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 conférences · Safety and coachir

ADVANCED SEA KAYAK CLUB

NEWSLETTER NO.87

SEPTEMBER 1991

J. J. Ramwell
7 Miller Close
NEWPORT
Isle of Wight
PO30 5PS

EDITORIAL

I recently attended the BCU Sea Touring Committee. This took place at Budle campsite close by the Farne Islands which, as most of you know, is close to the Scottish Border on the east side of Britain. We completed a trip along the coast A particular pleasure was having Eric Totty with us Of course we visited the Farnes and thoroughly enjoyed the sea bird sanctuary on the Inner Farne Island The Farnes are managed by the National Trust and one of the young wardens asked us to leave. Apparently the sanctuary is not open to the public until after 1400 hours - we were there during the early morning. At first I was annoyed - it seems that nowhere are we safe from regulations and we soon got into a discussion about the protection of the environment versus peoples right to enjoy it. I have to say our young warden was more than reasonable as I went off the deep end about having the right to enjoy our heritage. Of course he was right. There are too many of us and our enthusiasm for enjoying the great outdoors is in danger of spoiling the very beauty we are searching for. We have all heard of footpaths being eroded through over use and the Lake District becoming too crowded so that access by vehicle is occasionally restricted.

Many years ago one of the automobile organisations monitored a car park in Dartmoor National Park. I forget the precise figures but about 80% of the car occupants remained in their cars, 10% actually got out, 9% walked as far as the edge of the car park, whilst about 1% actually donned a pair of boots and walked off with a rucksack. These figures are probably a fair indication of the percentage of the population at large who actually take the trouble to get out into the country under their own steam to enjoy it at close quarters. One can only imagine the effects if some of the percentages I have quoted are changed around.

Another problem associated with overcrowding is that of pollution. Let us briefly discuss the disposal of sewage at sea. There is nothing we can do about the capacity of humans to produce sewage, it's a fact of life. What we do with the sewage is another matter. If we did not use the coastal seas as a sewer, we wouldn't need the following: THE GOOD BEACH GUIDE, BLUE FLAGS, NRA WEEKLY MONITORING PROGRAMME, LOCAL AUTHORITY POSTER SCHEMES, LONG SEA OUTFALLS AND THEIR ENVIRONMENTAL ASSESSMENTS AND PUBLIC ENQUIRIES, POPULATION STUDIES OF DISEASE FROM BATHING IN SEWAGE CONTAMINATED WATERS, SHELLFISH CLOSING ORDERS AND DECONTAMINATION PLANTS, ETC., ETC.

The Government has said there is to be no more sea dumping of sewage sludge by 1998, but this is not the policy being adopted for coast and beaches. There are currently 600 'significant' outfalls from which sewers discharge RAW SEWAGE into the tidal waters of our coats and estuaries.

You must join the 'battle on the beaches'. Write to your M.P. Modern technology and modern filtration plants can ensure that sludge and good water are effectively separated.

Get yourself a copy of the "1991 GOOD BEACH GUIDE" (£5.99 from M.C.S., 9 GLOUCESTER ROAD, ROSS ON WYE, HR9 5BU.

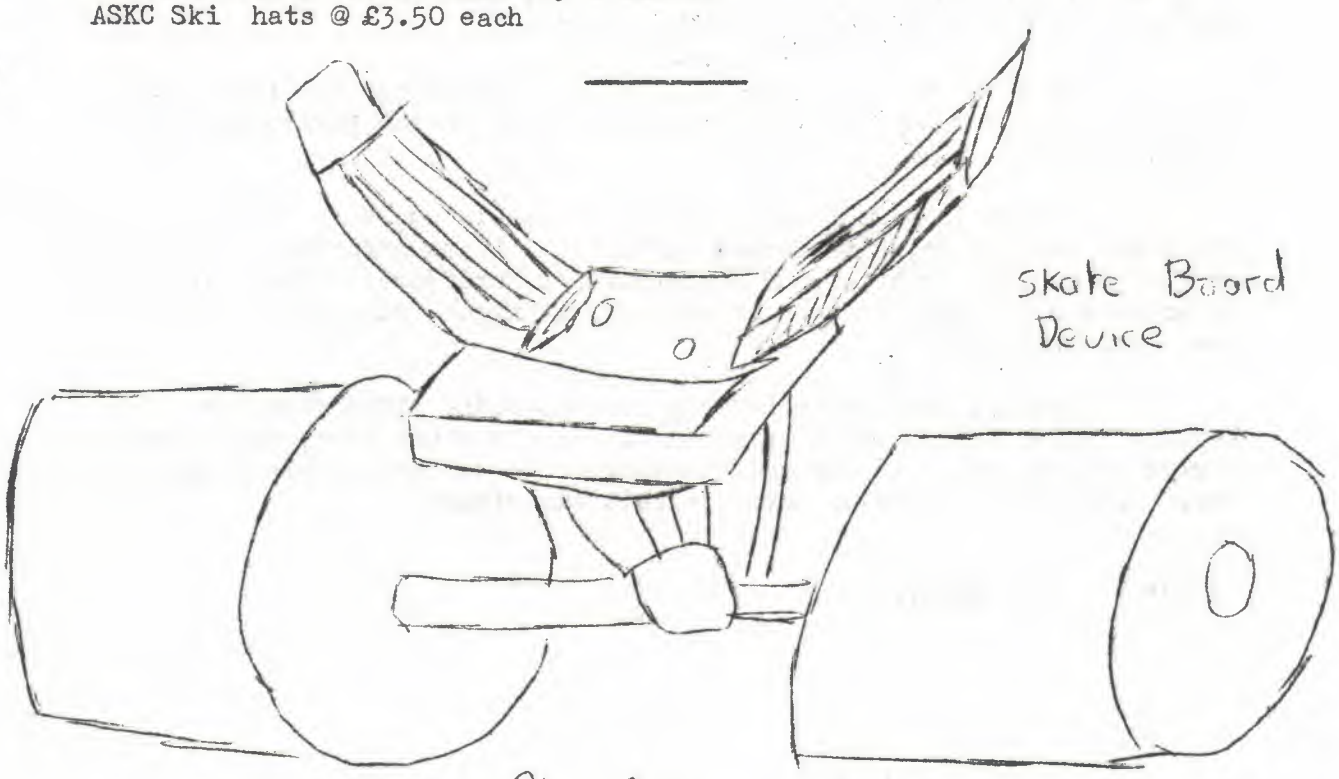
Make a fuss about dirty beaches and polluted seas. Have your friends make a fuss. Local papers love taking on such causes, write to the editors.

Looking over this editorial it comes over as a gloomy and depressing piece of writing. Of course we all know just how beautiful and inspiring the Farne Islands and the rest of our coastline are. We are some way from inflicting serious damage - the situation is reversible. Much may depend on our individual efforts.

