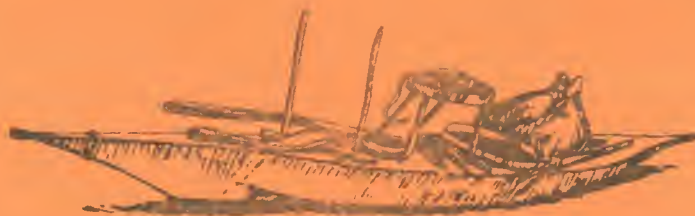


NEWSLETTER

of the



Advanced Sea Kayak Club

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



AIMS Promotion of sea canoeing · Communication · Organisation of events and conferences · Safety and coaching

ADVANCED SEA KAYAK CLUB

NEWSLETTER NO.83

JANUARY 1991

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EDITORIAL

Here's wishing you all a HAPPY NEW YEAR and some fair weather and enjoyable paddling for 1991.

As most of you know, this is the time for the Club renewals, membership running from January 1st through to end of December. Many of you have renewed which is gratifying: to those who have please ignore the enclosed RENEWAL FORM (or pass it on to a friend).

In a recent editorial I did say I would not publish further material on the issues which I believed to be particularly contentious involving the pod and designs of sea kayaks. Most of you will know what I am referring to. Unfortunately it is not this simple - it never is. Peter Carter sent me a very reasoned response to Frank's article as appeared in Issue No 81 "Sense and Nonsense in the Antipodes". Frank's response to Peter is equally reasoned and, after all is said and done, there is a lot of interesting and relevant information/opinions emerging from this long running saga. So, if you like, the bad news is that I've decided to publish these recent responses. The good news is that I have not impinged on the newsletter space. Instead, at my own expense, I have added a couple of extra pages in order to carry this material.

There is certainly a lot of interest in the traditional Eskimo sea kayaking project and consequently I shall be pursuing this very soon. Watch this space.

There has also been a lot of comment about the possibility of me changing the format of this newsletter by going well up market. (Certainly Vince Smith's letter is very constructive on this issue) and perhaps producing a "glossy". There is a lot of strong views about, mainly that I should leave well alone, obviously most of you like it as it is - a bit rough and ready. Certainly I have no intention of making changes in the near future. I do believe, though, that we should consider the longer term. Meanwhile, rest assured, I shall be carrying on as before.

One item of news. At the October A.G.M. of the B.C.U. Sea Touring Committee I retired (at long last) as Chairman - now I'm a 'back bencher'. Martin Meling is now our Chairman and I know we all wish him well. The future requires a new approach as we try and become more financially self sufficient whilst still offering a service to paddlers. I know Martin (address in your membership list) would be delighted to hear from you with support and/or ideas.

Finally, news of the Nordkapp Trust and its first event THE FIRST INTERNATIONAL ANGLESEY SYMPOSIUM MAY 4TH TO 6TH 1991

THE NORDKAPP TRUST

In October 1990, a small group of people interested in the development of sea kayaking and in particular the promotion of safe paddling on the sea, formed the Nordkapp Trust.

The trustees chose this name because it was the British Nordkapp Expedition of 1975 that gave such impetus to the surge of interest in sea kayaking in Great Britain. Also, Nordkapp Sea Kayaks and Nordkapp Sea Paddles are brand names that, over the years, have become synonymous with good design, so it was logical to give the trust a name that epitomises quality in the sport.

At their first meeting, it was decided that a Sea Symposium with special emphasis on the newcomer to the sport would be an excellent beginning, and consequently, the First International Anglesey Sea Symposium is being held on May Day Bank Holiday weekend 1991. The rest of the week is devoted to on the water experience for groups at all skill levels together with the opportunity for individuals to be examined for qualifications under the B.C.U. coaching scheme.

It is hoped that the Nordkapp Trust will become a major force in the promotion of safe paddling on the sea, and in the future, individual sea kayakers with a particular interest, will be welcome to apply to become trustees.

From: Rowland Woollven, Yewtree, Little Coxwell, Faringdon, Oxon SN7 7LP
(Although Rowland is a Southern England based paddler, he returns to Scotland every year to assist in the running of an advanced sea kayaking course.)

'DIOMEDEA'S TRAVELS' - OR 'PARADISE FOUND'

We had already had three days of fairly wild weather, and good canoeing, around various parts of the Mull coastline and it was decision time once again. The choice was between setting off on a four day trip, crossing from Mull's southern coast to Colonsay and then Jura, working north to Oban or stealing the first day for another trip before going out for the remaining three. An earlier attempt at visiting Staffa had to be abandoned - we would have got there (very quickly!) but there was some doubt as to whether we would have got back, given the conditions.

The forecast seemed favourable, NW Force 4 occasionally 5, but the best way to use the wind's assistance seemed to be letting us in for a big day. With something of a question mark hanging over where on earth we would be getting on and off the water the following day, the Mishnish was again visited for a welcome shower (and everything else that a self-respecting hostelry should be able to offer a thirsty canoeist!).

For once dawn broke over Tobermory harbour with rays of sunshine, not the more usual patter of rain. The forecast was inched so we decided to go for embarking at Calgary Bay, crossing to the north-eastern area of the Treshnish Isles and then running with the wind and sea down to Staffa and then on to Iona. This promised to be an adventurous day if nothing else! All went well - for the first half mile - until a rogue paddle stroke brought a severe twinge of tendonitis to one of the group, and that was the end of his trip! The rest of us waited until he had landed and then pushed on out into the overfalls between Treshnish Point and the first of the islands. These were fairly straightforward for most of the crossing, but some of the bumps were large and seemed a lot less friendly when we were overtaken by the odd line squall. Fortunately most of the bad weather seemed coast bound and we were only being hit by the outer edge. A coffee break on Fladda was shared with several black guillemots, thousands of gulls and about twenty inquisitive seals.

We then pushed off and committed ourselves to the run down to Staffa - six miles and so we expected to take about an hour and a half. It was a good job we weren't paddling at night - we would have crashed into Staffa rather sooner than we expected - just over the hour in fact! As soon as we cleared the lee of Fladda the sea picked up and we enjoyed really good surfing (well, those who could keep their boat on a straight line enjoyed it!) all the way down wind. The conditions near Staffa were such that I was beginning to wonder whether we were going to be able to land or whether we were in for another 'go for it' epic all the way to Iona in ever increasing water. The first basalt columns gave a taste of those to come - and then the illusion was shattered by a piece of completely unnecessary graffiti. Scotland's National Trust has commissioned a firm to 'improve' the landing stage on Staffa - something with which I have no objection. But was it really necessary for the firm to erect scaffolding up the side of the cliff above the jetty - with the sole purpose of displaying a hoarding advertising their name? And could they not have hidden their caravans just a little better? - the 'NTS caravan site' really stands out as an eyesore from an approach on the eastern side. Lest it be thought that I am a 'wilderness fanatic', much the same sort of comments were overheard from the boat loads of trippers enjoying their day out to Staffa. Anyway, we put the bad news behind us and moved round the corner to Fingal's Cave. This at least did live up to its pre-publicity and there was mass whistling of the Hebridean Overture as we went into the back of the cave. The other caves are equally as spectacular and we explored for some time before landing (precariously) for lunch. I stayed a while in Fingal's Cave on my own - it was a special moment as visiting the cave had been a dream of mine before I started sea canoeing. Unfortunately the spiritual uplift did not last long in the face of the landing - my attempt at a copybook DCH illustration landing went a bit adrift as the interval between waves was less than it takes me to get my legs out of the Nordkapp's cockpit! However, the sun shone and everything soon dried out.

