

NEWSLETTER

of the



INTERNATIONAL SEA KAYAKING ASSOCIATION

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 INTERNATIONAL SEA KAYAKING ASSOCIATION.
NEWSLETTER No 2
MARCH 1995.

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Editorial

The Canoe Exhibition edition and we are looking forward to meeting up with many of you there as you renew to the association or just come for a chat. In a way, this rather sums up the Canoe Exhibition in that it has become a bit of a 'club' in its' own right... a chance for committed paddlers to get together. The only new faces are the 'thousands' of scouters who turn up regularly. Of course I exaggerate but the Canoe Exhibition must reach out to potential paddlers. This is what the commercial side of the sport have been asking for some time and, indeed, is what the sport as a whole needs if it is continue growing in popularity. So the Canoe Exhibition is to move. I am not sure of the precise details but I understand that it will go to the N.E.C. Birmingham and be part of a wider, probably water based, exhibition. For me it will the passing of an era as I have been attending the Crystal Palace Exhibition for thirty years nearly (apart from Granby Halls and Leicester) and have felt like part of the 'institution'. All good things come to an end and I thoroughly agree with the changes. Of course, unless the British Canoe Union Exhibition Committee decide to ease me out, I shall continue to attend and show the 'shop window' of the International Sea Kayaking association. As far as I know this is not on the cards and I look forward to many years of displaying ISKA and attracting new members at forthcoming canoe exhibitions.

Whilst on about canoe exhibitions....let me tell you about Stonehenge 95. It is to be held over the weekend of 17/18th June, 1995 and ISKA will be there. The organisers (Stonehenge C.C.) feel that the success of this Canoe #exhibition in 1995 may well be the last chance to make it the southern replacement for the International Canoeing Exhibition which, as I have said above, is due to move north in 1996. For further details watch the Canoe Press or give Keith a ring on 0980 654043.

Our new title, ISKA as opposed to ASKC has certainly been met with enthusiasm. Many of you have written when renewing to say you applaud the change of name. Already paddlers are expressing interest as they can acquaint with the title and do not get hung up as to whether they are sufficiently 'advanced' enough to join the Advanced Sea Kayak Club.

The Lyme Bay Tragedy ended up at Winchester Crown Court where one of the accused was imprisoned for three years for manslaughter. I will include a full appraisal and implications for canoeing in this or a subsequent newsletter. Meanwhile I have noticed that Outdoor Centres are trawling for qualified paddlers like never before and the B.C.U. are asking for qualified paddlers to act as inspectors of approved centres. Let us hope that the 'baby is not thrown out with the bath water'. We seem to be into knee jerk reactions these days...the current Criminal Justice Act

being a prime example....but I must not get political!

Eric Totty, one of long standing members and the elder statesmen of our particular aspect of canoe sport, sent me the enclosed with his Christmas card:

"Have you ever noticed that everything is farther away than it used to be. It is now twice as far to the Post Office and shops and they've added a hill. It seems to me that they are making steps steeper than in the old days, and have you noticed the smaller print they are using in the newspapers.

There is no sense in asking anyone to read aloud; everyone speaks in such a low voice that I can hardly hear them.

And the material in clothes is getting so skimpy, especially around the waist.

Even people are changing; they are so much younger than they used to be when I was their age. On the other hand people my own age are so much older than I am. I ran into an old friend the other day and he had aged so much that he didn't recognise me. I got to thinking about the poor old chap whilst I was shaving this morning and whilst doing so glanced at my reflection....and do you know what?...they don't make mirrors like they used to!

In spite of all this I still have my sea kayaking friends who are kind enough to quietly and unobtrusively adjust their paddling pace to mine. I now confine sea paddling to the warmer summer months. I can't understand why others continue through the winter with all the discomfort and inconvenience involved.

Last year I attended the Sea Kayak Classic Race off the North coast of Anglesey in July but I decided not to enter. Instead I enjoyed a quiet paddle round most of the course on the previous day with four other like minded friends - three of whom were to compete the following day. A solo paddle along the Cumbria coast sums up the rest of my canoeing for last year."

Eric, you will always be one of my role models and if I am as active as you, even half as active, when I reach your years (and I am rapidly catching up!) then I will be quite contented. You have always been one of the most ardent supporters of the B.C.U. Sea Touring Committee and of the ASKC and the sea canoeing sport owes you one hell of a lot. It is becoming to sound as though I am talking about you in the past tense...God forbid, you've still got a lot to offer us so keep paddling.

Before concluding this editorial may I offer Ray Goodwin and Dave Howie congratulations. They crossed the Irish Sea last August in an open Dagger Venture 17 canoe under sail. They left from Dun Laoghaire and came into Holyhead, taking 21 hours in force 4/5 winds on spring tides.

Symposiums The Scottish Sea Symposium is to change from its October date to the last weekend in May but remain on Great Cumbrae. It will then alternate with the Jersey Symposium, beginning with Scotland in 1995. The fact that the Scottish and Jersey events will be only three weeks after the Anglesey event each year is not seen as being a problem as Anglesey usually draws a different clientele and anyone sufficiently enthusiastic will still be able to attend both.

Finally, when planning your '95 trips/expeditions, tag on the end of your plans...'Send Ramwell a report for the newsletter'.

EXPLORERS WANTED (Taken from Expedition News)

Do you have a burning interest in the environment? Is there an area of the world you want to explore? Why not organise your own expedition to turn those dreams into reality?

The **Expeditions Advisory Centre** of the Royal Geographical Society is the first place you should go. The Centre exists to provide support and guidance at all stages of project planning. Its main focus is to assist undergraduates planning overseas research, be it in the social, earth or biological sciences. The diversity of expeditions leaving the U.K. each year is staggering. Last summer nearly 400 teams set off to look for new species, investigate the impacts of development projects, conduct vegetation surveys for proposed national parks, report on threatened ecosystems or monitor the changing world. Liaising with counterparts and organisations in the host country will help ensure that the work they engage in will be of value, and the results channelled to those who can best use them.

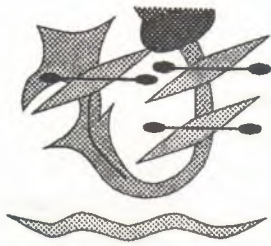
How to start? Either visit the Royal Geographical Society's headquarters in London or check to see whether they are visiting a university near you. During October the E.A.C. tours the country giving talks and advice on planning an overseas project, culminating on the weekend in November with the annual expedition planning seminar, **Explore 95**.

Want to slot another piece of environmental information into the global jigsaw? Contact the Expedition Advisory Centre at the Royal Geographical Society, 1, Kensington Gore, London, SW7 2AR

From the review page of **AFLOAT**.....

"**Alone at Sea**" by Dr. Nannes Lindemann, published by Pollner Verlag 1993. 192 pages @ £8.95 plus £2 postage and packing from Mobile Adventure Ltd, Bridge Works, Knighton Fields Rd West, Leicester, LE2 6LG. Distributed in the U.S.A. by Klepper West, P.O. Box 130, Somerset, CA 95684-0130.

You do have to be an avid canoeist to enjoy Dr. Lindemanns' book. A curiosity about the eccentricities of others is quite sufficient reason to read it but it makes for thought provoking reading for those who may be in a position to be ship wrecked; indeed a copy (on water proof paper!) should be mandatory in all life rafts! The book, in this English version, does not appear to be an exact translation of the original German version and lacks the map and table of comparative sizes of the boats involved. It does, however, have twenty colour photographs which do not appear in the earlier book. Dr. Lindemanns' accounts of his two Atlantic crossings, the first in 1955 in an African style dugout, the second a year later in an 'off-the-shelf' Klepper folding kayak, is presented in an easy to read style which grips the reader almost with the suspense of an adventure novel. The reader is left feeling 'can it really be true?' but the very matter of fact final summing up of the experiences relevant to survival at sea gained by the author leaves little doubt of the validity of his endeavours. The purist will query some of his nautical ability but all must admire the strength of will of a person prepared to suffer the excruciating discomfort of two such voyages. G.S.



Kayaking Symposium

30th Sep – 2nd Oct 1994

From a Sassenach's point of view

The Second Scottish Sea Kayaking Symposium took place at the Watersports centre on the isle of Great Cumbrae where we were all made very welcome both by the staff of the centre and the organisers of the Symposium. We felt very privileged and pampered by the fact that the accommodation was in chalets which were very comfortable and the food which was always tasty and copiously supplied. Many people camped around the place and some even had to stay in other places.

All of events focussed on the centre which enabled friendships to develop very quickly. In fact as foreigners from the South we were particularly welcome by all. The atmosphere throughout the Symposium was very warm and friendly, unlike the weather!

Saturday started with dreary low-level mist and many people took advantage of the wide variety of lectures but many hardy souls paddled near, around and about the island. This included an Irish contingent who had found a delectable pub on the Friday night and paddled over to the Isle only later on Saturday. The social event of the Symposium took place after we had all been overawed, overstretched and overwhelmed by a slide show which took us around the island of Tasmania. This epic journey took place over a year and we all did it in the comfort of our seats in a couple of hours! This was followed swiftly by the Ceilidh. Having never been to a proper Ceilidh before we were interested and intrigued. We were soon put to rest by Howard Jeffs giving a rendition of the "Wild Rover" and the weird spot of a Scotsman trying to sing "Ilkley Moor" in a Yorkshire accent, to our ears he sounded like a Dutchman! After a good singsong and watching spectacles like Diane dancing the Gay Gordons with Gordon, we would have loved to have stayed up to the end, but we were not too sure when the end actually was!