Finally - a great idea from Dick Faulder who is a member of the ASKC of course and is also BCU Southern Region Sea Touring representative Dick wants to promote the activity of sea kayaking. He suggests that members of the ASKC use the ASKC Address List (the pink booklet) and on Sunday, 6TH OCTOBER 1991, make contact with their local ASKC members to arrange a meet. Dick says "members should contact one or more neighbours to arrange a paddle together, and, as a bonus, if each invited a guest of similar ability, but not necessarily with sea experience, it would expand the interest in Sea Touring". Phoning is one way but I do not publish phone numbers - so write in the week before 6th October. It's a great idea - go for it!! Do let me know how successful you have been - I'll publish details.

A.S.K.C. SHOP

Anglesey Sea Kayak Symposium 1991 Poster £1.50
Ties @ £6.00 each
ASKC stickers @ 35 pence each
ASKC letter headed notepaper @ 50 pence per ten sheets
6th International Sea Kayaking Symposium Report @ £1.00 each
T-shirts - small/medium/large/X large @ £5.50 each (in yellow or black)
Sweat shirts - small/medium/large/ Xlarge @ £11.50 each (in yellow or black)
Book, QAJAQ by David Zimmerley @ £12.00
ASKC Ski hats @ £3.50 each



See Pete Buttons article

OF SOLO PADDLING, SKATEBOARDS AND MANY OTHER THINGS
By PETE BUTTON OF SUNDERLAND

I feel I must write with some ideas that I used or came to me during a recent spur of the moment trip to Norway.

The kayak I have is a Howard Jeffs YNYS, that performed absolutely brilliantly throughout the whole trip; why don't more designers put more time into making boats to suit paddlers, and the fitting out rather than worrying about the specific gravity of a paddlers bum. Some of Howards' features seem so obvious but no-one else seems to have them, e g , access to the middle compartment from a third hatch placed so you can get in to it whilst sitting in the seat, a front pump and the compass where you can see it while you look where you are going.

The major problem with the YNYS is that being Swedish form it is an absolute pig to carry especially when it is full, knowing that I was going solo and there would be a lot of carrying involved. I tried to borrow a set of wheels that my friend Martin had recently been writing about for a canoe mag.; unfortunately I was too late and someonce else had got them. I thought of buying a set but they were about £50 more than I would spend, so a bit of thought and an hour in the garage I came up with this.

By taking one of the trucks off my skateboard and screwing a piece of ½" ply to it the same size as the top of the truck, then bolting to this a strip of bar bent to the shape of the hull of the kayak near the skeg box. A roof rack strap then through a hole in the ends of the bar and some padding on the bar and it was complete. A quick test on the road and it worked fine, by leaning the boat it was even possible to steer the boat as you pushed it along like a wheel barrow. The finished device worked very well on roads and ferries but obviously did not work on rocks or beaches, and stored on the back deck very neatly behind the back hatch. There are some great possibilities that with two or more people using these on a trip and a screw driver much fun could be had with driftwood skate boards.

On other matters solo paddling is a great way to travel and more thought should be given to training people in the physiology of paddling alone.

Norway is also a superb place to paddle and very easy with North Sea Ferries going to Bergen and coastal boats offering a way to or from the great areas around Sognefjord or Nordfjord. With daylight 24 hours a day I paddled much of the time at night, when conditions were generally good.

Lastly, has anyone had any success using kites with sea kayaks. I've tried with a parafoil kite and a stunt kite, both have worked but not yet with enough stability to be of serious expedition use. I'd like to know of anyone else's experience.

Refer to sketch at end of editorial

S.O.S. ENVIRONMENT

"Every second and a half ..... welcome to the human race! Standing room only - shall I save you a place?"

If you consider yourself unintelligent, don't read any further. Below I reprint 'A message to our 3½ billion neighbours on planet earth from 2,200 environmental scientists' which was the opening article and, along with the above title, was the theme of the special edition (July 1971) of the UNESCO Courier, from which it is taken.

Please read it at least once.

'A message signed by 2,200 scientists from 23 countries, addressed to their "three and a half billion neighbours on planet earth" warning of the "unprecedented common danger" facing mankind, was handed to United Nations Secretary-General U Thant at a simple ceremony in New York on May 11th, 1971.

To the six distinguished scientists who presented the message (reproduced in full on these pages) the Secretary-General declared: "I believe that mankind is at last aware of the fact that there is a **delicate** equilibrium of physical and biological phenomena on and around the earth which cannot be thoughtlessly disturbed as we race along the road of technological development .... This global concern in the face of a grave common danger, which carries the seeds of extinction for the human species, may well prove to be the elusive force which can bind men together. The battle for human survival can only be won by all nations joining together in a concerted drive to preserve life on this planet."

Since it was originally drafted, at a meeting at Menton in France, the "Menton Message" as it has come to be known, has been circulated among biologists and environmental scientists in Europe, North America, Africa, Asia and South America.

The meeting was convened by a new, voluntary, non-governmental, transnational peace movement known as "Dai Dong". Literally the name means "a world of the great togetherness", a concept which originated in pre-Confucian China more than 2,500 years ago.

Among the 2,200 signatories of the Menton Message are four Nobel Prize laureates (Salvador Luria, Jacques Monod, Albert Szent-Gyorgyi and George Wald), and **such** famous names from the world of science as Jean Rostand, Sir Julian Huxley, Thor Heyerdahl, Paul Ehrlich, Margaret Mead, Rene Dumont, Lord Ritchie-Calder, Shutaro Yamamoto, Gerardo Budowski, Enrique Beltran and Mohamed Zaki Baraket.

Widely separated though we are geographically, with very different cultures, languages, attitudes, political and religious loyalties, we are united in our time by an unprecedented common danger. This danger, of a nature and magnitude never before faced by man, is born of a confluence of several phenomena. Each of them would present us with almost unmanageable problems; together they present not only the probability of vast increases in human suffering in the immediate future, but the possibility of the extinction, or virtual extinction, of human life on earth.

As biological and other environmental scientists, we do not speak to the feasibility of particular solutions to these problems, but out of our conviction that the problems exist, are global and inter-

related, and that solutions can be found only if we abandon limited selfish interests to the realisation of a common need.

THE PROBLEMS

Environmental Deterioration - The quality of our environment is deteriorating at an unprecedented rate. It is more obvious in some parts of the world than in others, and in those areas public alarm has begun to express itself, while in other areas environmental deterioration seems a remote and irrelevant phenomenon.

But there is only one environment; what happens to a part affects the whole. The most widely recognised example of this process is the penetration into food chains all over the world of poisonous substances such as mercury, lead, cadmium, DDT and other chlorinated organic compounds, which have been found in the tissues of birds and other animals far removed from the origin of the poisons.

Oil spills, industrial refuse and effluents of various kinds have adversely affected nearly all fresh and inshore waters around the worls as have sewage and organic wastes released in amounts too great to be taken care of by the normal recycling processes of nature. Cities are overhung with heavy clouds of smog, and airborne pollutants have killed trees hundreds of miles from their source.