Getting going again required a bit of an effort as we had all rather enjoyed snoozing on the basalt as the boat loads scrambled gingerly past. Anyway, another wet foot launch soon saw us back in the caves for a last look and then it was off down wind again running for Iona. The cathedral was obvious from a long way off and at the northern tip of the island a silver sand beach really stood out. Being typical sea canoeists, this drew us like a powerful magnet and again we covered the distance in far less time than we had anticipated. It was a magical afternoon - good surf runs with the occasional twister to keep us on our toes. Landing on Iona seemed almost an anti-climax, the run down had been so good we could probably have surfed for many more miles with very little effort. Our apologies incidentally to the couple who thought they had got away from it all - sorry about the eight canoeists all riding the same wave up the beach at the same time!

The ride down the Sound of Iona to the ferry jetty was something out of canoeing in the Greek Isles - strikingly clear blue and green water whose colour lingers long in the memory but which you can rarely if ever capute on film, continuous little rocky islets on the left and Iona's golden shores on the right. No wonder the saints all came to live here. If, to misquote the advert, 'they came in search of paradise', they certainly found something close to it here.

(Diomedea, in addition to being the generic term for the albatross family, was the name of my Nordkapp.)

Sense versus Nonsense: a response from the Antipodes

Peter J. Carter

The August issue of the ASKC Newsletter (No 81) carried an article under the title 'Sense and nonsense on the water and in the Antipodes' by Mr Frank Goodman. This article, it appears, had two purposes:

1. To explain some ideas relating to the safety of kayaks at sea. I fully support this purpose, and this article will be mainly devoted to discussing those issues.
2. To attack me.

As to (2), I find this pointless and irrelevant, and I shall not waste space and time in defending myself against what are in my opinion hardly excusable misunderstandings, and wild speculations about my motives and purposes.

Several of Mr Goodman's arguments were marred, if not rendered invalid, by being factually incorrect or misleading. In fact:

- the Nimbus Puffin does not have a bulkhead. It does have some internal structure, but, as with other integrated cockpit craft, water can move from one end to the other.
- the article in Canoeist (February 1989, pp 18..19) was written by the editor, Stuart Fisher. Its supposed anonymity is due simply to the lack of a 'by line'.
- the report of the Anglesey Incident was cowritten by someone who was actually there. Would that more people who were involved in incidents would write about them for the benefit of the rest of us.

Other statements made by Mr Goodman differ from information from other sources. For instance there is evidence that the abandonment of the VCP integrated cockpit came about because of conflict with a pre-existing patent.

My earlier article 'Sea Kayaks: trends in safe design', was written for an Australian publication, the Australian Canoeist, and was published in the April 1990 issue. The magazine is dominated by sprint and other competitive paddling, and the article was therefore a general summary for those whose canoeing is rather different. For the ASKC Newsletter I can be more detailed and specific.

Art or Science?

Is sea kayak design an art or a science? By art, I mean those subjective values by which we judge a boat, its appearance and behaviour. Some boats have more elegant lines than others: West Greenland boats, for instance, are graceful craft compared to their Alaskan cousins, but many writers consider the King and Nunivak Island kayaks to be the more seaworthy. Elegance must not therefore be equated with function and safety.

What of the science? Science progresses from, according to the 'scientific method', from observation, through hypothesis and testing to theory. Sea kayak developers are constantly testing new ideas, and rejecting those that clearly do not work. It is possible to learn more from a failure than from something that works, and one view of the scientific process is based on the idea of falsifiability.. Sea kayak design ought to be incorporating theory from the science of naval architecture, but in practice that seems not to be so: empiricism reigns. The professionals' research methods seem no more advanced than the amateurs'. (In computing terms, they're 'hackers')

Both art and science require creativity, but as Hofstadter suggests (Hofstadter, 1985), making variations on a theme is really the crux of creativity, not necessarily the making of something entirely new. It's often possible follow the variations and identify the (amateur) origins of current commercial equipment: the 270° retracting rudder is one example.

We appear to be passing through what the philosopher of science Thomas Kuhn terms a 'paradigm shift' in the theories of what makes a safe sea kayak. As in all revolutions there are the promoters of the new and those who stay with the old. Unfortunately that often brings out misrepresentation, appeals to authority and status, and attempts at obfuscation and suppression of evidence and discussion¹.

Although I use the word 'revolutions' I am suspicious of anyone whose views change suddenly, and who then denies he held other opinions. Anyone who has followed my writings through the years will have noted a gradual change of views, about rudders, for instance. I don't mind admitting that my ideas have changed as new information has come to light.

Free Surface and the Integrated Cockpit

'Free surface' is a term which describes water (fuel, oil etc.) moving unrestrained in a vessel. Both sides concede that free surface is not a problem in the integrated cockpit², because of its low volume.

Neither is free surface of consequence in the confluent hull. With buoyancy material and/or bags of gear in the way, the water is restrained and does not affect stability by sloshing. That has always been the intention and the experience, and Duncan Winning writes (Winning, 1990)

'One aspect highlighted by the tests was the marked improvement in performance when flooded brought about by the presence of a properly packed load in the boat, ie. the restriction of both the volume available to take in water and the ability to move freely.'

Any kayak, confluent hull or bulkhead, that is taken to sea without buoyancy material filling the available space is at risk.

I wrote 'since its [the water's] movements are therefore out of phase with waves, stability is not affected.' When one side (or end) of the boat is lifted by a wave, the water begins to run to the lower part. By the time it's there, that part is now on the crest, and is being lifted, but with the weight of the extra water, rises less. Water moving out of phase with the waves can help stabilise, and anyone who has paddled a partly flooded integrated cockpit craft will be familiar with the feel: the boat is heavier, and without 'twitchiness' because, pardon the word, the movements are damped.

That is the principle of the Frahm (also spelled Fram) stabilising tank, described in any text on naval architecture (Dewey 623.8). One caveat. In a ship the system can be 'tuned' to suit the wave period, but of course that is not possible in a kayak. Perhaps I was too obtuse at that point, which may be why Mr Goodman was so concerned with clapotis, where there is no regular wave period.

The naval architecture books also describe means of active (Frahm is passive) stability, with gyroscopes, computers and fins. Kayaks have active stability too, except that, as Marvin Minsky would say, the computer is made of meat. That means that centre of gravity positions and metacentric heights are largely irrelevant in the sea

¹ I find the parallel with Creationism compelling: for 'free surface' read 'Second Law of Thermodynamics'. There is ample evidence of attempts at suppression: I have been given copies of correspondence that clearly shows that the editor of another canoeing journal declines to publish until there is unanimity on contentious subjects. There never can be unanimity, and he therefore does his readers a disservice by not allowing them to judge for themselves, and hinders canoeing in general by not permitting free discussion. Part of that same correspondence seems to have been used in what in another field would be termed 'insider trading.'

