

NEWSLETTER

OF THE ADVANCED SEA KAYAK CLUB



AIMS:
Promotion of sea canoeing
Administration
Organization of events and conferences
Safety and coaching

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

ADVANCED SEA KAYAK CLUB

NEWSLETTER NO.66

MARCH 1988

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NEWPORT

Isle of Wight

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EDITORIAL

I always feel the canoeing season, or at least the sea kayaking season, starts with the Canoe Exhibition in London. Now that it is behind us no doubt many of you are seriously planning your expeditions for this year. Do not forget to send me a report on your trip for either keeping on file for the benefit of others (see last Newsletter Editorial) and/or for publishing in the newsletter.

MAY 28/29/30 - I am laying on a three day event for those of you interested in sea kayaking expeditions. A bit of practical (bring your own gear) and a bit of theory. If you are in need of any gear let me know as I can usually help. Closing date has to be May 2nd and there can only be a maximum of ten. Send name, address and a stamped addressed envelope to me here on the Isle of Wight where this 'course' will take place.

The next ASKC event will be here on the Isle of Wight again, from 1st October 1988 for a week. A holiday style event, a bit of sea kayaking, local sight seeing and barbeques. Details available from me.

If the week of October does not suit you, we do have accommodation available in the form of a large renovated caravan by the side of our house - details available on request.

The French sea kayakers are arranging a week's paddling round the Isle de Re from 4th June 1988. I have every intention of being there myself and am looking forward to it. A full report on last year's Isle de Re trip appears in this newsletter in case you need any persuading.

With this newsletter comes the 1988 ASKC membership list. I have heard how valuable many of you find this list when travelling. Most members are prepared to help in a whole variety of ways as I know from personal experience.

CLUB U.K., formerly the National Sailing Centre here on the Isle of Wight, hopes to supplement it's permanent and seasonal qualified staff with a number of competent canoeists, not necessarily BCU qualified, who will join the existing Visiting Instructors register to give assistance in running canoeing and windsurfing courses throughout the season on a weekend/week/2 week basis as required, and as they may be available. Contact Brian Cole on 0983 29494.

A.S.K.C. SHOP

Ties @ £6.00 each

ASKC letter headed notepaper @ 50 pence per ten sheets

ASKC stickers @ 35 pence each

4th National Sea Kayaking Symp sium Report @ 50 pence each

5th International Sea Kayaking Symposium Report @ £1.00 each

T shirts - small/medium/large/X large @ £4.50 each (in yellow or black)

Sweat shirts - small/medium/large/X large @ £8.00 each (in yellow or black)

Information Sheets on Tides & Buoyage @ 50 pence each

H.M.Coastguard Paper on Safety @ 75 pence each

ASKC Ski hats @ £3.50 each

ASKC cloth badges @ £1.00 each

Ernie Palmieri's check list - free in return for large stamped envelope

List of expedition reports as kept on file by me - free in return for stamped envelope

ALL PRICES INCLUSIVE OF POST AND PACKAGE

LA CROISIERE DU PINEAU!¹
LUCIEN BEX

Re la Blanche in June. Peace, warmth, sun and sea ... the first wave of tourists not due for several weeks. And no waiting for the short ferry crossing of the Pertuis Breton to Sablanceaux.

I arrive for the first time on this island where I've come to participate in an International Week of Sea Kayaking (Semaine Internationale du Kayak de Mer) and I'm pleasantly surprised to find the climate as mild and the air as luminous as the tourist brochures have advertised.

After driving from one end of the island to the other, I come to the village of Portes en Re, arriving at the campsite of Aile du Peux which has been reserved this week for the kayakers and their companions. This four-star campsite is ideally situated on the edge of a sandy beach near the pine forest of Trousse-Chemise. It's well shaded position is greatly appreciated in this seaside region which boasts 2,600 hours of sunshine per year. Numerous salt marshes prove the veracity of this statistic.

The organisation is flawless and the welcome as warm as the weather. Upon arrival the participants are taken on a tour of the campsite to decide where to put their tents and are shown their parking places. Then, just as at the big international conferences, we are given an envelope containing necessary information on the Ile de Re and the kayaking week as well as a name badge, which we are recommended, but not obliged, to wear for the first few days..

I place my tent, sheltered from the prevailing wind, among the greenery in a small hollow which, although relatively isolated, allows me a view of the sea. My nearest neighbours are the lizards sunning themselves on the dunes. I follow their example as I wait for the opening of the rally. Then I make the acquaintance of some 50 people (both paddlers and supporters). The badges with the flags of the wearers' countries help me to memorise the name and nationality of each of my new companions. The international character of the group is manifest in the presence of paddlers from six countries:-

- Great Britain:	3
- Spain (Basque region):	5
- Holland:	1
- West Germany:	10
- U.S.A.:	1
- France:	18

In all, 38 kayakers, of whom ten are women. A pleasant flotilla in prospect.

Security

Although FRIENDSHIP prevails, SECURITY is foremost. Therefore, as a prelude to navigation, all the participants are required to follow certain formalities:-

An inspection of the boats and accessories by a committee which is affable yet uncompromising in the essentials. Its members see that the equipment presented is complete and in compliance with the regulations in force.

1. "La Croisiere du Pineau!", published in the Bulletin de l'Association pour la Connaissance du Kayak de Mer, No 24 (January 1987), Paimpol, France. Translated by Mary Jacobsen and Frances Albernaz.

A session of Eskimo rolling and a general practice of recovery (close to shore in front of the camp). Demonstrations of rescue operations by those who have earned their stripes are followed by a practice session with the novices.

A short group tour in the well-sheltered bay that makes up the Fier d'Ars en Re. The objective of this first outing is to determine the abilities of each of the participants as well as to discover their paddling rhythms. This results in the formation of small homogeneous units of seven to eight paddlers under the supervision of a group leader for safety, each group paddling at its own pace.

Circumnavigation

This year the tour of the island is taken counter-clockwise and in five stages:-

- (1) From "Les Portes en Re" to "Ars en Re" (beach) via the "Phare des Baleines" (Lighthouse of the Whales) - 15 km)
- (2) Sainte Marie - La Noue (17 km)
- (3) Rivedoux Plage (12 km)
- (4) Saint Martin de Re, via la Flotte en Re (12 km)
- (5) "Les Portes en Re", via Loix (12 km)

These stages are deliberately short so that they can be combined in case weather conditions cause one or another of the days to be spent on shore. A born worrier, I am surely among the first to read the weather bulletin issued by the station at La Rochelle and posted each morning, at nine o'clock, at the camp. Thank goodness (and long live the micro climate of the Ile de Re!) we're blessed for the entire week with a climate so mild the French call it "Temps de demoiselle" (Ladylike or blushing maiden weather).

