

NEWSLETTER

OF
THE

Advanced Sea Kayak Club

AN INTERNATIONAL SEA KAYAKING CLUB OPEN
TO ALL INTERESTED IN THIS ASPECT OF CANOEING



AIMS

1. PROMOTION OF SEA KAYAKING
2. COMMUNICATION
3. ORGANISATION OF EVENTS AND MEETS, ETC.
4. SAFETY & COACHING

Editor & Secretary:

John J. Ramwell,
4, Wavell Garth,
Sandal,
Wakefield,
W. Yorkshire,
WF2 6JP

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John J. Ramwell
4, Wavell Garth,
Sandal, Wakefield,
W. Yorkshire

EDITORIAL

Very occasionally I receive a letter which brings me right back down to Earth with a thud. Here is one such letter from George Barritt, Port au Prince, Haiti. Many thanks for it, George. You can be assured that I took it in the spirit in which it was sent.

Dear John,

Many thanks for sending the magazine so regularly. I do appreciate it very much. Enclosed is my sub. for the year and there are no complaints about the increase

Sometimes it seems to me that some of the writers are much too clever and serious with all their esoteric and technical jargon: each to his own, but it seems that a fun thing/adventure/sport/hobby is causing the experts - and I have met many of them and admire and 'luv em all' - to pontificate on subjects that when one is in a boat in a difficult situation seem to have little relevance. Perhaps it has something to do with the bar and the bent elbow.

With best wishes for some good paddling,
Sincerely, George Barritt.

I have recently completed the 5th International Sea Kayak Symposium Report - 180 pages, and have worn my fingers and typewriter to the marrow in so doing! It retails at £2.00 to ASKC members and at £2.50 otherwise. It contains a wealth of information and has been produced as a reference work for those planning expeditions. SEND FOR YOURS.

BAD NEWS

With more than enough 'bad news' coming across by the media these days, I am loathe to be the bearer of any in these pages, but I must tell you about our DUPLICATOR, an electronic Gestetner which has done useful service these years past. I bought it from an auction in 1979 and have managed to keep it going with luck and lumps of chewing gum. It is now failing fast and with our ever increasing membership it is becoming imperative that I get another. Second hand ones in reasonable order are as scarce as hens teeth and a new one will cost, with part exchange, over £1,000. This piece of equipment is the 'back-bone' of our Club. None the less, our present one is at the 'pearly gates'. Bits fly off in all directions, noises emit like a sty of pigs being stuck when it is in use. I've had 'the man' round - "not worth repairing", he says!

I think I may have the answer. A raffle for a brand new sea kayak of your choice. If I can sell sufficient tickets to cover the cost of the kayak and half the cost of a Gestetner electronic duplicator (the club will pay the other half), then we can remain in business for the next century.

To do this I must sell two tickets to each member @ £1.50 each. PLEASE - support this venture, send me £3.00 (or more, much more!) with your name and address and I will send you two raffle tickets with your next newsletter. The draw will take place before the October newsletter when the winner will be announced.

Should we fail to raise enough money (perish the thought!) I shall send your individual contributions back with the October newsletter instead of simply announcing the winner. I shall then, of course, have to rethink the solution to this problem.

Nanuk

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A.S.K.C. SHOP

- Ties @ £2.50 each
- ASKC stickers @ 30 pence each
- Letter headed note paper @ 50 pence per ten sheets
- 4th. National Sea Canoeing Symposium Report @ 75 pence each
- 5th INTERNATIONAL SEA KAYAKING SYMPOSIUM REPORT @ £2.00 EACH
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Taken from the Newsletter of: The Ocean Kayaking Association of British Columbia.

PART 2 OF THE INTERVIEW WITH FRANK GOODMAN.

Q. These differing factions you feel exist over here, but do not impinge on England; is this narrow versus wide question and related equipment, part and parcel?

A. I found over here a sort of, shall I say, an unfortunate concern about equipment and what is "the right equipment", which is partly due to the heavy sports advertising such as: "This is a Slazenger tennis racquet, I use it and I am World Champion" or whatever, and "if you use it you'll be as good a tennis player as I am". Some of this rubs off into kayaking. It doesn't matter what equipment you have, you will get used to it, and if that's the sort of equipment you enjoy, then that's what to do.

Kayaking to me is only for pleasure. Now, I have, perhaps, certain vested interests, obviously, as I make a living out of it. A certain number of boats have to be sold a year to make a living. It's much calmer in England, really though. We do a gentler sell than over here. We don't have the controversies about equipment; there isn't any argument about which is best, it is just different.

We thoroughly enjoyed that trip in the big double. It's not the same, it's not as sporty in a sense, it's not as fast; but it was calm all the way. We didn't need any particular type of boat. Any kayak would have done. Coming from a slalom background, a more sporty boat and responsive one is preferred than the bigger boat: but if you like to eat particularly well and have a luxurious camp at night, then more room is needed. The controversy over here is non-existent. When people say, "boats like the English type are only day boats", well, they're daft; because it has been proven time and time again that you can live out of them for a whole month.

So whatever people say about wide boats is equally silly. They all have their limitations. You can't sleep in a narrow boat, you have to come ashore. Now, Paul Caffyn just did some 36 hour stints on his Australian circumnavigation - which is exceptional. That seems about the limit of endurance. For 99.9% of people, paddling 12 hours at a time is about all you would ever need. When we paddled around Cape Horn, 5 hours of exposure before shelter could be found was the limit - this being a pretty difficult part of the world to paddle in. 5 or 6 hours exposure is about as much as is wanted, or pushing it, up to 12 hours - 36 hours being exceptional, but requiring much rest afterwards.

Q. So isn't using a wider boat for the long offshore journeys a good philosophy to follow?

A. If a kayak is wanted that is going to actually be able to be used as a 'ship' so that then it's like an ocean going yacht whenever conditions are bad, the wider boat is safer offshore than inshore. This is fair enough; you need a boat that can be laid down in and rest assured to sleep out a storm. Our philosophy is a bit different in England, insomuch that we feel the kayak is linked inexorably to the shore. Shore going trips are sought after, with journeys along the cliffs rather than across big stretches of open water. The shore is looked to as a safety factor. Shelter is looked for, as well as escape routes, and routes that are not going to tax us beyond normal human endurance.

In essence, we tend to perhaps have boats that are more exciting to paddle; but probably more seaworthy in very very difficult conditions close inshore than the sort of more regular conditions offshore, that the bigger and wider boats can cope with better, by heading into it or whatever. It doesn't matter though in that it's a question of where you find your pleasure, and that's all. A sudden change of boat isn't going to make a lot of difference. The limitations of both have to be accepted, and you shouldn't get excited about just how fast this boat turns and just what this other one does, as it is all a matter of compromise. You certainly can't tell though, from taking a boat out for a short period on calm water. This doesn't give any indication of ultimate seaworthiness of any particular kayak.

Q. This luxurious camp site you talked about and the need for a larger boat to accommodate all that gear; is not the larger volume touring kayak more practical, and if protected waters are mainly paddled, what is the advantage of the lower volume, narrower boat?

A. There isn't any advantage of any particular sort of boat, because what one boat will give, it will not give another thing. Flat protected water is no test. You can

paddle around on an inflatable air-bed or a slalom boat. It's only when conditions get tough that a boat is needed that is going to be really able to withstand very bad conditions. I have seen a lot of good paddlers in slalom boats get into awful trouble when they have got caught in reflected waves at the base of a cliff. In fact, an incident happened where we actually had to turn around and go home because the slalom boats weren't able to cope. In this sort of very bouncy conditions close inshore, things are best coped with by narrower boats than wide ones. If you're going to do a long open crossing then, as I say, seas are more regular and the effect of the shoreline is not felt so much, then the wider boat is perhaps better, as the situation can be sat-out if trouble arises. Again, it doesn't matter, really. I prefer the thinner boats myself. As I said, it was an enjoyable trip in the broad double, but it was certainly a lot slower and somewhat more sluggish, as more stuff tended to be put in the boat anyway.

Q. Okay, I have found boats such as the Nordkapp sufficient in their storage capacity. It is just that the loading and unloading routine is rather tedious. One has to learn to stow their gear in a systematic order, do you not think?

A. Oh, yes. There is no doubt, but I don't find packing my boat any problem, because of the use of waterproof gear bags which hold everything in place and are designed to fit through the hatches. So, about five bags are needed in addition to some loose stuff, and then you acquire a routine. I have all my stuff that fits the gear bags, the gear bags fit the hatches, I go bang, bang, bang, and it's no problem to pack a kayak.

This trip on the weekend in the double; we had two big 'hold-alls' which we stored between the two paddlers and it proved great. Gear was just packed into these big bags, they were pushed into the boat easily, and that was it. Now, under really bad conditions, I wouldn't have been so happy with this arrangement, as I would knowing everything was in a 7 in watertight hatch and all in small individual gear bags.

If really big volume boats, where everything can be thrown in from the otherside of the campsite are what you are used to, then packing a kayak such as the Nordkapp is going to seem tedious. It isn't to me because these boats are designed to be an expedition boat that keeps gear safe and dry as well as yourself safe and reasonably dry - except the top half of the body, anyway - in the most difficult conditions. So we accept the fact that tent and gear are planned for in relation to the boat. It's all a question of what people get used to.

Q. I believe 24" was the maximum beam you recommended at the Sea Symposium for a well designed sea-expedition kayak capable of being paddled efficiently. Why 24"?

A. Well, this is only an arbitrary figure, but it seems that after about 24" wide, the individual is beginning to lose the efficiency of their paddling strokes. This is because you are having to modify the stroke to get over the side of the kayak. It seems that the international standards of 24" is about right for efficient paddling. Once past that, some other things are gained, but efficiency is lost. The racing paddlers would probably say 21" was best as they are looking for the paddle to move down as close to the centre-line of the kayak as possible.

Q. Yes, but in your letter to the editor in a past issue of our Newsletter, it was stated that a kayak of these widths rode more perpendicular to the horizon in lumpy seas. Was this the main reason for a 24" maximum beam?