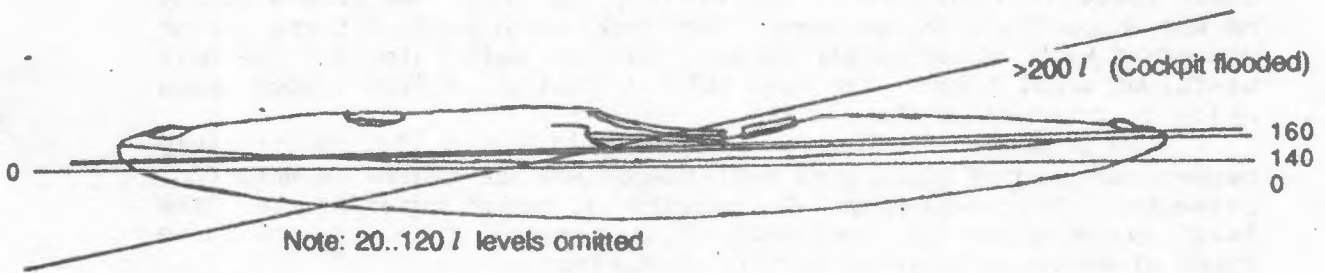
² **integrated cockpit** A kayak cockpit in which the seat and bulkheads are combined in one unit and sealed to the deck to form a cockpit which is isolated from the rest of the internal space in the boat. The initial motivation was to reduce 'fold and hold' accidents in whitewater, but the main application has been in sea kayaks.

kayak. Not so in ships, of course, because the roll period is directly related to the GM.

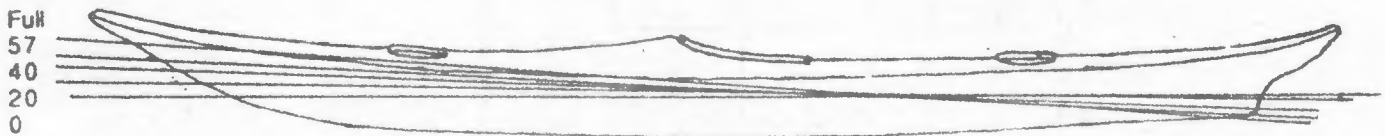
I can understand Kevin Mansell's very real concerns (Mansell, 1989) about the flooded Sea Tiger he was forced to deal with. But were the problems hydraulic or psychological? Integrated cockpits are not a panacea for all the problems of sea kayaking. Like everything else, they require technique and experience.

The Lamont and Winning Experiments

Peter Lamont's experiment was the first to critically compare boats of the two types, and deserves to be published and widely read. Rather than attempt to reproduce all the 30 photographs in the report, let me summarise with diagrams, the first showing how the Sea Tiger remained level before settling with more than 200 litres aboard:



In contrast, the bulkhead equipped kayak, which happened to be a Nordkapp, was out of trim with much smaller amounts in either bow or stern:



Water in Bow compartment



Water in Stern compartment

Note: 75Kg paddler present in all cases.

Duncan Winning's procedure was based on Lamont's. He used a loaded Sea Tiger and a variety of other boats: Nordkapp, Anas Acuta, Hebrides and KW7 with integrated cockpit. His results are consistent with what would be predicted from theory, with Lamont's results, and with experience.

Of course, two experiments do not a theory make, but I do not think that that invalidates the general conclusions: that the integrated cockpit kayak is more flooding tolerant than bulkhead craft, and therefore potentially safer.

Where are the articles explaining the superiority of the bulkhead system? There are none. I suggest there can be none. The theory behind them has been falsified. To argue against evidence because one does not approve of the advertising, or because one's personality clashes with another's, is irrational, if not absurd.

Any attempt to require sea kayaks, by revising BS MA-91, to have bulkheads would clearly be counterproductive, and place the standards organisation in the inconsistent position of legislating for less safe equipment than is possible with current technology.

Manufacturers seem happy enough to make long, narrow and upswept bow and stern joints; why baulk at joints readily accessible through cockpit and hatches? Economic arguments against integrated cockpits must be seen as largely spurious.

Directional Stability and Retractable Fins

Perhaps the most frustrating aspect of learning to paddle is that of making the kayak go in a straight line, especially downwind. Yet none of the recognised canoeing texts explains the hydrodynamics and aerodynamics involved. All you will normally find are a couple of lines describing the differences between Swedish and Fish form hulls. Whether that is a reflection of the writers' perceptions of their readers' understanding and ability, or their own understanding of the dynamics, I do not know. The naval architecture texts, being concerned with rather larger vessels, are not much help, and the only useful material I have ever been able to find comes from a book named *Ships in Rough Water* (Kent 1958).

The problem with kayaks, as with ships, is the relationship between the centre of lateral resistance³ and the centre of effort or pressure. Kent describes the results of model experiments. The first graph shows the positions of the centre of effort on three types of ships in relation to wind direction:

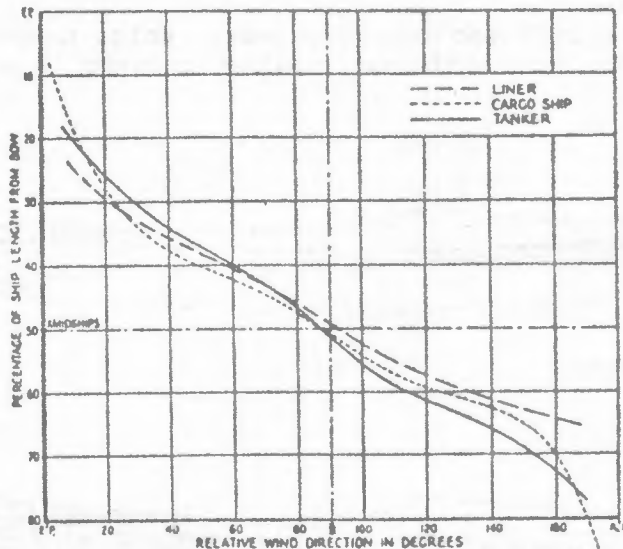


FIG. 40. Loci of centre of wind pressure with change in wind direction

For a low volume slalom kayak, the centre of effort will move very little because virtually all the windage comes from the paddler's body, but there will be pronounced changes with a Greenland style kayak.

The centre of resistance of the hull moves forward according to the speed of the hull, and also in relation to the angle of yaw (ie. sideways drift). In this graph, the tanker had full lines, very different from our craft, but note how close to the bow the point is, hardly the 'pivot point' described by some canoeing authors:

³ I use the word 'centre' advisedly. More correctly, it is the locus of the centre, because it is in constant motion through the effects of waves, gusts, etc.

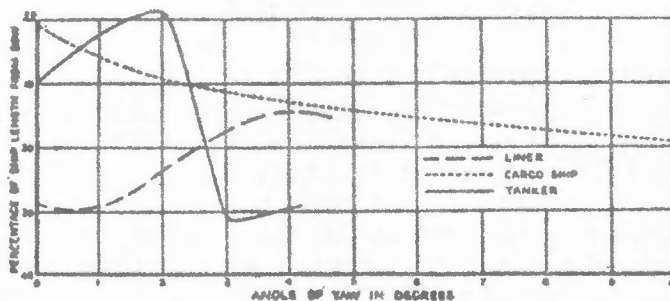


FIG. 41. Loci of centre of lateral resistance with change in angle of yaw

What the retractable fin does, of course, is to move the centre of lateral resistance back nearer to the centre of effort, restoring balance and control.

There really ought to be some research into this, and the findings properly written up. The problem will be money, of course. Naval architects can earn rather more designing the next America's Cup challenger or oil rig tender than investigating the behaviour of a disparate set of sea kayak designs. Perhaps it might make a thesis project for a naval architect to be.

Conclusion

Sea kayak development is a process involving the solution of a number of interesting problems. Some can be solved by the application of established theory. Others require innovative solutions, and there is no one right answer to many questions. Both the integrated cockpit/confluent hull and bulkhead systems work, but the evidence is now in favour of the former.

