

# 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.

THE ADVANCED SEA KAYAK CLUB

NEWSLETTER No 106

NOVEMBER 1994

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#### Editorial

Autumn already, how the year has gone. Trust you've had a good summer and fitted in some interesting and/or simply enjoyable trips. The description 'interesting' as applied to sea kayaking conditions has always intrigued me. I hadn't thought of it until Guy - my paddling partner on a recent trip across the mouth of the Solway Firth - picked me up on it. We had an interesting trip, - 14 miles of open sea - Force 6 against tide with deteriorating conditions in both sea and visibility. We were both pleased to reach calmer conditions and on rafting up Guy admitted to it being a bit marginal. "Yes", I agreed, "It had been interesting". He laughed and asked why sea paddlers always referred to lumpy conditions as being 'interesting'.

One thing this trip across the Solway did check me up on was my complacency over navigation. My 'guestimate' of the time of high water as we left Scotland had me wondering whether the tide had turned or not as we approached the Cumbria coast, and with visibility changing rapidly as heavy rain squalls passed over it was not possible to use land ahead of us as a reference. It can be worrying when you are not sure whether you are moving forward or backward or just staying still!!

I am grateful for the trip reports that you are sending in. The down side is that more general material is awaiting publication. In trying to strike a balance between the two and because I am limited to 10 sides of A4 there is a small backlog of reports. Consequently if your is not within this newsletter, it will be within the next one. Having said this, I am still asking you to keep these reports coming in. Not only reports, but views, news and opinions. As I have said on many occasions - this newsletter is as good as you make it with your contributions.

I took the first chapter of my book (which Chris Childs is arranging to have published) on the history of sea kayaking and I have amalgamated it with John Brands' book on the historical development of sea kayaks. The result is a bound, perspex covered paper back of about 100 pages. I only have a few copies @ £5 each. When I get the opportunity I shall be improving on this booklet by incorporating amendments and additional material as recently sent in by Duncan Winning, Oliver Cock and John Dudderidge. I shall then be charging a more realistic price for it. Meanwhile, if you interested in having a copy of a 'first edition' - send a fiver with your order.

You may recall from the last edition of our newsletter that our name is to change in January next year from ASKC to THE INTERNATIONAL SEA KAYAKING ASSOCIATION. Though I will be retaining our logo, I am wanting a new layout for the front page of the newsletter. A free years membership is yours if you can provide a lay out to include our new title. Which reminds me,

the few ASKC shirts, ties, hats etc are still available and, though I need to sell them at the regular price (they've always been sold at zero profit) they will soon become collectors items!

Within this newsletter you will find the first mention of the International Meet planned for next year by Dave Ross and Mike Dales. I have already booked appropriate leave and I understand there is already a lot of interest. What the French can do at the Ile de re...we can do as well in Scotland! So it's hoped that many of you, particularly from mainland Europe, will plan to join this International Meet in one of the really beautiful sea kayaking areas of the world

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Pete Beard of No 2 Barbican Court, The Barbican, Plymouth, Devon, PL4 0EL writes.....

This winter I am to concentrate my tent sales on a "Kayak Expedition" model; it will be slightly smaller than the back pack type - length 7'0"; 34" floor at entrance with 62" front hoop. It packs very small & weighs 2 and half pounds.

I start production mid October as I am on an expedition myself for next two months.

I can give your Club a special price until January '95, i.e. £85.00. If interested your members should write to me and I will contact them this winter.

**ALEUT SEA 2**

Double skin construction - 2.14.45  
 4-point poleline - weight - 2 3/4 lb (1.25kg)  
 Detached in seconds -  
 with non-slip ground) Eaves (hardwood)

Supplied with:

£138.00

DESIGNED AND MANUFACTURED & DISTRIBUTED BY  
**PETE BEARD**  
 No. 2 Barbican Court  
 The Barbican  
 Plymouth  
 Devon  
 PL4 0EL ENGLAND

Supplied to members of the Royal Navy Mountaineering Team. 1990

From Henry Monaghan; 10, Caernarvon Close; Hornchurch; RM11 3QL  
 Dear John,

Please insert the following 'For Sale' notice in the next issue.....

"For Sale - ALEUT SEA 2 Good condition. Two front deck pumps, two extra hatches, large centre hatch model. Complete with specially made roof rack carrier. Regret sale due to illness. Only £750. Phone 0708 438994 (Essex

RECENT LETTER TO ASKC

From Jim Wightman; Malta Canoe Federation; . 30 Main Str; Zebbug;  
Malta; ZBG03

Dear John,

I am due to start a "disabled canoeing project" very soon and I hope that some of your members may have some experience and advice to share.

On the news front from this part of the world, although not the first crossing from Sicily to Malta, an Italian, Dr. Marco Musico paddled (escorted) from Licata in Sicily to Malta (100km), in almost 12 hours. Marco has made many similar crossings, although they became escorted only after he married!! The original start date of the 27th May was postponed due to heavy mist locking the escort boat in Ragusa, while Marco waited in Licata. A delayed start was made on the next day which was unfortunately the same day as the annual Pozzallo-Malta windsurf race. He did consider giving up after 3 hours out as he hit heavy currents that he was only just able to hold position against.

What is odd is the attitude of this paddler, making such a trip in a modified KS Tracer ASA canoe - its' deck compass looks almost out of place. With three bulkheads (fore, aft and just behind the seat) this international K1 had an incredibly small cockpit volume and a large amount of expensive looking black stuff I took to be carbon fibre. I questioned the boats swamping abilities but communication was difficult; however Dr. Musico appeared to have no worries about this. Although relying only on a bailer and sponge (his answer to a Lendal footpump was basically, "where can I get one!"). The large spray deck was supported by a paddle float which was velcroed to it so that it could be inflated in situ in rough weather. The weather forecast was for calm seas - winds force 2-3 decreasing. A full survival, flares, VHF, etc. was stowed in the largest hatch I've ever seen behind the seat. This was capped off by a heavy duty sleeve type fabric cover tied tied off like a dry bag. Using a wing paddle, he carried no spare, although both a life jacket and buoyancy aid were carried, the latter with provision for fixing to the rear deck. All of this does indicate a sort of parallel thinking - a low value cockpit, paddle float, VHF and flares, wing paddles, etc. ....although a bit wide of the mark in the pump department and I still worry about the boats sea keeping ability; a comments?

The Malta Canoe Federation was there to greet Marco, however, with the surf race and a distinct lack of wind to make them move, there was a certain amount of confusion. Due to a thoughtless lack of radio contact by the accompanying Italian boat, we spent three hours (some of us in BATS would you believe!) trying to chase every boat that came over the horizon! Mind you, things were more interesting for the Customs and Excise officials when Marco came in at Dragonera Point on the Maltese coast instead of proceeding into port.

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ASKC SHOP (all prices include post & packaging)

"Over...and Out", the video on sea kayak rescues @ £14.99

"Qajaq", the book by David Zimmerley @ £12.50

ASKC Ski Hats @ £3.50 each

ASKC letter headed paper @ 50 pence per 10 sheets

ASKC Stickers @ 50 pence each

ASKC ties @ £6.50 each

~~XXXXXXXXXXXX~~  
**CAPE WRATH - SOLO**  
Ivan Bramley, Peterlee, SR8 2NE

I got into canoeing ten years ago at the late age of 45, and rapidly realised that river trips were more hassle than fun, owing to stroppy fish-torturers with inflated self-images. Surf and sea touring provided freedom, excitement and scenery! Whilst accumulating various bits of the East Coast, Wales and Scotland I always hankered after Cape Wrath, and in the end it became a challenge. I first transcribed all the tidal stream information from the Pilot onto O.S. Sheet 9. I then carried out an inspection from the shore by walking the coast from Sheigra, West of Kinlochbervie, about 36Km round to Durness, camping en route. The trip is exposed to the West and North but at the Cape on this particular day, with a SW3 blowing and halfway between spring and neap, the turbulence looked manageable (for someone used to rolling in surf) for an hour or two either side of the slack which precedes the clockwise stream. What was less encouraging was the barely credible changeability of the weather - sunshine, horizontal hail, and sunshine again, all inside ten minutes. The other problems were that the army were operating East of Kearvaig and also my tiny transistor radio suffered from poor reception..