Even more alarming are our continued and reckless ventures into new technological processes and projects (e.g., the supersonic transport and the planned proliferation of nuclear power plants) without a pause to consider their possible long-term effects on the environment.

Depletion of Natural Resources - Although Earth and its resources are finite and in part exhaustible, industrial society is using up many of its non-renewable resources and mismanaging potentially renewable ones, and it exploits the resources of other countries without regard for the deprivation of present populations or the needs of future generations

The Earth is already beginning to run short of some materials of critical importance to a technological society, and plans are being made to mine minerals from beneath the oceans But such efforts not only will require vast expenditures of money and energy (and our energy producing fuels are limits), but should not be undertaken before careful studies have been made of their probable effects on marine animal and plant life, also part of our natural resources and a source of high protein food.

Almost all of the world's well watered, fertile farmland is already in use. Yet each year, especially in industrialised nations, millions of acres of this land are taken out of cultivation for use as industrial sites, roads, parking lots, etc. Deforestation, damming of rivers, one-crop farming, uncontrolled use of pesticides and defoliants, strip-mining and other shortsighted or unproductive practices have contributed in an ecological imbalance that has already had catastrophic effects in some areas and over a long term may adversely affect the productivity of large sections of the world.

Even under the best of circumstances, the Earth could not provide resources in amounts sufficient to enable all people to live at the level of consumption enjoyed by the majority in the industrial societies, and the contrast between life styles dictated by extreme

poverty and those permitted by affluence will continue to be a source of conflict and revolution

Population, Overcrowding and Hunger - The present population of Earth is estimated at 3,500 million people, and calculations, based on success of present population control programmes, put it at 6,500 million by the year 2,000. There have been some optimistic predictions that technological and natural resources can be developed to feed, clothe and house far larger populations than this.

The immediate fact is, however, that as many as two-thirds of the world's present population are suffering from malnutrition and that the threat of large scale famine is still with us despite some nutritional advances. Pollution and ecological disruption are already affecting some food sources and frequently efforts to raise nutritional standards are themselves polluting.

Moreover, population figure are misleading, since they do not take into consideration the factor of consumption. It has been estimated that a child born in the United States today will consume during his lifetime at least twenty times as much as one born in India, and contribute about fifty times as much pollution to the environment. In terms of environmental impact, therefore, the most industrialised countries are also the most densely populated.

Man's need for space and a degree of solitude, though difficult to state in precise terms, is real and observable. We do not live by bread alone. Even if technology could produce enough synthetic food for all, overcrowding produced by ever-rising populations is likely to have disastrous social and ecological consequences.

War - Throughout history there has been no human activity so universally condemned and so universally practised as war, and research on ever more destructive weaponry and methods of warfare has been remitting.

Now that we have achieved the ultimate weapon and seen its potential we have recoiled from its further use, but our fear has not kept us from filling our arsenals with enough nuclear warheads to wipe out all life on earth several times over, or from blind and heedless experiments, both in the laboratory, and in the battlefield, with biological and chemical weapons. Nor has it kept us from engaging in "small" wars or aggressive actions that may lead to nuclear war.

Even if a final, major war is avoided, preparation for it uses up physical and human resources that ought to be spent in an effort to find ways of feeding and housing the world's deprived people and of saving and improving the environment.

It is clear that it is insufficient to attribute war to the natural belligerence and mankind when men have in fact succeeded in establishing at some points stable and relatively peaceful societies in limited geographical areas. In our time it is apparent that the dangers of global war focus at two points:-

(1) the inequality that exists between industrialised and non-industrialised parts of the world, and the determination of millions of impoverished human beings to improve their lot;

(2) the competition for power and economic advantage among anarchic nation-states unwilling to relinquish selfish interests in order to create a more equable society.

Stated thus, the problem seems almost insoluble. Yet mankind has demonstrated improbable resources of adaptability and resiliency in the past and perhaps facing what may well be the ultimate challenge to its survival, it will confound our fears once again.

WHAT CAN BE DONE?

The preceding is only a partial listing of the problems that confront us and makes scarcely any attempt to describe their causes. We really do not know the full dimensions of either our problems or their solutions. We do know that Earth and all of its inhabitants are in trouble and that our problems will multiply if we do not attend to them.

In the 1940's when it was decided to develop the atomic bomb, the United States appropriated 2,000 million dollars and brought experts from all over the world to do the job in two years. In the 1960's preoccupied with the race to the moon, the United States spent between 20,000 and 40,000 million dollars to win the race, and both the Soviet Union and the United States continue to spend thousands of millions of dollars in space exploration.

Certainly massive research into the problems that threaten the survival of mankind deserves a higher priority than atomic or space research. It should be begun at once on a similar scale and with an even greater sense of urgency. Such research should be paid for by the industrial nations, which are not only financially best able to carry that burden, but themselves are the principal users of resources and the major polluters, but it should be carried out by qualified men from all countries and various professions, unfettered by restrictive nationalistic policies.

Because the crisis is so pressing, however, we urge that the following actions be taken even while research is going on. We do not offer these as panaceas, but as holding actions to keep our situation from deteriorating past the point of no return.

A moratorium on technological innovations the effects of which we cannot foretell and which are not essential to human survival. This would include new weapons systems, luxury transport, new and untested pesticides, the manufacture of new plastics, the establishment of vast new nuclear power projects, etc. It would also include ecologically unresearched engineering projects - the damming of great rivers, "reclamation" of jungle land, undersea mining projects, etc.

The application of existing pollution-control technology to the generation of energy and to industry generally, large scale recycling of materials and in order to slow down the exhaustion of resources, and the rapid establishment of international agreements on environmental quality, subject to review as environmental needs become more fully known.

Intensified programmes in all regions of the world to curb population growth, with full regard for the necessity of accomplishing this without abrogation of civil rights. It is important that these programmes should be accompanied by a decrease in the level of consumption by privileged classes, and that a more equitable distribution of food and other goods among all people be developed.

Regardless of the difficulty of achieving agreements, nations must find a way to abolish war, to defuse their nuclear armaments, and

to destroy their chemical and biological weapons. The consequences of a global war would be immediate and irreversible, and it is therefore also the responsibility of individuals and groups to refuse to participate in research or processes that might, if used, result in the extermination of the human species.

Earth, which has seemed so large, must now be seen in its smallness. We live in a closed system, absolutely dependent on Earth and on each other for our lives and those of succeeding generations. The many things that divide us are therefore of infinitely less importance than the interdependence and danger that unite us.

We believe that it is literally true that only by transcending our divisions will men be able to keep Earth as their home. Solutions to the actual problems of pollution, hunger, over-population and war may be simpler to find than the formula for the common effort through which the search for solutions must occur, but we must make a beginning.