Our leisurely holiday pace allows us a full appreciation of the island's coast, which are vast golden sands fringed by dunes. The middle of the west coast, although subject to repeated assaults of great swells, is protected by high sea walls. The east coast in turn is bordered by small cliffs (less than 10 metres in height) whose layers reveal the chalky nature of the island's soil.

Along with our firm determination to "take it easy", various practical considerations lead Christian Gabard, our amiable organiser, to avoid the "raid" approach, adopting instead a relaxed schedule more appropriate to our situation. Thanks to the facilities of a permanent campsite, we are able to travel lightly, loading only a picnic and some clothing into our kayaks. Kayaks are heavy enough, especially as we must carry them from the shore to private or public grounds for safekeeping overnight.

My Life "on Board"

Let's talk navigation - an easy matter for the seasoned amateur ... but for me, a novice, not so. Before going on I must let you in on a secret, if you promise not to tell: in fact, I've never before been to sea on such a small boat. It was only three months ago that I started, on days off work, to paddle on the canal that runs from Caen to the sea to build up my endurance, and in the Sallenelles bay located at the mouth of the Orne river, to acquaint myself with the waves.

As we depart, I join three Englishmen - William Gardiner, the group leader, Brian Cowburn, and Eric Totty (79 years of age, all to himself!) - partly because I know their language well and partly because I feel safe around an experienced kayaker like Eric. And now we hit a still spot. On the eastern coast, the sea is very calm and the sun is shining for all it's worth. Tough on those who forgot to bring their total sun-block cream ...

Past the "Lighthouse of the Whales", the swells gently rock us. The water is so transparent that we can see the seaweed clear to the rocky bottom. Facing me in the distance, however, mountains of water shift and break towards the coast. Michel Dejoie (F), bringing up the rear, notices that I am 20 metres behind the rest of the group. Wondering why, he watches me and starts up a conversation:

Michel: "I've been watching you for some time. You don't look tired and yet you're lagging behind. Why?"

Myself: "It's a habit from childhood, when I looked after cows ..."

Michel: "You know, that's not very nice, what you just said"

I have the feeling that sooner or later I will be paying for my impertinence ... In fact, I stayed far behind the others for fear of riding a surf and hitting them. Besides, I find it stressful to paddle up front, for I feel lost without a guide ahead of me.

On approaching the "Pas de Boeufs" (Ox Walk) Beach which is our picnic site, I decide to head back ashore - never mind the rollers! So I ask William for permission to land. Granted. As I head toward the coast, the waves streaking past me at breakneck speed grow higher and higher. I ride the surf, my kayak hopelessly askew, and my mind draws a complete blank, especially as far as kayaking techniques are concerned. I raise my paddle high in the air, the surf slides past me and, a miracle happens! I'm still up and ... again set out at top speed toward the open sea.

Michel: "It's not fair. You made too many mistakes. You should have capsized."

Before dashing once more toward the beach, I observe Brian and Eric and, following their example, glide smoothly ashore. Henri Doat (F) makes a triumphant landing, riding the surf without taking in more than 50 litres of water in his old Hart Sioux open two-seater. In the meantime, minding the others more closely than himself and, his proven skill and experience notwithstanding, William capsizes. Is he setting a trend? Three more aspiring leaders follow suit, one by one. It's a gorgeous day, however, and it is in the best of spirits that each pays to Neptune the tribute exacted for a false manoeuvre or a few seconds of inattention.

When we resume in the afternoon, I realise as I dash into the waves that it is easier to go out to sea than to return to the shore. My "Catchiky" stays right on its tracks, rears up and foam sprays my face. My hat is soaked but hangs on. I rejoin my group, which is assembled and waiting out at sea beyond the breakers. The sky is slightly overcast, a light wind starts blowing behind me at a three-quarter angle, and I find it hard to keep my course.

Michel: "Do some circular paddling on your right! Stop breaking on the left! For Heaven's sake! Take off those glacier sunglasses, you can't see on the sides. Watch out, there's a big wave coming up behind you!"

Myself: "Be nice to me. Can't you see I'm doing my best?"

Michel: "You're hardly touching the surface with your paddle. You're caressing the sea. Your wife must be happy!"

I take advantage of my arrival at a calmer spot to take a drink. The most prized possession at sea is a flask. In it I carry orange juice, diluted with water. A litre a day is no over-estimation.

At the tip of Sablanceaux, a general halt to regroup the four teams is in order. In accordance with the Coastguard regulation, we had informed the Water Passage Authority of our presence, indicating the time of our passage next to the harbour's breakwater. A departing ferry has not quite made its exit, when another one appears, coming from the continental shore. As soon as it is berthed, Christian signals departure and our entire flotilla, nicely grouped, hastens to traverse the choppy water caused by the passage of the ferries. While paddling, William counsels me:

William: "If you feel you're in trouble, clench your teeth! Row and push, boom, boom, boom, like a boxer. Pretend you're just about to beat up someone you hate."

The next day the wind starts blowing opposite us. We see numerous white crests ... time to put William's advice into practice. My paddling, however, is not yet efficient enough to cope with these conditions, minimally challenging as they are. Paddling next to me, Veronique Clerout (F) offers some advice:

Veronique: "Dig your paddle right into the water if you want to get ahead! Don't forget to breathe! Stop clenching your teeth! Can't you say anything besides 'yes'? Not a great talker, are you?"

Myself: "....."

In the vicinity of Saint Martin de Re, the sea is a bit rough for my liking. Rebounding off the ramparts, the waves grow taller and intersect chaotically. I move slowly, careful to keep my balance. Michel Galliot (F) and Christian approach with words of guidance and encouragement. In my struggle I don't feel in trouble, thanks to my reserves of energy, but I must appear to be in a sorry state. I guess that they are afraid for me, and that's what worries me the most. As soon as we disembark, Henri hands me his "bang-bang-glug-glug", a gun shaped hip flask containing whiskey.

Henri: "Here - taste this Lucien! You look tired. You must have been paddling hard! ... Hey, Stop! Leave some for us!"

Michel D's hands and forearms are very tanned. My tan is lighter. We compare.

Myself: "Look at these white wrinkles on my right wrist."

Michel: "Do you know what that means? It means you're gripping your paddle for dear life. They are the pale wrinkles of a sh..less fright!"

And here we laugh so hard it makes our bellies hurt.

From time to time we have to do some fancy manoeuvring, for Christian has a passion for photography. He perches at impossible places, makes us turn repeatedly around a certain point, asks for the entire flotilla to assemble. The group draws close together, and then the waves quickly spread it out. Like the universe, the group expands. Christian

rages. He wants to get everybody in the picture at once. Some get impatient. But all end up in good cheer, thinking of the wonderful souvenir photos that we'll be able to show off, enlarge, or even frame.