I considered breaking the trip into three days, camping at Sandwood and Kearvaig, but 36Km was within my endurance limit. The clockwise stream lasts about 8 hrs because East of the Cape the start of the East-going stream gets gradually later so I opted to do it in one go if possible, but to go prepared for two overnight camps as a precaution. The clockwise stream starts at Dover HW + 4 hrs and I wanted to listen to the Coastal Waters forecast at 0655 before catching it. In addition I felt I needed 8 hrs of daylight, even though the trip should only take 6 hrs. On Monday 25 July 94 these constraints were satisfied for a fortnight, so on 26 July I drove to Kinlochbervie, determined to wait for a Coastal Waters forecast of Force 3 or less. I was less concerned about the direction - onshore produces turbulence but offshore threatens to blow you away.

Wed: SW5 occasionally 6

Thurs: SW4,5 increasing 6 at times in W

On Friday I woke up at 0400 with an odd feeling. There was no wind noise. I looked outside - trees are barely moving in Kinlochbervie Churchyard. This is amazing so I rose, breakfasted, packed my canoe and drove to Droman in time for the 0555 Shipping forecast...

Fri: Hebrides: S5 increasing 6,7 possibly 8 later

Fair Isle: S5,6 (garbled)

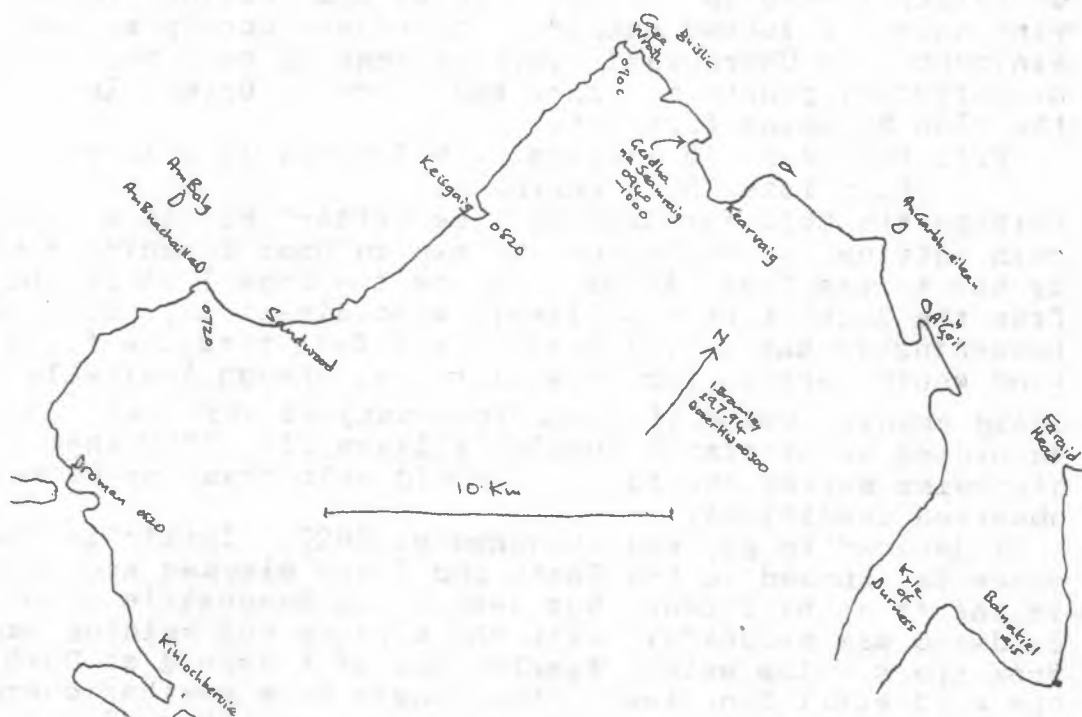
Perhaps the 0655 forecast will be better? But it's almost calm outside, no whitecaps. Within an hour I could be well on my way to the Cape. After rounding the Cape I'll be sheltered from the South (the most likely wind direction). Nothing's happening in the sky. I intuitively felt that the force 1,2 wind would persist for several hours, though logically it could change (and fulfil the forecast) at any time. According to my plan I shouldn't leave till 0800 when the clockwise stream starts but I could wait days for better observed conditions...

I decided to go, and launched at 0622. Initially the shore is exposed to the South and I was slapped around a bit in the first half hour, but reached Am Buachaille by 0720. Sandwood was beautiful, with the morning sun raising vapour from the shallow water. Reached Bay of Keisgaig at 0820 and the wind still 2 or less.. the danger from weather change starts to recede and racing pulse reduces. This didn't last long however, because there was quite unexpected rough water

about 3 Km South of the Cape. Looking out to sea for a way round it, the spiky unpredictable water seemed to stretch way out of sight. My first thought was.. it can only get worse nearer the Cape, but I ploughed on through to get it over with. To my pleasant surprise it only lasted 2 Km, leaving 1 Km of clear water to the Cape which I rounded at 0900. Duislic, the rock about 1 Km NE of the Cape, was hectic but from the Cape to Kearvaig it was peaceful close inshore, so I immediately turned inshore. I was busy congratulating myself that the worst was over when I realised I was getting nowhere. I had entered an utterly smooth 3 knot eddy, with no obvious boundary between it and the main stream, so I headed back offshore a few yards and used the main stream for about a hundred yards, then got inshore and safely through a natural arch just East of the lighthouse. Landed at Geodha na Seanraig (just West of Kearvaig) about 0940 for early lunch - very midgy - lightly scratched "IVAN 29.7.94" on a rock. Departed 1000 half expecting the army to intercept me and oblige overnight camping at Kearvaig but there was no sign of them. Continued past impressive cliffs with surprising amount of vegetation on them to An Garbh-eilean which had a small turbulent area where the main stream passes close North of it. Carried on towards A' Ghoil. Realised this was taking a very long time. Said to myself: "You could be forgiven for thinking that headland is Faraid Head". It was, and I was far too far from shore considering a strong Southerly was still possible. I had relaxed too much (thinking there were no more problems) and failed to judge distance correctly and failed to notice dunes to the right of the headland which should have told me it was Faraid Head. I then made slow progress across Balnakiel Bay to land at Balnakiel about 1215. The wind was still less than force 2!

#### Equipment:

Kayak: Lindisfarne (like a small Anas Acuta) without bulkheads or pump. Gear in aquasacs, plus airbags.  
 Paddles: wood/GRP plus wood splits, by Lofty Wright.  
 Spraydecks: neoprene plus coated nylon(overlaid).  
 Navigation: O.S. 1/50,000 plus small compass.  
 Emergency: EPIRB (Locat) in buoyancy aid.



From Rich. Lennox, 'Kvila';Bjornavik;5437, Finnas; Bomlo;Norway.

Dear John,

Thanks for your persistant work in putting the newsletter together, and of course thanks to all those contributors. As you can see, I have moved once again and would be pleased if you could note my new address.

The map shows Bomlo, and it is as it appears, a magnificent area for paddling. It is south from Bergen, about 50kms north from Havgesand; a fine stopping off point on a trip from Bergen to Stavanger, both of which are ports of call for the Newcastle Ferry. It is possible to take an inside or an outside passage almost all the way with a few relatively exposed fjord mouths to cross. There are numerous camping possibilities. I would reckon the Bergen-Stavanger tour would suit many as a weeks tour with a weekend at each end (about 100 nautical miles I think). 24 hours on the ferry from Newcastle. There are of course numerous ferries which could be used if the weather turned or one particular area took your fancy for more detailed exploration.