If our environment is to be preserved, socialogists, scientists, economists and each member of the public will have to spend a little more time, like Wordsworth, "On man, on Nature and on Human Life, Musing in Solitude".

Or to put it another way, 'Owing to lack of interest, tomorrow has been cancelled'.

POOLE HARBOUR CANOE CLUB invites all sea kayak paddlers to come and race or potter around Poole Harbour on Sunday 15th. September, 1991.
It is our annual Marathon Race for all sorts of kayaks from Racing K 1s K 2s to short plastic bath tubs.
There is an Open event for sea kayaks - a 15 mile course starting and finishing at Rockley Point Beach.
Loads of food and prizes, and the chance to show K boat paddlers what real kayaks are about.
Entry fee £3.00 per parson (£4.00 if not a B.C.U. member - sorry, insurance purposes).
Briefing approx 11.30 am.
Full details from: Rose Purkiss, 24, Green Road, Poole, Dorset, BH15 1QW
Tel No. 0202 671617

* *

From: Paul-Henri Pion, 15 Rue G Farel, 92400 Courbevoie, France
10th June 1991

As a new subscriber, I am very impressed by the high scientific level of the newsletter Sometimes I wonder if I should not cancel my subscription because I have difficulty in understanding some of the topics discussed.

But it is also pleasant: when I read some articles I travel through space - due to expedition reports - or through time: when I read some scientific articles I travel through the past when I was a physics student. At that time some friends of mine and I took pleasure in trying to explain some matters scientifically when it was obvious that we had not fully understood the teaching of the previous days or that we should have waited some years to study the matter we were discussing. And I remember also that I decided to stop my physics studies at the time I compared the power ot a screw-propeller, a paddle-wheel and a sail applied on the same hull.

It was then I realised I was killing all the magic of sailing I held in the deepness of my being. And for me, kayaking is like sailing: magic.

And like a child I would like to ask you, readers, paddlers and scientists from over the channel and from the world, some questions I was hiding from me before I read the newsletter:-

(1) How many bulkheads should we put in a kayak to compare it with a tanker?

(2) Why bulkheads or no bulkhead? I have travelled for years in kayaks like the Klepper or the Nautiraid and never thought I should have bulkheads since there was inflatable buoyancy along the freeboard. And when I borrow a kayak of another kind I only check that it is equipped with enough foam to maintain it afloat and horizontal.

(3) Why not only rely on the expanded foam at each end of the kayak since, in the case of a leak, I will - with or without bulkhead - swim alongside the kayak until I have repaired it from inside the water if I can't land quickly?

(4) What is true?

(a) The hull of a vessel can be designed to have the centre of buoyancy of the entire boat over the centre of gravity.

(b) On a boat, the centre of buoyancy is always beneath the centre of gravity so that there always is a potential desiquilibrium, but as the boat leans the centre of buoyancy moves quickly - in the shape of the hull as the balance of the forces of the water applied on the hull changes its application point - so that the desiquilibrium has very few chances to occur.

(c) The designer of my boat is so lazy that he has not put any centre of gravity on my boat, as an old seaman told me.

(d) A kayak is a kayak and can't be compared with motor vessels or large size vessels of any kind.

I would be very grateful to you, readers of these few words, if you could answer my questions with very simple words, and would be even more grateful if the form of words you use respects the marvellous nature of the kayak.

Thank you very much indeed. I will take great pleasure in reading your opinion in this interesting newsletter.

Thank you John for the last issues of the newsletter you sent me and for all the jobs you are doing for us, paddlers of anywhere .... and nowhere.

REVIEW by O. J. LUDLOW

WEST HIGHLAND SHORES
by MALDWIN DRUMMOND
223pp; Adlard Coles Nautical; 1990
Price: £19.95

Maldwin Drummond has spotted a gap in the available guidebooks to the West Coast of Scotland. Guidebooks for the landsman there are in plenty, covering every aspect of history, geography and wildlife that one could need. There are also numerous sailing directions for the yachtsmen, giving detailed advice on pilotage among the islands and sea lochs of this enchanting area. West Highland Shores attempts to provide the background information (historical and horticultural) that is not found in the Pilots, and would otherwise require an onboard reference library.

The book is divided into chapters dealing with the development of sea travel, the castles of the West Coast, places with religious or mystical connections, the famous gardens of the area, and the travels of Bonnie Prince Charlie. Each chapter has numerous lively illustrations by Christopher Chamberlen, and there are five maps showing the locations of all places mentioned in the text. In addition to all the fascinating information about each chosen site, the book gives pilotage notes for entry to the nearest anchorage, and a list of the other places of interest nearby. The pilotage information is of doubtful value, as no sketch charts are used and the detail given is sometimes inadequate. All users of the book would also have to possess the C.C.C. Sailing Directions, and would presumably follow their well-respected instructions, rather than Mr Drummond's.

West Highland Shores deserves to be successful. I suspect that within a few years most regular cruising yachts in the area will have a well-thumbed copy. It could perhaps be improved by omitting most of the pilotage detail and giving more information about nature reserves, wildlife, the best beaches, and other points of interest to the cruising family.

From: David Pemberton, 10 Wheatley Road, Isleworth, Middlesex TW76/H

Request: For an article/information on 'Camera Fixtures' to a kayak deck (stern and bow).

Also helpful tips for obtaining good photographs from a kayak.

From: Alex Paterson, Hillingdon, Middlesex

Thanks for the back copies of the newsletter, they made interesting reading, especially some of the technical articles. Having said that they did raise a couple of ideas which I'd like to put forward to see if there is any response.

I, like several others, do nowhere near as much sea canoeing as I'd like owing to work (shifts kill any weekens away), family (the eldest of my children is $5\frac{1}{2}$) and church (at the risk of being offensive I still think Jesus would have used a Nordkapp) ..... think about it.

First of all though I have a query. Can anyone give me any suggestions for making sea canoeing a family event. I do feel that whilst there is a very special kind of freedom associated with paddling at sea that it could, with a little thought, be shared with our families. I know one answer is a large double kayak like the Aleut II but has anyone ever tried to put two young children AND a baby in one. Otherwise has anyone got any ideas, if so then I'd gladly answer any letters sent. Anyway why should placid water canoeing have a larger share of the family involvement than sea canoeing?

Secondly, First Aid Kits. I know everyone has their own preferences but again I'd welcome ideas along the KISS (Keep It Short and Simple) principle. My experience is limited to patching people up after fights whilst waiting for an ambulance or after a major traffic accident, both involve penetrating wounds and a lot of blood so I've always avoided small wound dressings as they can't cover big holes but a big dressing can cover a small hole, also big dressings can double as a sling or support for a sprain. Carrying stitches (sutures) is an unnecessary masochism for anything other than extended wilderness trips, or is it sadism?, simply because a large open wound should not be stitched shut unless you can clean it and examine for internal injuries first, a small wound is as effectively dealt with by strapping, repeatedly if necessary. Having said that I'm no expert and I'm always looking for more ideas.