Sunday dawned with improved weather and many people took this opportunity to get on the water, more lectures were available and in the afternoon the Coastguard, the RNLI from Largs and a RN SAR helicopter. Howard Jeffs passed comment that the RAF taught RN all they know. The original plan was for the paddlers to be on the water with the Helicopter and the RNLI, pretty much as at Anglesey Symposium, however, the Coastguard missed this opportunity to build stronger relationships between the rescue services and paddlers by refusing to allow paddlers to get close to the rescue services. A demonstration of flares and a trip around the bay in the inshore boat for Diane finished the afternoon and the Symposium.

We would like to thank all of those who came to the Symposium for making us most welcome, the organisers (Gordon Brown, Duncan Winning and Matt McElroy) for an excellent event and Shirley Jeffs for her support and encouragement.

Vince and Diane Smith

From Joachim Herman; Egmatingerstr 11; D-85653 Aying; Germany.

Dear John,

It was with great interest that I noticed your change of name from ASKC to ISKA.

Following a proposition from Udo Beier I have begun work on the first issue of "International Sea Kayak Newsletter Review". The lay out, format and graphics will be upgraded to eventually reach an acceptable standard. feedback from readers would be much appreciated. Using a zoom copier I can enlarge/reduce the printing area by 10%. I can also have copy ready within a short time. (Joachim is wanting to know whether we want to read the lines describing reports and he would like to know of any necessary corrections, Ed)

There are not many newsletters taking part in this review, despite many letters written requesting co-operation. I have written to dozens of paddling clubs all over the world inviting them to share in this initiative. Maybe a call from ISKA will reach a greater number of Clubs which will give me more work but more pleasure too

International Sea Kayak Newsletter Review

General Themes

Group	Ref-Nr.	Title, Abstract	Author/s	Published	Pages
		AUB	Training, Exercises, Paddling Techniques		
	2f	Il Buio. Paddling in darkness. Equipment, light sources; Lighthouses, Signals; collision avoidance; search at night	Cadoni, Sergio	AB B94	4
		AUR	Equipment		
	3b	Paddle Quest (vgl. Matt Broze:1ji). Author cuts his long shaft paddle (2,44m), tries shorter shafts, shorter but wider blades; uses now 2,13 m end to end paddles -- Alderson, D.	SY Su94	1	
	3c	Gimme Shelter / Star Quality. How to find the best suited tent. Tent designs and their characteristics / 7 High quality tents presented	Kuenzli, Bud / Hanson, Jonathan	SY Su94	3+3
	3d	Equipment for a Day. Checklist for short tours. From indispensable items until "nice-to-have" gadgets		CS 5/94	1
	3e	Now help ... Just a Call Away: The last thing many paddlers want ... in wilderness ... a telephone. But when it comes to safety, cellular phones ... worthwhile option -- Mann, C.W.	SY Fa94	3	
	3f	A Note on Paddle Efficiency. In contrary to 3b this paddler changed from 2,25 m with broad blade to 2,55 m with narrow blade, found it less exhausting	Foodman, Gerald	AN 5/94	1
	3g	Look out behind you! There is an easy solution. One that many bicycle riders use: Simply clip a rear-view mirror onto your glasses	Gademsky, AJ	QQ 3/94	1/2
		BBE	Kayak design, building, repair; History; Unique designs and materials		
		Design, construction, repair:			
	12	In Praise of Kayaks with Rudders (see 0u). R's provide subtle corrections, do not compensate for poor design, are an added convenience	Winters, John	QQ Su94 + AN 5/94	2 + 2
	13	Building the Tred Avon: Double in plywood-technique. Detailed building description. Tools list, bill of materials. Large-scale plans & kits available	Kulczycki, Christopher	SY Su94	11
	14	Building a Plywood Greenland Kayak. Complete description of building a 18' by 21 1/2' kayak using stitch-and-glue technique. Materials list, photos	Cunningham, Chris	SY Fa94	12
	15	"Mit einem Knall..." (German) Modified Fiberglass replica of "Åland" kayak (Design Sven Thorell 1919: 5,00*0,65 > 5,35*0,615). Test results to follow	Half, W.	SK 45+46(94)	2+x
	16	A Letter from Chris Cunningham on "More Thoughts on Boat Testing" (see 11): "Towing trials & math. analyses give more reliable results than round robin trials"		AN 5/94	2
		Unique designs:			
	sd	One of a Kind. 5 unique designs, one strip-built, one "wooden" aluminium tubing design, one plywood skinned, one from the plans in Sy wi92/sp93, one Baidarka	5 Photos	SY Su94	2
	se	One of a Kind. 4 unique designs: Skua 16 (Chris Kulczycki); North Star (Rob MacIs); trad. Greenland kayak; D-17 (Dermis Davis). Addresses of designers/builders		SY Fa94	1
		BSK	Sea kayaks		
	2g	Kayak Reviews: Coaster (Mariner Kayaks, 4,23*0,59; 320 ltr); Queen Charlotte (Pygmy Kayaks, plywood-kit; 5,35*0,60; 375 ltr)	Cunningham et al.	SY Su94	7
	2h	Kayak Reviews: Tchaika (Wilderness Systems, 4,24*0,55; 281 ltr, no bulkheads); Gypsy (Seda, 4,62*0,61; 376 ltr)	Cunningham et al.	SY Fa94	7
	2i	Habel 350 (German). 5,30*0,60; 350 ltr; integrated rudder; 2700 DM. Double bulkheads. "Allround sea kayak", dry going, high stability, good to surf	Beier, Udo	SY (94)	4
	2j	Test report - Njord 2 double Sea kayak (6,85*0,635). 4 bulkheads, forward, centre and aft compartment. Dual rudder control. 5 knots easily achieved	NN AS (94)	2	
	2k	The ROSCO Sea Kayak. Built by Ross Cook. Single: 5,50*0,63. Double: 7,16m long; longitudinal bulkheads. Sail can be mounted. "Cockpit too voluminous"	Carter, P.	IN Sep94	1
		BUS	Literature and book reviews		
	19	Revw: St. John Ambulance Official Wilderness First Aid Guide (Wayne Merry, St.J.A.Ont.C.; McClelland & Stewart, 1994; pp/\$7): "A must-read"	Watterworth/McIlwraith	QQ 3/94	2
		GPP	Large water kayaking / Sea kayaking		
		Principles of Large Water kayaking:			
	1p	Paddle versus Power Boats. 14 reports of close encounters and fatal collisions. How to escape. Traffic rules, legal reporting rules	Kulakowski, G. et al.	KY 94/94	3
		INF	Various Informations		
	ih	Some Thoughts on the current insurance + safety debate. Professional planning and organisation of Sea Kayak tours help when negotiating insurance cost	Bloomfield, Earle	ST 16/94	2
		Communication:			
	k0	Wavelength Electronic Kayak Club: Organizes communication, information and exchange amongst paddlers by e-mail. \$ 15/year; Addresses	Stiff, Howard	KY 92/94	2
	k1	Cyberpaddling! Member of CKF informs about Internet and its world wide web (WWW)	Myers, Bob	KY 93/94	1
		MED	Health and Medical problems		
	1l	The Demon Sun: Not only the skin but the eyes too are endangered by UV radiation. Eye protection tips	Hsiang, Jim	BC 7/94	1
	1n	Trouble in Paradise: Kidney stone stops Sea kayak tour in Mexico. M's medicine: inexpensive, laid back; flight to San Diego + medical treatment: \$20.000	Boothby, Tom	SY Fa94	7
	1o	Expedition catering. Foodstuff selection criteria: Easy to prepare, low weight, low volume, moisture protected, diet balance, variety, cost. Checklist	Ford, Tony	AS 106(94)	3
		NAV	Navigation		
	0i	Il Buio. Paddling in darkness. Equipment, light sources; Lighthouses, Signals; collision avoidance; search at night	Cadoni, Sergio	AB B94	4
	0j	Paddle versus Power Boats. 14 reports of close encounters and fatal collisions. How to escape. Traffic rules, legal reporting rules	Kulakowski, G. et al.	KY 94/94	3
	0k	Learning to live with GPS. Dan to Sue, jealous of his GPS: "Take it - you'll like it". Human observation, map + compass still carry us most. But it earned its place - Hutchins, Sue	QQ 3/94	2	
		RBU	Rescue and survival		
	21	Paddling to the Rescue: Kayakers Escorts for Swimmers	Barker, Don	SY Su94	4
	22	1994 KASK Forum: Sea kayak group tour with incidents. Haverists' and rescuers' reports. Consequences	Dickson, Ferguson, Hutson, Sullivan, Kirk-Anderson	SN 5194	6
		SIC	Safety		
	3k	Trapped by a Tight Spray Skirt: A female paddler capsizes. Tight spray skirt makes exit extremely difficult	Barber, Kent	94	1
	3l	Coastguard launches sea canoe Safety Campaign. New brochure containing advice for sea canoeing and kayaking agreed jointly by the Coastguard and the BCU	AS (94)	4	
	3m	Suggestions for a "Code of Safer Sea Kayaking". 20 Principles: 3 principles of knowledge and equipment; 6 of preparation; 11 for the time on water	Beier, Udo	AS 106(94)	3
		TEC	Do-it-yourself about paddling		
	2d	Kayak Flying. How to pack a kayak for air transport. How to arrange with airlines and ground crews. Cost	Savage, Rob	BC 7/94	2
		TOU	Long-range paddling tours		
	0j	The American Coast Kayak Expedition. Launch at Lake Superior, finish: Seattle (10700 mi, 18-22 mths). Veronica + Robert Bagshaw collect for Save the Children	KY 90/94	1	
	0k	Updating to 0j: Bear encounter, heavy thunderstorm. August: Paddling Atlantic coast, 1000 NM surpassed. Many contacts with friendly people	Bagshaw, Veronica	KY 92+93/94	2
		UMW	Paddling and Environment; Ecology		
	37	Welchen Naturschutz braucht das Wattenmeer? (German) Paper at the St.Peter-Ording meeting, 24.9.93: "Flexible coast protection better than rigid system" etc.	Reise, K.	KS 8/94	2
	39	Ex und Hopp - Abfall als Tierkiller (German). The maritime fauna is mostly endangered by plastic waste and vagabonding fishing nets	Schopf, Rainer	SK 45(94)	3
		UNF	Incidents, Accidents and their causes		
	1g	Kayaker killed by Lightning Strikes. Sarasota Bay, 150 yds offshore. Lightning strikes aluminium paddle shaft. Paddler capsizes. No PFD. Drowned or killed by electric shock? -- PN 7/94		1	
	1h	Nightmare in Blackstone Bay. Paddlers refill water bottle at glacier cliff. Ice chunks knock man unconscious. She fixes & tows his cracked kayak ashore; man dies	Gronseth	SY Fa94	3
		UNT	Nice and worth reading		
	14	Unspoken Bond. For 15 years Maui photographer Richard Roshon has shared a special friendship with a humpback whale	Roshon, Richard	SY Su94	2
	15	Billy, Abraham (an Irish Setter) and two water snakes. Whitlacochee R. (Florida): A true story of what happened when they all ended up in the same canoe	Edge, Perry	KY 93(94)	2
	16	Norwalk Islands Times Two. Saugatuck R. - Long Island Sound. At landing: Seal Pak (keys, wallet & watch) lost. When & where? Once more! No pak, but happy end -- Daruka	AN 5/94	1	
		WWW	Weather, Wind and Waves		
		Meteorology:			
	0a	Weather for the Sea Kayaker - with particular emphasis on Chesapeake Bay Conditions (severe thunderstorms). Every Sea kayaker an amateur-meteorologist! -- Winters, Dan	AN 4/94	3	
	0b	Past Casting is not a Fish Tale. "Believing that only fools & professionals predict weather, I would rather digest the weather history than bet on weather predictions" -- Twardock	SY Fa94	3	

