bladed paddles.

Paddling Feathered - (Blades are offset slightly less than 90 degrees to each other). This requires the controlling wrist to roll back to present the opposite blade to the water. Feathered paddling can be better in strong headwinds and when ‘breaking out’ through large waves since the forward moving blade slices through the wind and spray. It may take the new paddler a little while longer to get used to the feathering action, but it will quickly become natural.

Take-Apart Shafts - All Cadence touring paddles are available with take-apart shafts, and can be changed from unfeathered to a choice of pre-set feather angles.

Lever - Lock feathering and length system
The Lever-lock ferrule allows you to adjust the length and feather angle of our composite paddles with a simple flip of a lever - fine tune your paddle to suit your preferences perfectly.

The Lever lock system allows paddle length adjustment up to 10 cm, and infinite feather adjustment with markings from 0 - 80 degrees. The Lever-lock ferrel is standard on Phantom comosite paddles.
Paddle Sizing

It is essential that you choose a paddle that suits your physical size, paddling style, and the type of kayak that you use. With thousands of paddle strokes involved in every kayak trip, a paddle that is the wrong size or poorly designed will quickly turn an enjoyable day on the water into a long day of hard work.

**Blade Size** - We offer different sizes and shapes of blades to fit different needs. A smaller blade area is like a lower gear; with less resistance in the water it is easier to maintain an even stroke cadence for a longer time. Also, a smaller blade will cause less strain on the paddler. A larger blade will give you more power, faster acceleration and will provide better bracing. Find the blade size that will accomplish what you need.

**Shaft Length** - We offer several Standard lengths of paddle shafts. With a longer shaft, you will have a slower stroke rate with more resistance. A shorter shaft requires a faster stroke rate, with less resistance, to maintain the same speed. Our optional Lever-lock ferrule option allows you to fine tune shaft length up 10 cm as well as infinite feather adjustment.

Choose the paddle that suits your size, paddling style and boat type. Above all, the paddle should be comfortable to use.

Different shaft configurations, like the Bent Shaft, gives paddles a more ergonomic feel which applies less stress to wrists, arms and shoulders.

**Materials** - We offer several material choices, so you can better suit your paddle to your needs. From the injection molded Aura to a graphite bent shaft Phantom, the CadenceTM line of paddles covers a broad range of styles and sizes so there is sure to be a Cadence for every paddler.
Gel-coat and TCS Repair

Gel-coat Repair - Scratches or chips in the hull of a composite kayak can be easily repaired. Gel-coat is available through your dealer or directly from us.

1. Remove loose gel and bevel the edges of the scratches with a utility knife. Sand the area in and around the scratch using 220 grit sandpaper until the shine is removed. Clean the area with acetone or lacquer thinner. (Acetone is highly flammable and should be treated with care.)

2. Place enough gel on a piece of cardboard and add hardener at 4 to 5 drops per tablespoon of gel. Mix thoroughly for about one minute using a stir stick. (The hardener is an irritant to skin and extremely dangerous if it comes in contact with the eyes.)

3. Apply the mixture immediately and spread it into the repair leaving it slightly raised above the surface. Remove any excess outside of the repair area with a knife or acetone. Let dry for 2 to 4 hours to allow for full shrinkage. (Tip: best results are achieved if the repair is covered with cellophane or wax paper while still wet.)

4. Wet sand the repair with #320 or #400 sandpaper backed with a block of wood until the repair is almost level with the surrounding area. Apply water liberally and finish the area with #600 sandpaper. Avoid sanding the surrounding area until you are ready to use the #600 sandpaper.

5. Polish the area with a mild rubbing compound. You can use an electric polishing machine for a higher gloss. For the final gloss, use a quality automotive or marine wax.

6. Color fade may make a perfect match difficult.

7. If it is necessary to repair a large area of gel-coat, you may want to contact your dealer as to the best way to proceed with the boat repairs.

8. If your boat receives structural damage take it to a professional to do the repair or to get advice on specific damage.