Much of our 'knowledge' of safety aspects is anecdotal, and a good case can be made for anyone involved in an incident to submit details so that there can be some statistical analysis. There needs to be research, not just by professionals, but by all who paddle at sea, and the results of that research must be published and freely discussed without fear or favour.

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Addendum: The Development of Voyager

There has never been any secret about the origins of Voyager, in fact locals often expressed surprise that it had not been done earlier. The situation, which involved personalities and is therefore not for discussion here, was explained to Mr Goodman at the time, and he was offered royalties. He at first agreed, writing (private correspondence, 21st November 1985): 'The idea of selling Voyager ... is OK by me, and the idea of a £... royalty is even better! I hope the project goes well, and look forward to hearing that you've sold lots of boats.'

Mr Goodman took no action against me or Voyager when he was in Australia about a year later, but did subsequently cancel the Australian licences for *Weekender*, *Nordkapp*, *Selkie*, *Viscount* etc.

Voyager has been much more a vehicle for exploring ideas than producing lots of boats, and certainly has cost me far more than it's brought in. The current project is a double version.

From: Nick Padwick, S. Glamorgan

29th November 1990

Dear John,

Many thanks again for the Newsletter (No 82 this time). It is now, believe it or not, over two years since I have contributed any letter of article for publication anywhere - a deliberate self imposed silence! I would like to respond to three items in this last newsletter, namely, to Amos Bewick, Will Nordby and your correspondence with Michael Taylor. However, I feel it is wise, unfortunately, to remain silent publicly and will therefore content myself with replying personally whilst copying to the others.

Amos makes reference to the tests, etc, relating to the Sea Tiger and conventional draft and asks for either side to advise interested people what the results were. I would suggest that it is not for either side to do this but for the Authority which conducted the tests. The surrounding facts are these. The BCU appointed certain people to carry out the tests and report back. They did and their report (85 pages of it) covering the methods used, what happened, the results, some views of experienced canoeists and conclusions was produced and submitted to the Director of Coaching on 13th June 1990 with the recommendation of its author - "Finally I suggest that this report is made available, by the BCU, at reproduction cost to anyone who wants it". For reasons best known to themselves and in spite of several attempts by myself to get the report published, or to advise interested parties of its existence, the BCU have chosen not to do so to date.

The Report contains vital information relating to safety. To conceal it and its findings could lead to serious situations, as has been the case in other spheres of activity. During the period of the investigation and dealing with complaints made against the Sea Tiger outside Authorities have been involved. These are The Trading Standards Department, The Advertising Standards Agency, The British Standards Institute and the National Rescue Training Council. These bodies plus the Sports Council and the Editors of the Canoeing Press have been advised of this situation and the full background in the hope that the report gets the attention and action on its findings that it surely deserves.

As for Amos' suggestion for rescue races - great, when and where? Let us have novice and experienced classes as well. If others organise it one could not be accused of being partisan but I would support it.

Will Nordby has the habit of coming out with really sound comments and suggestions which I feel should receive more attention than they seem to, at least in the UK. His latest in relation to more attention being paid to improving proficiency when working from in the water is of paramount importance, the more so since it is based on hard experience. Anyone who has been in such a hole as he describes looks at safety, rescues and life in general in a different way. This is the point which I, and others, had reached in the late seventies. Now I do not wish this to sound as though "we wuz there first" or as a put down - far, far from it. The more people that take up this approach the better. How did I stumble in this direction?

I had the privilege of working with and alongside Lifeguards from the Surf Life Saving Association here at Llantwit Major. For some considerable time I ran certain aspects of their training which, I can

assure all, is far more exacting and demanding than anything undertaken by any, except exceptional individuals, in sea canoeing. They concentrate on working from within the water, whether this be using a reel and line, free swimming with torpedo buoys, using paddle boards (propelled by the hands and arms), rescue skis (propelled by paddles), racing skis, or even surf boards, etc. They concentrate on self preservation, preservation of their patients, how to give them viable buoyancy, how to self rescue, how to handle patients in the water even when they are in the water with their craft otherwise unoccupied, how to get either themselves, their patient or even both back onto the buoyancy, etc. To do this requires consideration of an understanding of the mental state of both rescuer and rescued. Immediately one becomes involved like this one realises that it is not just the proficiency of the individuals that is important but it is also the tools with which they work. It was this that put Alan Byde (who had similar experiences and background), myself and some of the senior lifeguards on the track of trying to improve the existing facilities of sea kayaks thereby attempting to reduce the incident rate, simplify rescues and permit working within the water. How could we put the proven expertise and experiences from lifeguard work into the canoeing environment? This is what led to the Sea Tiger where all these approaches are there to be seen in practise. This is why the Sea Tiger Handbook covers all of these situations and recommendations for how to work within the water using a craft with different facilities. Other rescues than those described are possible and have been used. I am sure there are even others that can be derived - if so fine. Let us all hear of them. This is all development to our sport and should be encouraged. Power to your elbow, Will. Keep at it, you are doing the sport a great service.

And now, John, to the ASKC, its Newsletter and your correspondence with Michael Taylor. Personally, I cannot praise the whole enterprise strongly enough. Its value for money is excellent and I am sure a greater increase in the subscription than you have suggested would be happily accepted by the vast majority to help keep it going. Your independence and willingness to print what you receive verbatim is to be applauded and, I believe, should continue. (I say that in spite of being at the butt end of some appalling comment whilst **even remaining** silent myself.) However, for that to work properly it is necessary for all contributors to learn to control themselves when writing for public consumption and to write fact which is either provable or from experience. I also believe that you should remain totally free from any influence of the Trade and should not be threatened by them. Indeed, the Trade should not be seen to criticise suggestions made by those not so involved for, irrespective of what the Trade might think, some of these suggestions are very viable and should be encouraged. I have heard comment that some do not wish to write for fear of what might be thought or that they will get stamped on by those who think they are, do or know better. As I see it the ASKC is a club, views should be exchanged, opinions aired and the freedom of speech maintained.

Michael makes the point in relation to articles "written by manufacturers and/or designers with all that this implies". This is true and provides an immediate dilemma if you try to keep your independence and freedom from advertising, etc. I could quite understand some considering that my response above to Will Nordby is a form of advertising just because of what I represent. It is not intended as such but as a statement of provable fact. Where does one draw the line? Should one not receive items from manufacturers when they have so much to contribute? Should you ask them, or anyone, to rewrite

prior to publication if you feel that something is wrong? Should you let it go and leave the readership to decide for themselves? I believe the latter is the way unless there are signs that the personality aspect is overriding the fact or that insufficient evidence is available to support the fact.

You ask for suggestions for contributions, etc. I have one. I have spent many years studying safety on water from a different viewpoint from most sea canoeists. I very frequently find myself in conversation with people who are intrigued by some of my opinions on this and how I have set about overcoming problems and finally how I have proven both the opinion and the solution to problems I have found. Unfortunately the solutions are all bound up in the detail of the Sea Tiger which, due to the uncompromising attacks on it, is now fully covered by copyright in all its aspects. I would be happy to write a series of articles on the subject but I can hear the objections to the suggestion ringing loud and clear already. On the other hand should, to take examples from this letter, fundamental information in Reports, views on in the water techniques and views on safety be withheld from those whom it affects? People may not agree with it or me, but so what - good healthy debate never did anyone any harm. But if they do not agree they should at least be prepared to prove it or come out into the open and say why not. For he who hides reasoning, distorts or misrepresents fact, criticises the person or is not prepared to expose himself (particularly in ridicule), as distinct from state the proven fact or experience, has run out of cards.