Thirdly the suggestion: with all the talk of self rescue and paddle supports, re-enter and roll and paddle wings, etc., has anyone considered fitting a small centre board to a kayak?

The advantages I can see are:-

(1) speed of use, a sharp tug on a small painter and it lowers;

(2) grip on the water is greater than a pair of paddles. It also has further to travel before it loses grip, e.g., leaves the water.

These two factors alone make a capsize a much slower event and therefore increase the likelihood of successfully re-entering the cockpit.

(3) It should lower the centre of gravity, like a ballasted keel on a yacht. I could be wrong here though because the extra weight below the hull is not a great deal, unless you ballast the centre board.

(4) Because the centre board is directly underneath the hull it cannot trip the kayak into a capsize, when broached, this simply as a result of having nothing that can bury itself into waves.

(5) Allied to (1) is ease of lifting after pumping out, no fiddling to slip paddles out and then under deck elastics in rough water.

The disadvantages I can see are:-

(1) It takes up space, even if fitted between the canoeists' legs;

(2) it would be extremely difficult to fit, except during initial construction, this I see as its main and almost overwhelming disadvantage;

(3) not something for the purists;

(4) adds weight, but not too much;

(5) changes handling characteristic of the kayak when lowered;

(6) the housing must be strong to prevent leaks caused by hardpoints, etc.;

(7) can get jammed with pebbles, like a skeg; and

(8) the hole in the bottom of the hull would cause some drag, I've no idea how much though.

Some of these disadvantages are minor compared to the advantages. I can't help wondering though what a large double sea kayak would be capable of with a small centre board, rudder and sail, very close to a racing dinghy but faster.

None of the above is in any way meant to be a critique of paddle supports or other methods of self rescue. It is simply an extension of their reasoning. If it has been discussed and kicked into touch, then I apologise for being an unoriginal bore, if not though, any comments, any ideas, any offers?

THE FIRST ANGLESEY SEA SYMPOSIUM

The first Anglesey Sea Symposium at the Anglesey Sea and Surf Centre was a major success, drawing some 160 sea paddlers, the biggest such gathering ever in Britain. They came from all over the country and also from many parts of Europe. Some came from Italy and a couple even flew in from Sweden in their own plane.

One lecturer had his car and all his slides stolen during an overnight stop on the way up and another was unable to attend through illness but otherwise everything went ahead much as planned. There were usually at least two lectures and a water session to choose from at any one time, the following being selected highlights from some of them.

Safety at sea was discussed by Dick Richardson. He stated that hypothermia results from cold, wet, wind, poor clothing and inactivity. Symptons begin with apathy, abnormal behavious, agression, slow response, clumsiness, stumbling, falling and eventual collapse, most of which were covered by what he had previously got into trouble for calling the YTS boy syndrome. Sometimes there are cramps, loss of sensation, paralysis, convulsions and visual disturbance. When the shivering stops, things are getting very serious. Reheating in a bath at comfortable elbow temperature as when testing a baby bath with the limbs out of the water is possible but risks setting off ventricular fibrillation. Otherwise, seek shelter, insulate, remove wet clothes and allow to gain heat slowly with minimal handling. Hot drinks should not be given as drowning may result. Rewarming the body core is best done with a cardiac unit. Remember that the only dead hypothermic is a warm one.

In immersion, sea state is the most important factor, together with water temperature, insulation and tactics. Use the Help position with legs crossed, elbows tucked in and hands in the top of the buoyancy aid to protect the big blood vessels near the surface. In rough weather, turn your back on the elements and cover the face with the hands to prevent drowning in the spray. Don't swim if not necessary as it wastes heat or just swim on the back using the hands. Secondary drowning is a risk up to 24 hours after rescue, especially when water is polluted. 10% of fatalities are due to the dive reflex, i.e , there is no water in the lungs.

Survival was covered by Nigel Dennis who called for a whistle and two big flares on the body (not in the kayak), to be fired off a few seconds apart and then a miniflare after ½-hour while waiting for the lifeboat, likely to take 1-2 hours to come. Most rescues take place at night when a lifeboat can pass 5m from a swimmer without seeing him and won't hear a whistle. A torch is needed or, preferably, a strobe armband. Orange exposure bags are useful and he introduced the Sno-Pac thermal protection suit although subsequent swim tests (including use by the first helicopter rescue victim on the Monday) were to show it not to be durable enough for a second use.

VHF radio is no good if it gets wet and is intermittent in waves. He is considering equipping the ASSC with mobile telephones so that he can sit in the water and dial 999 or call the centre to tell them when to get the kettle on.

Wind, waves and shoreline was sponsor Frank Goodman's topic. He listed parameters which affect wave size as wind speed, fetch and duration. Beyond 160km/h, 1,400km and 2-3 days respectively the waves

do not get any bigger. Long waves move faster. A 4m wave (the length of a slalom kayak) goes at 9km/h while a wave twice that length travels at 35km/h. Waves move at twice the speed of the energy source, front waves dying out and new ones forming at the back.

The Hawaiian wave goes from 150m to 1.5m instantaneously and the top continues at the same rate while the trough slows down. Big swells outstrip the wind speed.

In a bay with oneshore waves, refraction spreads the energy over a longer length. Sandy beaches are low energy beaches. Don't set off from a bay if you are not prepared for bigger waves further out. Complex waves and clapotis form off points and this is where people fall out. To avoid the chaos stay out by a distance the length of the cliff causing the problems.

Weather was explained by Anne Fleck. Ragged edges indicate dying clouds. A warm front is a stable time to be on the water although low level cloud breaking up in the warm sector is associated with rain. Cold fronts are much more active. When cracks begin to appear in the clouds it may be taken as an indication that the weather is clearing up.

The keynote lecture was presented by George Dyson, effectively a brilliant synopsis of his book Baidarka, using the same pictures, but absolutely enthralling for his audience. This is the man who bought 14km of aluminium tubing and is now steadily turning it into baidarkas. A person bubbling with ideas and enthusiasm, he has enormous admiration for the baidarka design evolved over 9,000 years and is lining up a 10km sprint champion to do some speed tests to see how current models compare with the boats which gave such notable performances as recorded in the logs of old sailing ships. An Americas Cup design which had only 9/11 the drag of a conventional yacht but was dropped as being too radical bears a marked resemblance to the bifid stem of the baidarka. Flexibility as built into some of the old baidarkas with bone articulated joints has yet to be fully re-examined. It's just that we have yet to discover a covering material both as tough and as flexible in two dimensions as seal skin.

Night paddling was covered by Howard Jeffs in a darkened room. Light sticks are good for groups and retroflective tape is invaluable, the 3m x 25mm wide kind, not the honeycomb textured sort which falls to bits in sea water. Don't use bright lights which blind everyone but an orange cloth cover on a head torch is useful, as is a torch dropped into the rear buoyancy aid pocket of the group leader to act as a marker. Even during the daytime, take care at the backs of caves where it is rougher and harder to find capsized paddlers.