International Sea Kayak Newsletter Review

Abbreviations of Newsletter/Magazine Titles:

AB: AIKM Boll.; AN: ANorAK; AS: ASK NL; BC: Bay Currents; CK: Canoë/Kayak; CM: CK/Mer; CS: Canterbury SKNL; IN: Invest.NL; KI: KANUlife; KS: Ianu-SPORT; KY: Kayak Yak; PN: The Paddl. NL; PW: Paddlers World; QQ: QAYAQ; SC: Sea Canoeing; SK: Seelajak; SN: The Sea Canoeist NL; SS: Sea Splash; ST: Sea Trek; SY: Sea Kayaker; TG: The Gam; TS: tours

Group	Title; Abstract	FB = River description in detail	Author/s	Published	Pages
Paddling areas					
ASI	Japan:	Asia: China; Himalaya; India & Sri Lanka; Japan, S.E.-Asia			
j0	Typhoon dodging in Central Japan. American paddler, working and living in Japan, on tour in coastal waters, caught by the fringes of a typhoon		Robbins, John	BC 5/94	3
BCP	Baltic Nations:	Baltic Nations, Czechia/Slovakia, Poland			
05	The Secrets of Saaremaa. Saaremaa: Estonia's largest Island, former strategic outpost of SU. 50-mi folding kayak tour at the west coast. Cliffs, shallow water		Held, James	SY Su94	4
BHL	Netherlands:	Belgium, Netherlands, Luxembourg			
he	Deuxième Week End découverte en Zeelande (see hc): 19.-23.2.94, 11 paddlers from France & Belgium. Water partially ice-covered. Visit at Biesbosch NP		Maron, Fr.	CM 62(93)	1
BRI	Scotland:	Great Britain: England, Ireland, Scotland,			
so	Cape Wrath - solo (29.07.94). 36 kms from Droman to Balnakiel. Several days waiting for favourite weather. Making use of clockwise tidal current		Bramley, Ivan	AS 106(94)	2
DIR	Indian Ocean:	Various Waters			
j4	A Mauritius Experience. Sea kayak adventure for Raleigh International with young British venturers. 10-day courses. Equipment: "Sea Eagle" doubles w. rudder		Forsyth, Ray	SN 50	2
m2	Crossing from Sicily to Malta; Italian Dr. Marco Musico paddled 100 km in less than 12 h. Wind 2-3, calm sea but heavy facing currents after 3 h		Wightman, Jim	AS 106(94)	1
DMK	Denmark				
0t	Haderslev-Bagenkop, eine Ostseereise (German). Baltic Sea coast. Two folding doubles under sails. Kid on board. Harbour porpoise watching near Illum		Staude, Hans-J.	SK 45(94)	4
FRK	Atlantic Coast:	Coastal Waters of France			
ao	Débuts en kayak de mer. Beginner takes part in group tour. Gironde estuary from Blaye to Bordeaux in inland direction		Laucher, Erick	CM 62/94	1
kf	Korsika mit Brandungsspielen (German). Easter holiday tour: Bastia - Cap Corse - Ile Rousse. Rough Sea ends tour. Surfing exercises with empty kayaks		Traub, Ewald	SK 45(94)	2
ITA	Italy				
kk	Giornale di Bordo... Primo incontro Golfo di Policastro (Italian). First trip along Southern Italy's West coast. Wind 5, rough water		Menichetti, Marco	AB 1/94	1
JUG	Adriatic coast:	(Ex)-Yugoslavia			
k5	L'altro Adriatico. A survey of the eastern coast of Adriatic Sea between Trieste and Greece. Paddling and sailing experiences		Castellano, Claudio	AB E94	3
KAN	Atlantic Coast and Great Lakes:	Canada			
ah	Sea Kayaking the North Channel's Missisagi Delta and the French Islands. Well-known sailing water, also interesting for kayakers (Ontario Prov. Park)		Boekelman, Mark	QQ Su94	1
ai	Sea Kayaking on the Fringe. A fictional Autumn Kayak Trip through McGregor Bay (NO-Küste der Georgian Bay)		Davy, Glenn	QQ 3/94	2
KOF	Australia:	The fifth Continent: Australia, New Zealand, Polynesia, Tasmania			
an	Travellers Tales of Hinchinbrook Island (northern part of East coast). Well-equipped for crocodile, shark and jellyfish encounter - but no insect-repellent...		Loveridge, Mark	SC 25/94	3
nL	Sea Kayaking at Stewart Island (South Island's southern coast). Mainly Paterson Inlet, at the East coast of Stewart I.		West, Jill	CS 5/94	1
nm	Double Crossing, Double Quick: Cook Strait, from Tihati Bay to Cape Koamaru & return. 2*38 km, 9,5 h paddling time. Late start, landing in darkness		Jennings, Tony	SN 50	2
nn	Paddling between the Ocean and the (Tasman) Sea: From Whangaroa Harbour to Cape Reinga (round North Cape). 6 days, 180 km		Wurm, Andy	SN 50(94)	2
t4	Tasmania:				
t4	Paddling through the past: Some notes on the human history & archaeology of the Derwent estuary. Aboriginal Sites, Historic Sites, map, literature		McConnell, Anne	SC 25/94	9
MSA	Central America:	Central America, South America			
0ei	Kayaking the Other Belize. Calm Cays offside the crowded centres of tourism. Map; useful hints / Critical remarks		Holle, Eric / Barrett, K.	SY Wi93 / Su94	4+1
sp	Kayaking the Navel of the World. Our goal was to circumnavigate Easter Island in kayaks, the world's most remote inhabited island. Storm surf, jagged lava rocks		Powers, M.	SY Fa94	8
NOS	North Sea				
21	Paperback edition "Klima und Wetter in der Nordsee" (German), Bundesamt für Seeschifffahrt und Hydrographie. 224 p., Order No. 2182, DM 24,90. Press release in			SK 45(94)	1
NWG	Norway:	Norway			
k3	Westnordwiesches Tagebuch 14.7.-2.8.94 or "Gegenwind ist des Paddlers Brot" (German). Ölberg (W Stavanger) - Bergen & return, 490 km, 17 hot days		Dinter, Wolfgang	SK 45(94)	6
OSS	Baltic Sea				
24	Haderslev-Bagenkop, eine Ostseereise (German). Danish Baltic Sea coast. 2 folding doubles under sails. Kid on board. Harbour porpoise contact		Staude, Hans-Jürgen	SK 45(94)	4
USB	USA: Mainland waters & General Informations				
lg	Lake Hodges, San Diego County/Paddlesports on Lake Hodges: Water reservoir at San Dieguito R., 20 mi coastline, fee \$5/day, maybe lowered in future?		Varga, Egor	KY 92/94	1
lh	Der Rogue River (Oregon). (German) Several days trip on a wilderness river. High water level. Kayaks: Prijon "Taifun"		Maurer, Bruno	KS 8/94	2
li	Pictured Rocks & Apostle Islands National Lakeshores (southern shore of Lake Superior). Many caves and arches, rocky coast		Thompson, Vic	QQ 3/94	1
USK	USA: Coastal waters and backwaters				
ob	The ANorAK Weekend at Cape Charles (Chesapeake Bay). Successful experiment of flexible organisation with minimal cost			NN AN 4/94	4
wt	West (Pacific) coast:				
wt	Celebrating a Legacy. Columbia River estuary. Following the 200 years old traces of Gray, Lewis and Clark		Knowlton, John	SY Su94	6
wu	The Sea Caves of California's Channel Islands. Dozens of caves can be paddled into, or at low tide be explored on foot. Plan of Painted Cave, Santa Cruz		Bunnell, David	SY Fa94	4
WAT	Wadden Sea (German North Sea Coast)				
2g	Rund Amrum - Eine Tour im Nationalpark (German). Start/Landing: Dagebüll. 80 km, 2 days. Time & route planning needed to respect tides & protected zones		Beier, Udo	SK 45(94)	4

THE SECOND SCOTTISH SEA KAYAK SYMPOSIUM

'You're going to the symposium?' But it was more of an instruction than a question.