On completing the last stage we disembark at "La Loge" beach whence we had departed five days before. We've come full circle. I pull my "Catchiky" over to the sand, kneel down and, braving the mocking look on Michel's face, kiss this kayak that forgave so much. Then, in a joyful urge, I hurl myself into the water. A most delightful bath! What indescribable pleasure to have toured around the Island of Re in a kayak!

Life "on Land"

After paddling at most three to four hours a day, we devote the remainder of our time to sightseeing and other touristic pursuits. Each stage (or half-stage) of our journey is an opportunity to discover charming villages complete with the white houses with green window shutters which are typical of the area. Naturally we take in all the main sights: the Lighthouse of the Whales (second in all of France, with a range of 120 km), the Lilleau des Niges Natural Reserve (under the guidance of its erudite curator), the ramparts of Saint Martin de Re (built by Vauban), the Maritime Museum ... and, last but not least, the wine growers' co-operative responsible for the delicious and renowned "Ilrhea" (local jargon for the "Pineau de Charentes" produced on the island).

At each stop, the warm hospitality of the local population is expressed in the "Wine of Honour", with which the hosts of each municipality are sure to gratify us. The "Ilrhea" is served generously on these occasions but, watch out! Already on two glasses we are getting eloquent, merry and dizzy. Fortunately we all head back to our camp in a soberly chauffeured bus. The atmosphere of these trips back is invariably euphoric. Between two drinking songs someone proposes to baptise our tour of the Island of Re the "Croisiere (Cruise) of the Pineau". Given the circumstances, this apt title is unanimously adopted.

The evenings are also most pleasant. Some are free and, depending on personal preferences, we find ourselves in town, around a table, honouring the local cuisine. Justice is done to oysters and other sea food washed down with an icidized, locally produced wine. Certain evenings are occasions for official reunions; thus the kayakists repay their hosts by offering a public movie show at the Portes de Re party hall. The programme: 16mm films on kayaking and marine ornithology. Despite the mighty competition of television, the hall is packed.

The accordion of Hans Berthold (F.R. Germany) and the guitar of Didier Brutin (F) lend instrumental background to the multilingual choruses sung around the campfire on evenings at Aile du Peux. Built and set aglow right on the beach, these fires dry and warm the courageous advocates of the traditional midnight skinny-dip.

The last evening, at a farewell supper in which our Rhetaise week culminates, a tombola is organised and various prizes are handed out according to respective merits. That's why Eric Totty (GB) our most senior comrade, receives, in a burst of applause the Ilrhea Cup. For obvious and well known reasons, I, myself, become the proud recipient of a marvellous red lanterns along with its supposed fuel - a great bottle of cognac - both courtesy of the European Poseidon Club.

The evening continues in this joyful atmosphere and late at night Hans' evocative music leads even the most timid to dance. After being

immobilized for countless hours in the cockpit, our legs rediscover their nimbleness, living proof that our favourite sport, when correctly practised, is fully rewarding.

Conclusion

To escape the job routine and engage in a sport that can be practised to the best of one's ability regardless of age; to meet people whose differing backgrounds fuse in a common passion; to make friends from home and abroad with whom one can improve technique and knowledge of the sea; and at the same time, to discover a hospitable and picturesque area: that is the reward of my participation in the Tour de l'Ile de Re.

In thanking Christian Gabard and his wife, Jeannou, who spared no efforts to prepare, most successfully, this athletic and touristic event, I speak for all the participants.

The next International Week of Sea Kayaking will take place at the Island of Re in 1988. Dates are already fixed: 4-12 June. Spread the word! ...

MARINE POLLUTION

Pollution can be dramatic with obvious consequences, like a large oil spill or it may be insidious with barely detectable effects like chemicals slowly leaching from antifouling paints on ships hulls. Pollution is a major threat to our planet; particularly the sea.

SOURCES OF POLLUTION

Pollution can be accidental or deliberate and enters the sea through direct discharges (such as sewage), via rivers (such as agricultural run-off), from the atmosphere (such as sulphur) and by dumping from ships, platforms or aircraft. Some materials are biologically active, e.g. heavy metals (like mercury), organic chemicals (like TBT), and petroleum compounds. Others are inert (e.g. fly ash and colliery waste) and some have unknown effects. Most pollution is a mixture of several types of material.

Many types of pollution accumulate, spreading through the marine environment causing effects that are often seen years later and far away from the source. For example, many Antarctic species have significant levels of pesticides which have never been used in Antarctica.

Pollutants are distributed by water movements which may carry material away from the coast. There are sea areas where these materials accumulate such as the Wadden Sea, German Bight and Norway Trench where excessive concentrations of pollutants have been causing, at certain times, large areas with low oxygen.

We have little information about natural changes in the marine environment. Variations over time and between different areas are little understood. Hence effects caused by pollution may not be recognised for some time, and it is often difficult to link a 'cause and effect'.

Some materials are a serious threat because they bio-accumulate. Consequently animals at the top of the food chain (including humans) have higher concentration than those at the bottom.

TYPES OF POLLUTION

There are many different pollutants and many ways to categorise them. But the sea has no divisions and damage can be caused by different pollutants combining. Below is one way of separating pollution categories.

Domestic - sewage; refuse; and silt, oil, lead, tar residues and de-icing chemicals from roads.

Agricultural - natural organic matter, synthetic fertilisers; biocides (insecticides)

Industrial - radioactive waste; refuse and oil from shipping; biodegradable industrial waste; inorganic and persistent organic waste; thermal discharge; dredging spoil; incineration products.

Other - radioactive material from weapons testing; munitions and pyrotechnics; discarded drugs and other medical equipment; hazardous deck cargoes; anti-fouling and chemical preservatives.

Sixth sense by Stuart Fisher

The Sixth International Sea Kayaking Symposium was run this year by John Ramwell, wearing his BCU Sea Touring Committee hat, at the magnificent YMCA National Centre at Lakeside on Windermere and was well up to standard with a wide range of topics.

The Coastguard

Dick Richards, the committee's Treasurer and in charge of the Maritime Rescue Co-ordination Centre at Swansea, began with a lively discussion of the Coastguard's work, pointing out that lookouts are not manned and paddlers are not being watched. On special occasions they may send someone along in a landrover. The public tend to over-react and it is easy to spend too much money on a rescue. The Coastguard will not necessarily start a search if you exceed your ETA as you may just have forgotten to tell them you have arrived. Instead, they prefer you to have a shore contact to advise them if you really do become overdue. If you lose a kayak, however, let them know or they could begin a search for the body. Derek Hutchinson suggested that having your name and address glassed in would help and Frank Goodman said that Valley Canoe Products have a record of all first owners of their models, traceable from kayak serial numbers.

The attitude of the Coastguard was now good towards sensible sea canoeists and they accepted that it is inland people (who don't know what they are doing) who get into difficulties. Dover Coastguard had praised BCU members for their maturity and sense of duty, staying away from the Dover Strait during the cable-laying operations. They suggest that you still don't cross but, if you must, be as safe as possible and inform the authorities on both sides. Dick suggested that crossing the Sound of Jura was as much of a challenge and a pleasanter place to paddle.