A. That's right. You can go thinner than that, but not much less than 21" without finding that sitting for a snack requires some kind of rafting-up procedure. I can sit in a 21" kayak, eat a meal on the water and be happy. Thinner than that, things get unstable, in calm conditions. However, people who paddle K1s find boats such as the Nordkapp extremely stable. It is all what you are used to and what you are told about.

Some progression is wanted though. The situation in England was that after the Second World War, a lot of people bought doubles as it was cheaper to get on the water. A lot of them became bored because after they had jumped in and paddled them easily in a day or two, after a while they found the boats weren't responsive - this led to boredom. This is partly due to the fact that this was done inland where there isn't much water. There was a movement away from the big volume touring boat, both double and single, into the more sporty slalom boats with the result that the general purpose boat in England became a large volume slalom boat. This became a fashion.

People could go to a little bit of fast water - which is in short supply - learning the basic skills to a high degree of efficiency, in a general purpose boat, just playing around.

If you have got a very big boat which doesn't handle well in white-water and that is very sluggish in its handling characteristics because of its weight, size and so on; then that did not work out too well. This in relating size of boat to the size of water. Most bits of rapid in England are very low volume. Now, if a big boat is put into some really big hydraulics, then maybe you've got the same scale effect. Because you've got bigger hydraulics over here inland, certainly, people probably have always looked to the larger boats; this spilling over onto the sea. I don't know exactly what the history has been over here.

Q. I do not quite understand the history in England. Would you explain.

A. In England, the history has been that the bigger boats, after the Second World War, dropped out of favour, and before I came into canoeing, which was '64-'65, they had virtually gone. The accent was coming in very strong towards the use of fibreglass a material which was replacing lath and canvass. There was a strong movement away from high volume touring boats into the moderate volume slalom kayak which is more manoeuvrable. This made it possible to develop basic skills that had never been used before. It is significant that at the pool session at the sea symposium, Derek Hutchinson used a slalom boat to demonstrate his basic strokes simply because they show up more obviously than with a sea kayak.

These skills are not needed to quite the same extent with bigger boats. It's more difficult to do a bow rudder with a bigger . This stroke is perhaps not applicable on the sea. I am a big believer in getting basic skills from rivers where there are controlled conditions. Somehow, a rapid can be used to learn the draw stroke, bow rudder, slap for support, and all these other things which are fundamental to a kayaker's repertoire. Whether he modifies these or uses them that much on the sea, I'm not sure, but certainly within surfing, it's nice to have a boat that can be brought in through the surf and leaned into a wave with the kayak following. I'm not convinced that in a very wide boat there isn't considerable difficulty in coming in broadside through the surf, whereas in a narrow boat, the paddle can be put into the wave coming in broadside. Even if things are foaming over the head, as long as the paddle can be hung onto, you and the kayak finish up on the beach - but then I'm limited in my experience in the wider boats.

Q. I think you mentioned a few minutes ago, Frank, the idea that taking a kayak out for short periods of time in calm water was no test. Yet people are advised to buy a boat if it feels comfortable; but are there not more aspects to be brought into the issue?.

A. You can't say, "If it is comfortable, buy it". The first time I ever got in a kayak, which wasn't a sea kayak anyway, and was a middle of the road for comfort, I thought it was a very peculiar position to sit with my legs stuck out straight in front of me. It's some time before you find out what is comfortable and what isn't. The longest I have sat in a boat was 18 hours. I didn't have a sore back-side because I was trained up to it. However, some can find an hour uncomfortable when first starting out. I would not expect someone to come up to me and say, "Get on a bicycle and if it feels comfortable, buy it." When first getting on a bike, it usually can't be rode very well. I don't say pick the tennis racquet that gives an ace serve every time. It's not on, is it? There's every gradation.

I would suspect that what comes easiest when you start is not going to be the best thing to have. So, it is bad advice to say if it's comfortable, then have it. That's not the point. More significant questions, like what sort of kayaking is going to be done, should be asked; or what sort of physical capabilities exist within the person. You get this with paddlers. Some like a paddle with a big blade because they are a slow moving person and like to paddle rather slowly, and move a reasonable amount of water. There are others who have got a very fast muscular reactions and they like to paddle much faster, moving a smaller volume of water. There's nothing right or wrong. It's whatever is reasonable for the individual. But, yes, it is too superficial to say, "Sit in a boat and if it's comfortable then this is the one for you". Unless there is a development of skills possible, then it is a very mediocre sort of sport, isn't it?

Q. With the variety of touring kayaks available in the Pacific Northwest, perhaps

fourty, this matter of selecting a boat is rather bewildering. Any recommendations, Frank?.

A. Again, all you can really do is look around and see what kind of paddling is wanted to be done. The differences between fourty kayaks is going to be very small. Look at the spectrum and try not to buy a boat until enough experience has been had to know what wheat can be sorted out from the chaff. I hear all sorts of silly things being said about design. There may be things I say that others think are silly. We do a big enough range of boats back in England giving a wide enough choice. There are about three hundred and sixty plus designs available over the whole range of kayaks and canoes. It can't be said that everyone is unique in it's performance. There's every gradient of performance. Every boat will have something it will do badly and possibly something it will do well. Now, when you make the choice between the good features as apposed to how many bad features, this is hard to judge if there is'nt any experience to back up the decision.

Occasionally a rouge boat is manufactured that proves dangerous. In one incident in England., a sea boat was actually removed from the market as it was too dangerous. This is rare. Most boats are allright, being run-of-the-mill, reasonable boats. Occasionally there are boats that are better than average. A lot has to do with your own particular style of paddling.

Q. A couple of things I heard circulating that are questionable. One was a statement that the English overemphasize the Eskimo 'looks' such as in the bow, and the aesthetics are given more importance than function at time. Secondly, that you manufacturers would like us to belive a sea kayak must have particular qualities that were proved through centuries of use by the Eskimos. Any comments?

A. If the range of Eskimo kayaks is looked at, there is every sort of boat from flat water, very swift seal hunting boats to extremely unstable Cariboo hunting boats. The Eskimo seemed to think that the narrower the boat, the faster it was, which is true. To keep the buoyancy right, they made the narrower boat longer. They did'nt relate that length was also a factor in speed. Some of the Cariboo hunting boats were only used for chasing Cariboo across rivers. They were so unstable you could'nt keep them upright when they were empty. It would'nt sit upright in the water. Then there is the Baffin Island kayak, which is a very wide flat bottomed kayak. It never had a spray deck, being quite different from the Greenland kayak which had a spray deck, was rollable, sleek and fast, and made to travel silently on flat water.

The upturned ends, which are very useful in terms of coming ashore on rocky shores, or whatever; I'm not convinced that it was necessarily for coming up onto ice, in particular, but any shoreline. Most of the ice I've encountered has been undercut and the kayak could'nt be slid up onto it anyway. Coming ashore, if coming up badly onto a rocky beach, meant the bow was flatter and swept up enough that the kayak could be rode up a few rocks without going crash onto the rocks as would occur with a blunt ended kayak. I don't know enough about Eskimo kayaks to think that what I built into the Nordkapp was all that, that is, traditional with Eskimo boats. The Nordkapp, when it is looked at clearly, is very far removed - it has an upturned back because it balances the front, that's all. It has no significance other than aesthetics. From what can be seen, most of the prows of Eskimo boats were the result of having something to carry it with. It is more of a handle than anything else. The prow underneath the upturned hull is to do with coming ashore, - but the Nordkapp is'nt based only superficially on Eskimo boats. The things that make it seaworthy, I don't think could have been incorporated into the Eskimo boat. I have got some concave curves that were impossible in seal-skin covered boats. I was much more concerned about my own knowledge of sea-worthiness than I was about Eskimo kayak design.

Q. I think we are about due for a coffee, Frank, FRANK!

A. Uh, yes, I agree.

* * * * *

In the field of Adventure Education, the question is often asked: 'Why do you do it?' More often than not, this question spills from the mouths of those ignorant of our feelings for our activities. At times like these, our answers are simple to formulate, and generally speaking, tend to satisfy those in quest of our reasons for putting ourselves in dangerous situations. However, whilst appearing to be happy with our explanations, they still harbour doubts as to our motives, particularly if we are family men or women. This aspect we often choose to ignore, just as I am going to do on this particular occasion. When the questions emit from people in our own field the answers need to be sought for with greater depth and much searching of our inner feelings.

Recently I met a married couple, both accomplished W.W. canoeists. As you can appreciate, the conversation explored canoeing and in particular sea kayaking. The lady concerned stated her view that she felt sea kayaking, other than surfing, was boring and therefore held little value. Yes, you've guessed the reason - she had'n't tried it. (Sea kayaking - you pervert!) Suddenly I was in a situation struggling to justify my kayaking passion and endeavouring to find adequate reasons from deep within.

So, why do I indulge in sea kayaking?

The answers are not simple, often obscure and relatively emotive, but they are reasons that I believe in.

Enjoyment must be the largest single factor because without that element there seems little purpose in pursuing anything, but this enjoyment factor is all encompassing and stems from many other factors.

An escape from what is laughingly called the 'real world' is an attraction to many. In the 1960's it was fashionable to call this process 'dropping out'. I prefer to think of it as 'dropping in'. By throwing off the covers of bureaucracy, rules and regulations and other tools of our go-ahead society, we are able to discover, through our pursuit, real values that matter. Sea Kayaking, however, does not mean dispensing with rules and pressure for complete and utter freedom. Further it forces us to make new rules, meaningful decisions, codes of practices and modes of operation, that enable us to adventure in a potentially hostile environment as safely as our skills, knowledge and equipment will allow. Ours is a sport of exploration, of discovery. Our kayak is a huge rucksack and our paddles are our boots. With these, and acquired skills, we are able to journey to adventurous places and to have adventures along the way during the journey. We can actually travel to remote islands and be relatively unshackled by crowds of people, canoe trailers slalom poles and, above all, access problems so some degree. We can land in deserted coves, occasionally we may even land on a rocky beach in severe surf, thus breaking the boredom of yet another humdrum day of kayaking the ocean, battling with tide races, overfalls, fog, mist, squalls, high wind, observing wild life, being scared witless by whales, sharks and large seals. Quite boring really! No comparison at all with white-water canoeing!