With Best Wishes,

Nick

From: Vince Smith, Lytham, Lancashire

November 16, 1990

Dear John,

A mixed bag of items for the newsletter Happy New Year to all ASKC members!

Killer Whales: I would like to follow up something that we saw in a book describing the coast of Scotland which greatly interests us. I would like to know if anyone has any comments on this:

The book stated that Carradale, on the eastern coast of the Mull of Kintyre and opposite to the coast of Arran in the Clyde, has otters and killer whales (or Orcas). We were very interested in this statement as we would like to see, whilst kayaking, the Orca. Is it worth a trip, was the book correct, and what time of year is best?

Summer Isles: We are planning to paddle next year around the Summer Isles in Scotland. If anyone has previously done this could they please give me any information about tides, camping spots, water, sites to see and the time of year when it is best. We'd ideally like to set foot on Gruinard Island now that it has been declared "safe" from Anthrax. Perhaps it would be a first? Please contact me either via the ASKC newsletter or directly

I would like to respond to the letter from Dr Michael Taylor and your reply by perhaps starting some topics of discussion:

Photography at sea - We have had a Minolta Weathermatic and

have used it for nearly a year. It is a 35mm compact auto-everything and is waterproof. This term has come to irritate me as many items such as cameras, watches, cassette players and radios have been touted as being water resistant! When asked what this means an answer of "I don't know" is the normal reply. When pressed on this point by saying something like "If I used this and it got submerged will it still work? and will you guarantee it?" obtains a much firmer "No!" Therefore be very careful of items marked "Water Resistant".

The camera has been very useful except for its insatiable appetite for batteries. I finally gave up with it and sent it back to Minolta who, to their credit, sent it back in under two weeks. They had replaced the shutter and circuit boards as well as a full service. Score several stars Minolta! Technology apart the problem with such compacts is that they use 35mm lenses which inevitably give the usual pictures of a lot of sea with tiny kayaks. Fortunately, the Minolta has a 50mm lens which is switchable. This makes things a lot better. How do other people get on? Having seen slides from people like Andy Fleck, Frank Goodman et al, I wonder how do they produce such pictures.

Video: Has anyone used video camcorders at sea? The size of the latest machines is such that they could be deck mounted and cause little unbalancing of the kayak. I would be interested in the replies from anyone who has used a camcorder.

In reply to point (3), the use of DTP would be relatively cheap except for:

(1) The initial capital costs of the equipment and software. There needs to be a decent size machine and reasonable software. This currently would cost around £1000.

(2) The personnel would need to be trained. Since John is only doing this after work then this point is significant.

(3) The entry of all the information from authors would need to be done. Quite a lot is already done but some articles are included as they are sent. This could be reduced if the particular system chosen could read in data produced by authors if they used a computer. However, page layout and editing would still have to be done.

(4) The output device would need to be considered very carefully. In order to produce pleasing output would necessitate a device such as a laser printer (£1200), high quality dot-matrix (£400 with the high noise output) or an ink jet printer (£600 which is quieter and has the quality of the laser but is very, very slow).

(5) The inclusion of maps and other drawings would require the use of a scanner (£500 for a hand-held; £1500+ for a flat-bed model). This would also mean that much more memory would be required for the system.

(6) Finally, there is the whole point of reproducing the whole magazine. At the moment it appears that John uses Gestetner stencils which are either cut by typing directly or heat cut. This process is fairly old but very cheap with reasonable results. The output from a computer printer could be used in the same way but the quality would diminish thus making some of the whole process a little redundant.

In conclusion, I would say that unless John has some benefactor or has a system for other purposes, or somebody else does the actual work with John performing the editor role, then the use of DTP is too expensive to achieve the results required. I am not against DTP, in fact I am quite an advocate. I have used some systems at the sort of level that I have talked about with quite reasonable results. This means that I also know the problems!

I read your comments about the increase in costs and I am amazed that you have kept it the same for such a very long time. Considering the large increases in costs such as stamps, paper and duplication I am very surprised that this increase does not happen more often. Not that I am suggesting that it should!

Yours sincerely,

Vince Smith

From: Eric B. Totty

THE BALTIC SEA AND THE ALAND ISLANDS

Although it is now seven years since seven of us in Sea Kayaks made what I believe was the first crossing of the Baltic Sea by Britons from Sweden to Finland via the Aland Islands, the conditions prevailing then would be much the same as today. Consequently I considered that a few notes might be of assistance to others contemplating such a crossing.

Like the Mediterranean the Baltic is almost land-locked and so has little in the way of tides and tidal currents to consider. But it has magnetic anomalies that the navigator should be aware of.

Also there are military installations on some of the islands and these and the sea around them constitute prohibited areas which the navigator must be able to locate and which must be avoided at all costs. It is known that a German canoeist inadvertently strayed into one such area and was arrested and imprisoned until his identity could be checked to the satisfaction of the authorities.

The Baltic is subject to gale force winds which can blow up quickly and create seas with sharp breaking waves. With hindsight I can say that if you have good weather during the first few days don't waste it with rest days but press on in case winds and heavy seas leave you sheltering on one of the islands later on with time, food and fresh water all running out.

Care should be taken to avoid the paths of the passenger ferries which travel at fast speeds - your kayak would most likely not be seen and avoiding action is therefore your responsibility.

The main crossing from Sweden to the first of the Aland Islands when no land is in sight for four hours or so requires accurate navigation.

Most of the islands are solid rock or else densely covered by spruce, hence good camp sites are not easy to find except perhaps for two or three tents at most.

Most are uninhabited which is fine but it is necessary to carry at all times a gallon of fresh water and food for four days until an island with a dwelling or a shop can be found, such as at Mariehamn,

Storby and Degerby. Expect to pay at least twice as much for each purchase as you would at home.

Many of the islands are so close together that from a distance they appear to merge into one large island. A pocket size pair of field glasses or binoculars is a help in navigation to keep to the intended route without too much deviation.

In hot spells of weather mirages can appear in the distance as we experienced on one occasion when one of the military installations was so projected although well beyond our actual line of sight.

If it should become necessary to live off the land for a time there is an abundance of eider duck eggs early in the year. Rabbits and hares could be snared and several varieties of fish are there for the taking. We found wild strawberries and cloudberry, whilst if driven to it by sheer necessity there are various roots, seeds and bark that are quite edible.

We observed flocks of eider duck, tern and other sea birds, and at one camp site turnstones were busy on Jurmo where we also saw a Ural Owl and adders.

During the early stages we were made very welcome at the Yacht Club at Grissleham in Swedish waters and at Mariehamn in the Alan Islands where we were able to enjoy the showers at each and an excellent evening meal as a change from our camp food. At Kokar Island the isolated coastguard station provided a sauna.

A phenomena I have met nowhere else was that where there was a gently shelving beach with shallow water over a smooth rock base, it sometimes happened that one of the large ferries passing at speed away on the horizon, or completely out of sight, created a bow wave that reaches the shore long after the vessel has passed out of sight. Although this wave is not in evidence in the deep water it builds up over the shallows and can cause havoc to the kayaks unless they have been taken well up from the waters edge. Such a happening occurred one night when I awoke to the sound of breaking waves and found the kayaks almost afloat and crashing against each other. I was just in time to draw them to safety.

On another occasion a member of the party was embarking and about to pull the spray deck over the cockpit rim when such a wave built up unexpectedly from an otherwise calm sea in a sheltered bay and swamped the kayak and its occupant.