It was noted that some paddlers considered flares an alternative to planning and preparation.

One paddler who had been the subject of an unwanted helicopter rescue had been blown sideways into cliffs by it. All other signals having failed, he had to resort to holding up two fingers to get his message across. An alternative of one thumb was suggested and Frank Goodman advised bracing into the cone of air below the helicopter to prevent capsize.

Cold survival

Howard Oakley gave a double lecture on hypothermia and the Joint Services Antarctic Expedition (Dec 86 issue).

Body fat is more important than external protection for hypothermia prevention and wetsuits give no effective protection although drysuits do. Most people cannot hold their breath for more than 10 seconds on first immersion at 4°C. Immersing the face in cold water can effect the heart, especially in middle age, and water pressure on the abdomen may restrict breathing in cold water.

On finding a body in the water it is important to decide whether hypothermia or drowning happened first in order to follow the right treatment procedure. A suggested rule of thumb is to suspect drowning unless the victim is wearing a buoyancy aid, in which case hypothermia is more likely. Don't start cardiac massage for profound hypothermia unless it can be continued until the patient is warmed or death will result directly from

ceasing of stimulation. Secondary drowning can be a danger from inhaled water for up to 24 hours after rescue. Experts in the USA are experimenting with microwaves to re-heat bodies.

The Special Boat Section have good paddling gear but it is expensive. A useful device on RAF survival suits could help male sea canoeists on long crossings. Urine disposal is carried out via an adhesive sheath with a one way valve and a tube to an external discharge outlet.

Fluid balance was one of the problems of the Antarctic trip with urine production of up to 3l per day for the first couple of months. Weather was a bigger difficulty, though, with hurricane force winds for 7% of the time and gales for another third of the year they were there. On one occasion the pressure fell to 928mb. Howard suggested that South Georgia had more to offer the sea canoeist.

The Marine Conservation Society

Betty Green introduced the Marine Conservation Society and called for help from canoeists with their basking shark and clean beach surveys. On the matter of the impact of canoes on the environment, she suggested that the producers of TV conservation films often came to the Society for help and that there was a possible way here for canoeists to put the records straight via TV.

Round the British Isles

Bill Taylor described his paddle round the British Isles (Nov/Dec 86 issues) in two epic sessions which ran for the best part of three hours, keeping his audience enthralled throughout.

British Weather

Dennis Wheeler's meteorology talk revealed that the sea is coldest between the Forth and Spurn Point. The effects of the sea breeze front in S and E England and the Cheshire/Lancs area and the more extensive night time land breeze which also covers these areas and the Severn valley were explained.

Nick Padwick pointed out that wind speed and direction between warm and cold fronts could be predicted from weather charts. The wind speed follows the direction of the isobars and its speed is proportional to the length of isobar between the two fronts. He had never known it to fail and had used it to correctly predict the strength and location of the hurricane-force winds which hit the SE of England in October from the 6pm TV weather chart, some five hours before the Meteorological Office themselves began to issue warnings.

Baja

Aching ribs were the order of the day during Derek Hutchinson's relaxed guide to his holiday in Baja and the Sea of Cortez (see p9).

Kayaks of Canada

David Zimmerly, who had sailed from Canada via Baffin Island and Greenland, must be the world's leading authority on traditional kayak designs and was a most welcome guest, giving a thorough coverage of the range of designs although he thought it a pity that Europeans had based their designs only on Greenland kayaks. This may be changing as there are signs of other types being included.

There was evidence of 2,000 year old kayaks and indications that they could have been used as much as 5,000 years ago.

Some kayaks had round bones like cylindrical bearings between sections of the frame to give flexibility for enhanced speed.

Although David had been unable to bring any kayaks with him he had brought along the only decent paddle he had ever used Unspooned and unfeathered, he had copied the Mackenzie Delta style He also showed the Alaska State Museum video Kayak which he had received only the previous day, accompanied by the unlikely opening sequences of the silent movie Nanook of the North John Ramwell is proposing to make up a three hour video for sale including both of these films.

Scottish west coast canoeing

Honorary SCA President Duncan Winning presented the results of a vast amount of study into the prolific activity of the Scottish Hostellers and many others on the west coast of Scotland for over a century.

Many people think John MacGregor began recreational canoeing but it was clear that Lord Aberdeen was no novice when he accompanied MacGregor on an early trip. As early as 1872, MacGregor had cruised round Shetland in a sailing canoe.

The Clyde Canoe Club was formed in 1873 with its first club cruise to Iona the next year, Crinan to Portree in 1875 and Stornoway to Tobermory in 1876 including a 47km crossing of the Minch and 76km down the coast on the last day. Watertight hatches and bulkheads, rudders and sails were already in use.

Robert Louis Stevenson began his canoeing on the Clyde estuary and J. L. Barnet, the RNLi's first naval architect, built Kelpie.

Yachting Monthly ran a competition for a sea cruising canoe design and several of those who failed to take the prize became prominent names in racing sailing canoe design.

The first Klepper in Britain was probably the one brought to the area after World War I and after the next war canvas sailing canoes were being used.

The Scottish National Union of Students ran a tour from Balloch to Inverness at £6-10-0 for the fortnight including canoe hire, trips becoming annual until World War II.

The prolific Carmichael brothers compiled the entire Scottish section of the BCU Guide to the Waterways of the British Isles and were involved in setting up the SCA. Other writers included Alastair Dunnet who was to become editor of the Scotsman.

Kayak design was evolving steadily. The Lochaber had removeable ends held on with wire, handy for transport in small guards' vans before cars were widely available. During the war some paddlers in folding boats were arrested as spies and canoeing stopped until peace returned. Meanwhile, the Depression had spawned the outdoor movement. Jack Henderson amongst them. He entered the Rowardennan Regatta for fun and beat the British Champion. He was given a list of selection events to win, which he did, and was picked for the 1948 Olympic Games. Having used up all his GPO leave on the selection events he was sent on a training course in Hendon which coincided with the games, it being made clear that his course attendance would not be closely checked.

Clyde singles and doubles were developed and many doubles were used on trips which Jack Cuthill ran for the SCA and the Forth Canoe Club. The Scottish Hostellers built the Loch Lomond at 4.3m to fit into a guard's van and one lasted for 20 years, giving its owner many thousands of kilometres of paddling for £8-12-6. Olympic sprinter Alastair Wilson designed boats before concentrating on his Lendal paddles.

1964 saw the introduction of the Three Lochs Race with its 5.1km portage with 51kg of compulsory camping equipment plus the boat to carry to enhance the development of doubles.

Paisley Kayak Club built the Hebrides. When asked the difference between this and other designs, Duncan answers 'About £300'.