'Oh aye, when's it on?'

'September the thirtieth to October the second'.

'Who's organising it?'

'Me!'

'Oh, right then'. And so Gordon Brown had, once again, 'invited' me into something. What follows is my personal view of that 'something' and an attempt to make those who missed it regret that omission.

The event was held at the Scottish National Watersports Centre on Cumbrae and, being an island, most of us paddled there. Those with canoe trailers or heavy loads took the ferry. Across the water - a fitting way to arrive.

Once there, a team of volunteer 'Red T-Shirts' (is this Butlins in disguise?) answered all of our queries and allocated sleeping quarters. Accommodation was varied, from full board in chalets to self catering in the comfort of your own tent. (Being an Aberdonian, I chose the latter!).

On Friday evening, we relaxed. One group paddled in the dark to Millport for a pint. (Made popular by paddle steamer trips many decades ago). Others organised gear, met half-remembered faces from half-forgotten trips or fumbled with tents in the dark.

The range of sessions for Saturday called for some hard decision making! Was it to be Tides, Weather, Norway, Towing Practicals, the Skills Clinic, A gentle or a more adventurous paddle, Paddle Design and Manufacture, Expedition Planning, the Who Said Sea Kayaking Is Boring slide show? What a choice, and that was only the morning selections!!

I chose the skills clinic which was enhanced by just enough wind. The braces, edging and sculling were for real and only the experts stayed dry (or were they merely 'fearties' who wouldn't try hard enough?).

We came off the water wetter and wiser and headed for the showers - lovely HOT showers.

Lunch - then back to more hard choices - Seabirds, Navigation, St.Kilda, Making Paddles Work, a Canoe Scavenge Hunt, Access, Night Paddling, Shetland. Well, I couldn't attend them all but I did pick up on comments from others - no duff sessions so far! Personally, I went for the seabirds - for which I'm developing a great liking thanks to sea kayaking.

By five o'clock we were starving again. Even excluding the self caterers there had to be two sittings in the main area. The centre is designed to accommodate 40 but we exceeded this by more than twice that number. (Well done the catering staff who provided quality fare and lots of it).

That evening we were treated to an absolutely riveting account of a 3 year honeymoon (Dan and Karen Trotter) which just happened to include a circumnavigation of Tasmania. The slides and presentation were magnificent. Backward loops, split canoes, deadly snakes - the tales were incredible. Remote habitations, mail by microlite, gifts of crayfish and the fabulous scenery. But I'm not envious - I'm ***** jealous!

Then it started! - the CEILIDH - a mad singing, dancing, storytelling orgy of sheer fun and nonsense. Everybody joined in

and many contributed songs and tales to delight us. Our RCOs' wife is a trained singer and boy is she hard to follow!

Derek Hutchinson gave a monologue about a mad Canadian trapper who shot his neighbour (strange but eerily engaging) while Howard Jeffs crunched crisps. We sniggered. Derek, without faltering, confiscated the crisps, much to our delight. Howard then pinched his daughters crisps and continued crunching - peels of laughter! And so it continued until after one o'clock when, finally, we linked hands for Auld Lang Syne then slunk off to the arms of Morpheus.

I've heard of sleeping like a log but have never seen such a close approximation as Gordon managed. The pressure of organisation won through and there he stood, all but asleep on his feet, like a caber ready to topple!

Seven thirty (Oh no!) Do I really want to get wet?

Again I reluctantly missed many good sessions - The Ladies Perspective, Environmental Issues, EAR and CPR, Greenland, Search and Rescue, First Aid, The Scottish Perspective, Life on the Coastline and the Skills Clinic.

I went for the Rescue session. I've done rescue training on perhaps ten occasions but still Donald Thomson added to our knowledge and skills. Again, easier or more adventurous trips were available for those who simply wanted to paddle. And all before lunch!

There must have been sessions which I didn't see advertised (or just missed due to the sheer number of them). For instance, I saw Duncan Winning with models of various designs of kayaks (or were these for the little people brought over by the Irish contingent?).

I also heard that one of our lady paddlers was involved in rescuing a diver and supported him in the water until help came - well done indeed!

Later, the Coastguard and RNLi organised a paraffin budgie and rescue demo for us. About thirty paddlers took to the water and raced about chasing the chopper. I felt sorry for the guy in control as he frantically waved away all these nutters who were trying to experience the downdraught!! The inshore rescue boats gave us a thrill with the ultimate in towing systems - surfing rafts! Would the deck fittings survive? They did, but a few choice words slipped out! Chopper exercises are to be recommended and hopefully developed to include experimentation with rafts (or not?) and other techniques.

We landed in time to vanish in the smoke of the flares display as we watched the bright points disappear into the low cloud. Bang! - I wonder what local folk thought was going on.

And during the weekend, many well known manufacturers; Valley, Cogg, Lendal, Carlisle Canoes, Caley Marina, Nigel Dennis Kayaks, Pyranha, Rob Feloy and Vango, provide demo equipment for us. We delighted in praising this feature or mercilessly demolishing those we did not like! Pyranha gave the first public showing of the Orca prototype, their new royalex sea kayak. They could probably market prototypes alone - the wood looked lovely!

There was a marquee for those rich types who felt obliged to support the manufacturers and retailers (I tried to avoid this area - its dangerous).

And I must mention the most important people of all - 'WE THE PARTICIPANTS'. We all participated - in many cases having impromptu beach forums, practical demos and advice clinics of our

own. The rummaging and picking over each others boats and bits was tangible evidence of the 'buzz' which pervaded the event. I don't think that anyone could possibly have felt left out - even if they tried to hide! And some did. The kids played hide and seek or tore about the place in a whirl of giggles and yells, generally adding to the high spirits and holiday atmosphere.

Then it was all over - OR IS IT? The memories, skills, knowledge, plans and friendships so recently experienced have still to bear fruit and will last to - and beyond - the next Scottish Sea Kayak Symposium.

But this article is like offering the menu instead of the meal! SO YOU WILL HAVE TO GO YOURSELF - if you can get your application in fast enough.

And you don't have to be Scottish, of course. We even had one E2 (Linda Legg) from the good ol' U.S. of A.

CONCLUSIONS:

Organisers - Gordon Brown, Duncan Winning and Matt McElroy - First class effort - FIRST CLASS RESULTS.

Support Team - Well done.

Sponsors - About 20 in all - many thanks.

Contributors - Too many to detail - Quality throughout.

Centre and Staff - The right place, the right people.

Attendees - Didn't we do well?

Dave Ross - Garnock CC and ASKC.

I was asked recently to give my views to a working party reviewing B.C.U. tests and awards. The working part is particularly concerned about the few coming forward for the Advanced Sea Proficiency; 18 over six years whereas 159 have taken and passed Advanced Inland Prof.

Here is what I said.....

"I was interested in the figures - only 18 in 6 years!

You will be aware that the U.K. Sea Canoeing Group are pushing for a Leaders Award which will be more accessible than an Advanced Sea.

Perhaps the starting point should be an answer (however gained) to the question, 'What do sea kayakers want?' followed by an informed panel answering, "What do sea kayakers need?"

From the statistics over the last six years there is a mis-match but if we decide the sea itself (particularly in a kayak) demands high standards and if we determine the average sea paddler is not prepared to put him/herself through the hoop to demonstrate these high standards to an assessor then the British Canoe Union is going to **have** to consider a working compromise. Problem is compromises never please all the people all the time.

I suppose there are several options:-

1. Leave the situation as is and publicise the Advanced Sea Award and then make it worth having and make it more accessible (modular assessments, more courses, clear standards of performance required, cheaper, etc.).

2. Levels of awards to suit different sea conditions - a bit idealistic - the sea and wind does not recognise paddlers qualifications...lots of arguments about 'plethora of awards'...many of which I support.

3. Lower the level of performance as currently demanded by the Advanced Sea Award. Better to have many taking some sort of advanced proficiency award than a very few taking an advanced award at a high level.

4. Maintain high standards of the Advanced Sea Award, good reasons to do this, e.g. - it has a very credible international reputation and has been hard won by those holding it....but have an intermediate award such as a Leaders Award being pushed for by the U.K.S.C.G.. I have reservations...if an individual is leading an expedition of people he/she has responsibility for on the sea, particularly on unknown territory (E.g. Raleigh International, British Schools Exploring Society, etc) then really only an Advanced Sea Prof would suffice... but if these organisations demanded Advanced Sea Prof., they would not get sea kayak expeditions off the ground (or is it off the water!).

Finally, this issue is well worth considering by representatives from the B.C.U., H.M.Coastguards, Health & Safety, Sports Council, etc. so that the syllabus can be adequately reviewed if BCU Council decides to undertake a review."

WHAT DO YOU THINK? Let me know and I will pass your comments on to the Working Party.

Peter A Clark
8 Wiltshire Avenue
HORNCHURCH
Essex
RM11 3DX

Dear John

We spoke some time ago, when Dick Faulder and I were guests at your home, about a side entry rescue stirrup which I have been using for several years. You mentioned that you may find room in the newsletter to publish something on it. To give a better explanation of how to fit and use it, I have produced very rough diagrams. The materials I have used were 2.5cm wide nylon luggage strapping, cut to a length of 254cm. A 17cm length of hard plastic garden hose, and some whipping twine.

First, thread the strapping through the hose. Second, take the two ends of the strapping and overlap them by approximately 4cm, sewing them together with the whipping twine. One must ensure to sew the whole length of the 4cm overlap, as well as across both diagonally, and straight across. This will ensure that the stitching will not pull apart. To fit the stirrup to ones kayak, just push a loop under one of the deck lines, then feed the rest of the stirrup loop through the first. See diagram.