Because of all the fresh water rivers flowing into the Baltic and only one outlet to the salt North Sea the salt content is low. As the salt water is heavier than the fresh water the latter rises to the surface of the sea, and so we contended that it could be used safely for cooking purposes when our fresh water supply was low. We made such use of it when necessary but I have since learnt that the Baltic is becoming heavily polluted. Absolute conclusions about the causes and effects of this pollution are obscured by the politics of the region because the countries which border the sea have different and sometimes conflicting interpretations of the result of marine research. As in the more heavily polluted North Sea no-one can be sure what the exact sources of the problem are, but the influx of the pollutants can't be doing any good!

We covered 222 nautical miles in ten days of actual paddling which allowed time for a certain amount of sight-seeing. It also allowed time for an early camp well before sunset so that the site could be carefully chosen, with time for a leisurely meal and a wander round the island to view our surroundings. It has always been my contention that wilderness camping should be enjoyed for its own sake. It is an art born of experience and time should be left to enjoy it. A canoe expedition should have other aims than amassing an imposing daily mileage!

Perhaps the best time for this crossing is late June and early July when it is daylight for most of the 24 hours.

We were not troubled by mosquitos or insects of any kind as we might have been on the mainland.

Finally, I should again stress the necessity for good and accurate navigation for the reasons already mentioned. The success or otherwise of the venture could depend on it.

From: Duncan Winning, Ayrshire, Scotland

16th November 1990

Dear John,

Thanks for Newsletter No.82. Please find enclosed my subscription for 1991 together with my membership card for your endorsement and an S.A.E. for its return.

Commenting on Michael Taylor's letter, I am a member of the A.S.C.C. basically in order to get the newsletter which I find excellent as a source of information on what is going on in the sea kayaking world outside my own area. My own preference lies with articles of a technical and historic bias, from trips of long ago and design aspects of Inuit kayaks, their equipment and use up to the latest ideas, perhaps never to see completion, together with constructive debate on these subjects. However, I appreciate that other members have different preferences and am quite happy to see this reflected in the overall content. After all, Item 2 of the aims of the A.S.C.C. is "Communication between sea kayakers and others".

Naturally, it follows that I was saddened by your editorial indicating that you have been forced into a position of having to wield the editorial axe because of the acrimonious tone that has been evident in some of the recent contributions.

Your position I can understand and sympathise with but I find it deplorable that this facility which enables debate through a club circulation with access to a large number of experienced and able users, designers and builders, etc, world wide has now been restricted by the unacceptable tone of a very few participants

Through you, may I make a plea to all members. Please keep the letters, articles, reports, etc, coming in. Without them there will be no newsletter and I suspect no A.S.C.C. Equally important, don't put the editor of this club journal in the position he has found himself recently. Mature people should be able to debate the merits of different aspects of kayak design, etc., without descending to hurtling verbal bricks and lager cans at each other over the playing field of

this newsletter. If we cannot do this we are in danger of throwing the baby out with the bathwater both with regard to our club and to the development of kayaks and equipment.

Turning now to Amos Bewick's letter. He asks "Would anyone like to let me have the method, results and conclusions?". I think Amos refers to the recent trials carried out on the Sea Tiger and other kayaks for the British Canoe Union. If so, I can help as I conducted these trials. In company with three others I was nominated to form a working party to look into specific complaints made by the British Association of Canoe Trades to the Union concerning particular design and use aspects of the Sea Tiger. A report from the working party stated "It was therefore felt that a simple trial should be carried out on a Sea Tiger in a shell-flooded state in order to discover any performance phenomenon which might make it significantly more dangerous than a conventionally built sea kayak. A conventionally built kayak would need to be available for comparison."

In what may be described as a moment of temporary insanity I offered to conduct these simple trials on behalf of the Union. These were duly completed, a report compiled and submitted to the Union who had commissioned and paid for it (they reimbursed my out of pocket expenses). Copies were also sent to B.A.C.T. and Sea Tiger. If Amos wishes a copy of the report he should write to the Union for one. I understand that they have already supplied copies on request. However, it does run to 83, A4 pages and they might not unreasonably wish to make a small charge to cover reproduction costs.

Regards.

Duncan

P.S. If you wish to edit out any of the above I will reluctantly understand.

From: Newsletter of CASK (Chesapeake Association of Sea Kayakers)

KAYAKS ANONYMOUS

Hi, my name is J, and I have a kayak problem. Sure, I started like everyone else, sitting in a Chinook for the first time, thinking that paddling might be a fun way to spend a Saturday afternoon. Before I knew it, I was paddling all day every weekend, then every day after work. Then I stopped going to work.

I graduated from plastic to the hard stuff: kevlar and graphite. Pretty soon I realised there were enough boats in my garage to equip a terrorist Navy, yet I couldn't bring myself to get rid of any of them. I thought "Now I know how Imelda felt about all those shoes". But I knew I could handle it. "Hey, it's no problem", I told myself, "I can always give this up and take up mountain biking or something." I started looking for cheap warehouse space in Half Moon Bay.

Then, one day, I had just arrived home with my latest purchase, a used Klepper in bad shape. "I don't have one of these yet," I thought when I bought it. "I'll fix it up and sell it to someone." When I went to put it in the garage, I saw that I already had three Kleppers, each in worse shape than this one. Suddenly I realised that my life, like my garage, had become dysfunctional. I collapsed on a pile of PFDs.

When I awoke I was at a Kayaks Anonymous meeting. It was a whole room full of lost souls like me. I didn't know whether to laugh or cry. They told me about the warning signs of Kayak Dependency:

*Do you daydream about what the Arluk VII might be like?

*Have you stopped washing your polypropylene underwear because, well, what difference does it make anyway?

*When you're at your mother's house and she asks you to put your cold drink on a coaster, do you exclaim "Great! Let's talk about Coasters!"?

*Do you find yourself involuntarily doing high and low braces as you drive your car?

*Have you started work on a scientific manifesto explaining how all life on earth began in the surf zone?

*Do you have a kayak on the mantle in your living room?

*Do you have an inflatable kayak in your bedroom?

I finally admitted to myself that I was floating upside down on an ebb current to oblivion. KA encouraged me to start on their Twelve Stroke Program, and it has changed my life. I have a new set of mottos:

*"One bay at a time."

*"It' OK not to kayak."

*"I am sharing my wetsuit with a higher power."

* "Polypro is not perfection."

*Recovery is like an Eskimo roll; if you try too hard, you just get water up your nose."

I've given all my boats to charity (now they're planters at a senior center in Pescadero) and I've melted down my paddles. I now can watch a bunch of kayakers launching through the surf without even twitching a bicep. Now if I can just do something about all those mountain bikes, I'll be able to get into my garage again.

This superb bit of kayaking humour was reprinted with permission from "Bay Currents" the newsletter of BASK, the Bay Area Sea Kayakers of San Francisco. Editor, Penny Wells, says that, though the authors tried to remain anonymous, by grilling the guilty looking it was determined that Bob Morgan (the club prez) was the mastermind, aided and abetted by Nancy Dagle and Richard Warren.

ROUND THE ISLE OF WIGHT, JUNE 1990

by John Chamberlin

PADDLERS: ROBIN RHODES AND JOHN C

Our trip started on Thursday, 14th June, when we left Calshot slipway at 7.05 in the evening, intending to catch the last of the tide westwards and camp the night at Yarmouth. However, we were late and therefore had two hours or so against the subsequent flood tide and what

wind there was, and eventually arrived in Yarmouth Harbour at 10.45p.m., quite shattered and ready for bed. Immediately on landing though, after checking in with the Coastguard, we devoured some scampi and chips in a local restaurant, where the other diners thought we were on our way to a fancy dress party, until that is they noticed the water under the table.