The winter fares are cheapish but the weather is variable (sea area North Atsira). Right now, it is snowing!

I am still paddling my single East Greenland kayak and the double style Baidarka. My work is as a teacher of 'fritluftsliir' (outdoor life) with 17 to 20 year olds at a school which runs nine month long courses. Naturally sailing and paddling forms the bulk of our activities. This includes building our own kayaks as I have written about before.

I would love to hear from paddlers interested in the area. I have paddled almost all of the coast here in a very round about route so may be able to assist with information/contacts, etc.

All the best,

Rich. Lennox.



### TEST REPORT - NJORD 2 DOUBLE SEA KAYAK.

The Njord 2 is another sea kayak from Rob Feloy set to raise a few eyebrows and push concepts of sea kayak designs into new area. Rob is a eminent boat builder, designer, who has used his knowledge, skills and craftsmanship to produce fast, high performance sea kayaks. The Inuk and the Voyager Sea 2 are the most notable of his former designs.

With an overall length of 6.85m (22ft 6in) and beam of 635mm (2ft) it's dimensions differ very little from Double sea kayaks on the current market. However, it is in the used of bow and stern profiles and their respective forms that a sleek performance is most noticeable. Taking on a characteristically K2 profile the bow is raised to provide wave deflection and water shedding with out compromise to it's slender form. At the stern, a deeper keel has been shaped to ensure optimum tracking is achieved. A small transom will permit fitting of a "C" trim rudder.

The cockpit positions are sufficiently spaced to allow a centre compartment with access via a VCP round hatch. A round hatch is provided in the forward compartment, whilst a round and oval hatch are fitted aft to give access in to separate stowage spaces.

So how does it perform? My long time doubles partner, Andy Stamp and myself used the demonstrator model during the last Nordkapp Sea Symposium (May 1994). Conditions were generally not above force 3 with a slight swell.

I found this model heavier than some double sea kayaks I've used, but as Rob pointed out this was the first off and a demo boat. Future kayaks will have an unladen weight of not greater than 70lbs (32kg), unless the customer requires a bomb proof craft! Rob is a great believer in the light weight high strength concept of craft construction, so removal from a car roof rack by one person should be possible without inflicting a double hernia.

The metal recess deck fittings worked well, I felt I could handle the kayak by it's deck lines without fear of the kayak crashing to the floor, and me, left embarrassingly holding lines and frayed bits of deck. The distance between cockpits ensured our paddles did not clash. We tried several time to strike paddles out of sync, but to no avail.

The dual rudder control (fitted K1 style) worked well in giving me chance to relax, view the scenery whilst Andy maintained our course. We tried controlling the craft without the rudder and surprisingly our track remained true. In relatively calm conditions the rudder is not required. I would have preferred to have tested the craft in more arduous conditions to get a true feel, but recalling the Njord's hull form is almost identical to the Voyager Sea 2 (the Njord is an extra 150mm longer) this kayak should cope easily with the worst of weathers. I checked our speed over several distances and the claimed speed of 5 knots was easily achieved.



The kayak finish is available in a range of colours to suit all choices. Rob is able to offer a choice of GRP layup from standard chopped strand matt to composite carbon/kevlar mixes, which will reflect upon the kayak's weight/strength and ultimate price tag. Prices start from around £1100.00p + VAT. With a multitude of additional options including; split jointed craft, a large (child) centre cockpit, variations on compass and pump positions and types, retractable dagger boards and sailing rigs I'm sure the ultimate price will suit all pockets.

The Njord 2 is a high performance double sea kayak with expedition load carrying capacity which should appeal to the harden expedition kayaker as well as the family paddler wishing for an easy day out. And the name ? The Viking God of ships and sailors.

**PRODUCT INFORMATION.** Available from Rob Feloy, Prospect Cottage, Stapledon Lane, Ashburton, TQ13 7AE. Telephone 0292 78558. Fax 0292 671298.

cc.AS,RF,file.

A:\TEST\NJORD1\6.94.

# National Association for Outdoor Education



- Are you involved in education and training in the outdoors?
- Do you believe in the value of outdoor education and training as a unique vehicle for personal growth?
- Are you concerned about the outdoor environment?
- Do you have concerns about the content and quality of education and training in the outdoors?

## If so, then you should join us!

The Association is open to all those involved or interested in outdoor education and training and in bringing together practitioners, advisors and policy makers acts as a channel of influence at both a national and local level.

National Assn for Outdoor Education  
Adventure Education  
12 St Andrews Churchyard  
Penrith  
Cumbria  
CA11 7YE

## Membership provides:

- Opportunities to meet colleagues
- Newsletter (quarterly)
- Conferences and courses
- Access to a network of advice and information
- Publications - (discount to members)
- Equipment purchase discounts
- Public Liability Insurance and legal cover (phone for further details)
- Members discount on subscription to the "Journal of Adventure Education and Outdoor Leadership"

A joint HM Coastguard and British Canoe Union publication

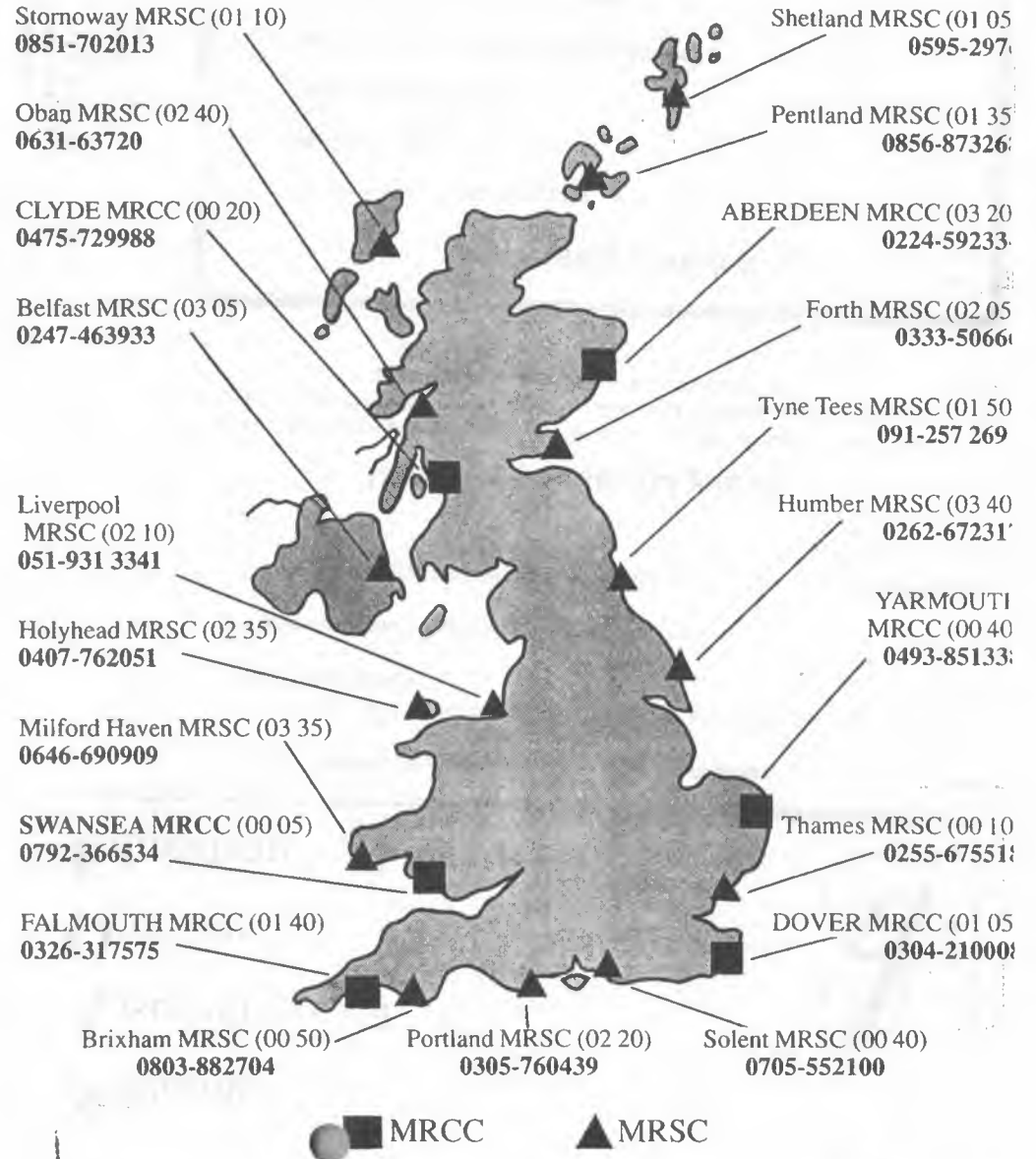
**ADVICE FOR  
SEA  
CANOEING  
AND  
KAYAKING**



