STATE OF THE ART?

Many of us accept our equipment as being the best of current design - but is it?
Do the following statements apply to your kayak?

When empty of equipment this kayak is capable of sinking completely

See: *Winning, D.R. (1990) The Sea Tiger Report: Report on comparitive tests of a 'Sea Tiger' sea kayak and other sea kayaks on behalf of the British Canoe Union* p95, fig. 67. Original version formerly available from the BCU £5
See: http://www.windslicer.co.uk/Winning_1990.pdf

In Australia, this kayak would fail safety guidelines

See:http://www.canoe.org.au/default.asp?MenuID=Education/99/0,Risk_Management_and_Safety/196/5275 page 23, Sea Kayak Equipment Standards

With a flooded, or partly flooded cockpit, this kayak becomes unstable and the paddler is likely to capsize

See: *Lamont, P. (1989) Experimental Progressive Flooding of Two Sea Kayaks* p9. Unpublished report supplied to the BCU, September 1989.
See: http://www.windslicer.co.uk/Lamont_1989.pdf

Directional control of this kayak will become difficult or lost completely when water enters either of the end compartments

See: *Repairs to get you Home*, R. Parkin ed. (2007) Ocean Paddler Issue 003 p54
See: *Kerr, H. (2000) Sea kayaker's guide to rescues (2)*
Scottish Paddler, Jul, issue 48 pp20-21, the n/l of the Scottish Canoe Association.
See: *Carter, P. J. (1991) A Kayak Flooding Experiment*
The Australian Canoeist
also at: http://www.users.on.net/~pcarter/flooding.html

Decked kayaks have been designed, more recently from the 1980s:

which **cannot sink** when completely flooded in all air spaces
which remain **stable** and **controllable** when the cockpit is flooded
where directional control **can be** maintained despite hull compartment leaks
which **do** comply with the Australian Canoeing Safety Guidelines requirements.

The above was composed as a stimulant to discussion. The question is: do the statements about "..this kayak" apply to yours? Is yours a kayak equipped with no solid secondary buoyancy, only fore and aft bulkheads forming two normally sealed compartments for primary buoyancy and having an otherwise large cockpit volume closed by a spraydeck ?

Why not try the cockpit intake test?
See: *http://www.users.on.net/~pcarter/cit.html*