Returning to the harbour we found the boats had been dragged further up the slipway by some helpful sailors, as we had been away longer than anticipated and the tide was still rising. After a circuitous paddle in and around the much modified and now maze-like Yarmouth Harbour - it was dark! - we eventually found the site we had used in 1985. Site is a somewhat loose description and the possibilities of finding a flat pitch beyond the black, oily mud and on a suitably grassy area seemed far less practical than on that previous sunny afternoon. So brainwave in hand - Robin would say brain - I suggested to my reluctant partner that we sleep where we had landed, on the new floating pontoons. Reluctant though he may have been, we had both been up since 3.30 on Thursday, it was now 00.30 on Friday and we were due on the water again at 08.30. So, whisky flask shared, the sleeping mats and bags were duly laid out for what was undoubtedly the worst night's sleep, or lack of it, I could ever remember, or as Robin put it the following morning, speaking through the weave of his woolly hat as it poked out from his sleeping bag, "You've had better ideas!"

On Friday, after muesli and coffee, we set off for the Needles at 08.15, on a calm sea and again on the last of the ebb, arriving at the massive chalk slabs at around 10.00 after a brief stop in Alum Bay.

Only a quick photo session preceded our departure and an hour later at the east end of Freshwater Bay a cup of flaked soup each revived our flagging spirits - backs, arms and backsides ached - mainly through the lack of sleep and the overnight discomfort. The aim was to catch the whole of the flood tide to take us along the south-west coast to St Catherine's Point, where we were to camp that night. The poor visibility, however, led to confusion, in me at least, when I thought Hanover Point and The Undercliff were Atherfield Point and St Catherine's Point, which would have been clearly visible on a better day. In the event it was a further two hours before we reached Atherfield Point, during which time we both had serious doubts about our ability to get there. I was dropping to sleep, or almost, in the kayak, having great difficulty keeping my eyes open. I focussed my mind on four goals to enable me to keep paddling; (1) getting out of the boat, (2) the rest of the soup, (3) the cobs Sandra had made us on the Wednesday night and which still had not been eaten, and (4) a sleep. It would not be a long sleep, but there was no way I wouldn't have one!

The Point was ultimately reached and lunch taken against a brick 'lean-to' which had apparently fallen off the cliff in a recent landslip and impaled itself in the sand. It was still completely intact, including floor - good lads these I.O.W. brickies!

Rocken End, next, is the local 'naturist' beach, but I didn't have my glasses on so had to make do with Robin's commentary on the 'sights', one pair that is, hanging like razor strops and shaped like fried eggs, with a guy say up straight next to her, them, with that aggressive 'don't take the p*** out of my wife's sagged tits' expression on his face.

Rounding Rocken End and then St Catherine's Point the search began for the night's pitch. Reeth Bay, below Niton, was discarded,

but as the tide had turned, yet again earlier than our calculations, we back-tracked to the rocky shore and recce'd the cliff top, only to espy a little caravan site, Castle Haven, perched above the bay. The promise of a pint in the Buddle Inn was about all it needed to persuade the 'guv'nor', Mr Fabian Wayland Hales, to allow us to tuck our tent in between two of the static vans. We had landed a little before 3.30 p.m. seven hours plus out of Yarmouth. The shower and choc-ice went down a treat, and even though we weren't paying guests we even had our own key for the karsi!

The following morning we left at 10.40, 40 minutes later than planned, partly due to the hamburger and tea at 'Phil's Diner' - a dec'd-out shed at the site entrance, strategically placed to catch passing tourists. £2/head plus £1.15/head (camp fee and food) seemed to total £4 the lot, possibly explaining why it had taken the owner over 20 years to get the site to nine vans.

11.35 saw us drifting past Ventnor pier taking a ten minute coffee break, resuming again to pass Dunnose at 12.05 and take a further ten minutes for soup halfway across Shanklin Bay. For once we had the tides right and fair tanked across in one hour, on the peak of the flood - a trip that would have normally taken $1\frac{1}{2}$ hours.

The generally slow pace of progress and the developing view one gets of the coastal scenery really does give the sport an attraction all of its own. This trip was no exception with the island's geology almost coming alive before our eyes, as evidence of cliff formation and erosion was often present in the same frame. Some of the collapses and landslips looked as if they had possibly even happened more recently than the previous high tide, and the sloping 45-degree beds of chalk at the Needles were repeated in reverse at the opposite end of the island in the equally majestic Culver Cliffs.

This was our best day for weather and progress, the sun shone all day and we managed to take an hour's lunch break for a brew and soup on the beach just past Bembridge.

Following this the next tide took us towards Ryde, passing on the way many sailing craft, but one in particular with an aggressive, bikini-clad young woman leaning so far out of her dinghy she was doing head-dips, and leaving us with enough fantasy fodder for at least one more night in the tent. While I protested my disgust at her being out so far, alone and sans life-jacket, Robin just protested his disgust that she was not sans bikini-top.

Holding back on the approach to Ryde Pier to let a hovercraft dock, we then moored up at a groin just beyond for me to nip into town for a film. Unfortunately the pier-heat shop to which I had been directed was out of stock so I ended up across the road in a local chemist and looking as out of place as a red frock at No.10. Still the ice cream collected on the way back went down well.

Moving on again in just over half an hour we entered Wootton Creek and nosed up next to the ferry terminal just in time to catch the 17.50 shipping forecast giving us V/SE, 3-4, for our 06.00 start on Sunday. The super pitch we used that night was the same one as in '85, courtesy of a charming lady and gent we met on our earlier trip, and it was nice to receive the invitation to return again.

It wasn't too long before we were tucking in to gammon steaks in the Fishbourne Inn, and the fact that Robin kept insisting that the

waitress had nothing on under her blue/red/green/yellow flowery dress was of no interest to me whatsoever. But she dan't.

The following morning was to put our navigation to the test (and our 'getting up' ability!) as the 'tidal window' for our eight mile return to Calshot from Fishbourne was no more than 1½ hours, and the start time was 'High Water Portsmouth' - 06.21 on the Sunday morning - up at 5.00! In the event we set off ten minutes late on a mirror flat sea and into 1-2 miles' visibility, and whilst the course of 355 degrees magnetic worked our O.K., the lateness cost us half an hour and harder paddling at the other end, as we reached Calshot at 08.30. On the way across the only real checks we'd had on the accuracy of our course calculations (done on the back of a till receipt in the lub the previous evening!) was the flow of the tide as we passed the Peel Bank, Middle Ryde and Hill Head buoys.

The seal of interest was added to the trip as, before landing, we paddled across the bay at Calshot to take a closer look at the Sunderland Flying Boat, moored and resting placidly on the water, but which on the Thursday I had been fortunate enough to watch taking off in the Solent in preparation for a visit to an air display on the Saturday.

Whilst we had been on the water on four consecutive days, the 65 mile trip had in fact taken little more than 2½ days to complete, but even though we had done it before the enjoyment had been no less, since the start point had been different and the weather, sea, tidal conditions (and crumpet) are never the same twice.

From: Dave Gardner, Lerwick, Shetland

5th November 1990

Dear John,

Could you please publish this letter as a safety warning to other canoeists.

I recently purchased a "Dry Cag" and "Dry Trousers" from Lendals. I bought them on the understanding that I could be totally immersed in the sea and remain dry. My main use of the garments was to be for rolling and deep water rescue practice and also for canoe surfing. Being a complete novice to surfing I expect to spend a lot of time in the sea, outside the canoe!