In 1982 Drew Samuel and Jon Anderson set a record of 2 hrs 54 mins across the Channel while the last SCA sea trip drew about 75 paddlers so activity is continuing to thrive in the area.

The oldest kayak though, is the one paddled into the Don by someone who didn't speak English and died three days later. Duncan believes there are plenty of other signs of Inuit activity in Scotland, not all of which could have been brought by the tide. He rounded off with the legend of the Selkie, the seal-man, and showed how he could have been the very man David Zimmerly had talked of on the far side of the Atlantic, the Inuit.

The Mirounga

Ger de Bruin introduced the KSU Mirounga, designed for Dutch use with flattened bow, recessed hatches, low cockpit back for rolling and chart holder attached to the spraycover with Velcro. The flat hull gives stability, is easy to turn and gives less drag in shallow water but feels every wave and so is being modified by rounding off for this year.

Basics of kayak design

Frank Goodman gave his lecture on the basics of kayak design (Apr 86, p27). He pointed out that 6.1m is about the optimum length for speed as the increase in wetted surface area becomes significant after this. Weight slows you down, even if it reduces windage and increases seaworthiness. He also showed how beginners make themselves less stable in waves by holding their paddles above their heads, thus raising their centres of gravity.

Paddling techniques

Alan Wearmouth's study of paddling techniques, using a digitizer to analyse various paddlers including an international slalomist, produced the greatest dissent. His results showed irregularity of style and difference between arms. Strain gauges had shown distribution of loads although it was suggested that beam theory might have given similar results much more easily. He suggested that Eskimo paddles were long and thin because of availability of materials. No work had been done on feathering and its possible effects on tinosynovitis. A high pivot point was needed for an efficient stroke, the paddle entering at 35-40° to the water, and he suggested not reaching too far forward, sweeping or jerking.

Adventure and trends

A panel, formed of Duncan Winning, David Zimmerly, Frank Goodman and Derek Hutchinson, first turned their attentions to whether we are in danger of legislating out adventure. At risk of adventure being seen as a

sign of incompetence, Frank called for instructors to brief their pupils and then leave them to carry out tasks, monitoring from a distance and meeting them at the end. Barry Howell claimed that there was evidence that people have a better adventure experience if they have to find their own way although the legal profession might think otherwise. There is fear that people in the USA are trying to use safety as an excuse for legislating out rival British designs which are less stable and, so it is claimed, less safe.

Derek Hairon asked the panel for innovations they had met overseas. Derek Hutchinson thought the USA clothing and ancillaries good. They are well-made, work well and are cheap. He welcomes large hatches and the higher proportion of women paddling there, 50%. Audrey Sutherland had paddled thousands of kilometres in an inflatable canoe at which he would have scoffed until recently. Ed Gillett had spent 63 days paddling 5,000km from Monterey to Hawaii. There are many double kayaks in America, ideal for the disabled, and there are a group who make themselves available to accompany the disabled on adventure trips. Some are starting older and they are paddling to a greater age. Centres allow people to bring their mothers free of charge on Mother's Day and have days when no charge is made for grandmothers. Frank cited kites and sails and liked the way the Americans planned for a commercial market rather than making items for themselves, their mates and anyone else who asks. David Zimmerly noted that Americans were getting back to narrow unfeathered paddles for sea canoeing while Duncan called for larger hatches but on inside bulkheads to reduce the chance of leakage. A Tasmanian delegate thought he had seen nothing here that was better than at home where electric pumps are standard and sails give high conspicuity but admitted that they do not have the same problems with strong tides, rips, eddies and shipping lanes there. Derek Hairon sounded a note of caution that we should be watching developments in Europe as other countries get into sea canoeing.

A letter from Alan Bye, 15th. January, 1988

Dear John,

I've just read the last newsletter. What happened to the British sea kayak paddler? The contents are good, but the radio bit is about USA experience although nonetheless valuable because of that. You mention that the world may warm up on the surface by $1\frac{1}{2}$ to $4\frac{1}{2}$ degrees C in the next century. I seem to recall reading that if the world warmed up by another 3 degrees C the ice caps would be affected, glaciers would retract, and the sea level would rise by approximately 20 feet.

The Thames barrier would then be in constant use. The beaches presently at Redcar and Hartlepool would be somewhere a long way inland. If the Greenland icecap melts the world sea level will rise 116 feet, I could'nt quote that source but it seems probable with ice two miles thick on the enormous land mass of Greenland. If that happens, Middleton will be a fair bit nearer the sea. Will the Isle of Wight still be there, eh? Sea salinity will be altered and the fishing will be affected. Kayaks will need a teeny bit more buoyancy built into them to perform in much the same way as they do now.

John, have you suffered a surfeit or an absence of summer or other this festering/festive season? There simply must be a paddling Brit. out there on British waters willing and able to write about it? Sure, the waters of British Columbia are possibly greener than ours, they're almost certainly cleaner. The articles on paddles and vortex shedding are fascinating, and I regard John Heath with a respect second only to none that come to mind just now. I was paddling a skinny blade back in 1969, encouraged by Geoff Blackford; since then, my own experience decrees, I have used no other. Not long ago an eminent someone entertained me to supper and reminded me of the pleasure he had long ago from the stories of A.S.Splodge. Now those were days of wine and roses - or canvass and varnish. He asked me if I would do an up-dated Splodge. I dropped that into my subconscious and here it is again. D'ye want some Splodge? Like Splodge enters retirement years? Do but say and I will produce a flood of flow of consciousness type writing.

The Albatross and the Ancient Mariner
by Eric Totty

On hearing that the B.C.U. Sea-Touring Committee's Annual General Meeting was to be held at Trearddur Bay on 3rd October, with two full days of sea kayaking in that area, my first reaction was that I would be unable to attend due to other important commitments. But the lure of the cliffs and skerries in that area proved to be too strong to resist in spite of the date being the occasion of my 80th birthday. What better way to celebrate it than to paddle round those magnificent cliffs in the company of like-minded friends? Any parties my wife had in mind could be postponed until after my return.

In due course we launched in calm water, all 25 of us, at Soldiers Point, Holyhead, but we found the sea outside the bay was not to be trifled with. Our progress was swift enough with a following sea and strong wind to push us along but these very factors caused the bow of my *Anas Acuta* to bury itself as we swept down the waves into the troughs and there was a danger of looping which I took great care to avoid. At North Stack we ran into calmer and more sheltered water and were able to relax. We looked into Parliament Cave without landing and then followed the cliffs and off-shore stacks to South Stack where the lighthouse gave audible warning to shipping in the misty conditions then prevailing.

At Ellin's Tower the cliff top was lined with bird-watchers behind their field glasses searching for a sight of an albatross - a rare visitor to these northern shores - which had been sighted in the area during the past three weeks - followed a ship from the South Atlantic, no doubt.