Tide races and overfalls were Nigel Dennis' second subject. Tide races should be treated with respect, waiting for the slack if necessary. They are potentially very dangerous when it is windy but smaller and safer on neaps. If there is no swell, the safest place to cross a race is at the point. A good sea paddler should be able to surf and ferry glide in his sea kayak, practising when he can. It is not necessary to use a sea kayak to gain experience, a slalom boat being much easier to begin with.

BCU awards were explained by Pete Midwood. The Star tests are tests of ability to perform certain strokes. The Proficiency awards are about ability to take part in or lead a trip. The Coaching awards are about teaching and examining and the Lifesaving awards form

a final strand. The awards are recognised by education authorities and such organisations as the Scouts. The BCU have an insurance scheme for coaches as long as they are not working for gain.

Expedition planning by John Ramwell was a compendium of the other lectures, expeditions being the raison d'etre of sea canoeing. Be smart and professional when seeking sponsorship. Checklists are a way of controlling logistics. Don't underestimate insurance requirements, don't skimp and read the small print, using specialists such as Twickers World. Bucket shops are useful for cheap fares. OS maps are all that are needed for coastal work. First aid kits can largely be improvised; more often it is a case of knowing what not to do. John has no confidence in flares, preferring VHF. Finally he defends anyone's right to paddle solo. If you want the full story of what he packed into his hour you will need to buy the book, due out this year.

Travel tales were related in three concurrent lectures. Andy Fleck covered ten years of sea paddling including Newfoundland, Japan, the Galapagos and the Færoes. Derek Hutchinson featured a crossing of the North Sea with imaginary slides and a great deal of mirth. Bill Taylor covered the western side of the British Isles, just part of his book Commitment and Open Crossings.

Helicopter rescues - An RAF rescue helicopter carried out a series of exercises in Porth Daffarch, including lifting a swimming from the water and a patient off a kayak raft. Afterwards it buzzed all paddlers who wished to experience the downdraught. We counted 18% swimming in addition to those forced to roll, some saying later that the downdraught had prevented them from rolling up. It was interesting to note that the two paddlers in Dancers amongst the sea kayaks appeared not to have any problems.

Paddlers and a helicopter crew member later met to discuss issues arising. The rescurer pointed out that the helicopter may not be able to see you, even if you can see it, so carry some form of location device, a flag or flare. Miniflares are useless. In bright light, wave a paddle as anything moving attracts attention, fishermen even claiming black is a good colour. Strobes are brilliant in poor light. Survival bags will blow a kayak away and could be sucked up into the rotor blades. On reaching the helicopter, don't reach up as the raised arms will allow you to fall out of the harness, as has happened. (A member of the audience warned about not using hooks on buoyancy aid rescue harnesses.) Being a RAF man, he intimated the problems if you are unlucky enough to be rescued by the Royal Navy. Let the strop from a Sea King discharge before touching it as the static can kill. He also warned that Bristows, used by the Coastguard, have one helicopter with all the state of the art gear but it is based at Stornoway. Any met in this part of the world would not be so clever.

Finally, if someone says that canoeists are in trouble, the RNLI have to assume that is the case. If you don't want to be rescued please be tolerant with those trying to do so.

The week continued with several days of coaching, paddling trips and a circumnavigation of Anglesey in increasingly amenable weather.

CANOEING IN ARGENTINA
by Jorn Werner Forwerk

Reprinted with thanks from 'SeeKajak', journal of the German sea canoeing association, Salzwasser Union. Translated by Hans Svennsen.

The Beagle Channel is situated at the southern most extremity of South America and forms a narrow channel between the Isla Grande de Tierra del Fuego and a few smaller islands, as for example, the Isla Navarino or the Isla Hoste. The Channel is between 2 and 10km wide and lies about 150km from Cape Horn.

I was apparently the first, so it would appear, to canoe the Beagle Channel in its full length in both directions. The Channel is approximately 200km long and almost completely unpopulated along its coast.

Now the trip itself: I started on 28th January 1989 from Ushuaia (in Argentina) and headed east to Puerto Williams (Chile) which is about 40km. On arrival in Puerto Williams I had to wait three days for my permit. Then I continued along the coast of the Isla Navarino accompanied continuously by winds of Force 6.

I quickly learned the importance of making my own weather prognosis. The 'South American Pilot' was correct: the weather in these latitudes changes ompletely within half an hour. One's life depends on the accurate interpretation of clouds formations. From a village named Puerto Toro I started the circumnavigation of the Isla Picton, which, because of a fast appearing storm, nearly saw the end of me. I capsized in rolling waves of 5-6 metres. I realised again that a sea kayak with a long keel line, heavily loaded in heavy seas cannot be easily moved to a different course. I was unable to turn my bow i into the wind. Another problem arose in the form of kelp that can be 200m long, as thick as a man's arm and which can become a death trap in heavy seas.

Luckily the next day was somewhat calmer, so I was able to leave the steep coast of the island and clear the area of kelp.

I then arrived at the eastern most end of the Beagle Channel and was prepared from then on to paddle continuously against the wind. That is exactly what happened. I got fed up with constantly having salt water in my face. After three hours paddling and despite a Zolzer spray cover, there was 30 litres in the boat and in the evening I had to contend with earaches due to the wind. But I didn't give up that easily: I fought exactly nine days against the storm, until I reached the western part of the dramatically narrowing Beagle Channel. The mountains here were up to 2400m high with the result that clouds followed the path of the Channel. It must be mentioned that impressive glaciers reached down to the waterline; it felt like the end of the world, which probably wasn't far away ...

After spending three days in an Indian camp it was time to return to Puerto Williams but this time with a following wind. It was here too that one has to officially sign out For the return journey I needed almost half the time. I had a little extra time to linger watching the antics of sea lions, the effortless gliding of albatross and in the evenings 'following' Condors into the mountains. Unfortunately I didn't see any whales but the reason for this became obvious: a large whale would have had little chance in this underwater kelp.