**ANNEX A**

**COASTGUARD  
RESCUE CENTRES**

Telephone numbers & initial weather broadcasting times



# ADVICE FOR SEA CANOEING/KAYAKING

## General

1. This advice has been agreed by the British Canoe Union (BCU) and HM Coastguard as the minimum arrangements which should be adopted by outdoor education/activity centres, clubs, other organisations and individuals in pursuit of sea canoeing/kayaking. It is presumed – *and this is vital* – that the craft used will have been fitted out in accordance with BCU recommendations\* and that staff ratios and qualifications (where appropriate), clothing, and emergency equipment carried, will be in accordance with accepted practice.
2. The following arrangements should apply whenever a coastal journey is being undertaken and whenever doubt exists as to the necessity to inform HM Coastguard, such as surfing from an isolated beach.

## If in any doubt – contact HM Coastguard

## Registration with HM Coastguard

3. Outdoor education/activity centres, clubs, other organisations and individuals should complete a Coastguard CG66 form (Yacht & Boat Safety Scheme – available from any Coastguard Station), which should be returned to the nearest HM Coastguard Rescue Centre (see Annex A). Specifically the CG66 form should indicate the contact telephone numbers of key personnel. Clubs may find difficulty in meeting this recommendation due to the permutations of craft and individuals likely to be involved. Where clubs are regularly involved in sea touring, ideally the club's programme should be lodged with the local Coastguard Rescue Centre.
4. In the case of outdoor education/activity centres, clubs, and other organisations, a copy of the organisation's operational procedures for sea canoeing/kayaking should be enclosed.

## Marking of Canoes/Kayaks

5. The telephone number for emergency contact should be marked in a prominent position inside each canoe/kayak, together with a clear indication of the organisation's/individual's identity.

## Operational notification to HM Coastguard

6. For each scheduled activity, **before departure**, the nearest Coastguard Rescue Centre should be informed (preferably by telephone), giving the following information:
  - name of centre/organisation;
  - number of persons going afloat;

\*BCU Safety Check List

- number of canoes/kayaks on water and type (single/double seaters etc.);
  - general area of operation;
  - if a journey is planned, give start AND finish points with estimated time of departure (ETD) and estimated time of arrival (ETA);
  - **if it is likely that the itinerary may change during a tour advise the Coastguard of the possible permutations.**
7. Upon completion of the activity, the Coastguard Rescue Centre should be advised either by telephone or radio (from the beach). Similarly, the Coastguard Rescue Centre should be informed of any change in plan.
  8. The Coastguard will not necessarily initiate any search and rescue action for an overdue group unless alerted by a shore contact or unless alerted by some other means. **It is important to ensure that clubs/individuals have nominated 'agents' ashore.**

## Seeking advice

9. Those undertaking coastal passages in canoes/kayaks must be fully cognisant of their ability and the ability of those for whom they are responsible.
10. HM Coastguard is always available to provide factual and forecast weather information. Additionally a range of other sources of weather information is available, such as MARINECALL.
11. HM Coastguard provides safety information but should not be expected to comment about the viability or otherwise of a particular journey or activity.

## Dealing with the Media

12. In the event of any emergency resulting in media attention, any statements made should be confined to fact without criticism of any organisation or individual, and whenever possible agreed with HM Coastguard and the British Canoe Union beforehand.

## Regular Liaison

13. Every effort should be made to promote regular liaison between HM Coastguard and organisations/individuals involved in sea canoe/kayak activities. For its part HM Coastguard Rescue Centres are always willing to host informative visits, and in addition, through its network of Sector Officers, attempt to maintain regular contact with sea canoe/kayak enthusiasts on the coast.

## Coastguard launches sea canoe

# SAFETY CAMPAIGN



A canoeist demonstrates the use of flares during the Canoe Safety Campaign launch.

A mock rescue of a sea canoeist by a Coastguard helicopter launched a national sea canoe safety campaign, designed to make sea canoeists more aware of the dangers they face and of the simple precautions they can take to improve their safety.

Speaking at the launch, which was held at the Calshot Activity Centre near Southampton, Derek Ancona, Chief Coastguard said: "Our new campaign is aimed at improving the safety awareness of all sea canoeists whether individ-

uals or members of a club, activity centre or school. By following very simple and sound advice, they can enjoy their sport without compromising their safety. And since a great many of them are young people, it is especially important to make sure that they are educated in best practice. All too often, a lack of proper planning leads to incidents. There are simple precautions which sea canoeists can follow which will reduce the chance of their running into trouble."

Central to the campaign is a new brochure containing advice for sea canoeing and kayaking agreed jointly by the Coastguard and the British Canoe Union.

"Statistically, canoeists cause very few problems at sea because the majority of them are well-trained, well-equipped and responsible," said Mike North, District Controller of Liverpool MRSC and Coastguard Liaison Officer of the British Canoe Union (BCU) Sea Touring Committee. "However, information about the potential hazards of sea canoeing and details of available training, need to be easily accessible to those who are keen on the sport but are inexperienced and unaware of the risks."

The new brochure underlines the need for sea canoeists to liaise fully with the Coastguard Centres. Organisations are advised:

- to register with HM Coastguard by completing a Coastguard form specifying the telephone numbers of key personnel
- to lodge their canoeing programme with their local Coastguard Rescue Centre where possible
- to call the nearest Coastguard Rescue Centre when about to embark on a sea trip with the

name of the centre or organisation, details of the people and canoes going afloat and of the journey

- to nominate representatives ashore who can alert the Coastguard when a party is overdue.
- to mark the telephone number for emergency contact inside each canoe with a clear indication of the identity of the owner (whether individual or organisation)

There were simultaneous launches at the 21 Coastguard Rescue Centres around the UK and the campaign will continue to gain momentum with Coastguard officers set to visit coastal activity centres, canoe clubs and schools, armed with copies of the brochure.

**BELOW:** Mike North, left, and Geoff Good with canoeist at the launch.



Copies of *Advice for Sea Canoeing and Kayaking* is available from the British Canoe Union, any Coastguard Rescue Centre or from the Headquarters of the Coastguard Agency, Spring Place, 105 Commercial Road, Southampton SO15 1EG.

After much hard work in preparing ourselves for Agency status and gaining approval for this year's programme and for the subsequent two years in the Agency's business and corporate plans, it was hoped we could enjoy a period of stability in pursuing our key targets laid down by the Department.