The cliffs here are a mecca for rock climbers now that the breeding season for auks, guillemots, razor bills and puffins was long past, and we were able to view the amazing geology of the rock faces at close quarters without causing any disturbance to man or bird. The ancient rock formations are highly contorted: giant folds sweeping up and down the cliff face were plainly visible from our vantage point on the sea. Newer rocks had been eroded away to expose some of the oldest rocks in the world: pre-Cambrian rocks about 600 million years old, part of the so-called Mona Complex. The off-shore stacks were formed as the sea eroded weaknesses in these rocks, and there was evidence of one-time volcanic activity. Mousetrap Buttress and more off-shore stacks were of particular interest to us as we rounded Gogarth Bay to Penlas Rock and then into the wider expanse of Abraham's Bosom.

It was here that some of the party, feeling the pangs of hunger, made a rather uncomfortable landing over slippery rocks and boulders to reach a beach beyond, in spite of my plea to continue round Penrhyn Mawr Point to Porth Ruffyd, the old lifeboat station, where I knew there was a sheltered beach with an easy landing where we could enjoy our packed lunch in a leisurely way, shielded from the wind and with a southerly aspect. Possibly my words were lost in the wind as only John Chambers joined me to head out towards the headland.

We were about half-way across the bay and there, just ahead of us, was a large bird with a huge wing span, rising and circling on the thermals with widespread and motionless wings, like those of a glider, putting on a magnificent display as though for our especial benefit.

It was indeed the albatross, as confirmed later by the RSPB warden from Ellin's Tower. This largest flying bird in the world has a

wing span of over eleven feet. But it was the ease and elegance of its performance which impressed us most of all. I had a feeling, absurd though it was, that possibly it had known it was my 80th birthday that very day and that it was determined to make it a memorable occasion - or could it have been mere coincidence? Either way, this particular paddle round the Stacks, though not the most exciting as regards sea conditions, will remain in my memory for the rest of my days.

We continued, in high spirits, round the rocky headland and off-shore stacks of Penrhyn Mawr where the famous tide race, now quiescent, was recuperating between tides and gathering strength for its twice daily outburst of might and fury.

We found the narrow entrance to Porth Ruffyd and landed comfortably on the pebbly beach. Here we ate our lunch surrounded by cliffs where the thrift of summer days was still in evidence like everlasting flowers.

Our view out to sea was framed by the narrow opening between steep cliffs and we experienced a sensation of peaceful satisfaction derived from the day's events. I reflected that simple pleasures when shared with trusted friends are the ultimate in contentment.

We re-launched our kayaks just as the rest of the party came sweeping past the entrance and we joined them over the final stage of the paddle to Trearddur Bay.

The day's events were not yet over for after supper, a sumptuous meal provided and cooked by Jenny Ramwell and her willing band of helpers, a further surprise was sprung. To the strains of "Happy Birthday" taken up by the assembled company, a cake with candles alight was ceremoniously brought in procession and set down before me. I had just enough puff to do justice to the occasion. Then came a presentation of gifts and cards of greeting to mark the occasion. It had been a well kept secret of which I had no inkling, possibly in part because I am becoming a little hard of hearing. I can only hope that my few words of appreciation adequately conveyed the pleasure I felt at such thoughtfulness and tokens of true friendship from the members and from Nigel Dennis and family whose guests we were.

Eric, or "The Ancient Mariner"

H.M. CoastguardIncidents Involving
Canoelists at Sea 1987

1	2 Jan	Dawlish	NW8	Mod sea	999 rept of two 14 yo boys in difficulties one capsized. CG attended - local boat and LB assisted landing both to ambulance suffering mild hypothermia
2	2 Feb	Poole	NE4	Slt sea & swell	999 rept four 13/16 yo canoeists in difficulties CG attended ILB recovered four. One to hospital suffering hypothermia
3	1 Mar	Hayling Is.	SSW5	Slt sea	999 rept party of canoeists in difficulties in surf. CG attended. OK, two exhausted
4	6 Apl	Yealm	S 5/6	Mod sea	999 rept capsized canoeist injured on rocks. CG attended recovered canoeist with head injuries to ambulance
5	18 Apl	Tynemouth	SSW1	Smooth sea	999 rept of capsized canoeist in failing light. Extensive search by LB, ILB, H/C, CG and Police eventually recovered canoe identified as having been stolen from local Life-Guard Club
6	19 Apl	Porthcawl	SSW5	Slt sea	999 rept two canoeists in difficulties CG and ILB attended, both landed, one to hospital with head injuries
7	19 Apl	Aberdovey	SSW5	Mod Sea	CG sighted canoe party in difficulties on Aberdovey Bar. ILB attended, four canoeists reached safety, five capsized and recovered by local craft and ILB all suffering shock and mild hypothermia. Inexperienced inland party - organisers contacted and advised.
8	3 May	Southend	N7	Slt sea	999 rept capsized canoeist CG and LB attended, canoeist recovered suffering mild hypothermia
9	24 May	Largs	SE5	Mod sea	Yacht reptd canoe party in difficulties some capsized. CG and LB attended. Four recovered by yacht, two by LB, six towed in by FV, eventually all nineteen accounted for

10	29 May	Loch Tarbert SW4	Smooth sea	Police rept of missing canoeist. LB, H/C, CG involved in extensive search. LB discovered casualty ashore having separated from party, his three colleagues having reached safety and reported him missing
11	29 June	Thanet S2	Smooth sea	Windsurfer recovered boy from capsized canoe and landed him suffering hypothermia. Reported his two companions missing. Search by LB and H/C. H/C recovered both to hospital
12	30 June	Barmouth WSW5	Slt sea	999 rept of canoe party in difficulties off Fairbourne. CG and ILB attended. Four made shore safely, two capsized and parted from canoes. Both located and recovered by ILB suffering mild hypothermia.
13	2 Jly	Swanage W1	Smooth sea	CG reptd canoe party in difficulties in Feveril Race. LB recalled when FV assisted them to safety
14	11 Jly	Clyde W3	Smooth sea	999 rept of capsized sailing canoe, three persons in water. CG and LB attended. One brought ashore by canoe two others by local boat
15	11 Jly	R Dee W4	Slt sea	Capsized canoe reported, ILB despatched and recovered exhausted canoeist then escorted remainder of party to destination at the south of the river
16	11 Jly	Porthcawl WSW6	Slt sea	Life Guard rept of canoeists in difficulties. CG and ILB attended. Two recovered by ILB
17	18 Jly	Penarth SSE5	Slt sea	FV rept recovering capsized canoe offshore, no sign of occupant. CG attended and search commenced. It was then established that 12 canoeists were in a coastal race with an escort boat but adverse conditions had spread the competitors, escort boat unable to cope. CG search found competitors landing over a wide area including the one from the capsized canoe. Eventually all accounted for. Organisers advised.
18	21 Jly	Bangor N.I. NNW4	Slt sea	Canoe reptd capsized off R.U.Yacht Club. Both recovered by YC rescue boat. CG and ILB attended.
19	27 Jly	Llandudno SW6	Mod sea	FV rept three canoeists in difficulties off Rhos Point. CG and ILB attended. All reached shore, two canoes abandoned and recovered by ILB
20	1 Aug	Little Orme W3	Slt sea	Yacht rept red flare. CG and ILB attended. Search revealed party of five canoeists had landed after one member had become sick and flare had been fired
21	1 Aug	Shoreham W5	Slt sea	CG observed capsized canoe. ILB diverted from exercise and recovered canoeist and canoe