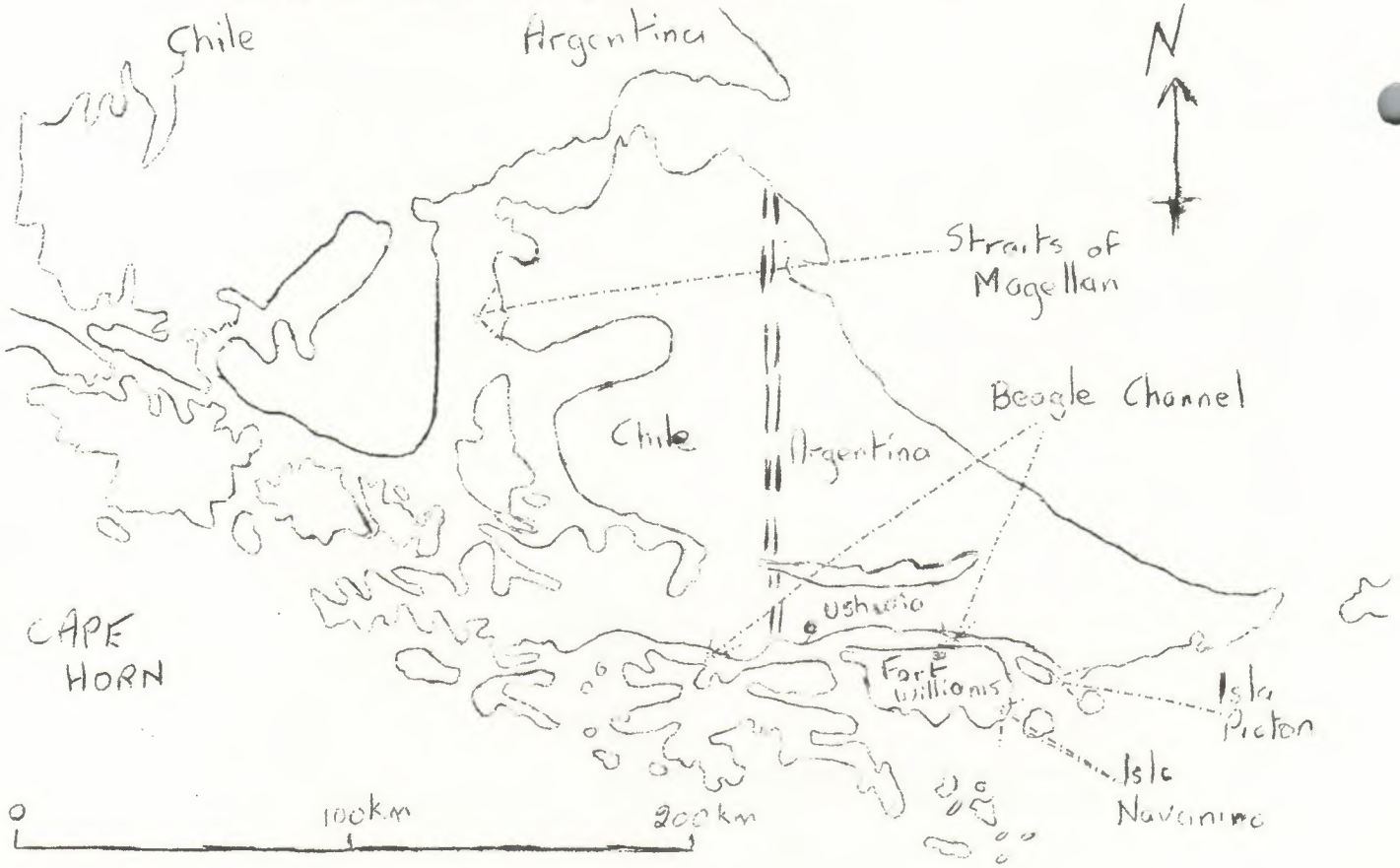
However I was happy to have as constant companions groups of penguins, some of which came within a few metres of the boat. One evening I came upon a family of sea lions obviously asleep on the water. I came so close I could hear them breathe. I have photos as evidence, to disprove the arguments of our friends from the National Parks Tidal Flats, that a kayak's presence in the tidal flats constitutes an unwelcome intrusion. Finally I would like to mention that a month long expedition in an unpopulated area carries a high risk; this is why I must dissuade anybody from undertaking a similar trip in this area alone. For me it was the first and last time that I took such a risk.

Last but not least I would like to express my heartfelt gratitude to the Argentinean Kayak Club which helped me with a sea canoe and which enabled me to undertake this expedition. I would also like to say a few words of appreciation and thanks to the Chilean Navy who were very helpful in providing provisions, weather reports and not showers. The Navy has wireless stations every 60 km along the coast which are manned by two operators each. I was instructed to report to these stations so that they could look out for me in case I went missing.

Equipment: Nordkapp kayak, two hatches, hand operated Lanzpump (Argentine copy, very efficient). Argentinean wooden white water/down-river paddle. 'Pelastik' breathable dry suit. Neoprene gloves (recommended with water temperatures of 3-5° C.

Food: All food was bought in Ushuaia. 10 kg potatoes, 5 kg onions, 5 kg cornflour, 2 kg margarine, 1 kg flour, 1 kg rice, 4.5 kg salami, 16 tins tomatoes, 1 kg honey, 1 kg jam, 1 kg coffee, 1 kg sugar, 3 kg milk powder, 2 kg dried fruit. Provisions were calculated to provide 4000-5000 calories daily.

Medicine chest: Mineral-glucose powder, strong pain killing tablets, cream against frostbite/sprains/stretched ligaments, etc. Bandages, band aids, triangular bandage (sling), scissors, cotton swabs, antiseptic, antibiotic salve, Nivean salve.



The Canoeist's Hymn
(adapted from the Angler's Hymn by E. B. Totty)

Man's life is but vain for 'tis subject to pain
And sorrow, and short as a bubble;
'Tis a hodge-podge of business, money and care,
And care, and money and trouble.

But we'll take no care when weather proves fair
Nor will we vex now though it rain,
We'll banish all sorrow, and sing till tomorrow,
And paddle and paddle again

Timelessness of Things

To a man in a canoe on a river, his present is the reach he is paddling in, his past is the reach behind him, and his future the reach ahead of him. But to a man looking down from an aircraft, the canoeist' past, present and future is all present.

(Dunne - but adapted by E. B. Totty)

The Sea Traders

(A review by E. B. Totty with extracts from the Emergence of Man: The Sea Traders by Maitland A. Edey and the Editors Time-Life Books Inc.)

"With the invention of the ship, the seas ceased to be a barrier to man and became his highway. For a thousand years (from 1200 to 146 B.C.) the masters of that road in the western world were the Phoenicians. How they achieved - and lost - that mastery is the theme of "The Sea Traders"."

"The Phoenicians earned a reputation as concummate seafarers, traders, travelling artisans, explorers and shipwrights of their day. The entire Mediterranean was their bazaar, and yet there never was a principality nor a kingdom known as Phoenicia. Phoenicia was really a collection of independent city states. Business was their business, not empire. But in their activities as traders, they formed a network of trading posts along the shores of the known world, meanwhile surviving the buffetings of their more powerful neighbours."

"Out of this patchwork of evidence comes a picture of the temples and warehouses, the shipyards and council chambers, the dyeworks and the extraordinary deep tomb shafts of these wily and durable sea traders. Contemporaries of the Phoenicians, the great men of that old world come to life; Nebuchadnezzar, Solomon, Sennacherib, Xerxes and Alexander the Great, who sometimes traded peacefully with them, at other times sacked their cities."