When using the device make sure the person being rescued, to begin with, is positioned at the bow of the rescuers kayak. The capsized kayak should be righted, emptying it at the same time. When the kayak is upright, position it bow to stern. Throw the stirrup across the upright kayak, just behind the cockpit. Now, instruct the person in the water to make their way to the cockpit area of their boat; holding on to their deck lines at all times. The person carrying out the rescue should make sure both sets of paddles are secured before proceeding.

The rescuer should now lie across the empty kayak with their arm furthest from the bow of their kayak, draped over the empty kayak. The arm nearest the bow of the rescuers boat should be positioned just in front of the empty cockpit, gripping the front of the cockpit combing firmly. It is advisable to maintain this position until the rescue is completed. Now, instruct the person in the water to place their foot, which is nearest to the rescuer, in the stirrup. They should then be instructed to reach across their boat, at the same time straightening the leg which has the foot in the stirrup. As they rise up, they should throw their free leg over their boat, so that they are astride their kayak, just behind the cockpit. From there they can just slip into the cockpit.

Depending on how quickly the capsized kayak can be turned upright, this is the quickest method of rescue. This rescue system was devised to assist less agile or strong paddlers who find it difficult coping with other forms of rescue. With

practice it takes approximately 10 seconds from the time a person has their foot in the stirrup to sitting in their kayak.

Once the boat has been pumped out dry, or whatever, and the spray deck is in place, the rescuer can release the rescued kayak. In lumpy conditions it may be advisable to raft up two rescue kayaks.

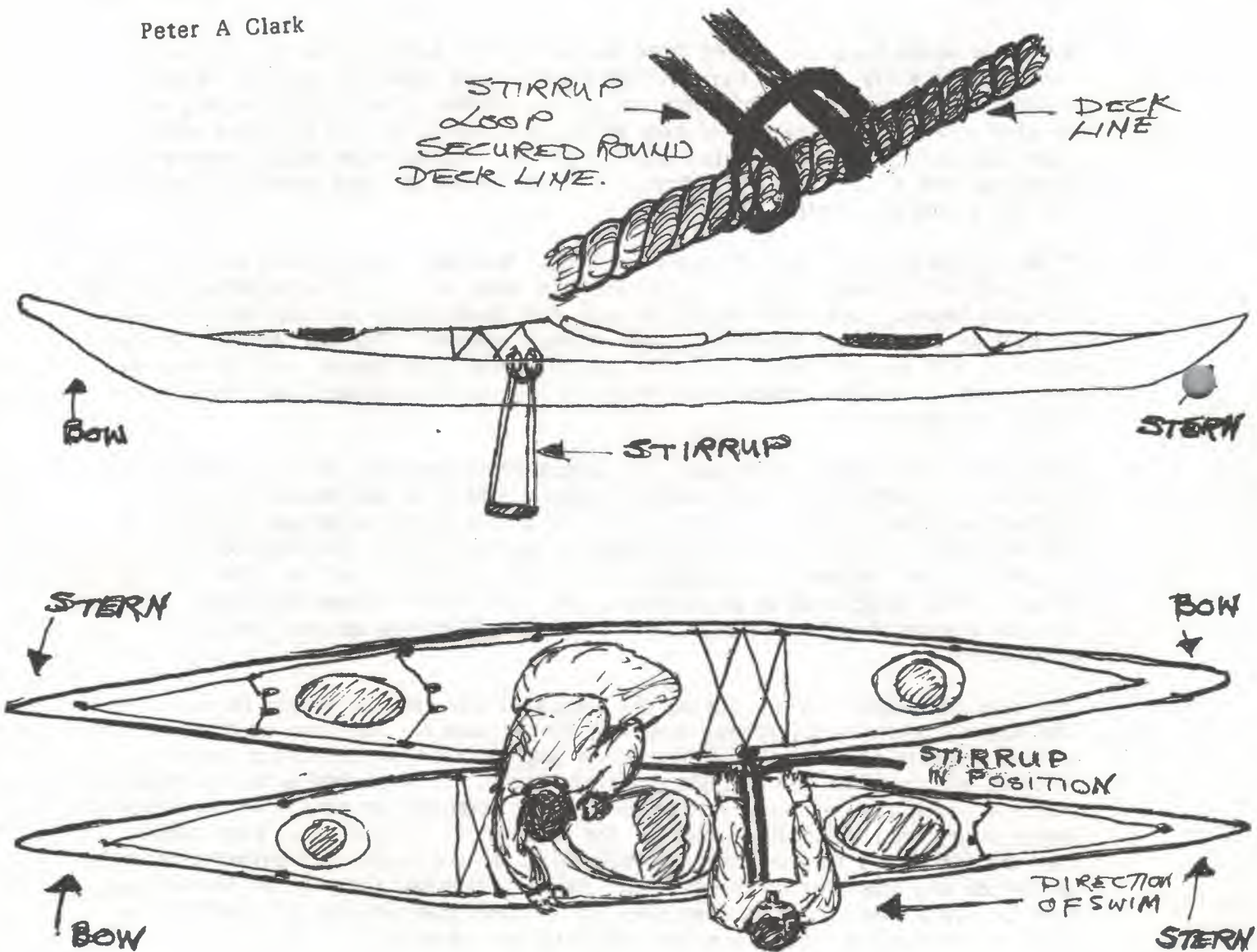
During the rescue operation, the rescuers kayak should not capsize providing support is gained by lying over the empty kayak, and gripping it firmly. Once the person being rescued puts their weight on the stirrup both kayaks are forced together making a very stable raft.

The only disadvantages using this system appears to be, the rescue has to take place on the side where the stirrup is fitted on the rescue kayak. Which would require manoeuvring into position to get the capsized kayak on the correct side of the rescue kayak. Of course there is another problem, and that, is someone placing their wrong foot in the stirrup, and sitting astride their boat back to front. I'm sure a possible gripe will surely be, carrying another piece of gear to clutter up the deck.

Well that's it. Hope you can, with the aid of the rough diagrams, understand the methodology of the system. What are the chances of someone getting their foot trapped in the stirrup? Personally, I have no idea. So, I'll keep reading your newsletter to see if anyone does, or ends up like a trussed chicken.

Yours sincerely

Peter A Clark



RESCUE STIRRUP DIAGRAM

THE WRONG MAN

by Sergio Cadoni

The archipelagos of the Isole Pontine (Islands of Zannone, Ponza, Palmarola, Gavi) is located 16 miles off in front of Terracina, a tourist resort some 80 Km. south of Rome. The islands, of which only Ponza is inhabited, are separated by turbulent waters that stretch up to 6 miles, the longest distance from Ponza to Palmarola. Small islands indeed: Ponza, the biggest one, is four miles long and only a quarter of a mile across in its narrowest point. The others are no more than 1,5 miles long, and the same extent across, apart from Zannone, which is almost circular and is less than one mile in diameter. Gavi is just a huge rock located no more than 0,2 miles off the north point of Ponza, connected to Zannone by a sequence of rocks and shallows. We crossed from Terracina due South to Zannone, for a 16 miles crossing, on a warm autumn morning in a nice south-easterly force 4. It has been a lonely crossing, only 5 miles off Zannone we met a huge fishing boat. The fishermen didn't give a damn... While in the first leg of eleven miles we were obliged to correct our compass course some 10 degrees to the east due to the wind and current direction, it has been a great surprise to us that in the second leg, the remaining 5 miles, we were forced to correct 20 degrees the other way to the west. The waves were still coming from our port side, but they were running against an opposing tide in absence of wind. This is quite uncommon in the Mediterranean Sea, where usually the current is created by the wind and waves and current run in the same direction, as well as the wind. Anyway, we landed under the sealight of Zannone, a big white square building with a cylindrical white tower on the top, located on the south side of the island. A stairway leads from a small service pier to the building, surrounded by trees projecting a blessed shadow. From the top the view is impressive: all the other islands to the south and, beyond many miles of open water, a small and faint remnant of the land from where we started. The island is part of a local sanctuary, and a colony of a special breed of goats imported last century from Sardinia lives in the wilderness.

A straits of 2,6 miles cuts off Zannone from Gavi, and then Ponza. This expanse of water is known for the force and inclemency of the currents. Many a tale are part of the local fishermen heritage: wrecks, gales, ships afire, missing sailors, lost sons and so on. There are a few rocks and some shallows, almost ordered in a strait line. When the sea is not benevolent, the passage is nightmarish. But also in a calm, mirror-like sea, while paddling near the shallows, sudden and hidden currents tend to push one against the rocks or away from them. It's like some sort of magnetism attracts or repels the seafarers.

And then Ponza, with its staggered coast. The island looks as a knife had cut it away from a bigger cake. Here its walls are white, falling down strait into the water, there are red, brown, green. Ponza is full of caves, some of big proportions, sometimes with a sandy beach at their dead end. Others have two or three different entrances. The waters around the island are littered with many huge reefs one can pass through by holes excavated by the rage of the sea. Some of them have been used as lobster deposits by the old fishermen. Others have been transformed in small repairs for boats. Every reef and every beach are named after a local saying or remembrance. Some bear the name of animals or men. It's an explosion of local mythology, in this dazzling array of shoals and rocks, small passages and ever changing landscapes. There are a few old fish nurseries, remnant of the Greek and Roman domination ages ago. The only village stands at the southernmost edge of the island.

The village of Ponza is a pleasant place. Mostly developed around the harbour, it has a nice waterfront where the life of the fishermen and of the shops is concentrated. The houses are painted in white and ornated with bright colours, red, orange, blue, turquoise. Some steps lead to an elevated road on which some others shops are located. It's like to go back to the days of your youth. Many of those shops haven't bowed to modernisation. Inside the furniture it's the same of the fifties. There are the same smells. And the same old ladies behind the counter. Here a billboard reads "*Showers*" inside a barber's shop. There a placard announces "*We sell ice in blocks*". The atmosphere is characteristic. Listen to the fishermen speaking in their incomprehensible dialect. Look at those old restaurants. And the rocks at the entrance of the bay, rich of tales and mythology. Two sealights watch over this idle place. Ferries coming and going, tourists who start to wonder and locals who disembark to star a working day.