H.M. CoastguardIncidents involving
Canoeists at Sea 1987

22	9 Aug	Clyde	W2	Calm sea	CG inflatable observed canoeist capsize off Kames Bay. Occupant attempted to swim ashore discarding L/Jkt. CG assisted exhausted man who had hired craft from beach trade. No previous experience.
23	12 Aug	Ilfracombe	SW2	Smooth sea	999 rept of capsized canoe two miles offshore. CG inflatable on patrol and H/C search negative, having recovered canoe. Enquiries established canoe had been washed out to sea previous night.
24	13 Aug	Cardigan	NW3	Smooth sea	Life Guard rept capsized canoe. ILB attended and recovered canoe and occupant.
25	15 Aug	Mumbles	SW4	Slt sea	Yacht recovered exhausted canoeist three miles offshore. ILB attended and landed man who was attempting charity paddle Mumbles to Ilfracombe and return. Insufficient sea experience.
26	17 Aug	Teifi Estuary	SW2	Smooth sea	Life Guard rept capsized double canoe. ILB despatched and recovered man and 10 yo son.
27	21 Aug	Rhyl	N5	Slt sea	13 yo boy repton missing in canoe from caravan park. Search by CG, H/C and ILB discovered boy ashore exhausted and unable to return. No L/Jkt (left in caravan)
28	23 Aug	Solent	SW4	Slt sea	Yacht repton canoe party in difficulties. IRB attended and assisted all four ashore.
29	25 Aug	Arnside	W2	Smooth sea	Rept of three canoeists capsized running Kent River Bore. Assisted by bystanders who themselves became cut off on sandbank and recovered by CG inflatable.
30	27 Aug	Barmouth	NW5	Smooth sea	Canoeist trapped against bridge piles in estuary. ILB attended. Canoeist recovered by local boat.
31	28 Aug	Southbourne	SW4	Slt sea	CG inflatable assisted double canoe and occupants in difficulties in Peverril Race
32	31 Aug	Hayling Is	E5	Slt sea	Sole canoeist repton overdue Tipnor/Hayling Is. Extensive search by ILB, CG, H/C. Exhausted canoeist found ashore near destination.
33	10 Oct	Anglesey	NW4	Slt sea	999 rept of large party of canoeists in difficulties off Rhoscolyn. CG, ILB, H/C attended. Party scattered and some firing flares. ILB recovered one requiring medical aid; H/C recovered two to hospital, remaining nine managed to reach shore. Failed to obtain local advice and did not appreciate result of tide turning against wind.

34 20 Dec Farne Is. W4 Smooth/
Slt sea Leader of canoe party contacted CG
from Longstone Lt Ho on Farne
Islands advising that one member of
his party was exhausted and prob-
ably unable to complete the return
paddle to the mainland. LB
launched and recovered canoeist and
boat to Seahouses. Sensible action
on the part of a responsible leader.

Abbreviations: CG - Coastguard; ILB - Inshore Lifeboat; LB - Offshore
Lifeboat; H/C - Helicopter; FV - Fishing Vessel;
IRB - Inshore Rescue Boat (non RNLI)

In addition to the scheduled incidents there were some nineteen incidents which may loosely be described as 'false alarms', i.e., where canoeists were reported to be in difficulties but minimal investigation proved that such was not the case.

No lives were lost, injuries were minimal and mild hypothermia the most common cause of individuals being hospitalised.

Two fairly large parties of canoeists got into difficulties through not appreciating the need for local knowledge in their preparations nor the inherent difficulties of sea canoeing associated with changing wind and tide. The sea is not just a very large reservoir.

One disturbing incident (22) resulted from the hiring out on the beach of a canoe, paddle and I/Jkt to a completely inexperienced holiday-maker: the dangerous possibilities of this, and similar, beach hire trades (inflatable, etc.) is a matter which should concern local authorities. At the same time we should be aware of the adverse publicity which will attend any accident in these circumstances when the victim will almost inevitably be described as 'a canoeist'.

Advising Coastguard MRCC/SC's of lost, missing or abandoned canoes on the sea can save us and other SAR units much effort and expense.

On the whole another creditable year for sea canoeism with all concerned maintaining the good name and reputation which the British Canoe Union and the Advanced Sea Kayak Club have established.

(Sgd.) S. R. Richards

S. R. Richards
Regional Controller
H.M. Coastguard
Swansea SAR Region

BCO/STC Liaison Officer

4 January 1988

From: Nick Padwick, Quarry House, Colwinston, Cowbridge, S. Glamorgan,
CF7 7NL Tel.: Bridgend (0656) 56580 11th September 1987

Dear John,

From time to time a letter or article which you publish stands head and shoulders above the others, no matter how interesting and informative these may be. One such item was the article which you took from the American Magazine "Canoe" written by Will Nordby and headed SEA KAYAK SAFETY - A CLOSER LOOK AT NEEDED SKILLS which you reprinted in the July issue of the Newsletter. Will was, I imagine, referring to the situation in the States but it applies here just as much. The ability to work from in the water in rescue situations is very sadly lacking throughout all the coaching schemes when related to sea kayaking. The amount of utter nonsense that is spoken, taught and practised in controlled conditions, which bares no resemblance to the real thing, is beyond belief. The gubbins that is suggested should be carried to perform some of the antics quite apart from the modifications that may be necessary to boats or fitted by manufacturers as optional extras, are all virtually impossible to deploy when the chips are down and the going is rough. That is when the problems arise, speed and Will's well stated case for the ability to work from in the water are required.

I had the great fortune when I started canoeing to become involved with the Surf Life Saving Association and, particularly, the club at Llantwit Major on the Bristol Channel in an area where we have the second highest rise and fall of tide in the world (a mere 45ft on springs) and where the conditions for rescue can become somewhat acute. It was here that I learned the value of sealed craft and how to use them in rescues both from on the rescue skis and from in the water. Such techniques and skills are beyond the reach of most sea kayakers and, strange to say, have not even been taken on board by the Corps of Canoe Lifeguards. The reason for this is that the facilities of the craft available have prevented such techniques from being used. Alan Bye used to live here and during this time he, and no-one else as others might claim, came up with the Pod or as I have called it the Safety Cockpit. It is only because of our belief in sealed craft and rescue and safety potential that I persevered with the development of the SEA TIGER eventually to put it on the market. This boat also has other facilities to increase its safety, rescue potential and other important aspects of performance.