The girl at Lendals assured me that the suit I was buying would be perfectly suitable for what I wanted to do and that it would keep me completely dry.

When it arrived I was suspicious as, although there were seals at the neck and wrists of the jacket and at the ankles of the trousers, the top of the trousers and the bottom of the jacket had a broad neoprene band.

Anyway, I was keen to try it out along with the new gear I had bought including a WW buoyancy jacket, Nordkapp paddle, etc. A group of four of us decided to have a rolling and rescue session in a reasonably sheltered area of the sea at Bridge End, Burra Isle.

I was a bit disappointed when my first Eskimo roll attempt failed and I 'bailed out'. I was even more disappointed when it became apparent that my clothing under the "Dry" garments was very wet! I carried on with the session in the philosophy that "I am wet now, I can't get any wetter".

We had an excellent session during which I had several successful rolls and a total of three unsuccessful ones.

It was only when we came ashore that I found out how much water had entered the suit. The trousers, having very effective ankle seals but a totally ineffective waist seal, had several pints of water in each leg. It had been getting difficult to swim with the canoe but I had thought this was mainly due to me getting tired and cold.

On returning home I dried the suit, filled a bath with cold water and immersed myself. This was in case I had somehow broken the waist seal during capsizing. In effect, I was now giving the suit a 'static' test. It immediately leaked at the waist!

I contacted Lendals who were shocked at what had happened. They sell the garments in question on the belief that they will keep you dry on immersion.

At Lendals request I returned the suit to Splashsport, the manufacturers, for testing and asked for their opinion.

Two weeks later I got a telephone call from Splashsport to say that the two garments are independently dry but worn as a unit they will leak at the waist! They also said that they have never claimed that they would remain dry on being submerged, but agree that they consider them suitable for canoeists.

On the day in question I was canoeing with three competent canoeists, in a fairly sheltered area, wearing a new buoyancy jacket and we were close to shore. I am a reasonably strong swimmer and quite used to being immersed in the relatively cold sea around Shetland.

Change some of these conditions and anyone wearing "Dry" trousers of this type could be in serious bother after a capsizing at sea. Remember, if you capsize and find yourself in the water, outside the kayak, the trousers will continue to fill with water. You would have as much buoyancy if you tied lead weights to your legs!

I am keeping the dry bag as it will be useful for heavy weather and possibly for Eskimo rolls. I will never again wear "Dry" trousers with ankle seals as I now believe them to be deadly.

I must point out that Lendals immediately offered me a refund on the suit but I have opted for a neoprene long john instead. I have always had good dealings with Lendals and the girl there (Marion) assures me that they will no longer recommend these type of trousers to canoeists.

Thank you for an excellent magazine.

Dave Gardner

From: Frank Goodman, Nottingham

Dear Peter Carter,

I was interested in your response to my letter in the ASKC newsletter.

I'm sorry that you felt I was attacking you. Nothing personal was intended. It was not the person but the deed that was

being attacked. Anyone who is guilty of stealing other people's designs and then conning the editor of a newsletter (John Ramwell must be the most tolerant of all editors) to publish a seemingly innocent article that is in fact an advertisement for his own product, is liable to have people remonstrating.

Of course it MIGHT have been a misunderstanding, but you must remember too the liablous letter you wrote to my friend in Germany, and the spiteful court case you initiated that was thrown out by the judge in Australia? To be misunderstood once is understandable, but to be misunderstood three times seems careless, to mis-quote Lady Bracknell.

Continuing the literary illusion, it seems your letter is something of a Comedy of Errors.

(1) I go to the U.S. every year and see a handful of Puffins every time I go. Every one I have looked at has had a bulkhead in it. Now these may not have been put in by the manufacturer. Maybe, very wisely, the owners had decided to make the boats safer by putting them in retrospectively, I don't know, but I have yet to see a Puffin without a bulkhead.

(2) Stuart Fisher, the editor of Canoeist, did not write the article on osmosis. I range him when the article first appeared, to ask him why he had written such blatant rubbish; he said he had never heard of osmosis until the article dropped on his desk. Just to make sure, I range him yesterday and he re-affirmed that the osmosis article was written by Nick Padwick. Of course, he may be lying, but why should he? Any anyway, I've always found him a straight and honest fellow.

(3) The report on the Anglesey incident was co-authored by Mark Atkinson, the man who was rescued. Mark bought the boat he was paddling against the advice of experienced members of his club, paddled at the Nordkapp Meet against the express warning of the coastguards who alerted a rescue team to watch out for him before the incident described took place, became too drunk to be interviewed on the evening after his unfortunate experience, and cleared off home the following day without telling the organisers of the meet... who had no idea whether he had gone out paddling on the sea or not. Hardly the sort of actions that could be considered responsible. Once again, I point out that it is the deeds that are questioned not the person. Whoever does these sort of things needs reminding of his responsibilities.

Again, to shoot yourself in the foot once is excusable, but three times ...!

There is not much else of interest in your pedantic wanderings through a few scientific smoke screens, and you've missed the point on the Lamont/Winning experiment. Never forget that when you publish second-hand information that is untrue, it is easy for an informed reader to pinpoint the source. I know precisely where every piece of information in your letter came from, and to be fair, your informants are taking you for a ride.

The only bit of your letter that is relevant to the stability of a confluent hull is wrong! Maybe you have never realised that the wave period on the sea varies dramatically from a second or two up to around fifteen seconds for large swells. If you think that water swilling from end to end of a boat knows how to keep time, you really do have problems. Actually these comments of yours relieve me greatly,

as you are the first person who has tried to explain how boats with cockpit liners remain 'horizontal at all times' ... something completely rejected by the joint report of the B.C.U. C.C./S.T. Committee. I had been told by the designer of the Sea Tiger that there was a secret safety ingredient in it that could not be divulged as it was of commercial value!

I did notice that at the end of your letter you returned to the scene of the crime in your addendum, by admitting that you did in fact steal my design. I notice that you try to justify it by:

- (a) quoting me ... misunderstood and out of context, naturally,
- (b) saying that it cost you more than it brought in!!

Good. I'm glad that you have discovered at last that crime doesn't pay.

Yours sincerely,

Frank Goodman

From: Alan Bye

16 September 1990

Dear John,

Recently Frank Goodman wrote that "The special quality of the kayak is that when the paddler is aboard the centre of gravity is higher than the deck" (para 13 of his diatribe on amateurs and professionals).

The following assumptions are no less intriguing than Frank's.

Kayak weight, 60 pounds
Deck height 12 inches above the keel
Centre of gravity 6 inches above the keel
Average human being, C o G same height as umbilicus
Paddler's weight, 180 pounds
C o G when seated legs out front, 8 inches above bottom
Kayak seat height, 2 inches above keel.

Considering a vertical centre line through kayak CoG and paddler's CoG, taking moments about the point where the vertical crosses the keel, then, if "X" is the height of the resultant common CoG above the keel.

$$(6 \times 60) + (18 + 21 \times 180) = (60 + 180) \times "X"; \text{ so } "X" = 9 \text{ inches.}$$

As 9 inches is less than 12 inches, could Frank explain where he obtains the indisputable scientific base for his professional opinion? (para.1 above). For these amateur calculations I used the chip in my calculator. Perhaps Frank's chip is lodged wlseqhere? Maybe, as Frank occupies a lofty position vis a vis sea kayaks and kayaking, he carries more weight high up, physically, mentally and politically?

Frank, you're the expert, please condescend to correct my foolish errors?

Yours sincerely,

Alan Bye