Sea kayaking, particularly with companions, enables us to see people in a different light. We can see their true values. As individuals we can readily see our part in the team effort, something that is often obscured in our everyday lives. We can instantly see the results of our actions, and, good or bad, have to cope with this immediately. Confrontation with the results of one's own mistakes is a soul opening exercise. The need to be tolerant of others in adverse conditions is a constant factor that effects us, and we often find that friends who are so personable in our everyday lives undergo a character change as soon as the situation becomes stressful. Suddenly Dr. Jeckyl becomes Mr. Hyde. An exaggeration may be, but you no doubt appreciate my point.

Well, I must go back to the boring job of planning in infinite detail the next boring trip. I only wish I found white-water canoeing as boring. Maybe I would enjoy that equally as much!

Brod Beech, Cartref Dyfi,
Machynlleth, Powys.

WEATHER IN RELATION TO WATER

Weather has a very considerable effect upon the waters on which we canoe. It is not only the wind that affects the behaviour of water; barometric pressure, rain and any other component which goes to make up the weather will make some difference to the piece of water upon which you are canoeing. Therefore great attention must be made to what the weather is likely to do whilst you are away from land.

The modern weatherman is very greatly assisted indeed in foretelling the weather, because he can watch it as it develops, through the pictures he receives from the satellites above the earth's atmosphere. Therefore changes can be spotted extremely quickly when they occur. Although weather forecasts up to 24 hours ahead may not be very accurate, weather forecasts up to 6 hours ahead are fairly certain to be right. Nevertheless, the Met Officer to whom you may speak will always say that he thinks the weather will do this or that. He will never give a categorical statement as to what is going to happen.

Let us now look briefly at what creates the peculiar weather pattern that occurs in the British Isles.

The spinning of the earth has an effect upon the air that is clinging to its surface. This together with its magnetic effects and temperature changes from Pole to Equator create a set form of eddies which we have tried to illustrate in Fig. 1. The earth works like a gyroscope and this is known as CORIOLIS.. This force is zero at the equator. In the northern hemisphere the turning force is always to the right. The gyroscopic effect of coriolis is that where a surface is rotating anticlockwise, objects induced to move on it are affected by a force acting to the right of their path.

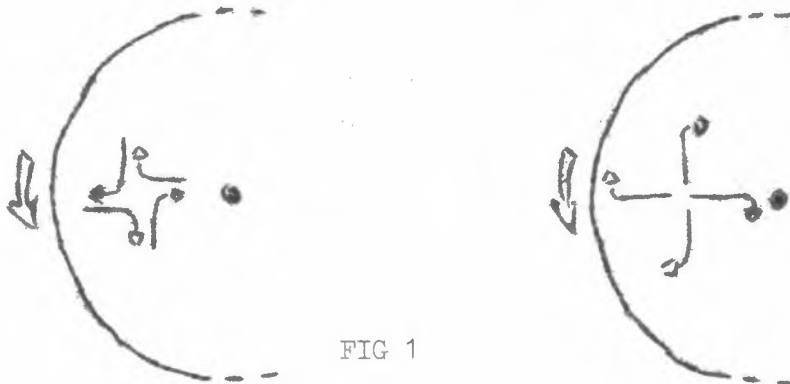


FIG 1

Looking at the earth directly above the North Pole (Fig 2.) 'A' travels faster than 'B' as 'A' has a greater distance to cover per revolution. If 'A' was fired from a cannon towards the North Pole, its sideways momentum eastwards would be greater than that of 'B' and would therefore land ahead, to the east of 'B'. Not only this, but the sun's heat, which is greatest nearer the Equator, causes vertical movements and dispersal north, which coriolis turns into an eastwards movement. This moving air, concentrated into a band about 30° Lat N. is often called a 'jet'. Vortices develop to the north of this band and these are our temperate depressions. They move warm air northwards and cold air southwards in surges. Hence our very fluctuating climate in the British Isles (Fig. 3.)

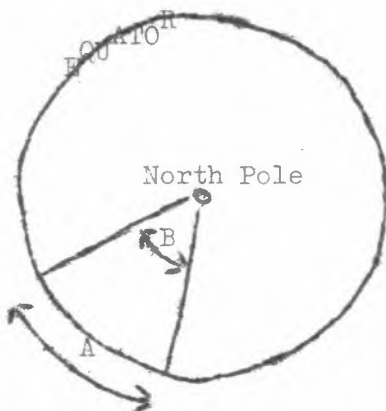


FIG 2

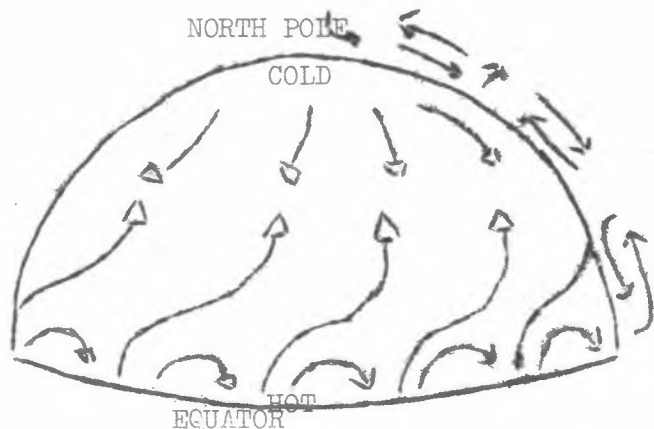


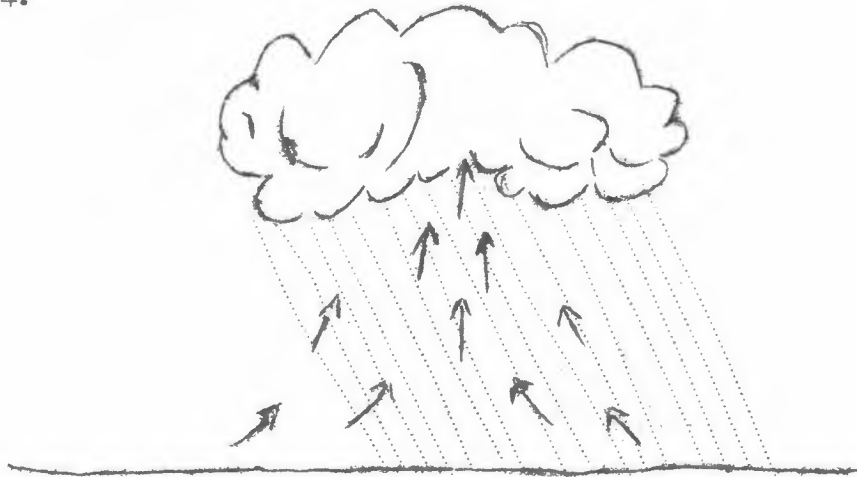
FIG 3.

The main enemy of the canoeists as far as the weather is concerned is usually the wind. Although we have seen canoeists out in severe gales and even storms, it could not be said that they were enjoying themselves, nor did they stay out very long. Even a force three can cause beginners to lose control of their kayaks.

Pressure Systems

Vortices tend to form at the left hand front of a jet. The resultant pressure fall may develop into a depression. The rate of air flow into the depression depends upon the rate at which the barometer falls as one works towards the centre. The closer the isobars are together, the steeper is the gradient and the higher are the winds. The surface friction with the earth prevents an even flow. The fastest winds usually occur about 300 miles from the centre. The air at the centre of the depression rises and condenses forming clouds and rain. (See Fig.4)

FIGURE 4.



In order to get a true reading of a wind speed, it should be taken at a height of 10 m above any surrounding obstruction.

Fronts

Cold air masses from the northern areas of the northern hemisphere and warm air masses from the southern areas are brought together by depressions and these create our warm and cold fronts. See Fig 5,6 & 7.

FIGURE 5

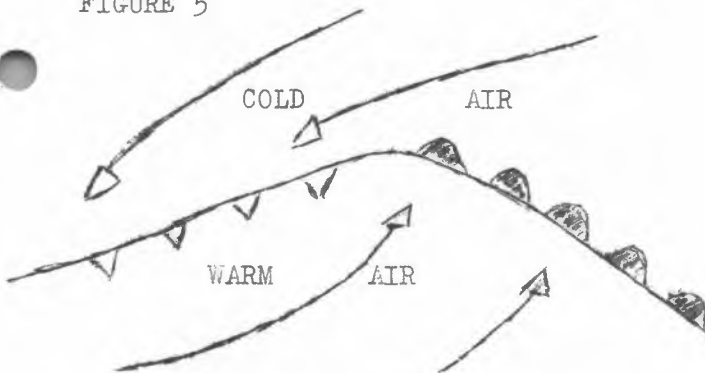


FIGURE 6

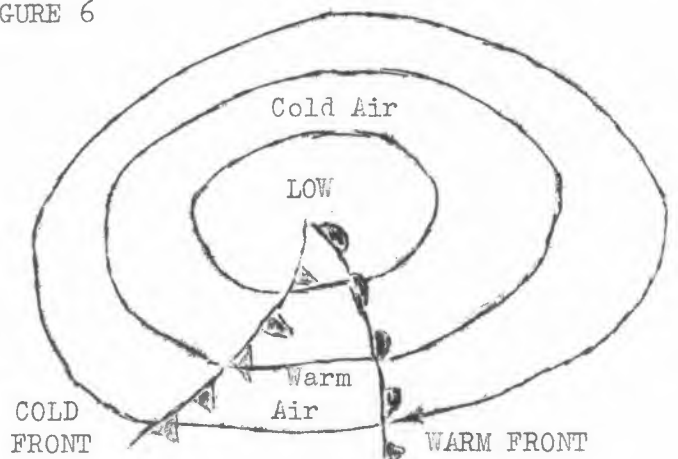
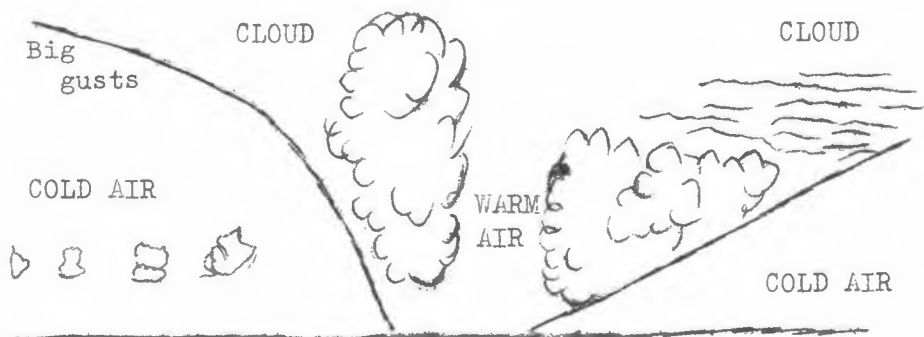


FIGURE 7



Sea Breezes

There is one other item which is important to all people near the coast. This is caused by the land being at a greater or lesser temperature to the sea. If the land is hotter than the sea, then cold air will come in off the sea, rise and probably create clouds before once more turning out towards the sea at a height. If the sea is warmer than the land then the breeze will go from the land over the sea. Thus if there is no wind caused by a depression, a sea breeze is likely to spring up from the sea to land during the day and from land to sea during the night.