When one has had someone who is considered by many as one of the world's authorities on sea kayaking, not only from his kayak designs and writings, but also his doings, stagger into one's kitchen five hours late, having completely lost control of a group he was examining for Advanced Sea Proficiency, proclaiming "The conditions were horrendous - what would have happened if someone had come out I hate to think - it was nothing more than a case of everyone for himself", and one knows that those of us with SEA TIGERS practice rescues in those identical conditions - yes, even self rescues - then one begins to appreciate the facilities of the SEA TIGER. Many have experienced the problems of rescuing someone in a conventional kayak in heavy conditions, although fewer have experienced the same when life is at stake. I can assure anyone, if you have known the latter you NEVER want it again. The requirements for rescue at sea are speed with minimal assistance, reliability every time, no other equipment being required other than a paddle and the kayak itself, and the ability to paddle away from the danger without a spraydeck as soon as one is in the cockpit. That is a reasonable statement, is not over-emphasised and yet ONLY THE SEA TIGER PROVIDES THESE FACILITIES whilst, as I have said, others simply gloss over it and leave the paddlers to sort out their own problem by techniques and with all manner of equipment

which are totally useless when in conditions where problems happen. In this respect I disagree with Will in that, in a rescue situation, the facilities of the craft are extremely important since it is on these that the paddlers abilities are superimposed in order that successful rescues and self rescues can be achieved. So, in what way do these facilities have a bearing on the overall potential for rescue, working from within the water and then getting rapidly away from the danger area? How do they take the whole concept of rescue far beyond the old hat and rubbish of everything else available to date? With a well fitted boat here are some examples.

For assisted rescues only one assistant is required. It is recommended he approaches the victim's boat so that it is facing the opposite direction to himself. If conditions permit he will simply lift the bow of the upturned kayak as he rights it. All the water will flow out. The victim will then clamber aboard in the conventional manner between the stern of his boat and the bow of the rescuer's or, alternatively, whilst the rescuer holds a raft the victim can climb aboard from either side. On the other hand, if conditions are difficult or a very rapid rescue is called for just turn the boat over, get in and go. No emptying is required, the boat is perfectly stable.

In the event of the victim being too exhausted or weak to assist in the rescue then the SEA TIGER can be used to perform the "Roll over Rescue". Whilst this rescue is one used for many years by the Surf Life Saving Association it was first demonstrated as being applicable to kayaks using the SEA TIGER at Crystal Palace in February 1982. To perform this rescue it is necessary to have two assistants the first of whom would be responsible for looking after the victim's boat and paddle. The rescuer takes hold of the victim's wrist and rolls the SEA TIGER over, then gets out. He is then on one side of the kayak with the victim on the other and the victim's arm over the upturned hull. The rescuer gets the victim's armpit against the seam, pulls himself out of the water and holding the opposite rail uses his weight to turn the boat over like a log at the same time as rolling the victim out of the water onto the deck. The victim is then in an upturned U over the deck. At this point the second assistant forms a raft, the first brings up the capsized boat. The victim receives any first aid necessary, gets into the SEA TIGER and the rescuer with assistance gets into the victim's boat. This technique has saved two certain deaths, one for a canoeist and one for a swimmer when SEA TIGERS have been the rescuing craft. In the case of the swimmer the water was reasonably flat. The victim over the deck does provide considerable additional stability, the rescuer got back into the SEA TIGER and paddled back to shore unaided without spraydeck or emptying and with the victim still over the front deck.

The self-rescue was also first demonstrated at the 1982 Crystal Palace Exhibition. It is simplicity itself after 10 minutes practice provided the paddler can roll. The procedure is to face the stern of the boat on the side on which the paddler will roll up, holding the paddle shaft on that side together with the rail. The other arm passes under the upturned boat to hold the other rail. Do a half backward somersault, settle in and roll up. For difficult situations there is a further development which **MUST NOT BE DONE IN ANY OTHER KAYAK**. Have a short rope with a loop in it such that it fits loosely over one shoulder and under the opposite armpit, to enable a quick release if necessary. Tie a carabina to the other end such that it can just be clipped onto the front deckline so as to allow perfect freedom when paddling whilst not being too long to get tangled or in the way either then or during a rescue. Attach the paddle to the wrist on the same side as the carabina is clipped to the boat, which is the side of preferred rolling. Assume now that you have been forced to exit. Immediately you become a sea anchor and the buoyant SEA TIGER goes to leeward and the bow

faces you as the carabina slides down the deckline. You have let go of everything and your boat is upside down, yet within 15 seconds or less you can be on your way. The SEA TIGER is automatically in the correct position for a re-entry. Pull it towards you - it comes with ease since it is not waterlogged - such that your head is along the rolling side and perform the rescue as described above. The self rescue is as reliable as the paddler's roll. This rescue has been done in 8ft broken surf as well as very heavy seas. I must repeat ONLY do this last part of the rescue with the SEA TIGER. Whilst it would not work with any other canoe or kayak injury could result if one is tied to a waterlogged boat.

The fundamental advantages of the SEA TIGER for rescues are provided by the Cockpit, the Rails, the inherent buoyancy, the lack of long upturned ends and the light weight. The changes in thinking brought about by these facilities and from the ability to work from within the water are very dramatic and extend the outlook for touring as a whole beyond measure. As Will so correctly points out the ability to work from within the water is of paramount importance, but such training should be done using techniques which are practicable to the extent of very great reliability in difficult conditions. I have yet to see any for sea kayaks or racing craft other than are applicable to sealed craft like the SISA rescue or racing skis or the SEA TIGER. How many people take the Sea Proficiency in a conventional sea kayak? You can count them on the fingers of one hand. Why? Because they could never pass the rescue section of the test if they did. Why do canoeists, even Lifeguards, only get out of their boats as a last resort? Because they double their problems and cannot get on the move again without a great amount of extra effort and time during which the problems can worsen. Why do sea kayakers trust to their abilities and hope it does not happen to them? Because they haven't had the craft to enable them to appreciate how much better off you can often be if you can work in the water. Why haven't they had the craft? Because until the idea was commercialised the manufacturers hoped it would go away as a lot of knowhow and time is required to provide the facility and that costs them. John Dowd bought a SEA TIGER and, lo and behold, the Puffin which incorporate some of the ideas. Others are jumping on the bandwagon. Perhaps now, Will, working from within the water will become more acceptable. But even then kayaks will have to be designed with rescue as well as paddling performance in mind to get the optimum. But it can be done. It has.

Yours sincerely, Nick Padwick