"Frustratingly enough, though the Phoenicians had a large hand in the development and spread of the modern alphabet, they have left us with almost nothing in the way of written records to satisfy our curiosity about them. Who they were and what they did is only now beginning to emerge clearly as a result of much painstaking archaeologi-

cal research. This book traces that effort; to the Mediterranean sea bottom, where underwater archaeologists have discovered the only known Phoenician trading vessel; to Sarepta, a forgotten sea port site, now rediscovered, and invaluable because it is the only known Phoenician town not now covered by a modern city; to the ancient Cannanite metropolis of Ugarit, whose hoard of clay tablets gives glimpses of the origins of the Phoenician religion, a harsh faith of multigods and infant sacrifice; to the hills back of Sidon where tombs have yielded up stunning contributions to our knowledge of the Phoenician art and burial customs; to Tyre, the richest trading centre of the ancient world; to Carthage where Phoenicians went west to found an empire that failed."

They were great seamen. "What is most impressive about their recorded voyages is that nothing like them was attempted by any of their contemporaries. No one else, it seems, had the energy, the daring and the skills to pull them off. The Phoenicians combined these qualities, and on top of that they must have been tough - hard pragmatical men who vanished over the horizon, not for romance, but because there was gold or ivory there, or because the elements took them."

"It must be remembered that they were living in a rough world where everybody grabbed his when others were not looking." (One wonders whether we have made very much progress in this respect!)

"Dramatic as the great voyages of discovery may have been, it was the slow day-to-day poking about the Mediterranean that kept the Phoenician mercantile enterprise ticking, its "tubs" a common sight in almost every civilised port - and some not so civilised."

"An exception was the Agean. The Phoenicians had an early try at penetrating that sea They were already well established at several places in Cyprus, and they went on from there to set up trading posts in Rhodes and even in Crete. But their toeholds were quickly trampled on by the Greeks, and any hopes of a real presence in the Agean had to be abandoned for the time being."

"The Mediterranean, by contrast, was wide open to them, with its pot of Spanish metallic treasure beckoning at the end of a 2,300 mile watery trail to the west. It is quite possible to follow the westward movement of the Phoenicians by keeping an alert eye for the kind of places along the coasts that their captains might have chosen as good overnight anchorages, each one just about 30 miles beyond the last." This would seem to be just about right for a canoe expedition, a voyage of discovery, especially for those interested in archaeology, following their route.

"One strategic spot for the Phoenicians was the bottleneck between Sicily and North Africa, a narrowing of the Mediterranean that served to separate the western half of that great inland sea from the eastern half. The Phoenicians took every precaution to ensure control of the bottleneck by establishing strong settlements in three places: on the island of Malta, which commanded the eastern approaches to the bottleneck, at Carthage where the African coastline juts out close to Sicily; and at the nearest Sicilian point opposite, especially at a small fortified island named Motya at Sicily's western tip. So entrenched, the Phoenicians could keep the Greeks, their chief competitors, out of the western Mediterranean and reserve the Spanish metal trade for themselves."

As to the exact date for all this, reference has to be made to the writings of Homer and Thucydides, and the two great epics, the Iliad and the Odyssey. But it seems certain that they thrived until the Greeks began to drive them out some time in the 700 century B.C.

Although most of their voyages were to their trading posts all round the Mediterranean it is also known that at least one of their expeditions went north out of the Pillars of Hercules (the Straits of Gibraltar), across the Bay of Biscay, around Brittany and on to the British Isles, and it is believed to Cornwall to trade in metal.

Another of their expeditions was to circumnavigate the continent of Africa over a period of three years - a feat not to be repeated for 2,000 years.

"The Sea Traders" is a fascinating book with many colour plates and line drawings of ships of that period, and a mine of information to anyone wishing to find out more about the Phoenicians and their ships. Its 160 pages are fully indexed and include a comprehensive reading list for further study, and an informative time flow chart that helps position this milestone in man's development with earlier and later achievements. It was published in 1974 by Time-Life Books Inc. of U.S.A. The third English printing was 1978.

It is a book that any sea kayaker should have in his library.

From: FERNHURST BOOKS, 33 Grand Parade, Brighton, East Sussex BN2 2QA

PRESS RELEASE

A comprehensive introduction to the
joys of sea kayaking
Endorsed by the British Canoe Union

SEA KAYAKING - Nigel Foster
Publication: 25 April 1991 Price: £9.95 paperback

For centuries Eskimos have used kayaks as their main form of transport. The modern fibreglass sea kayak is similar and is ideal for exploring the coastline and observing wildlife at close quarters. You can even stow your camping gear in the hull and take off on lengthy expeditions.

Nigel Foster, the well-known and innovative sea kayak expert, provides in SEA KAYAKING a detailed, up-to-date guide to this increasingly popular, magical sport. The book assumes a basic level of canoeing skill (as detailed in the author's CANOEING: A BEGINNER'S GUIDE TO THE KAYAK). Information is given on choosing and using equipment, and it shows you how to handle your sea kayak in all sea conditions in safety. Tides and chartwork are included; also weather, navigation, surf technique, expeditioning and night paddling. The book is illustrated throughout with specially taken action photosequences.

NIGEL FOSTER is a British Canoe Union coach and examiner. With his wife Sharon he runs a sea kayaking school in Wales. He was t the first person to circumnavigate Iceland in a kayak, has crossed the Hudson Strait solo and led numerous expeditions.

SEA KAYAKING is published by Fernhurst Books at £9.95 on 25 April 1991.

NIGEL FOSTER is available for interview about his new book; please contact Sue Palmer on 0273 623174 for more information, photos, etc.

From: Appalachian Mountain Club, 5 Joy Street, Boston, Massachusetts 02108 617-523 0636

FOR IMMEDIATE RELEASE

BOSTON-Appalachian Mountain Club Books is pleased to announce publication of Sea Kayaking Along the New England Coast by Tamsin Venn.

New England is an ideal setting for kayaking as it offers challenging water, historic appeal, nature reserves and working harbors. Sea Kayaking Along the New England Coast is the first guide for this kayaking region.

Sea Kayaking begins with an introduction to the necessary equipment, clothing, techniques and safety tips, and then details 32 trips from the shores of Connecticut to Maine. Each trip description provides information on:

* Access, parking and launch and landing spots
* Trip mileage
* Chart and map references
* Tidal range, currents and caution areas
* Local wildlife and scenery
* Relevant harbor rules and land-use permissions
* Campsites
* Typical weather patterns

In addition to her own experience and research, the author draws on the expertise of many other native paddlers and kayakers to provide information never before compiled for New England kayaking. Whether you want information on day trips or month long journeys, Sea Kayaking Along the New England Coast is your indispensable key to kayaking adventures.

Tamsin Venn is a long time outdoor writer and editor for such publications as Skiing Magazine and North Shore Weeklies. Currently she serves as newsletter editor for the Boston Sea Kayak Club, contributing editor for Skiing Trade News and Boston editor for the Original New England Guide.