The news, therefore, that a 20 per cent cut in running costs was to be applied across the whole of the Department of Transport, so shortly after our transition to Agency status, was to say the least, something of a shock.

At this stage, I have no means of knowing how the directive will apply to HM Coastguard. What I can do is to assure you all that I shall put up a robust defence against further reductions to the Service at a time when we are faced with an annual increase in our life-saving activity UK wide.

There are few other Civil Service organisations which can boast so many reviews into their working practices. Over the last 20 years HM Coastguard has been reviewed, on average, at two yearly intervals. Indeed, the most recent - the Sector Coastal Review - is still being implemented. Why this has been the case is open to conjecture. Possibly when a parenting department has a nine to five culture, an Emergency Service with the manning requirement to provide a 24 hour service may be viewed with suspicion and a lack of understanding. This record of constant reviewing however may well be our greatest strength. By no stretch of the imagination can we be described as a fat and flabby public sector organisation. Our service to the increasing number of those who use the sea or shoreline has progressively improved in line with the Citizens Charter and achieved considerable efficiency savings.

It is difficult for an Emergency Service to align itself to the profit and loss basis of a commercial undertaking -

particularly when our 'productivity' relates to the misfortunes of others. Nevertheless in commercial terms it is a fact that output - 17,000 people assisted last year - has increased with less staff and a level budget.

In this account book society, figures are important in confirming the obvious. It is therefore of interest to note that each person rescued in 1993 cost the Coastguard budget £2,198; now this figure is down to £1,350; incidents and people rescued has increased 50 per cent over the same period, achieved with a saving of seven per cent Regular and 42 per cent Auxiliary Coastguards.

There is no way that an arbitrary cut of 20 per cent will allow us to maintain the same level of service in terms of efficiency and effectiveness. If insisted upon, there is little doubt that the present day Coastguard will be decimated.

However it is early days and I have no wish to be overly pessimistic. The Coastguard has weathered storms in the past and undoubtedly will do so in the future. We will put our arguments forcibly and I think we have a strong case. All organisations can be reduced, but in our case, it can only be done on grounds of economy. I cannot pretend that cuts of this magnitude, planned for the Department of Transport as a whole, if applied to Coastguard, would not have a disproportionate effect on a small organisation such as ourselves in terms of efficiency and effectiveness at a time when public perception of the importance of safety and environmental issues continues to grow.

In the end, the Secretary of State will decide his priorities and as Government servants we must accept that the taxpayer pays our wages. In conclusion I can only repeat what I said earlier, we at HQ will put up a vigorous fight to protect the capability of HM Coastguard to react effectively to people in distress at sea or on the shoreline.

*"There is no way that an arbitrary cut of 20 per cent will allow us to maintain the same level of service in terms of efficiency and effectiveness. If insisted upon, there is little doubt that the present day Coastguard will be decimated"*

DEREK ANCONA

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**SCOTTISH INTERNATIONAL PADDLE**

\*\*\*\*\* (Sun 21 to Sat 27 May 1995) \*\*\*\*\*

**WELCOME TO OUR INTERNATIONAL FRIENDS -**

*This trip has been planned to encourage paddlers from outwith Britain to come to Scotland and paddle in some of the most beautiful and interesting waters in the world. We are blessed with sheltered inland lochs, exposed and distant islands, tide races (which can be safely paddled at the right time) and a whole variety of cliffs, raised beaches, hills and more! We are also blessed with rain and midges!!*

*The trip is likely to be on the WEST COAST OF MULL, where we can visit Lunga, a lovely island with colonies of Puffins, Shags, Razorbills, Storm Petrels and other seabirds. From there we can strike out to the famous Fingals Cave on Staffa, then over to Iona to visit the Monastery. Thereafter, there are several islands to tour which will bring us under the towering cliffs of Mull's west coast. We will camp rough with a stop on Iona for a bath and supplies.*

*Scottish waters can be very calm and the weather warm and dry. On the other hand, all of the above can vanish rapidly! So, if you wish to come, ask yourself the following questions:*

- Can I paddle in a force 4 or 5 for 3 hours if I have to?
- In rainy and cold weather?
- Can I perform a quick rescue in bad weather?

*We would hope to avoid all of these and alternatives will be planned!*

*The end of May is usually a good time for a paddle (less midges!) and the weather is, on average, favourable. During the trip we would plan to exchange ideas on equipment, techniques etc. and have volunteers run short sessions on eg. skills improvement, tides and weather, rescue methods, plants, birds etc.*

*If this sounds interesting, then send a stamped, self addressed envelope to the address below and I will hurry off an information pack to you (translated to your language if required). Share the details with your club and friends. Note - places are limited!*

*Once we have a better idea of numbers and abilities, we can plan in more detail. For instance, we could put paddlers in touch with each other to share travel costs!*

**WE LOOK FORWARD TO SEEING YOU,**

**DAVE ROSS,**  
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# The boats and books of Percy Blandford

**I**t's strange really. Percy Blandford's study, the front room of his delightful cottage in a village on the north edge of the Cotswolds, must be about as far from the sea as anywhere in Britain.

Yet from his study have come more designs for home built boats and canoes than anywhere else in the world. Over a hundred small boat designs have turned into reality in the workshop and garage behind his house.

And it isn't just boat designs. There have been books on building boats, building canoes, using boats and canoes, improving boats and canoes and, of course, on camping with both as well as books and articles on all aspects of wood and metal craft work and hundreds of other subjects.

I went along to meet Percy - a member of our Club since the war and now

Percy discovered that you needed either a very large pair of compasses or some good trigonometry to get it right.

Percy found he had the knack to explain what he did and sold his first article to *English Mechanics* for five shillings. This was at the depth of the slump in 1930 when three pounds was a skilled man's weekly wage.

Soon he was selling other articles. A regular page for *Scout* magazine lasted from 1934 to 1958. He had joined the scouts at the age of eight and is still active in scouting.

It was scouting that started his career in do-it-yourself boat building. In 1929 the World Scout Jamboree was held in Birkenhead. Hungarian Scouts had bought with them some canvas covered canoes and these seemed just the thing to get onto the water.

phenomenal. When Percy and Ivy married in 1938 their honeymoon was spent in a 17 foot broad-in-the-beam canvas covered canoe camping on the River Thames. They have never been without a canoe since.

His war years were spent in the RAF and it didn't take the top brass long to discover that Corporal Blandford was a very fine technical writer and illustrator. He toured all over Britain writing

maintenance handbooks but somehow his Corporal's uniform didn't fit in very well.

Soon he was in plain clothes as a civilian technical officer with a pass to all secret installations. "It really bamboozled sentrys" he remembers.

His job with the RAF meant that he and Ivy could still live at their home in Wembley. A tandem took them to work each day in Park Lane and whenever they could snatch a weekend off together that same tandem took them out into London's countryside.

It was on one of these expeditions that they discovered a delightful campsite near Chertsey Bridge. It was owned by what was then the Camping Club. They joined immediately and have been members ever since.

After the war and demobbed to civvy street Percy turned to teaching metal work and woodwork, but increasingly his time was taken up with more

requests for articles and books. By 1950 he was writing full time.

To date, Percy has more than 109 books to his credit. Many have run to reprints and revisions. Additionally, 4,000 articles have appeared under his name. Subjects

cover boat building, of course but there are books on boating, canoeing, camping, map and compass work. Increasingly today books and articles are on woodworking, tools, furniture and other craft subjects.

Books have been translated into many languages. "Here's an interesting one," said Percy handing me a book on canoeing. "It's in Spanish and was published in Argentina just as the Falklands war started. I was surprised that the publisher paid me but they did".

Percy normally writes under his own name but occasionally finds a pen name useful. "I used to write a light-hearted column for one of your predecessors at *Camping and Caravanning*" he told me. "I wrote it as a woman until I got a letter from a male member suggesting that we meet under the clock at New Street Station! I went back to writing under my own name after that".

At 80 Percy is still working hard. "I was up at eight in the morning working on a revision of an American book on woodworking tools. I still write a regular column for *Woodwork* magazine and place the occasional article in the caravan press".

**M**any of Percy Blandford's designs from canoes to sailing cruisers are still available to home builders. Indeed, more than three thousand are sold a year and a quarter of these are canoes.

For Full details contact Bill Harrison, PO Box 55, Bingley, West Yorkshire.

Vice President of our Canoe-Camping Club - to talk to him about his life's work.

Percy, now 80, is still a busy man. His columns still appear in woodworking magazines. Regular commissions arrive for books from publishers. Nowadays they tend to be American. Even as I arrived Percy was working on an inventive idea.

His wife Ivy has a little trouble with steps. Percy had designed and was building a double caravan step to make entry to their Colchester a little easier - and he was busy writing about the step for *Caravan* magazine.

But let's start at the beginning. Percy started work for a large constructional engineer in his home town of Bristol. He was engaged in tasks such as plotting the steel work for the roof of Temple Meads Station. The curve of the roof has a one mile radius and

Percy built his first canvas covered canoe to someone else's design and Ivy remembers being taught to canoe in Bristol Harbour while Percy vowed that he could design a far better canoe. He did and the *Boys Own Paper* published the design.

**If you've ever built your own canoe or small dinghy the chances are Percy Blandford designed it. The editor went along to talk to him**

Since then he has designed more than a hundred boats from small canoes to sailing cruisers over 20 feet in length. More than 145,000 plans for Blandford boats have been sold. When you add to that the amount that must have been built from plans in his books the total is

## From FOUR QUARTETS

*We shall not cease from exploration  
And the end of all our exploring  
Will be to arrive where we started  
And know the place for the first time.  
Through the unknown, remembered gate  
When the last of earth left to discover  
Is that which was the beginning;  
At the source of the longest river  
The voice of the hidden waterfall  
And the children in the apple-tree*

*Not known, because not looked for  
But heard, half-heard, in the stillness  
Between two waves of the sea...*

T. S. ELIOT

## Suggestions for a "Code of Safer Sea Kayaking"

by Udo Beier, Hamburg (Germany)

In Newsletter No. 101 (1/94) John Ramwell asks for suggestions for a "Code of Safe Practice for Sea Kayaking". I share his opinion, that "such a Code of Practice must come from sea kayakers". Only sea kayakers have the know-how to develop such a code. Organizations like Coastguards have important experiences to help in an emergency situation at sea, but at least in Germany they are not able to imagine, what proficient sea kayakers can achieve when they paddle under windy and wavy conditions alongside the coast or across the sea.

Therefore I will present some suggestions for such a "Code of Practice". As I formulated the different principles of "Safer Sea Kayaking" I took into consideration not only the proposals of John Ramwell and those of Daniel De'Angeli (Italy) (see Newsletter No.102) but also "rules for sea kayak guides", which were laid down by the German sea kayaker organization "Salzwasserunion" (Saltwaterunion). By the way it is remarkable that though the Germans worked up some precautions for sea kayakers, this happened only by the way and the precautions were hidden within the description of other problems of sea kayaking. Till now the German sea kayak scene, especially the German Canu Union refused to start a free and open discussion about a concrete "Code of Safe Practice for Sea Kayaking". The reasons for that are manifold, because there are sea kayakers who think that:

- = it is not necessary to work up such codes, because since over a decade there were not any incidents of sea kayakers in Germany, which ended with fatality.
- = it is risky to publish such codes because when something goes wrong the experienced sea kayakers could be accused of recklessness if they had not taken into consideration one of those codes.
- = it is annoying to have such codes because that restricts "the freedom of sea kayaking".

Some explanations and interpretations: A "Code of Safe Practice for Sea Kayaking" should be not a *book* but a "Checklist", which points out briefly the most important topics sea kayakers must pay attention while planning and performing a sea kayak trip. You will find on the next side the formulations of 20 different principles which could be the basis of such a "Code". Most of those principles, precautions or rules sound obvious to experienced sea kayakers, as generally they will act - conscious or instinctive - in accordance with them. However in the first place such principles are not made for proficient sea kayakers, but for less experienced sea kayakers and last not least for sea kayak guides. The beginners have to be informed, what they should do if they want to come back to land safe. And the sea kayak guides have to be reminded to some principles which could help them to avoid to get in troubles with their fellows confided in them.

There is not enough place in this Newsletter for a complete explanation and interpretation of all the principles worked up here. Nevertheless I want to give some comments:

1. "Proficiency"-Rule: A sea kayaker is only experienced, when he is able to manage all the problems which he could meet at sea (e.g. gale, heavy tidal race, surf zone), no matter if he paddles or capsized. If he is not able to (re)entry and roll under such conditions he should not paddle solo, but with a fellow who is able to assist him in such critical situations.

2. "Equipment"-Rule: You should paddle on the sea only with sound equipment. It is not enough when you can paddle with your kayak within waves ("rough-sea-fitness"), but your kayak must also be constructed in such a way (e.g. at least two bulkheads, efficient pump, handy deck-lines), that you can handle rescue-techniques without any difficulties ("capsize-fitness") at any time (e.g. "all-in-situation").

3. "Emergency"-Rule: A dry or wet suit must be obligatory for each sea kayaker when the conditions are rough and cold. The less perfect are ones paddle- and roll-techniques the more perfect must be his equipment and clothes. When you make day-trips and open crossings be prepared that something could go wrong or someone

## 20 Principles for a "Code of Safe Practice for Sea Kayaking"

### Principles of Knowledge and Equipment

1. Do only sea kayaking, when you are an experienced sea kayaker or when you will be accompanied by an experienced sea kayaker! ("Proficiency"-Rule)
2. Do only paddle with a conspicuous coloured kayak, which is fit for wind, waves, navigation and capsizing and is marked with your address. ("Equipment"-Rule)
3. Each sea kayaker should wear a spray skirt, a buoyancy jacket (incl. whistle) and carry a crash helmet (if he plans to paddle alongside the surf-zone). Further he should protect himself against "hypothermia"/"cold shock-reactions" and be prepared for night paddling and an emergency-situation. ("Emergency"-Rule)

### Principles of preparation and setting out

4. Prepare a sea trip with the help of informations (e.g. weather forecast, tide tables, charts) which are up-to-date. ("Trip-Preparation"-Rule)
5. When embarking on a sea kayak trip inform a third person about your trip plan and the group-size. And when you are back give a notice to him. ("Notice"-Rule)
6. Before you launch, discuss the plan of the trip with your fellows. ("Trip-Discussion"-Rule)
7. The number of sea kayakers paddling together should be limited. Is the number too large you should paddle in smaller groups. ("Group"-Rule)
8. Sea kayak beginners should only go on sea, when they can paddle by windy and wavy conditions and when they are able to apply the relevant rescue-techniques. Besides they should paddle only by moderate difficult conditions. ("Beginner"-Rule)
9. When you paddle with a group you should stay together. ("Anti-Solo"-Rule)

### Principles for the time on the sea

10. During the tour you should control permanently, if the conditions of paddling have changed or will change. ("Trip-Control"-Rule)
11. If there are signs, that some fellows could have problems with the conditions of paddling, make a short test drive with them, before you decide to begin the trip. ("Trial-Run"-Rule)
12. Speed and course must be accepted by the weakest sea kayaker. ("Consideration"-Rule)
13. Are there fellows which get problems the other sea kayakers should give them advice to manage these problems. ("Advice"-Rule)
14. Passages, which could make problems, should be paddled round. ("Bypass"-Rule)
15. Traffic zones should be passed in groups. If you change the course it must be done so clear that other ships can perceive it plainly. ("Collision-Avoidance"-Rule)
16. When you start, paddle or launch with the sea kayak stand away from swimmers, fellows and obstacles (e.g. ships, rocks, groynes, stakes). ("Distance"-Rule)
17. When you launch through the surf-zone with a group, the most experienced sea kayaker should go last out. And when you land, he should go first in. ("Last out, first in"-Rule)
18. You should avoid to practice any rescue-techniques within the surf-zone. ("Rescue"-Rule)
19. Gale, open crossing, solo, fog or night paddling should be done only, when you are fit enough to manage it safe. ("Adventure"-Rule)
20. If you will lose a fellow or your group, you should paddle back to the place, where you have seen him last. At the latest next day you have to inform the police, that you have lost someone or your group. ("Missing"-Rule)



could get ill. Therefore it is wise to have on deck for example a spare paddle, a line for towing a feeble fellow, but also a watertight pocket lamp and a "cyalume-safety-light" for night paddling. And what is, when you no longer can manage the emergency situation. Sea kayakers without flares and/or VHF-radio have only small chances to find help.