TCS (Thermoformed Composite System) Repair - Scratches or chips in the hull of a TCS™ kayak can be easily repaired. Use Methyl Methacrylate, which is available from your dealer or directly from us.

1. Clean and sand the gouge and 1/2” of the surrounding area using a 400 grit wet/dry sandpaper. Remove any jagged edges with a knife.

2. Apply resin (Super glue, Methyl Methacrylate) so that the gouge is filled just higher than the surrounding area.

3. Using 1 or 2 mil mylar plastic or acetate (available at office supply stores), press it tightly on the gouge, starting at one end and using masking tape to keep it tight to the hull.

4. After 3 to 4 hours remove the tape and plastic. The repair will need 24 hours at room temperature to achieve full strength.

5. Finish sand and polish if desired.

If your kayak has more severe damage (a split or worse), please contact the factory at 507-454-5430 for more detailed instructions.
Polyethylene Kayak Repairs

Current Designs polyethylene models are rotationally molded from linear polyethylene. Polyethylene is ideally suited to withstand accidental bangs, scrapes, and impacts. This is one reason why polyethylene kayaks are so popular.

Care and maintenance are minimal on a polyethylene kayak but necessary to the longevity of the craft.

**Store Your Kayak Carefully** - Polyethylene is more prone to warpage than a composite kayak. Store and transport your craft in a manner that prevents deformation. Always use a cradled storage and transport system. If the shape of the kayak changes, it will effect how the kayak paddles.

**Dents** - Dents in a boat will often pop out on their own or with a little heat on a warm sunny day (or by using a hairdryer). In extreme cases, support the kayak to allow it to go back to its original shape, then fill the kayak with hot water and heat the outside of the hull with either a heat gun or a very hot hairdryer. If the warpage does not come out, then put an internal brace inside the kayak to push the dent out. Be careful not to overheat the area. If, at any point, the boat begins to melt, stop and allow the boat to cool before trying again.

**Holes and Cracks** - Our linear polyethylene is easily repaired by an experienced plastic welder in the unlikely event that it is actually broken. If you crack or put a hole in your kayak, then it is recommended that you see your Current Designs dealer or take the kayak to an experienced plastic welder. We have color matched polyethylene welding rods.

A dent can be removed by applying heat.
Before You Go

Kayaking can be a safe and rewarding activity if common sense prevails and certain precautions are taken. Before you put in for a day's paddle, check that you have the following:

**ALWAYS TAKE:**
- water, food
- a kayak in good, serviceable condition, with plenty of secure buoyancy, fore and aft
- a paddle
- a sprayskirt that fits your boat
- a personal flotation device (PFD)
- a whistle
- clothing suitable for the conditions
- a bailer or pump
- an accessible spare paddle, minimum of one per group
- paddle float

**YOU SHOULD ALSO CONSIDER:**
- an accessible flare pack
- rain gear, and extra clothing in a waterproof bag
- a minimum of 15 meters of floatable line
- charts and tide tables, current tables if appropriate
- a compass
- a knife
- first aid kit
- matches or a lighter
- a weather radio
- a tow line

BOOKS
The Basic Essentials of Kayaking, Mike Wyatt
The Bombproof Roll and Beyond, Paul Dutky
The Coastal Kayaker's Manual, Randal Washburne
Complete Book of Sea Kayaking, Derek Hutchinson
Eskimo Rolling, Derek Hutchinson
The Essential Sea Kayaker, David Seidman
Expedition Kayaking, Derek Hutchinson
Fundamentals of Kayak Navigation, David Burch
Kayak Camping, David Harrison
Sea Kayaking, John Dowd
Sea Kayaking, Nigel Foster
Sea Kayaking Basics, David Harrison
Sea Kayaking For Women, Shelley Johnson

JOURNALS
Sea Kayaker Magazine
Canoe and Kayak Magazine
Paddler Magazine
Wavelength

VIDEOS
Capsize Recoveries and Rescue Procedures,
Wayne Horodowich