While we were waiting for some friends who had to rejoin us in the morning by the ferry from a mainland city, almost for a chance we started to speak with an old man who was warming up in the sun light on the waterfront, quietly smoking a cigarette. His skin bore all the signs of a life spent under the sun of the island. An old fisherman, maybe, or someone who had practised an open-air job for quite a time. We started as usual inquiring about the weather, the ferry connections with the mainland, the rage of the gales and so on. Then the

subject shifted on the tourists (which we were) and the past old days, in which life on the island had to be so much different. And slowly he started to open up, and to tell a lot more than he had done until then.

"You see, we have no unemployment here. We are so busy with tourists in the summer time that we are forced to import hand-labour from the mainland. There are a lot of family operations. This is the problem: we live out of tourism. During the summer is almost impossible to take a walk down the harbour, it's as crowded as a city. There's barely the room to breath. The harbour is filled with hundreds of boats, and the air stinks of gasoline. But during the others months it's so quite you would cry to have patrons to look after. I guess is the some stuff in all the touristic areas all around the world. Take it or leave it."

"We are much better off now, I must admit. But people are more concerned in grabbing money than getting along nicely together. The sense of the community has been lost, most people just do their work without appreciate it for what really it is worth. Life is mostly a matter of trading money. It's too bad we won't outlive all this. But then again who does?"

"Our fishermen are proud and decent people. When the fishing is lousy they come back at dawn, but when there's a big catch they leave for a couple of weeks, sailing as far as Sardinia or Africa. Then they come back to sell the fish in this area, if something is left, I mean, because most of it is usually sold in those regions."

"The seelight on Zannone once upon a time was inhabited by the keeper's family. Not anymore. It's a long time those people are gone, and the light is now automatic. The last fifteen years the Navy has rented the building to a family from the north, and they came just for the touristic season. Who knows how it is like to live in a seelight, now that there's also running water."

"On the island of Palmarola I have heard there are a few buildings now. It's only five miles off, but it's almost twenty years I don't cross over there. In the summer time it's very busy with the tourists, but in fact there's nothing to see."

"If you happened here forty years ago, you would have seen children taking a swim in the once pristine waters of the harbour, just over there, where are those small beaches. I still remember the smell of the cakes coming out the windows and the doors of the houses along the waterfront. At the moment there are four different sewage which drain within the harbour. I know they have been previously filtered, but the water is not so inviting anymore."

"I have seen things you guys wouldn't believe. Cargo ships on fire off the shoulders of Zannone. I watched shark's fins glittering in the dark within the waters of the harbour. All those memories are gone, like the real soul of this place. You see, I'm the wrong man to live here in this time. I'm the wrong man."

He lit up one more cigarette, staring at the harbour, and took a deep breath. I didn't know how long we would have together. Who does?



A TRIP ROUND SCARBA BY RICHARD BRYANT.

Richard is one of our members from Tarland, Aberdeen,

In response to an article by Dave Powell in the October issue in which I was his partner on a canoeing/climbing trip to the Sutherland coastline, I present the tale of a trip to Scarba. In his article Dave names me as failing to make the second pitch on the sea stack, Am Buachaille, so now I have a chance to get my own back.

On Saturday evening, having driven from Dundee to Oban and camped at the end of the road on the Craignish Peninsula we were excited at the prospect of a paddle through the Gulf of Corrywreckan to the Garvellachs where we intended to camp before returning to Craignish.

On a fine Sunday morning at the beginning of November we woke to find our camp site had a near perfect view of Scarba and Jura; only the Gulf was hidden by some small rocks close to the mainland. There was the sky and even some sun attempting to break through a grey sky. The sea looked peaceful. I returned with breakfast from Ardfern village store with the welcome news that the westerly flooding stream through the Gulf began at 10 a.m. and since it was springs we would hopefully get a fast ride through if we set off after breakfast. A rather glum looking Dave met me with less than his normal enthusiasm for bacon and eggs. "I've forgotten my spraydeck", he said and after searching, cursing the fact that this time I didn't bring a spare, and suggesting alternatives, we decided I should do Scarba solo and Dave would pass his time however he does. He has often told me of the time he was storm bound for days on Colonsay or Barra Head, so a day at Craignish shouldn't upset him too much, especially as he had all the food and the village was only four miles away. The day looked perfect for paddling to the Garvellachs, westerly flooding stream, south easterly wind and swell. Otter had been swimming right below us in the sea early in the morning, the first time I had seen these creatures in the wild.

I set off about ten thirty and reached Jura in just over an hour. I had picked up small tidal streams and with a south easterly behind me and a following choppy swell I fairly motored along. The water definitely behaves strangely around the mouth of the Gulf with small whirl pools forming and disappearing, local tide races and areas of slack water where the swell and chop just disappear. These areas seemed to absorb all the energy and appear menacing, like some dormant volcano. I ended up on the Jura side of the Gulf near Carrain Mhor and had hoped to be sent flying through. I paddled for a while in calm sluggish water and thought I had miss-timed my crossing through. Where were the tide rips, the famous whirlpool? It was into the second hour on a spring flood - there should be more! As I approached Scarba, the first glimpse of a moving river of water told me this is where I should have been. I had seen the northerly stream heading across the mouth to the Gulf so I had guessed something like this might be the case; the stream curving into the Gulf. As I got caught up in the stream I flew along past Scarbas' south shore.

I completed the journey through the Gulf two hours after the start of the westerly flowing stream and six hours after H.W. Oban.

The westerly lee side of Scarba slid by, aided as I was by a northerly flowing tidal stream. The main race could be seen charging out towards Colonsay. I wish I could have seen it an hour or two later. Colonsay appeared as a number of dark humps on the horizon visible through the grey. Noticeable on Scarba are the large number of deer which live, apparently, unchecked in numbers and I have been told a similar situation exists on Jura.

A large bird, possibly an eagle, took off from the heights of Scarba and slowly made its way towards the Garvellachs. Approaching the Grey Dogs between Lunga and Scarba I could clearly see a very fast flowing tidal stream on the Lunga side with multiple standing waves. By staying close to the Scarba shoreline I was able to get right up to the point where the tidal race was literally wall to wall and quite frightening in its speed and ferocity. I only needed to get around the corner to the next small inlet on the east of Scarba to be safe. It was mid-tide, springs and one of the fastest tide races I had seen. My first attempt was either too tentative or taken at the wrong angle because my boat was spun 180 degrees and I was swept back fifty metres in a few seconds. I was forced to use a slalom style breakout and try again. The second attempt and I got round feet from the shore-line; for a moment I was standing still paddling flat out and then I was safely in the seaweed. Pressing forward, one paddle in the seaweed I crept up the coast a short way and out of the clutches of the Grey Dogs.

I crossed over the sound towards Luing, a slog of a paddle into waves, wind, current and with a boat rather too full of water for comfort. I had a couple of buckets full in my forward compartment on landing on Luing. I returned to Craignish about five hours after setting out including a twenty minute lunch stop. The Garvellachs, unfortunately, will have to wait...please bring your spray deck next time, Dave!!

* * * * *

We are looking for anyone seriously interested in day or weekend paddles either on the east coast or west coast of Scotland. As an alternative we walk, climb or cross country ski. The climbing is an interesting angle on canoeing and can come to dominate. It's getting late in the season for climbing but it can make a trip more varied and pleasurable. We have trips to the Stoer Peninsula, Wick to Thurso and out to the lighthouse off Dundee all down as probables in the not too distant future. We are lucky to have the chance to go on very short notice as my work in the survey and geology business and Daves' as a photographic technician gives us a fair degree of flexibility so if you want to come paddling with us, call us on 03398 81076 (Richard Bryant) or 0382 344097 (Dave Powell)

* * * * *

Wanted... a Nordkapp in good condition, for sale or exchange for an Islander - a fairly stable, medium speed sea kayak equipped with hatches & deck lines, fore & aft bulkheads. I just feel like a change of boat. Extended keel version is not preferred.

Flares Fair

Out on a solo trip from Mudeford to the Needles, I landed at Scratchells Bay, a nice secluded beach in sight of those fascinating rocks and lighthouse (which has just been automated by the way, the lighthouse not the rocks silly). As I walked along the beach I discovered a large unused rocket flare. I carefully approached it to see that the expiry date was 1984. It still looked in good nick. I pondered on what to do with it. I could not leave it because it might get washed up on a beach where the general public have access. You can imagine the horror of a dog owner as fido brought back the 'stick' (mind you, one less dog to foul the beach).

I contacted Portland Coastguard via my VHF Radio for advice. After a pause he asked me to put it.....At the point Solent Coastguard came in on the radio (this is getting exciting) After I described the flare he suggested that I should put it in a bucket of water, leave it on the deck away from the crew and take it back to Mudeford, when there I should ring Portland Coastguard by landline. I explained that I was not the owner of a yacht but a kayak, but I would endeavour to do my best.

I found an empty lemonade bottle on the beach and cut a slit in it, filled it with water, placed the flare carefully inside, then sealed it with sylglas tape. It was strapped to the back deck, pointing away from me of course. The sylglas was brilliant. It took two hours to paddle this potential bomb back to Mudeford and I never lost a drop of water from the container. Going through the Shingles races had me tweaking a little however, as it was Spring tides and a little bumpy.

I thought, when I arrive at Mudeford should I clear the beach of people, perhaps cordon off the area until the Coastguard arrived with the automatic robots. I arrived to an almost empty beach, after all it was the end of November. I gently took the 'bomb' to a safe place in the car park. I rang Portland. There was a spine shivering silence on the phone as the Coast guard thought. Then came the reply, "Bung it in the sea, that's the best way, it'll rot down". AHGGGGGGG..... I could have done that mid crossing. By now my boat was already on the car and I was half changed.