4. "Trip-Preparation"-Rule: When you do sea kayaking prepare your trip. Be guided by the newest weather forecast, the newest nautical charts and the actual tide tables. Make three plans, one for good weather, one for rough weather and one for a possible emergency situation. ...

6. "Trip-Discussion"-Rule: When you paddle with some fellows, everybody has to know the following: course, rest places, emergency-landing-places; required equipment, proficiency and personal condition; weather, current and wave-conditions; difficulties on the way; paddle-technique to manage those difficulties; emergency-plan; last not least nutrition-plan.

7. "Group"-Rule: My experience is, that when the sea is rough you get problems to paddle together with more than 4 fellows. Are there more than 5 sea kayakers it is wise to constitute several groups with minimum 3 and maximum 5 fellows. Each group must be able to paddle independently.

8. "Beginner"-Rule: What is meant by "moderate difficult conditions"? You will have such conditions by wind force 4, when there are no further difficulty-factors (e.g. tidal race, surf zone, obstacles, swell, temperature, visibility) (see Newsletter No.103, p.6). When there are offshore winds you must be sure, that a beginner, who went upside down, will be able to get back in the cockpit of his kayak within the calm zone alongside the coast.

9. "Anti-Solo"-Rule: To stay always together within his group is important for all group members. If a fellow will leave the group it must be clear that he will do this voluntarily and not because he is weak, ill, tired or lost his orientation. A fellow who is not fit for solo-paddling, -navigation and -rescueing must remain in the group or the group must follow the fellow who wants to paddle alone. ...

11. "Trial-Run"-Rule: Such a short test-drive can show everybody, if he is really able and fit for sea kayaking under the actual conditions. Only after such a trial he is no longer under group coercion. He should be much more free to decide to launch or not to launch.

12. "Consideration"-Rule: Indeed many sea kayakers are aware of this rule. But do they always act according to the recommendation to wait for the slowest fellow and to change the course, when a less experienced fellow is no longer able to manage the rough sea, for example when the waves come from the side?

13. "Advice"-Rule: For example you should explain to a less experienced fellow how to paddle in rough sea (e.g. breakers, overfalls, crosswaves, clapotis). Afterwards you should check if the fellow makes progress in managing the waves. ...

16. "Distance"-Rule: When you are not able to keep distance to swimmers or other obstacles you may not launch or land with your sea kayak. And when you do not keep distance to your fellows when you are paddling in the surf zone or under rough conditions, you must accept it that you can crash with some of your fellows and will capsize. Especially in the surf zone you can not exclude that you get hurt or your sea kayak get damaged. ...

18. "Rescue"-Rule: It is risky to help a fellow (sitting in his kayak) within the a rough surf-zone (e.g. towing, TX-rescueing), because there is a high probability to crash and to get hurt. If it is necessary to rescue a fellow you should do it without his sea kayak. ...

20. "Missing"-Rule: Once I have lost a fellow within an area of hundreds of small islands (Swedish west-coast). The lost sea kayaker did not see us, because we paddled in the direction of sun set searching for a camp-ground. When we noticed that he was lost, some fellows returned to the place where we have seen him last, other fellows paddled around some islands or stayed on the sea nearby our camp ground. 3 hours later we found him nearby biwaking. When I asked him what he would have done next day, he answered: "I would have paddled east in the direction of our destination (still 3 days away)." And I replied to him: "And we would have paddled north to the police station of the next village."

## EXPEDITION CATERING

by TONY FORO

Expedition catering, whilst sea kayaking could be quite a complex problem, however, there are a number of constraints which concentrate the mind when planning and shopping. It is just as well for each member to self cater, so that his own whims and fancies are provided for; it also keeps tensions low when working out menus; who is to be cook, and who does the washing up! Having said that there is a need for some communal equipment for fire lighting, fish gutting knife, and a large pot and collapsible bucket are required if crabs, oysters or other shellfish are to be harvested.

How much foodstuff has to be carried at one time depends much on the opportunity and willingness to live off the land, and the distance between resupply points. Any financial constraints must also be considered. It has been said that between 3 to six pounds of food per person per day should be taken, plus a reserve for at least three days. On a 20 day trip this means that at least 70 pounds of food has to be loaded into each kayak. Consideration must therefore be given to the stowage space within the kayak and what other equipment is to be carried for comfort convenience and survival.

There is the popular thought among sea kayakers in North America that you should carry your carbohydrates and catch your protein. Living off the sea and land, also entails collecting berries, fruits and plants as well as harvesting a variety of shellfish, and fishing. Catching crabs, except by hand in eelgrass shallows at LW, is possible but does mean carrying traps which should be set overnight. A problem lies in carrying the live crabs during the day whilst paddling. It is an easy matter to catch fish in sufficient quantity to base one's provisioning plan on at least one fish meal a day, thus reducing the weight and bulk needed at the start of an expedition. Living off the land does mean being self sufficient for a longer period, however, such a diet might be thought to be monotonous.

When purchasing foodstuffs for an extended trip there is a need to keep weight and volume down in terms of tin cans, jars and bottles, as valuable storage space is lost; such storage containers in any event have no nutritional value! Any tinned items should be confined to lunch snack items such as luncheon meat, corned beef, and pates, or tinned fruit to add some variety, or be part of emergency rations.

Ease in preparation and moderate cost need to be taken into account when selecting foodstuffs. Dehydrated and instant foods such as powdered milk (Carnation was found to be good although the flimsy packaging leaves something to be desired), oats and other granary products, noodles and pastas, potatoes, and fruit and vegetables come out well for their easy preparation, whilst rice although heavy in comparison is a convenient main meal ingredient. Fresh meat is normally eaten on the first night out and the only fresh foods taken are those which will withstand the rigours of packing and repacking, such as potatoes, onions, carrots, oranges, and apples. Bread rolls or muffins are taken for

the first two days, thereafter, pita bread or biscuits are eaten. As a final substitute for bread for lunchtime meals, pancakes made the evening before suffice. Dairy products will not keep long so sufficient for the first few days only are carried, whilst vegetable oil is used in cooking in place of margarine or butter which prove somewhat messy.

An effort should be made to balance the daily diet and to give it variety. With so much dehydrated food this may at first seem difficult, however the addition of spiced pepper, spiced salt, garlic, chili, curry powder as well as individual herbs and spices, or even a little cheese in with the potato mix or dash of lemon concentrate with the fish, will do much to improve bland meals, as will spices, mixed fruit, jams, honey, and maple syrup to desserts. Soup mixes, "gourmet" proprietary sauce and seasoning mixes and bouillon cubes will also put zest and give added flavour to meals. Ground coffee is a luxury whilst instant coffee does not store well in damp kayaks, however, herbal teas such as peppermint, rosehip, orange pekoe, hibiscus and fennel teas make a pleasant change and add variety to drinks. Concentrated vitamin, mineral and energy drinks such as "Tang" should also be considered. Tinned condensed milk is also said to be a good energy source.

Packing foodstuffs in the kayak should be done methodically, ensuring dehydrated and other 'dry goods' do not get damp and spoiled by double wrapping and keeping them away from the bottom of the boat and items such as soap and medicines which may taint the flavour..

The breakfast meal should be a simple affair so as to get on the water with the minimum of fuss. Normally this should be porridge, muesli, or pancakes washed down with as much liquid as can be retained in the bladder before the first rest stop.

Lunch meals should be light and require the minimum of preparation whilst on the move. Tinned meats (pate, fish, spam or corned beef), beef jerky, cheese, fresh fruit, date loaf, carrots, fresh fish (cooked the previous evening in aluminium foil), chocolates and sweets, muesli bars, and nuts and raisins or other 'tropical mixes', eaten with pita bread or biscuit and washed down with a vitamin drink is normal fare.

The main meal of the day is in the evening when baked potatoes, noodles, reconstituted potatoe flakes or rice are eaten with vegetables and fish. There is much to be said for cooking all the ingredients together to make a stew, adding a packet of soup for flavour. Soup is a good starter but does mean lengthening the time taken to prepare and eat a meal. Fish, for convenience, once gutted is wrapped in foil and left to cook in the embers; once cooked it is unwrapped and with luck the skin and scales come away with the foil, leaving the meat on the bone. Fish once gutted and the scales removed may also be grilled; this it is said, will enhance the flavour. The fish can then be eaten as it is, perhaps with a dash of lemon, or curried or mixed with potato and made into fish cakes and fried. Over three years it has been learned that a small cast steel frypan or teflon pan is necessary - to make pancakes which can be eaten at any time of the day, filled with cheese, fish, tinned meats, dried fruit, or with spices added to the mix, or just eaten plain with jam, honey or syrup. As a

treat and welcome change, dessert can be a tin of fruit.

In addition to items mentioned above, consideration should be given to carrying water sterilizing tablets, instant puddings, salami, peanut butter, freezer dried meals such as Raven, as well as sufficient plastic bags to store the items in. Cooking equipment can be reduced to a knife and spoon, plus a cooking pot (preferably with lid) plus the use of a grill, fry pan, slice and pan scourer.

### SHOPPER'S CHECKLIST

<u>Meat products</u>	<u>Fresh Products</u>	<u>Dairy Products</u>	<u>Pulses Etc</u>
Fresh	Apples	Dried Milk	Rice
Tinned	Onions	Cheeses	Pastas
Bacon	Potatoes	Butter/Marg	Potato Powder
Salami	Carrots	Eggs	Pancake Mix
Tinned Fish	Other Fresh Veg		Pitta Bread
Dried Meats	Other Fresh Fruit		Rolls/Bread
			Muesli
			Biscuits
<u>Snack Items</u>	<u>Other Items</u>		
Chocolate	Herbs		
Sweets	Spices		
Soup Mix	Tea		
Bouillon Cubes	Coffee		
Nuts & Mix	Vegetable Oil		
Dried Fruit	Freeze Dried Food		
Drink Powder	Lemon Juice		
Muesli Bars	Sugar		
	Plastic Snap Seal Food Bags		
	Aluminium Foil		
	Herbal Teas		

#### FOODSTUFFS - NOTES ON INDIVIDUAL ITEMS

##### Meats

Tinned One or two tins to eat when fish difficult to catch due to weather, time, or place  
 Beef jerky - in any form - useful for snacks  
 No more than 1 week supply - likely to go rancid  
 Only for first night out  
 Fish Aim for fresh, but maybe a tin for emergency  
 Pastes Small tins useful for lunch breaks  
 Salami Good for a week then likely to go off

##### Dairy Products

Fresh milk Difficult and bulky  
 Dried Carnation is perhaps the most pleasant to use  
 Tinned A bit messy if open tins carried  
 Tube Useful if available  
 Eggs Difficult to carry - perhaps dried egg may be the answer  
 Fresh Cheese Good for a week then scrape off the mould before eating  
 Tube A good alternative to fresh cheese  
 Butter/Marg Usually to messy to bother with - vegetable oil is a good alternative  
 Vegetable Oil Essential for pancakes and frying - check for plastic bottle and screw top

##### Pulses and Like Foods

Pancake Mix Either commercially available (check no other ingredients other than water needed) or prepare your own mix before setting out  
 Rice Flavoured packet rice has much to comment it - waterproof sachets, ample proportion for 1 in a packet. Also consider quick rice where fuel supplies difficult to carry or obtain  
 Up to 10 days supply otherwise they will start to turn green  
 Fresh Potatoes Good when fresh runs out - use in fish cakes, etc  
 And like products - check for compactness and ease of storing  
 Potato Powder Good when fresh runs out - use in fish cakes, etc  
 Macaroni And like products - check for compactness and ease of storing  
 Noodles Packet noodles OK if you like that sort of thing  
 Bread Will not keep fresh for long  
 Pitta Bread Will last up to 10 days - pick out the green and blue bits towards the end!  
 Muesli Good any time of the day with milk, fresh/tinned fruit/juice, or just with water - provides 'bulk'  
 Good - prepacked flavoured varieties are worth considering. Good in oat cakes, etc  
 Oats Good if you can get hold of any  
 Oatmeal Blocks Savoury etc, good when pitta bread runs out or you don't fancy cold pancakes with your lunch snack  
 Biscuits

##### Scones

Make up your own mix before leaving base.

##### Other Items - Main Meals

Vegetables Consider fresh vegetables for the first few days; then rely on freeze dried. Tinned vegetables to heavy - fresh carrots good as snack - and onions good either boiled or baked in foil  
 An apple a day...  
 Fresh Fruit A pleasant occasional treat - buy the cheapest - it tastes just as good even though presentation may not be up to much  
 Tinned Fruit Good soaked and cooked  
 Dried Fruit

##### Other Items - Lunches and Snacks

Jams & Honey Check stability of container and lid (Plastic tubs). Good on pancakes  
 Marmite, etc A pleasant change on snacks or stews and soups  
 Dried Fruit A good chewy alternative to fresh fruit  
 Nuts and Mixes A useful snack item  
 Muesli bars Likewise - don't rely on wrapping being waterproof  
 Chocolate Bars A must  
 Sweets Boiled variety best - Barley sugar for energy  
 Kendal Cake An energy treat  
 Peanut Butter Comes in a variety of blends to taste  
 Soup Mixes Good on a cold day - quick to prepare and nourishing  
 Bouillon Cubes A pleasant lunchtime drink - perhaps carried in thermos flask instead of tea or coffee

##### Other Items

Salt Don't bother - plenty in the sea  
 Seasoned Salt Good - flavours stews, fish, etc  
 Lemon Juice Good with fish  
 Spices Good with pancakes, etc - reduces monotonous diet  
 Herbs Good in stews, with fish, etc  
 Coffee Instant or coffee substitute - no need for filters  
 Tea Consider herbal teas for a pleasant change - if in US/Canada and you like your English tea then buy "English Breakfast" or be prepared for some surprising tastes  
 Sugar To save space use sweeteners - but don't forget the energy value of the "real thing"  
 Drink Powder Energy Drinks are perhaps best  
 Vitamin Tablets Not really needed unless you will be without fresh foodstuffs for more than a month

##### Freeze Packed/Dried "Instant" Meals

Raven and Peak products come to mind. Good in an emergency and for a change of diet. Although described in sales literature as "generous proportions" do not think on using less than one and a half packets per person, per serving. They are expensive.