Weather at Sea

It can be seen that the weather has a very considerable effect upon water. It is not only the wind that affects its behaviour. The weather pattern as a whole may make other differences. Low barometric pressure will raise the sea above its normal level.

We have seen, too, that on-shore winds and off-shore winds produce different effects on the beach; but a greater effect is brought about by the wind blowing over flowing water. In miniature forms, this can be observed on any straight, smoothly flowing piece of river. If the wind is blowing down river it will need a quite strong breeze to affect the surface of the water and then it will tend to accelerate the water itself downstream. If the wind blows upstream, however, then only a light wind will affect the surface and a wave formation will quickly develop. In fact with a strong wind quite a rough sea may develop and the swell of it may continue upstream, round the corner and into more sheltered waters. White horses will develop and in fact you will have before you all the signs of a strong wind at sea.

Thus at sea, if the wind is blowing with the tidal current, it is likely to be a moderately smooth sea with an accelerated current. If the wind is blowing against the current it will be rough.

One or two other conditions must be noted also:

- (i) If the wind is blowing along the coast, particularly where there is little or no tidal current, a long-shore drift will develop, increasing as the wind increases, in the same direction as the wind.
- (ii) In most tidal stretches the current reverses with the change of tide. A strong wind will alter the time of the reversal considerably, delaying it if it was with the current and will be against it, and hastening the reversal if it was against it and will be with it. (Note - there is a considerable local variation in this reversal - usually known as slack water - in relation to high or low tide. Local information must be sought).

Surge Waves.

There are times when water surges forward, or to and fro, and the result is a greater bulk of water appearing at the end of the surge than might be expected. Three examples of this might be given.

1. When a bath tub is partly filled with water, this may be surged to and fro in the length of the bath so that it will spill over the ends, whilst in the middle the level hardly changes at all. When the experimenter stops pushing the water backwards and forwards it is some time before the water itself stops surging to and fro.

So, in the case of the Atlantic Ocean, a tidal surge has set itself in motion so that there are abnormally high tides in the Bay of Fundy to the west and in the Bristol Channel and the Bay of St. Malo in the east. The rise and fall of the tides in these places can be anything up to 40 or 50 feet, but in the middle of the ocean it will be only 2 or 3 feet.

2. If the experimenter now has a 'V' shaped tank of some length and he begins to push the water into the point of the 'V'; as it approaches the narrowing, so it will accelerate and 'squirt' as it were, into the point. So in the Bristol Channel the tidal surge 'squirts' up the Severn Estuary where it has to compete against the river flowing out and the result is a bore wave, rushing up the Channel at great speed.
3. Occasionally a depression may travel over an area of sea at a rate which will create a surge of water. It may exactly coincide with the tidal wave of that area. Thus it was that such a depression moved down the North Sea in 1953 which built the waters up to 15 feet above the normal. The East of England was badly flooded.

The following is taken from ANorAK's Newsletter of December, 1983

SELF RESCUE AND RESCUE IN GENERAL

"Do it with a roll, it's the only way!" When planning your rescue routines (they should be routine) take a lesson from the space programme - go for redundancy. When one of their computers failed recently it did not mean they were stuck in space. They turned it off and used one of the others on the ship to control their re-entry. Develop a solid roll if you can. Learn the somewhat tricky re-entry and roll and learn a sculling roll, which I think may be less dependent on the success of a single motion than the normal paddle rolls. But for the day that, for all manner of reasons, you find yourself out in the water (if perhaps you have'nt yet perfected your roll) learn the team and self-rescue methods.

The Lee Moyer stirrup system requires one to loop a length of rope around a paddle held under both boats. The rope passes up over the empty boat and down on the outside and provides a loop which the swimmer can step up into. I personally don't want my paddle out of my hands and view the procedure as unnecessarily tricky to set up. We used a team rescue on Narragansett Bay this year. With paddles behind the cockpit and the swimmer between the boats facing forward, we had him place his arms on the paddle shafts behind each cockpit. He hooked one foot over his empty boat and lifted himself up and into his boat. An objection is that the swimmer may get banged between the boats. In two rescues this year the waves were small enough that this didn't matter. In the third case, 3 - 4 ft waves, we used the same set-up but the swimmer lunged up over his boat, chest first, from the outside. In this style rescue I can reach across the empty boat and grab the man's back, shirt, shoulder, lifejacket, etc. and help haul him out of the water. This could be important if the swimmer is weakened for any reason.

For self-rescue, the clock starts when the boat goes over and stops when you are back in the seat. Matt Broze (Mariner Kayaks) tells me it takes him 40 seconds to deploy a paddle wing (P.W.) and get back into his boat. It took me 46 seconds to roll, exit the boat, swim around to my boat 'good side', deploy my P.W. and get back into the boat. Clearly there was room for improvement. With the inflatable P.W. pillow, designed by SEA TREK, it took me one minute flat. The pillow worked with the Numbus and Werner Furrer paddles but was very snug on both. Blowing it up was easy - only 4 to 5 breaths. It took two hands to work the pillow onto the blade. I would prefer to have it inflated at the outset. It should be quite useful for those who want to learn to roll their boats. Bart Hawthaway uses a piece of two inch ethafoam with shock cord straps around the paddle blade plus foam for the same purpose.

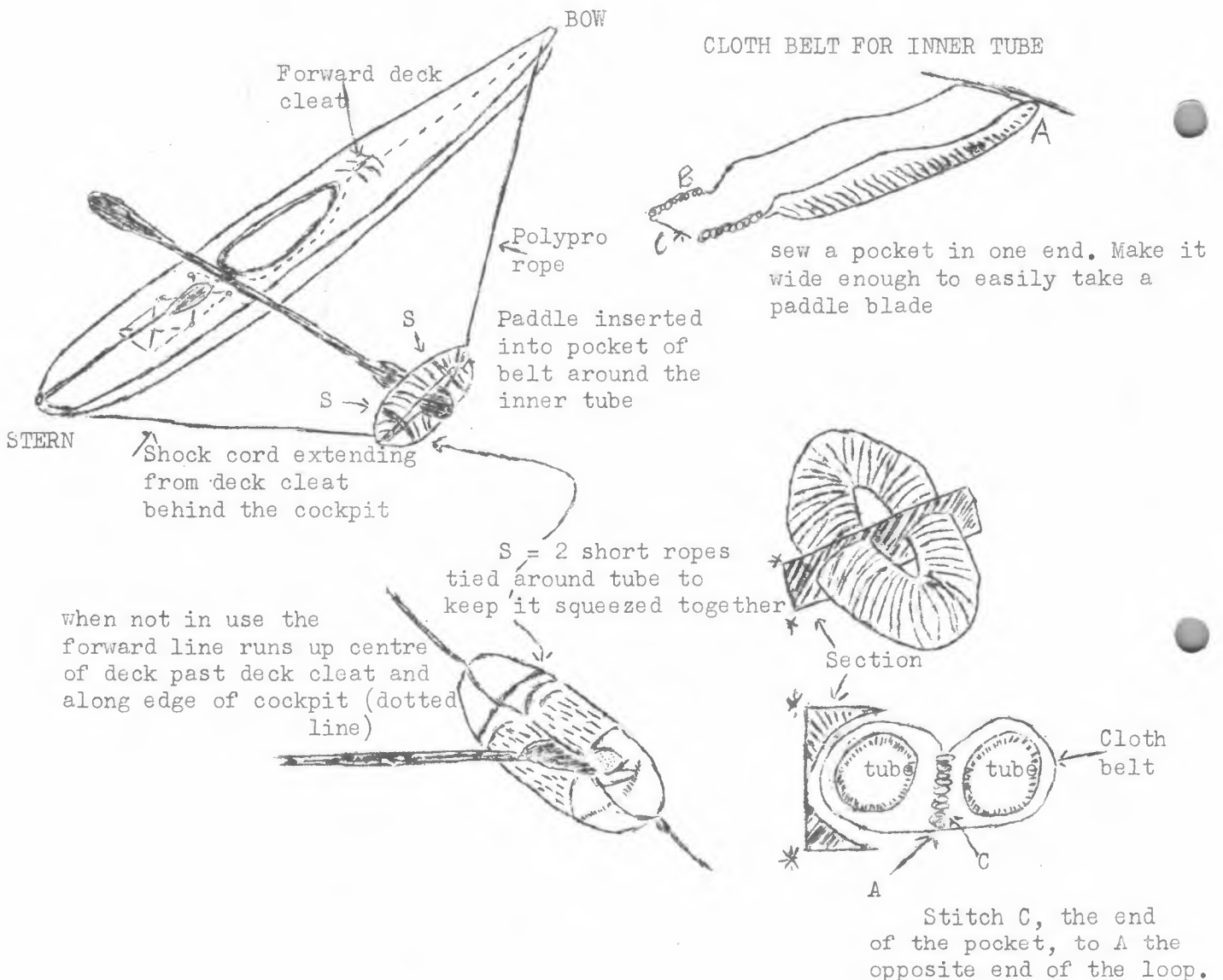
Two hands - one for the boat and one for the paddle. Things get complicated if you need one for the paddle and one for the P.W. flotation. That flotation should be intended in your planning just for the P.W. Do not plan to just use your lifejacket or the flotation intended to keep your boat afloat. Fibreglass boats do not float by themselves. My boat sits flat on the bottom of the pool when air is removed. But for a little air in the bow, Brian's boat would have gone to the bottom, leaving no clues behind. It is easy to get the air entirely out of one end of a boat - instantly converting it into a very stable channel bouy. Klepper owners, of course, don't have this problem. Klepper people are good to have along on a trip owing to the stability of their boats.

The use of your lifejacket for P.W. support, as described by Bart Hawthaway (CANOE, March, '83), was intended only for playing around a boat on a hot summer day when there is vitually zero threat to the safety of the canoeist. The P.W. support from the jacket may, for example, allow one to dive into the water from the cockpit (Bart's original intended purpose).

The self-rescue that I am currently working on has a rope running from the bow to a small inner tube carried inflated on the deck behind the cockpit. A $\frac{1}{2}$ inch diameter shock cord runs from the inner tube to the stern post and $\frac{2}{3}$ of the distance up the rear deck to a cleat. A heavy cloth belt, as wide as the centre diameter of the inner tube, is looped through the tube as drawn making a pocket when the tube is squeezed in half (see diagram). It is deployed by just putting the paddle blade in the pocket - an easy move. The rope and shock cord allow the tube to be pushed out from the side

of the boat and provides instant longitudinal and lateral stability for the boat. Place one hand on the paddle shaft and cockpit rim behind the seat. Hook your thumb over the rim. Put the forward hand on the floor of the boat and, with a kick, propel yourself up over the cockpit. The P.W. tube comes off the paddle and is taken out of the way by the shock cord as soon as you pull in your paddle. Any kind of double-lobed flotation can be used in place of the inner tube. I have paddled in winds up to 35 mph, so far, and not found the tube on the rear deck to have any serious effect on boat handling at any angle to the wind. One calendar I was shown recently has a picture of a Nordkapp with a neat little inner tube on the deck, inflated, right behind the cockpit. Another calendar shows two kayakers each with a load of gear on the rear deck the size of a dead seal. Maybe they were seals.

NB PADDLE WING - here meaning any outrigger on paddle intended to stabilise the boat.



ADVANTAGES

1. ready for quick use
2. requires no fine finger work
3. requires only one hand for paddle and one hand for boat
4. easily out of way after back in boat
5. lateral stability for mounting boat - longitudinal stability for P.W.
(keeps P.W. perpendicular to boat)



I recently received the following letter which is so typical of many others like it that I have reproduced it here together with my reply. I would be grateful for any comments you may have on what I have said.

Sir,

I am writing to you, prompted by my desire to learn more about the sea kayaks available. I am interested in the V.C.P. Nordkapp/Anas kayaks. The D.Hutchinson kayaks and Avoncrafts Banook. As far as I can see these cover the range of sea craft available in all their forms (A. Bydes excepted).

Unfortunately I can find no reviews of these anywhere - can you help?

I have gleaned from the stimulating pages of the A.S.K.C. Newsletter that the Hunter is a directionally unstable boat (no doubt means Huntsman, Ed.) and not, by the sounds of it, suitable for rough weather, open sea, strong currents, etc.

Are these design faults, are manufacturers trying to hedge all their bets and sell us kayaks suited for every purpose and none?

If this is so, how do I choose a sea kayak?

I feel that the Nordkapp with the modified hull must be the best craft for open sea but the Anas has got a straight keel and that is an Eskimo (?) design and who should know better than the Eskimos as to what is suitable for open waters.

How do I choose?.

Signed.....

oo00oo oo00oo

The above letter went on at some length but I have shown the gist of the confusion that some, new to sea kayaking, experience.

Here follows my reply:

Dear L

Many thanks for your letter.

Your problem in locating the ideal kayak for sea canoeing is the one posed most often and, alas, one to which I have no ready answer. I used to send a 'handout' in reply, this amounted to a technical paper which said no more than "all sea kayaks designs must encompass compromises. If you want speed you lose stability; if you want directional stability you lose manouverability; if you want a kayak with plenty of room you will suffer from lack of speed and probably be affected by weather when travelling light". And so it goes on. With the choice ever widening, selection becomes more bewildering. Try asking a photographer what camera you should buy, more often than not you'll end up more confused than ever!

So what is the answer. I have one but I'm not sure it is the right one. I say choose a kayak that most suits your purpose and adapt to it rather than insist your kayak fits you like a glove from the onset; and I mean 'fit' in the widest sense of the word. I.e. handling in different weather and sea conditions, weight, room, comfort - all these are factors you can come to terms with once you've acquired your kayak.

Who says the Eskimos know best when it comes to design? Remember they were limited by available materials and that they paddled on protected waters.

Asking around at Crystal Palace is obviously fraught as 100 different sea canoeists will give you 100 different answers.

Even manufacturers would rather you made your own mind up regarding choice of kayak. Let V.C.P. to talk you into a Nordkapp against your better judgement, then find you don't like it, can't adapt to it. Chances of you ever going back to V.C.P. diminish.

No, they would rather you scrutinised the market and made your own decisions.

On the subject of expedition reports. You'll get the Cape Horn Report from Frank Goodman at Valley Canoe and I am compiling a list of expedition reports that I hold on file. Eventually I will publish this list in the A.S.K.C. Newsletter so making them available for members.

I realise I have failed to be very objective in my advice regarding purchase of your kayak, but maybe I have been of some help. I hope so.

Regards, John.

* * * * *

The following is taken from ANorAK, The Association of North Atlantic Kayakers.

THE FRIENDLY SEAL by Brian Lankshear

September 5th. 1983

A very pleasant day at the Dry Salvages off Cape Ann, Mass. A breeze from the east pushing a four foot wave system. As Pat Dumont and I approached the rocks a small seal is found playing in the surf. We approach the animal and seem to disturb it's play. He didn't seem to mind our presence and even heads in our direction. To our surprise, he swims curiously up to my boat and checks us out. I try to aim my camera but he soon dives. Under my boat he goes only to come up behind me. I could'nt take his picture in this position and we almost believed he knew it!

Pat watches me with humour as this animal makes a fool of me. He evades me every time I try to take his picture. After four or five of these attempts he took off through a pass in the rocks only to come up out of the surf. As I pursued he dove under my boat and right back towards Pat. Pat sees him under water and as I look for him he surfaces right alongside her boat. I was left in the surf as I watched him approach her. She had her hand on the paddle that was resting on the boat. The seal came up and touched her. I was left watching from a not very stratgic position as they made contact.

We went out again on the 18th. and again saw the same animal. He was in the same cove-like area of the rocks and was playing in the surf. The waves today were quite large at about eight feet (some of them). Even the sheltered side of the rocks was quite rough.

The seal, though, was quite co-operative and with a bit of careful balancing I was able to hold the paddle in one hand and camera in the other and take quite a few pictures of him. As we were watching he would swim under the boats with great enthusiasm, staying under for an average of ninety seconds. At one point he went into the surf on the other side of the rocks and went "belly surfing". This was something to see, he would climb to the top of a cresting wave and, without breaking or even disturbing the surface of the water, he would dive down the stretched-taught oncoming wall of energy. What is incredible is that these waves break on sharp, jagged rocks, but he never seemed to slip up. We had a great time watching him and hope to see him again.

* * * * *

ON THE SUBJECT OF PRESERVATION FOR SOLO PADDLERS by Jim Chute.

When you find yourself thinking something like: "I know I could handle this wind in the harbour, but it's blowing off-shore...." - these are the times to go river canoeing. Similarly, the time to cut short a trip and turn back is when the thought of doing so first enters your head. You'll still learn a lot on the run back. The solo sea paddler who decides to press on for another mile is much like the skier who tries to squeeze in one more run before the lifts close. The risk-benefit ratio is'nt favourable. We all want to extend our abilities, but the soloists should do so only by small steps. You don't have to go out in a Force 5 blow when it's raining and 40° F; a day with Force 5 that's sunny and 60° will come along soon enough. Listen to your own mental doubts, it's the only advice you'll get when you're out alone.

* * * * *

HINTS FROM HARRINGTON by Denis Harrington.

1. To keep paddles from slipping in cold weather wrap the grip with tape purchased at any good bike shop (it's the type used on handlebars). ASTRO TAPL is good. Overlap wraps by $\frac{1}{4}$ " and secure the ends with a few turns of black plastic electrical tape.
2. Use hot apple juice in your thermos during the winter months. It won't make you as hyper as coffee or sugar drinks. Add a little cinamon if you like.
3. If you have a rudder, spend at least some time paddling with it in the up position. Get yourself accustomed to paddling without it in case it breaks at some point. Do this in a variety of sea conditions. Also paddle with your spare paddle sometimes if it significantly different from your noraml blade.
4. Always use floating rope for your painters - makes them easier to retrieve if they or you land in the water.
5. Pick the brightest colours for your gear or mark them with bright tape. It makes it easier to find the stuff in the dark- less chance of leaving your gear on the beach.

* * * * *

RADIO COMMUNICATIONS FOR THE KAYAKIST by Brod Beech.

During a particularly tedious Christmas afternoon, in between the kids cartoons, minds start to wander to more pleasant things, and mine was no exception. So, sifting through the magazine rack I found a copy of the ASKC newsletter - February '83. I re-read an article that was originally published in 'Canoe Camper' winter '80, entitled "Why I pulled the pin on the LOCAT" by Dennis Lees. In this well catalogued incident, the use of a radio beacon for distress purposes certainly proved it's worth, and resulted in an extremely efficient rescue. Without this device a totally different outcome could well have been the case, and the enjoyment of the gift of life could quite easily have been extinguished.

Views vary greatly regarding the use of a two-way radio. I personally recognise it's immense value as an attribute to safety. Conversely, I know of a sea kayaker, a super mega-hero (egotist for short) who shuns it's use, preferring to be completely isolated and, therefore, master of his own destiny. Certainly the advantages exceed this extreme view, as I believe most sensible people would agree. That to have contact for up-to-date weather reports, changes in itinerary and ultimately for instigating rescue in times of distress, are sound enough reasons for it's use. Having decided that it is a desirable item of equipment to possess and having convinced the wife/girl friend that it is absolutely essential and that you are really thinking of them and your future happiness together, you start your quest. Catalogues, magazines, radio shops, C.B. mail order firms - you end up being thoroughly confused and amazed at the variance in cost.

You begin to wonder where you can fit a 12 volt car battery to power your Japanese box of tricks, plus where you can mount a base loaded dipole on an already crowded deck? The purpose of my ramblings is to try to clarify what IS available to suit our unique application and outline a suggestion that may fit our bill and pocket.

There are several different systems available, some more suited than others because of size, price, range, frequencies, licencing procedures, available space, etc. We have transceivers that enable us to transmit and receive messages, some of these are small hand held units, others are more suited to a car dashboard and of course, certain systems need their own 'box room' in order that they may be accommodated. Of course we also have the distress beacon that enables us to pull a pin and transmit a continuous signal that will alert search and rescue organisations and pinpoint our precise position. The equipment available to us in terms of twoway communication is as follows:

1. Long range high frequency (HF) service.
Worldwide communications through Portishead Radio. Large, extremely costly
2. Medium frequency (MF). Range approx 200 miles. Must be single side band.
Very expensive.
3. Very High Frequency (VHF). Range is rather more than line of sight between the aerials concerned. Cheaper than MF or HF hand-sets available.
Relatively free from interference. Number of shore-based VHF stations increasing. Constant watch on Channel 16 by H.M.Coastguard. Special channel relating to yacht and small craft safety.
4. Citizens Band (CB). No real substitute for VHF. Less range. CB emergency Channel 09. Not monitored in same way as VHF Channel 16.

From the above very brief descriptions you can see that VHF should be our ideal choice offering the advantage of:

1. small, compact hand-held units
2. Ship to ship communication
3. Ship to shore communication
4. Direct communication with H.M.Coastguard
5. Constant monitoring of Emergency Channel by professionals
6. Good range, and if Coastguard cannot be reached direct, a ship within range can relay message.
7. Sets are readily available
8. Licences can be obtained to facilitate legal use.
9. No need for aerial fitment as units are self contained.
10. Can be repaired readily by specialist services.
11. Small enough to be easily waterproofed and carried on person.

In order to use VHF communication, certain regulations must be complied with. First a licence must be obtained from the authorities in order to legalise the use of the transceiver. Full details of the categories of licence available are obtainable from the Home Office, address in appendix A

Certain licences enable us to receive messages only, or allow us to operate two-way communication only in times of emergency. It would appear to me that a licence is needed that allows us to send and receive. In addition, a certificate of competence is required. The minimum standard is the Restricted Certificate of Competence, details of which can be obtained from British Telecom International, address as App. A

Having obtained the necessary bits of paper, we are then faced with a choice of channels, and MUST decide which channels we need, in addition to those that are mandatory. For our purposes there are some channels that we simply would not need, such as channels that are allocated for Port operations. Our overall need is for Coastguard communications, ship to ship and distress. This simplifies our quest somewhat. In Appendix B you will find information regarding frequencies and their use, plus information relating to U.K. coast radio stations. This enables you to see which channels are used where and may help you to decide on your needs. You will notice that certain channels are common to all, and some appear with great regularity. The choice is yours.

Now for the crunch question. How much? We all know that much of this equipment appears to be very expensive and it only becomes cheap if we use it and save a life. Rather like insurance in that we begrudge the drain on our pocket until we need to claim. Then it is the cheapest investment we ever make. The average person would not dream of not insuring his car, spends money on life insurance, so why not spend on an item that can save your life and not merely pay out when your life expires. In addition we are talking about one payment. Nevertheless, a box of electronic tricks costing upwards of £250 is a lot of money, so we search for ways of reducing this cost; and this is where CB radio rears its head as an inferior alternative. Recently I have found a firm who specialises in radio communications who are able to offer an answer to our prayers. Still more expensive than the inferior CB radio but much cheaper than the VHF equipment normally available.

Mr. Brian Campbell operates a business called Bracedale Limited, from 57/58 Coton Hill, Shrewsbury, SY1 2DP - tel: (0743)245078. He is a specialist in his field and supplies Personal Mobile Radio (P.M.R.) equipment of professional quality. I can already hear you saying, "that lot must cost a fortune" - well, to be quite frank, it often does. Bracedale Ltd., however, are able to supply reconditioned units at a fraction of the cost normally paid for new units, ready programmed for a number of channels. This enables individuals to have access to reasonably priced units and allows Clubs to buy units for loan to club members. The price is approximately £120 plus VAT per unit. Brian Campbell is professional in approach and is aware of our unique requirements. Should you require further information you can reach him at the address given above.

In order to use the advantages of twoway VHF communications, the equipment MUST comply with certain standards. Advice regarding these standards can be obtained from the Home Office, address as per App. A

I hope you have found this article useful and informative. I really believe that twoway radio is a tremendous safety aid, and for the cost of a few stamps, it must be worth your while to find out more.

APPENDIX A USEFUL ADDRESSES

1. The Home Office, Licencing Branch, Radio Regulatory Division, Waterloo Bridge House, Waterloo Road, London, SE1 8UA
2. British Telecom International, Maritime Radio Services, Landsec House, 23, New Fetter Lane, London, EC4A 1AE
3. Brian Campbell, Bracedale Ltd., 57/58 Coton Hill, Shrewsbury SY12DP.

APPENDIX B CHANNEL INFORMATION

There are three main groups of frequencies. Certain channels can be used for more than one purpose.

1. PUBLIC CORRESPONDENCE for use with British Telecom Coast RadionStations.
Channels 26 - 27 - 25 - 23 - 28 - 04 - 01 - 03 - 07 - 05 - 84 - 87 - 83 - 85 - 88
61 - 64 - 65 - 62 - 66 - 63 - 82.
2. INTLR SHIP
Channels 06 - 08 - 10 - 13 - 09 - 70 - 72 - 73 - 69 - 67 - 77 - 15 - 17
3. PORT OPERATIONS pilotage, tugs, etc.
Simplex channels Channels 12- 14 - 11 - 13 - 09 - 68 - 71 - 74 - 10- 67 - 69 - 73-17
Duplex Channels 20 - 22 - 18 - 19 - 21 - 05 - 07 - 02 - 03 - 01 - 04 - 78
Mandatory Channels Ch 16 (156.300 MH3) inter ship Ch 16 (156.800 MH3) DISTRESS/Call.

APPENDIX B (continued)

UNITED KINGDOM COAST RADIO STATIONS

STATION	02	04	05	07	24	25	26	27	28	61	62	63	66	81	82	85	86	16
Lands End								X									X	X
Start Point							X					X						X
Scillies										X			X					X
Pendennis														X				X
Niton		X							X					X		X		X
Jersey						X									X			X
NorthForeland			X				X						X					X
Hastings				X								X						X
Thames	X																	X
Orfordness					X						X				X			X
Humber							X											X
Bacton				X														X
Grimsby		X						X										X
Cullercoats							X											X
Whitby						X			X									X
Stonehaven							X											X
Forth					X													X
Buchan						X												X
Hebrides							X	X										X
Lewis			X															X
Skye				X														X
Drumfrarn					X													X
Wick			MF station only															
Cromarty								X	X									X
Orkney							X											X
Shetland					X			X										X
Collafirth					X													X
PortPatrick								X										X
Clyde							X											X
Islay						X												X
Anglesey							X		X									X
Acrecombe Bay			Not yet opened - to be announced															
Cardigan Bay								X										X
Ilfracombe			X	X														X
Celtic					X													X
Severn						X												X
Valentia			MF station only															
Malin Head			MF station only															

NB all VHF stations equipped with Channel 16 distress and call-up

i.e. make initial contact on Ch 16, then switch to a working channel, unless it is a matter of safety.

A 'SHAKE DOWN' TRIP ON THE WASH, MARCH 1984

"In future we'll have a shake down trip for our shake down trip", said Mike Twiggs on our way home to Yorkshire last Sunday

We had decided on a fairly reasonable, not too difficult weekend as our first venture onto the sea with our kayaks this year. After minimal planning (a quick phone call to Trevor Wadsworth for advice on navigation), Jonathon Iles, Mike Twiggs and I set off from Wakefield last Friday evening with our sea kayaks and equipment.

Our destination was Boston, Lincolnshire. There we found the 'White Swan' Hotel where we duly feasted at very reasonable expense. It beats pouring over a camping stove, particularly one like mine that keeps going out!

Our next objective was a camp-site close to the mouth of the River Witham, and this we found at a place called Scalp End; the only feature being a mussel farm. Over the rise a few yards away lay the River Witham and beyond its' far bank, the Wash itself.

Having pitched tents we found our excuse to visit the nearest pub in that we required fresh water. So back down the road and into the local which we found full of music and people. It was friendly, lively and very enjoyable.

Next morning dawned bright and breezy. A radio call to H.M.Coastguard verified our fears regarding wind strength and direction. North east, force 7 later, force 5 now. Ah, well! We'll give it a try. "Inadvisable", said the Coastguard. "They always say that", say I and after breakfast and a race to be the first to pack our boats, we were whisking down the Witham at a rate of knots.

Soon we were out in the Wash and heading for Hunstanton, our compasses set for south east. They were'nt wrong about the wind. It was more easterly than notherly and blowing strong. The sea was not too confused at this stage and we made good way - until we hit the sand bank. A quick check of the chart showed that by turning towards land to the west we would find a channel to take us beyond the sand bank and into another channel which would give us access to open water.

Heading north west we soon came to the end of our channel. Now what? Return to go sea-ward of the sand bank and so head into the wind or to do a portage. I got out first and sank up to my knees in soft mud. As we debated the merits of portaging or canoeing round, slurped around in the mud and studied a dead seal, Mike decided for us by grabbing the bows of his kayak and stomping, slurp slurp, across the mud. Jon and I followed. By mid-day we were still hauling on our kayaks. A quick lunch and then onwards. We found a meandering channel that seemed to head our way and had water flowing sea-wards, so we were able to line our kayaks for the last half mile.

It was a relief to sit the kayaks and paddle, though this relief was offset by the increasing NE winds which steepened the sea and slowed us down considerably. Large numbers of seal basked in the sun shine on the sand banks. We were able to paddle close before the sentry warned his mates of our presence and they all high tailed it into the sea.

Hunstanton came into view on the horizon and refused to get any closer. For four hours we paddled and we got only metres closer. The wind was holding us back. The decision to go on or turn back bothered us. It was a long way back. To go on was equally far to go at our present rate.

Hunstanton clearly refused to get closer and reluctantly we decided to turn and head with the wind. Now we made incredible speed across the water. To the west and ahead of us lay the firing range and danger area. Just beyond lay trees and land. That must be our destination - our escape route. So, caring not about R.A.F. planes zooming out of the skies to drop their load on the derelict hulks lying at anchor, we whistled across the water and within a couple of hours made land fall by the marshes an hour before high water.

We were keen to get out of the wind and pitch tents but our way ahead across the marshes looked fraught. Portaging and canoeing were not possible over this terrain. Then we spotted a canal cut through the marshes and heading inland towards the high ground. We sped up this channel on the flood tide and arrived at a ridge of high ground. Out we got and a quick recce. showed a military establishment over the ridge. It proved to be R.A.F. Holbeach and was responsible for the firing range through which we had just paddled. Very soon we were accommodated in a warm room, offered every comfort and

invited to the evening camp entertainment. What stark contrast to moments before when we seemed stuck in the back of beyond with a stiff cold wind and gathering dusk to contend with.

Next morning we were up and away by 0800 hours to catch high water. We were keen to avoid sand bank portaging. The wind was as strong as ever and the seas were rough so we had a bumpy ride back to the mouth of the River Witham and the waiting car.

A failed trip? I think not. Yes, we had set out for a destination we had failed to make. Only arrogance or ignorance would have made us try and beat the conditions in order to reach Hunstanton; and so we were happy with having had an enjoyable weekend, and a testing one at that, on the Wash. Without doubt we had made the most of the area and the prevailing conditions.

In future we'll have a shake down trip for our shake down trip!!

J.J.Ramwell.

* * * * *

The following is taken from THE CANOEIST, an independant canoeing magazine published by S T & R J Fisher of 13, Wellington Cresc., Baughurst, Basingstoke, Hants.

As the prospect of marine nature reserves looms closer and the DoE invites nominations of locations, we must consider the idea of no-go areas adjacent to the land, up to 10 km long and 500 m or even 1 km wide. Measured from low water marks, they could begin at the cliff face or several kilometres out above a gently shelving bed.

Whilst sea canoeists would not wish to threaten endangered species, some of which may add considerably to the attraction of a paddle, it is right to consider whether it is necessary to ban boats to achieve the desired aims. On land, plants and birds can be protected by law without the public having to be banned from their areas.

The suggestion that commercial and government vessels will be excluded from any restrictions raises the question of how they will not harm endangered species when canoeists will. Not many canoeists leave fuel slicks, for example, and we must ask ourselves for our own case to be examined seperately on every occasion and specific reasons given for any ban, rather than just including us in some sweeping blanket generalisation.

The authorities must accept that canoeists will still use the sea, even with exclusion zones. Paddlers will simply have to go round them if they are doing long coastal trips. This will mean that the canoeist will be pushed away from the relative safety of the land, possible by several kilometres in some cases, and the authorities must appreciate that this will result in a greater number of emergency situations developing; with their attendant rescue costs.

Any exclusion zone would need to be well buoyed as few parts of the coast have sufficient features for the paddler to keep a sufficiently accurate running check on his distance from the low tide mark with the equipment he is able to carry on board.

Some parts of the coastline are particurly popular with canoeists. Perhaps it would be possible to restrict them only in the sea bird nesting season, say. Closure of some channels could lead to excessively long detours for canoeists.

Sea canoeists are generally responsible people and, indeed, many use their kayaks as a means of observing wild life without disturbing it. Bearing this in mind, the extra money ndeded for marking and policing these exclusion zones and in rescueing paddlers forced into the more exposed conditions away from the coast, perhaps could be better spent on an education programme for the less well-informed minority of sea paddlers and manually powered craft omitted from any new rules.

Comments on the DoE's consultative paper on the subject should be sent to them at:
Room 324, Tollgate House,
Houlton St.
Bristol,
BS2 9DJ

WRITE NOW OR YOU COULD BE IN DEEP WATER IN THE FUTURE.

Stuart Fisher.

* * * * *

COMPARING PUMPS by John Kuyser, courtesy of THE CANOEIST

With the steady development in sea kayaking, a large number of newcomers to the sea are buying and fitting out sea kayaks.

One of the goodies commonly seen is the deck pump for carrying out deep water rescues and some paddlers may be under the misapprehension that with such a pump a lot of the danger of deep sea kayaking is removed.

Unfortunately, most capsizes take place in conditions of very rough water where the normal methods of rescue (which work well under moderate conditions) are likely to fail. A kayak without a spraydeck rapidly fills up during emptying and re-entry; hands cannot be spared from the paddles, which are needed for constant support strokes. It is impracticable to raft up due to violent movements of the kayaks. In any case, if is rough enough for a capsize, it is every-man-for-himself survival time.

Recent developments of foot operated and electric pumps have now become reasonably reliable and they do seem to offer the answers to some of the problems of a deep-water swamped kayak. The table below indicates the possibilities. Before pumping out it would be necessary for the patient to re-enter his craft by re-entry-and-roll-up or assisted entry, another paddler holding on.

NAME	NOTES	SPEED OF EMPTYING	EFFECTIVENESS IN A VERY ROUGH SEA	APPROX PRICE FITTED	DIFFICULTY IN FITTING
Sponge or baling cup	Excellent in conditions where the spraydeck can be removed without waves entering the cockpit.	Fair	Very poor	50p	
A deep water rescue by a friend (no pump)	Excellent in conditions where the cockpit will not refill during the re-entry stage	Very fast	Very poor	Pint of Bitter!	
Deck-mounted pump/Chimp or Whale	Excellent in conditions where the paddler can be kept upright by a friend during the pumping out.	Good	Very poor	£45	A major job
Foot mounted pump, Chimp	Leaves the paddler free to do supporting strokes. Attaches to existing foot rest. Feet rest on pump pedal.	Good	Good	£45	Moderate job
Foot mounted pump, Whale	As the Chimp, but pump is on a special adjustable floor bracket and one foot moves off the footrest to operate the pump.	Good	Good	£55	A major job
Foot mounted pump, Lendal	A small capacity pump fitted for the existing foot rest, Ideal for controlling small seepage.	Slow	Very slow	£30	Moderate job
Electric bilge, battery operated	Various yachting suppliers. Glassed in behind the seat. Requires a perfect water-tight battery/switch system	Good	Good	£50 +	A major job

VICTORIA VENTURE

SEA KAYAK COURSES, 1984. An opportunity to experience the prime branch of kayak sport. Our courses offer the opportunity to learn from the professionals whilst enjoying an expedition atmosphere.

All courses are staffed by highly experienced and qualified professionals from the field of sea kayaking, which ensures that the level of instruction is second to none. For brochure of courses and details send to: Victoria Venture, The Old Station, Machynlleth, Powys, Please enclose a S.A.E. (Size A4).

HEALTH AND FITNESS

Health is living at the peak of physical and emotional well-being.

You alone are responsible for your own health; for the right nutrition, for avoiding stress, for physical fitness, for guarding against environmental pollution and for controlling the way in which you age.

You must resist many assumptions of society which are powerful forces for lowering the level of your health - assumptions like "a good dinner is hot and contains lots of protein with a few boiled vegetables" and "it's normal to be depressed and tired and to look forward only to weekends and holidays" and "it is normal to have a cold at least four times a year and to expect a serious illness after the age of 50".

These assumptions should be replaced by what I call "wellness values" - for example, that the focus of a main meal should be a large mixed salad, preferably containing sprouted seeds, pulses and grains; that it is normal to wake up happy and energetic; that it is normal not to be ill and normal to grow old without being chronically unwell or crippled; that it is normal to be slim and to look your best most of the time.

STRESS

What is stress? Without challenges, both physical and mental, your life would lack the excitement, enthusiasm and creative energy which contributes to our aims. However, unproductive stress is a common demoninator of all unwellness.

Many ingredients in the high-energy way of living (the health diet and regular exercise, for example) reduce stress automatically. Inactivity is a 'stressor'; so are caffeine, alcohol, tobacco, excess fat and sugar. Recently, too much protein has also come under attack.

Try to eliminate emotional stressors which are totally unrelated and which lead nowhere. Learn a technique for conscious relaxation, and practise it regularly.

NUTRITION

Take a look at what you eat and why you choose to eat it. Do you choose foods entirely because they titillate your palate? Or are you one of those people who eat to avoid disease, continually readjusting their habits to fall in line with the latest medical reports on heart disease and cancer?

The aim of the healthy eater is actually to enjoy the foods which will do him/her the most good.

Choose chicken and turkey (without the skin) in preference to red meat. Very lean meat, game, fish or offal should be cooked without fat. Eat no more than four ounces of meat a day. Avoid ham, sauseges, bacon, smoked meats, salmon and tinned tuna.

Grains, breads and cereals should be whole grain; brown rice, millet, whole wheat, rolled oats, whole-wheat pasta. Avoid bread or pastry products with sugar or bleached white flour; also soya flour, which contains too much protein.

Avoid whole milk and cream and most cheeses, which are too fat and chemically fermented; also tinned milk. Try goats' cheese, milk and yoghurt, and cheese and yoghurt made from skimmed milk.

FITNESS

Regular, vigorous exercise actually increases rather than depletes your energy, where-as inactivity is a health hazard which leads to general fatigue, high blood pressure, premature aging, stiff and flabby bodies. These conditions in turn contribute to injury, overweight, back-pain and heart disease.

The general benefits of regular exercise are: increased stamina, more efficient use of calories from the food you eat, better sleep, improved self-image and looks, less need for coffee, tea, alcohol and drugs, improved emotional state, delaying of the aging process and healthier skin.

Many forms of environmental pollution threaten good health. Water, for example, which we tend to take for granted, is now being viewed with suspicion because of the chlorine (commonly used for purification) it contains.

AGING

Is aging in the mind? Surprisingly the answer is YES more often than not. Psychologists have found that many of the changes that take place in our bodies and minds associated with aging depend on what are called 'programmed expectations'. For instance, in

Western society it is assumed that the first wrinkles appear at 30, that at 40 middle-aged spread sets in; and at 70 the mind begins to lose its clarity.

But according to recent studies only 12 per cent of the population has even the slightest predisposition to the kind of changes that result in senility. Yet, as people get older they become increasingly worried about it until they work themselves into a kind of vicious circle of depression and anxiety which results in decline.

How you age may have a lot to do with what you EXPECT to happen. Change your expectations and the way you grow older can change too.

Adapted from "ULTRAHEALTH" by Leslie Kenton
to be published on June 18 by Ebury Press @ £12.95

MENAI STRAIT MAY BECOME RESERVE

Plans to designate the whole 14 mile length of the Menai Strait in North Wales as a marine nature reserve are likely to be formalised next month (May) with suggestions for a management plan being circulated to all parties likely to be involved.

The creation of marine nature reserves was authorised under the 1981 Wildlife and Countryside Act, and six areas are under consideration so far - the Menai Strait, an area around Skomer Island off the Pembrokeshire coast, and an area around Bardsey Island, Loch Sween on the west coast of Scotland, St. Abbs off the English-Scottish border on the east coast and possibly the Isles of Scilly.

The Menai Strait is the most likely area to be given this status first, perhaps within the next two years.

The next task for officials of the Nature Conservancy Council is to present proposals for a management plan to bodies ranging from the Caernarfon Harbour Trust, which administer the Strait as the port of Caernarfon, four sailing clubs (two of them having 'royal' status) to fishing and angling clubs, two major local authorities and a number of commercial organisations.

From the Daily Telegraph, April, 1984.

From the Defence Correspondent of the Telegraph:

CHALLENGE TO TENT MAKERS.

Nine members of the British Joint Services Expedition attempting to survive an Antarctic winter in tents and snow-holes on Brabant Island have been given a taste of the world's worst weather.

At the start of their nine month ordeal, three of their tents have been blown out by icy winds gusting up to 70 knots.

They have issued an urgent appeal to British tent manufacturers: "Please send us some tents capable of withstanding whatever the elements can throw at us". Temperatures may soon be dropping to -60 deg F (-50° C)

EVENT EVENT EVENT EVENT

John Whitworth, Regional Coaching Officer, Welsh Canoeing Association is organising a Sea Safety/Rescue Weekend at Porthcawl, Hopefully 22/24 June.

Aimed wholly at Safety and Rescue, it will feature talks and demonstrations, and all being well, involvement of both an ILB and a helicopter during an exercise.

John would welcome interested enquiries to: 2, the Woodlands,
Brackla, Bridgend,
Glamorgan

THE FIFTH INTERNATIONAL SEA KAYAKING SYMPOSIUM REPORT is now available from me at 4, Wavell Garth, Sandal, Wakefield, W. Yorkshire @ £2.00 a copy. Although this is the report on the symposium, it has also been produced as a reference document on small expeditions for sea canoeists. SEND FOR YOURS NOW.....

From Alan Byde, Middleton in Teesdale, Co. Durham.
Dear John,

Very interested to read about the trip 'Big Scare'. I remember his Tiger. I remember the cleat, if it is the same fitting which I fitted to it. There is information there which is worth a technical article. Whilst the fitting was moulded in at the lamination stage, than which I would have thought nothing could be better, it still plucked out. Even so, I think I know a way to avoid that in future. I noted that he was the one who managed to handle the situation whilst others were in a mess.

Also, I recall the first loop I ever performed during which I sh... myself. I had been to the night club the night before, consuming 6 pints of bitter before going to bed at 3 am, to turn out at 8 am on the sea at Hartlepool. Chris Hare remembers it. I was fine, fit and lively, being younger then. We went out, and the other two stopped to have a fag about two miles offshore. We all rafted up. I was fine. I glanced down into the gap between the sterns of the other two kayaks and I still feel ill to recall it. I became immediately violently nauseous. I paddled around in circles to stop from throwing up and felt as weak as dishwater. About half an hour later we were coming close to shore at Redcar when I mis-timed my approach and found myself inside a wallowing break. Sheer panic caused me to do an ace spin out, and so I landed, going backwards with my wet suit bubbling horribly. I sat in the sea to wash off while the other two sat and laughed themselves stupid. I was highly risable and most yucky. But to that sudden reduction of a fit young man to a quivering jelly I can testify to it.

Refernce Mike Wood's letter in a recent newsletter, reference the little beach at North Stack. There is a cave at the back, and you can portage it. I was with Don Roscoe I think it was him, from Plas y Brenin, with a group of sea paddlers and we went there one calm and sunny day. I found a wide beach there with half a sunken cannon piled like sticks against the cliff that forms the west side of the little cove. The tide was out. Galloping up the timber strewn beach I found my first and only glass net float just by the cliff face at the back. Climbers slings are wedged in an overhead crack, hanging a good 60 feet horizontally out towards the sea, a slope of around 45°. Going over the storm beach at the back and to the west, there is a low cave opening, I had to stoop to go in. Inside it narrows rapidly, and there is a black dark crevice at the rear, dropping down to sea level. My eyes became adjusted, and I could see into the crevice, just wide enough to take me and my kayak over my shoulder. Launching was easy then, as there was a narrow pebble beach to get a foothold. I sort of climbed into the kayak from behind, the rocks rising each side vertically. Forwards onto the black water, with open spaces running off each side like transepts in a cathedral.

The rumble of the tide race at full belt was just ahead and the air had a misty, pearly gleam. Then out into a wider cave entrance, and just outside the tide race hurtling past about two feet higher than the cave entrance. The water was running north to south, but there was a narrow pull back that slewed my bows to the north, so that I was once engaged in balancing the Anas Acuta on a violently circulating whirlpool. There was no way of waiting, no pull outs, so I simply hammered ahead and thudded into the wall of water seeping round the rock promontory to the North. Big break-in technique, like a grade 3 river, and away off down the race at ??10 knots?? I could break out of that on the side away from the cliffs, and claw back against the less vigorous movement further out, say 50 to 100 yards. The others came through. I went around the Stack Point, between the stack and the mainland and found a cave hiding behind the point just around the corner from the cove where we had landed earlier. Inside there was a vast cave with a connection I thought too narrow at that state of the tide to take me back into the cathedral-like portage cave. In one corner was a vast regular shape which turned out to be an enormous conical buoy, battered and wedged into the rocks by God knows what awful forces. It was an especial experience.

Next time, Mike, explore it and see if the buoy is still there. It was, I think, 1965 when I went there. I still enjoy the recollection.

Cheers,
Alan

THE BRITISH CANOE UNION SEA TOURING COMMITTEE A.G.M. 9th & 10th JUNE 1984
Are you coming? It should be a great weekend. Details from 4, Wavell Garth, Sandal,
Wakefield, W. Yorkshire. Chance for a get together and some kayaking. Don't miss it.

"SEA CANOEING" Third Edition. Published by A & C Black. Written by
Derek Hutchinson. First published 1976. Now the 3rd. Edition in 1984

The text has undergone more than minor changes and new kayak designs have been included such as the 'Islander', 'Weekender', 'Ice Floe' and 'Baidarka Explorer'. Of interest to paddlers and designers alike, are the kayaks dealt with under the heading 'North American Designs'. Some of those included are the 'Orca', 'Mariner', 'Sea Otter', 'Sea Gull' and 'Escape'.

The comprehensive chapter dealing with various eskimo rolls has been expanded to include diagrammatic drawings of the screw roll - all in Hutchinson's inimitable style.

The section on 'Rescues' now advises the reader what to do if his kayak is completely swamped. This is supported by suitable illustrations. For the solo paddler who could never face the rigours of the 're-entry and roll', an alternative is offered. An up-to-date method of the old 'paddle wing' rescue has been included and revised to make use of the new paddle float.

In the revisions of 'Equipment', all the out-of-date buoyancy aids have been replaced by those especially designed for the serious open water paddler.

It is not only in the major items that revisions have taken place and, as an example, it comes as a surprise when one reads in the chapter dealing with navigation, that in the United States and some other parts of the world, PORT hand buoys are BLACK and STARBOARD ones are RED.

"SEA CANOEING" is still the only book in the world that deals with the handling of the single seat, custom built ocean kayak. All things considered, this new revised third edition is still an excellent buy, even for those enthusiasts who have read the previous issues.

From Peter Carter, Australian 'agent' for the A.S.K.C.

Esteemed Sir,

Have just received Newsletter No.40, full of interesting items as usual. I'm pleased to see that others are learning the virtues of electric pumps, and Tom Trump's rationale is absolutely correct: two hands for the paddle in rough seas.

Frank Goodman's economics are absolutely correct too, safety has its price, and there are times when the costs outweigh the benefits. Alan Bydes's cockpit liner (I've made a few, even developed a junior sized version) and pods work as claimed, but they are awkward to make and fit. The Australian method is to fit bulkheads along the sides of the cockpit. They're flat, easy to make and fit and equally effective.

I don't think Frank tried to buy hatches in Australia. Even his superb VCP hatch is exorbitantly expensive here (and apparently only available, at least in South Australia, through someone most of us would prefer to forget). I had three DB hatchcovers made recently by an upholsterer: cost \$12. Hatch rims are laid up on their own moulds with the boat. Still much less than the \$70 or \$80 for the imported product. The unlamented TCL/4 was described here as 'overseas rubbish', and was clearly an incentive to develop the DB hatch.

Alas, sea kayaks do 'break in half or collapse'. Steve Jacobs (whose picture you saw in the April '83 issue of Canoeing Magazine) found himself last October sitting in two thirds of a kayak, the other third somewhere on the end of rudder cables and decklines, after a nasty wave dumped him on a rock. Because it had full bulkheads it remained afloat, was retrieved and later repaired. A pod or liner equipped boat may have been a different matter.

Is there a moral to all this? The obvious one is that you get what you pay for, either in terms of money or time, and that you should have the best you can afford. In hardware terms, the sea canoeist needs a well designed and built boat, with full bulkheads, minimum cockpit volume, electric pump; all properly maintained. That is still no guarantee that the sea will not break it into little pieces. Sincerely, P.C.