I went to the sea's edge. Now I am not the worlds best chucker and as the tide was going out and I bet it would probably be discovered again later by a sea canoeist from the Isle of Wight, better still, a poor fido. Now I respect the sea and as I am one those canoeist who refuses to drop even my banana skin in the sea, dutifully taking it home and then discovering it in my canoe the following week looking like the remain of Fido who has just discovered an exploding flare. I did not like the idea of polluting the sea with chemicals from a flare so I carefully placed it in my kayak and proceeded to drive home. On the way, I past Ringwood Police Station. They take guns and things surely they would have it. I dropped it in to a very nervous officer. I left him standing in the reception cautiously holding my skillfully constructed container and flare. "Thanks very much" he calls quietly, as I make my quick exit.

Perhaps other members could let me know how they dispose of out date flares. Especially those ones that we discover are many years out of date. Roll on the 5th of November.



The Associazione Italiana Kayak da Mare (AIKM) gives notice, to all those interested in sea kayaking, of the fourth edition of our annual meet to take place, in the name of friendship, on the island of Sardinia. The meet will be held in the Capo d'Orso-Palau area and will be based at the Campeggio Capo d'Orso (The Capo d'Orso Camping) from the 24th of June to the 1st of July 1995.

All participants will be solely responsible for their own safety and belongings.

THE AREA OF THE MEET.

The meet will be held in the northern part of the island, in the Palau-Capo d'Orso area in front of the beautiful Maddalena archipelago. We will be visiting white sand beaches, crystal clear waters, steep rocky cliffs rich in natural beauties where one can admire a whole range of wildlife. There will also be trips to the islands of the Maddalena group that extends into the Bocche di Bonifacio (the channel between Sardinia and Corsica). From the road that leads to the camp site one can admire the breath-taking beauty of the islands that belong to the Maddalena group: Caprera, Lavezzi, Spargi, Budelli S.Maria, Razzoli and Corsica in the background. Another point of interest is Capo Ferro, which is the extreme North-Eastern tip of Sardinia, with its famous light-houses.

The town of Palau offers many good restaurants that serve local food and wines. There are shops with Sardinian handicrafts. There is a ferry service from Palau to the Maddalena, for those who do not feel up to paddling. From the hills surrounding the area there are fantastic land/seascapes. The Costa Smeralda is only 30 min away by car.

HOW TO REACH THE MEET. (ROAD NUMBERS and PLACE NAMES are in bold type)

The headquarters of the meet will be in the **CAMPEGGIO CAPO D'ORSO (C.C.d'O.)**, PALAU.

Tel. 0789/702077. Fax. 0789/702006

If you arrive at **PORTO TORRES**

With the Tirrenia Ferries GENOVA-PORTO TORRES (Daily departures at 8 P.M.) Take the S.S. 200 for **PLATAMONA-CASTELSARDO-S. TERESA DI GALLURA**. About 5 km before arriving at S. TERESA DI GALLURA take a right turn on to the S.S. 133B direction **PALAU**. On reaching **PALAU**, just after the railway-crossing take a right turn onto the **STRADA PANORAMICA** (scenic road). After the first signboard of the C.C.d'O, turn right, after the second signboard, of the C.C.d'O, take the first left.

If you arrive at **OLBIA**

There are various ferries:

Tirrenia Ferries GENOVA-OLBIA (Two departures daily, we recommend the 6 P.M. departure)

Navarra Ferries LIVORNO-OLBIA (two departure daily, at 10.30 A.M. or 10.30 P.M.)

Sardinia Ferries LIVORNO-GOLFO ARANCI (Check for departure times)

Tirrenia Ferries CIVITAVECCHIA-OLBIA (Two departures daily by ship and two with hydrofoil. The crossing by hydrofoil takes about three hours but is very expensive)

Tirrenia Ferries LIVORNO-OLBIA (Two departures daily by hydrofoil, five hours crossing, expensive)

There are also cargo ships leaving from Marina di Massa.

Take the S.S. 125 for **ARZACHENA-PALAU**.

On reaching **PALAU**, just after the railway-crossing take a right turn onto the scenic road. After the first signboard of the C.C.d'O, which is on the right, take the first left.

THE RULES OF THE MEET.

EVERY PARTICIPANT HAS TO BE:

a) A member of the AIKM. The membership fee is Lit. 50.000 which also covers insurance against accidents. Each new member must present a medical certificate, for insurance purposes, that proves they are fit to participate in non competitive water sports. *Those who have not presented a medical certificate will not be permitted to participate in activities on/in the water.*

b) Able to swim proficiently

c) 18 years or older

d) Properly equipped

e) Able to paddle for at least two hours and have some experience in sea kayaking.

THE ORGANISATION:

It is strictly forbidden to paddle alone.

According to the weather conditions, if the need arises, all the participants will be divided into groups according to their experience, with a maximum of eight participants in each group. Each group will be led by an experienced paddler who knows the area and can help others that might be in difficulty. The group leader represents the group towards the local authorities and has the absolute right to veto any decisions taken during the trip.

There will be 5 different trips during the meet. The trips will take place with weather conditions up to the fifth grade on the Beaufort scale. If weather conditions are more severe, the trips will be postponed. There will however be a motor boat to assist any paddlers that might find themselves in difficulty.

Two days will be dedicated to various other activities. There will be lessons on kayaking techniques, boat repairs, navigation, camping and how to load a kayak for extended trips. There will be the possibility of trying different kayaks and generally getting to know each other. Tests will be held to qualify for the various grades of proficiency.

The cost of the meet is Lit. 50.000 per participant which must be paid to the AIKM at the camp site.

The participation in the activities of the meet implies the total acceptance of the above rules.

As every one is under their own responsibility as far as safety to themselves and their equipment is concerned, all who feel like paddling, although strongly advised not to do so, by themselves or in adverse weather conditions are free to do so at their own risk and apart from the activities of the meet. The AIKM declines any and all responsibility whatsoever towards those outside the meet, third parties or any and every authority.

THE CAMP SITE.

The AIKM has stipulated the following agreement with the C.C.d'O. There will be a discount of 20% on the 1995 prices for members of the AIKM. This discount is valid for tent sites, adult's and children's fee, car parking and the rent for a caravan (2-5 occupants). The AIKM has reserved one 4-place bungalow to be used as the office and reunion point during the meet. On arrival at the camp, state that you are a member of the AIKM. You will be given a pass at the cost of Lit. 12.000 that allows you access to all the sports and animation amenities. You will also get a 10% discount on all meals taken at the camp site. There will be packed lunches available at a fixed price. The prices are average for Italian camping grounds. Those wishing to book a bungalow or a caravan are strongly advised to contact the C.C.d'O, as soon as possible, it is never too early. Those wishing to prolong their stay will have to make their own arrangements with the C.C.d'O, as the above conditions are valid only for the duration of the meet.

EQUIPMENT.

The following is a list of the *necessary* equipment:

Sea kayak with watertight hatches

Pump or other efficient means of emptying the kayak

Tow line (*One never knows*)

A spray skirt, a paddle and an approved life vest to be worn at all times when on the water

A whistle or other acoustic device

Footwear

Camping equipment

Please write your name, address and telephone number inside the kayak

We also suggest to bring along these items:

A watertight torch

Two red star rockets and two hand flares

A spare paddle

For those wishing to visit the Maddalena islands we strongly advise: a deck mounted compass, parachute flares, an AM/FM radio, and nautical charts (I.I.M. 325 & 326 (int. 3350) scale 1:25.000 and 1:100.000

IMPORTANT!!!

Please apply by letter to one of the following addresses before the 1st June 1995.

Associazione Italiana Kayak da Mare
c/o Raymon VARRAUD
Via Leonardo da Vinci 6
50132 Firenze
ITALY

Associazione Italiana Kayak da Mare
c/o Sergio CADONI
Viale Colombo 118.
09045 Quartu S. Elena (Cagliari)
ITALY

Please do not send any money! All payments are to be made at the site of the meet in Sardinia.

AN ISLAND ODYSSEY

"Because it's there" seemed a good enough reason for contemplating a paddle out to Grassholm Island, Pembrokeshire. So, on 2nd September 1994 the heavily loaded Nordkapp lifted its nose and headed into a gentle breeze, the bows parting the oncoming swell either side of the cockpit as I made my way towards the distant island.

It is a remarkable sight approaching Grassholm as it climbs out of the distant blue sea ahead; one side dark green and the other a brilliant white. It is only as you approach Grassholm, when the overpowering smell and noise "hits" you, do you realise that this "brilliant white" is not the colour of the rock but the massed ranks of the nesting Gannets.

Grassholm, standing in isolation lies over nine miles from the mainland of Pembrokeshire; the distance ensuring that it has been the least affected of the islands off this western seaboard.

There is nothing about Grassholm as an island to call anyone out to it as there is with the other larger islands, namely, Skomer, Skokholm and Ramsey, apart from the Gannets, and they are something special.

The Gannet colony is only just over 100 years old. The first mention of their colonisation is of 20 pairs in 1860, by the 1890's this had increased to 200 pairs and to 300 breeding pairs by 1905. The population explosion on Grassholm may have been affected by the movement of the birds from Lundy Island.

In 1947 the Royal Society for the Protection of Birds acquired Grassholm and designated it a Bird Sanctuary. Counts of the Gannets in 1988 estimated the population to be over 30,000 pairs. This makes Grassholm the second largest gannetry in the Northern Hemisphere after St. Kilda, and the third largest in the world.

Grassholm now supports one of the highest densities of breeding sea birds anywhere in Britain. In only 22 acres of land there are over 60,000 Gannets plus their chicks and a few small colonies of Razorbills, Kittiwakes and Shags. The Gannets live within pecking distance of their neighbours creating a sight and level of noise that delights and amazes; and when combined with the fishy stench of many regurgitated dinners, it is an experience never to be forgotten.

