Whoops again?

Last summer we published an article entitled ***Whoops!*** It described three boat hauling accidents caused by the disastrous combination of strong winds, highway speeds, J-cradles, and missing bow and stern tie-down lines.

We don't think we are calamity prone,
but here are two more incidents to consider:

From a 2006 article: Brian Curtiss and Randy Thompson decided to take their fiberglass sea kayaks where only plastic white water boats should go. Wrong. As Randy said, "They were just not the right tool for the application."

His kayak split in half down the keel line for about four feet [see the picture on p. 29]. Brian Curtis chopped the stern of his completely off. After repairing the boats with a roll of duct tape, a couple of cam straps and as much garbage as they could find for flotation, they made it to the take-out.

Something else to think twice before doing: Sue Hughes has a kayak for camping that's lots heavier than her little white fiberglass *Slipstream*. That plastic boat is prone to oil canning because the bulkhead between the day hatch and the aft compartment was removed for easier packing.

When she got home from last fall's Lake Powell self-supported trip she decided to inspect the bottom of the boat as she was taking it off the car. Wrong.

More unwieldy than her usual kayak, it got away from her, bounced against the side of the car and then bounced again on her head. It only made a small abrasion, but she got a huge headache and a beauty of a black eye.