The adult Gannets do not spend all of the time on their nests, there are always thousands in the air above the colony and a few fishing near the island. Gannets fish quite spectacularly. With their six foot wing span closed and streamlined for the kill, they dive from all angles at a great height with the speed and certainty of an arrow to pierce the sea to catch their prey.

GRASSHOLM ◀ PEMBROKE SHIRE

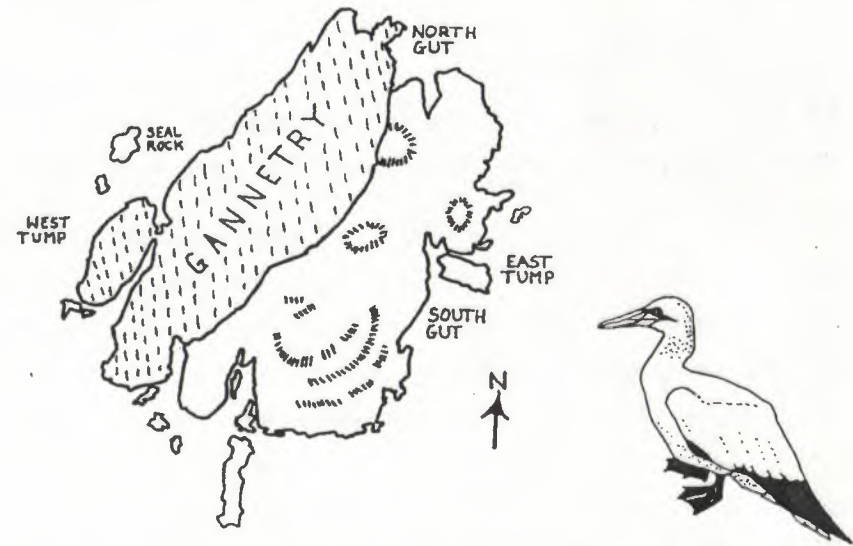
After hatching, the chicks are small white balls of fluff, which grow fatter as they mature. By the time their parents desert them they are overweight replicas of the adult birds clad in the black feathers of a juvenile. They are left unfed until they are driven by hunger towards the sea and independence.

A 16th June deadline for landings has been set by the RSPB to coincide with the hatching of most of the chicks, after which date the adults are much less nervous or prone to damaging disturbance.

Paddling out to Grassholm is a serious and committing venture which needs careful planning, with absolutely no guarantee of being able to land once out there. However, being able to land is certainly an extra bonus for whilst a notice asks you to stay behind a line of white stakes to avoid disturbing the birds, you are still close enough to observe, photograph and truly enjoy what must be one of the greatest spectacles of the natural world.

After about an hour observing the birds, the tidal stream had already started to flow northwards around the island as I left to make my way back to mainland Pembrokeshire.

Peter Owen - September 1994



From Didier Plouhinec:-

- April 29.30 May 1st

First french FORUM DU KAYAK DE MER
organized by CK/MER, association Con-
naissance du Kayak de Mer

at : Centre Bon Vent

Santec (close to Roscoff)

this forum is a french version of the
british symposium

Further details later. I will be lecturer
at this forum and will send you the

THE
INTERNATIONAL
CANOE
EXHIBITION

95 CANOEING



CRYSTAL PALACE NATIONAL SPORTS CENTRE · 18/19 FEBRUARY 1995

SAT: 9.30AM - 6PM · SUN: 9.30AM - 5PM

ADULTS £6.00 · UNDER 16 £3.00 · INCLUDING PROGRAMME

FREE PARKING

TELEPHONE ENQUIRIES: 0181 776 7755 · 0115 9821100

TRADE & INFORMATION STANDS

There will be over 100 Exhibitors present, giving this annual gathering of canoeing enthusiasts the opportunity of visiting leading manufacturers and retailers of canoes, kayaks and associated equipment. See and examine new products at first hand and discuss the latest developments with the experts. Find out more about a wide range of canoeing activities and disciplines from voluntary information stands

FREE PROGRAMME

On arrival, you will receive a comprehensive guide to the Exhibition, which will show the layouts of all the Halls, details of those exhibiting and essential information.

POOL EVENTS

In the pool, there will be a continuous programme of canoeing events and displays. There is the opportunity to see Britain's best paddlers compete in the National finals of the Canoe Polo and Canoe Slalom Championships.

LECTURES

Each afternoon there will be a lecture programme featuring paddlers from this Country and the USA.

TRY CANOEING

For newcomers to the sport, the Exhibition offers the opportunity to take part in 'Come and try it' sessions. Places are allocated on the day on a first come first served basis.

REFRESHMENTS

Refreshments are provided by Pall Mall Services at the Centre who have a number of refreshment kiosks and licensed bars operating throughout the site.

FACILITIES FOR DISABLED PEOPLE

If you are disabled or bringing someone who is disabled, please indicate this on the booking form. A special information sheet will be sent to you.

TICKETS

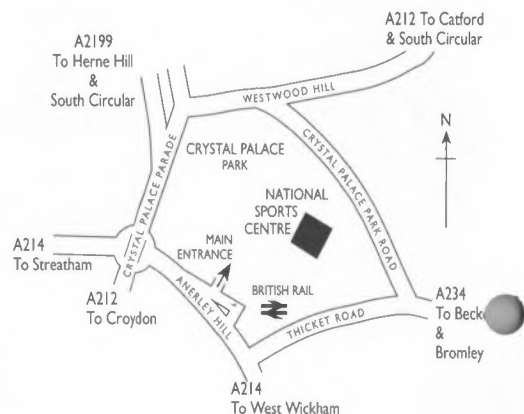
Tickets are available on the day at the door, costing £6.00 for adults and £3.00 for children under 16 years of age. There is a 60p discount (children 25p) on all tickets purchased in advance, and further discounts for party bookings - tickets cost £4.90 for parties of 10 or more (£2.50 for children) and £4.40 for parties of 25 or more (£2.25 for children). The closing date for advance bookings by post is 12th February 1995.

HOW TO GET THERE

By road: The entrance to the Centre is off Annerly Hill (A214), 100m east of the A212/A214 roundabout. **Parking is free.** There are ample parking facilities.

By Bus: To Crystal Palace Parade, routes 2A, 2B, 3, 3A, 49, 63, 108B, 122, 137, 227, 249, N2 and N86. To Annerly Hill Route 157.

By train - to Crystal Palace Station: Via Network South East, trains run to and from Victoria every 15 minutes on Saturday and every 30 minutes on Sunday.



ADVANCE BOOKING

Complete this section and send it with your remittance and a stamped addressed envelope (SAE) to: The British Canoe Union, Adbolton Lane, WEST BRIDGFORD, Notts. NG2 5AS.

Tickets will not be sent unless a SAE is enclosed.

Please cross all cheques and postal orders and make payable to: British Canoe Union.

The last date for applications to be processed is 12 February 1995.

Name _____

Address _____

Post Code _____

Telephone No _____

No of adults @ £5.40

No of under 16s @ £2.75

Party booking 10 or more @ £4.90
children @ £2.50

Party booking 20 or more @ £4.40
children @ £2.25

Cheque/Postal Order enclosed, total value:

Are you bringing anyone who has a disability? Yes No

Sat	Sun	£	p



BRITISH
CANOE
UNION

Wiltshire
County Council

YOUTH &
COMMUNITY SERVICE



STONEHENGE

SATURDAY & SUNDAY

17th & 18th JUNE

10.00am - 5.00pm

PEWSEY SPORTS CENTRE • WILCOT ROAD
PEWSEY • WILTSHIRE • SN9 5EW
TELEPHONE: 01672 62469

NATIONAL CANOEING EXHIBITION



SATURDAY & SUNDAY

17th & 18th JUNE

10.00am - 5.00pm

NATIONAL CANOEING EXHIBITION

- ADMISSION -

INDIVIDUALS

Adults ~ £2 Children & OAP's ~ £1
Under 10's with Parents ~ FREE
CARS
Car parking on site ~ 50p per car
FREE parking in the town centre

- ADVANCED BOOKING -

Groups of 10 or more can get a
10% DISCOUNT
by booking in advance
please contact us at
the address below

- DW PRESENTATION -

Taking place on Sunday 18th at
THE BOUVERIE HALL, Pewsey
near the exhibition

- TOP TRADE STANDS -

e.g. Nookie • Mobile Adventure • Marsport
Twickenham & White Water
Kirtan Kayaks • Mega Performance Kayaks

- POLO TOURNAMENT -

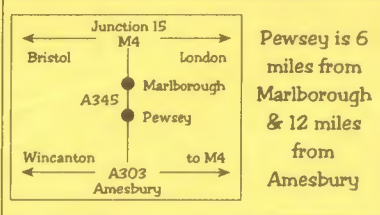
An open tournament for mixed sex teams
of any level, 4 players (2+2) per team,
plus a maximum of 2 reserves.

- INFORMATION STANDS -

Many of BCU discipline committees &
canoeing organisations will be represented,
such as Surf Committee, DW Committee,
Canoe Camping Club etc...

- SWIMMING POOL -

Various activities in the pool
including:
Come and Try canoeing -
for beginners
Test paddle Traders boats
ALL FREE
Bring your swimwear and a towel



Please tear here and return to:
STONEHENGE '95, 11 FOSTER WALK, LARKHILL, WILTSHIRE SP4 8RE
Tel: (01980) 654043

PLEASE SEND ME MORE INFORMATION ON THE FOLLOWING:

- TRADE STANDS
- POLO TOURNAMENT
- ADVANCED TICKET BOOKING
- INFORMATION STANDS
- DW PRESENTATION
- GENERAL INFORMATION

NAME:

ADDRESS: