

Newsletter



of the



An international sea canoeing association open to all interested in this aspect of canoeing.

Aims:

Promotion of sea canoeing • Communication • Organisation of events and conferences • Safety and Coaching

INTERNATIONAL SEA KAYAKING ASSOCIATION

NEWSLETTER # 3

MAY 1995

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EDITORIAL

What are we doing with a May edition of the ISKA Newsletter when we are barely out of the winter 94/95 period? Well, a reasonable question and it is simply that I am to publish a newsletter every two months, viz: Jan/March/May/July/Sept/Nov, and that I have got ahead as I wanted to get information & material out to you as I had it rather than wait for the due date. This may mean that there will be gap near the end of the year. I may compensate for this by publishing an extra newsletterwe'll see!

Although ISKA itself made it, I personally missed the International Canoe Exhibition at Crystal Palace this year due to a bad bout of influenza. Thanks to Christine Carter and other volunteers such as Paul Trott, Martin Rudd and Duncan Winning, the ISKA stand was staged which allowed the Association to take on many new members and retain its long tradition of appearing at Crystal Palace. Having said this, it was the first year as the International Sea Kayaking Association. It was also likely to be the last time we appear at Crystal Palace as next year we are to be at the National Exhibition Centre in Birmingham as we link up with the National Boat, Caravan and Leisure Show.

Now that the Canoe Exhibition is over it is time for the publication of the ISKA 1995 Membership List. I asked Derek Hutchinson for help in designing the front cover, a chore he has kindly undertaken for the last few years. The result was his permission to use a drawing from his recent new book, "The Complete Book of Sea Kayaking".

I recently received a copy of Dereks new book, his fourth edition of the "The Complete Book of Sea Kayaking" as published by A & C Black. Like the previous three editions this one again makes a valuable contribution to the growth and awareness of our sport. There are very few individuals who have made such a huge impact on sea kayaking. It is not only in his books and writings, but also his design of sea kayaks, his coaching and instruction world wide and his involvement in sea kayaking expeditions that have made his contribution so meaningful.

The Complete Book of Sea Kayaking is written for the beginner and the committed paddler alike. It is colourful and, unlike many, 'text' books, is extremely readable. I like the 'mēɪɹ əɣə ɥɪʃɪ' diagrams showing rolling techniques and I like the comic style drawings with the talk balloons that take us through various paddling techniques.

Derek covers sea kayaking equipment/basic techniques/more complex techniques/kayak surfing/rescues/waves/wind &

waves/tides/navigation/origins of the sea kayak.
There is no doubt that Dereks artistic skills are used to great advantage and this is a book that has to complement your canoeing library.

180 Pages. ISBN 0 7136 38354

Published by A & C Black, 35, Bedford Row, London WC1R 4JH

Price £12.99

CORRESPONDENCE

From Dave Gardner, 'Spindrift', Ireland, Bigton, Shetland, ZE2 9JA. Tel 01950 422404

Dear John,

I am organising the 4th Shetland Sea Kayak Meet. The event will be hosted by the Shetland Sea Kayak Club.

Basically we are inviting sea kayakers and their friends to join us on the 30th June 1995 on the Island of **Papa Stour**, Shetland. We will camp there and paddle around the Island, exploring the magnificent caves, stacks, arches, etc.

There will members of the Club paddling and camping in other areas of Shetland after the weekend on Papa Stour. If anyone wants to join up with them then they would be made most welcome. I am putting together an information/registration pack and this is available from me, address as above.

Finally to let you know that Derek Hutchinson has agreed to join us and will be giving a presentation on his North Sea Crossing.

From Carol and Nigel Tuffley, 83, Galloway Rd; Hamworthy; Poole; BH15 4JS. Tel. 0202 685987

Dear John,

Paddling on Dorset coast has really been good this autumn. We were still catching mackerel on spinners in the first week of December. We were also very lucky to see two Bottle Nosed Dolphins near Swanage. apparently December and January are best months to spot them.

The weather has been exceptionally mild until this week (24.12.94) when I was caught out paddling back from Old Harry wearing only a helly vest and pertex cag - fortunately I had a dry cag and two jumpers in a knee tube - just wished I'd put on the jumpers before the dry cag - I was freezing when I got out of the boat 1 and half hours later just as it was dark.

Best wishes for 1995.

From George Oliver, 10, Wordsworth Rd; West Bridgeford; Nottingham; NG2 7AN Tel 0115 9819758

Dear John,

Could you please insert the following ad in next edition.

"FOR SALE

Jura Sea Double, 3 X VCP round hatches, rudder. 22ft stable expedition boat. Red deck, Lt grey Hull. New in 1994.

Price £650.00

From Rowland Woollven, 13, Morfa Cresc; Tywyn; Gwynedd; LL36 9AU

Dear John,

You asked in the ISKA Newsletter # 2 for thoughts on the **Advanced Proficiency Award** and associated matters.

Here goes:

- a. Having held the award for eight years, I am surprised only 18 people have qualified in the last six years; there is obviously a high number of competent paddlers around who have not taken the test.
- b. I would not like to see the current standards dropped - not least because I worked hard to gain my award!!
- c. I think the principal problem lies in a perception that certain Centres and individual examiners apply standards well in excess of what is required by the B.C.U. Hence the advice of "don't go to X unless you can walk on unfrozen water" (several names spring to mind for 'X'!!)

Do we need a Leader Award? In my view, No. The combination of Sea Proficiency and S.I.(sea) should enable a person to lead straight-forward trips in safety with Advanced Proficiency and S.I.(sea) being suitable qualifications for those thinking of leading advanced trips.

Note. This assumes some aspect of 'being paid' or 'formal tuition' because otherwise you don't 'need' any qualifications. I think a major problem lies in the perception from outside that an S.I. has abilities (or should have) outside those of a purely instructional nature, i.e. he/she is de facto a suitable person to lead on water and is capable of taking the decision 'not-to-go' as well as 'to-go'.

A major stumbling block in the way of instruction any leader award is how to test for it - the basic mountaineering award (ML(Summer)) is assessed over five days - primarily because it must look in depth at a previous leadership on the mountains over a continuous period. I doubt if you could create a credible award for leadership tested over a weekend.

As an interesting end piece - until this year the Services had a qualification of Sea Expedition Leader (I am only one of five serving servicemen to hold the award). This assessed a persons' suitability to lead expeditions and advanced trips with the following components:

- a. Personal skills to B.C.U. Advanced Proficiency standard
- b. Instructional ability to B.C.U. S.I.(sea) standard
- c. The ability to organise and conduct training on and off the water of up to a week's duration
- d. The ability to plan extended expeditions.
- e. The practical ability to lead advanced trips on the water day after day; in other words, the proven assessment of leadership under continuously testing conditions.

The sting in the tail is that this course was nine days long - and it was hard! However, I believe it was a good qualification.

From Daniel De' Angeli, Via de' Macci 7; 50122 Firenze; Italy.

Dear John,

I am convinced that to increase the contacts between the fraternity of sea kayakers in Europe is really more than P R or a cultural exchange but, instead, a very basic initial move towards a new mutual understanding and maybe also towards a new way of living our sport.

Now, about the "utopic" idea that emerged during our last talk, I feel that it could really be interesting to establish a very simple 'code' or set of rules concerning the already existing common ground re safety procedures among serious sea kayakers literally everywhere.

Such a 'list of safety procedures' should and could be elaborated by all the (European, if you want, for a start) clubs and associations in order to arrive, with the help of each country, with a sort of very simple and practical list of safety procedures and suggestions that could be distributed in each country by the different clubs to their members and to the local authorities.

This relatively simple thing to organise could be the :-

- a. beginning of a real collaboration between European clubs on safety matters.
- b. first step towards a future unified set of safety procedures in Europe that could become the basis for a common European attitude of the different national coastguards and authorities about the matter.
- c. international standard set of safety guidelines for coaches, groups, teachers, expeditions, beginners, etc.

I think that before even starting to dream about a unified European coastguard behaviour or a common point of view about sea kayaking with an efficient set of safety procedures or a unified European legislation concerning sea kayaking (**very** utopic, this one) we should, here and now, concentrate on increasing the contacts between individuals and clubs in Europe at all levels. Only if we are able to create a strong network or relationships and a constant interchange of ideas we could sooner or later develop this ideal project.

The I.S.K.A. has been doing a great job by creating a network; now maybe it could be the time to extend even further the network among European kayakers with this ideal objective in mind.

From Sergio Cadoni, Quarto S Elena; Italy.

Dear John,

.....As for those articles about flares, radios and safety at sea. It's amazing how we reached the same conclusions about the flares, without any knowledge of the goings, almost two years ago. We couldn't contact neither the Italian Coastguard (don't even know they are aware what a kayak is) nor the Pains Wessex firm. But, out of experience, in one of our newsletters we strongly recommended the following set: three Para Red Mk 3, two Star Red Mk 3, one Maroon, two Orange Handsmoke Mk 2. As for the Star Red and Handsmoke, also a high quality national brand could

do. The Miniflares were recommended to those willing to spend a little more as an alternative to the Star Red. Personally I always take with me the Maroon, three Para Red, two HandSmoke and two Star Red of national production. Someone scoffed at it all. The joke was that the day I would run aground I would blow up like a firework show! It has never been the case, nor did I ever need to use the flares. But I have them and I know how to fire them. Certainly, on many occasions nobody would be around to see them. But just in case... I have some more opportunities to return home in one piece. Here the point is not just to calculate the percentage probabilities that a flare could be seen from the bridge of a vessel, but to have as many ways as possible to attract attention of a third party should the need for help arise. flares are one of them so a good set should always be carried.

Regarding the VHF radio, it's surely a convenient way of communication at sea. Most useful, unfortunately one must be in line of sight with the other party and batteries are prone to failure/discharge. There have been occasions when my hand-held two watt output radio was of no use and where a flare could drive home a message to a vessel beyond the horizon or to someone looking from the shore. On other occasions the VHF was invaluable for its' ability to make contact with other sea farers, also for matters not strictly concerning safety. But, mind you, in rough water the radio is cumbersome to use; you have to spare a hand when both would be needed for paddling, and communication can be difficult due to the noise all around you. For what is all this argument worth, I bring both of them at sea on extended trips or crossings. Technology is improving and we should start to consider the use of cellular phones, at least as a group, which can be another piece of gadgetry worth its prize. If one is going to paddle in an area covered by the service it will be easy to send a message to the Coastguard or to call home with an explanation for a sudden change in program. Personally I hate cellular phones....EPIRB would be of great help only on long crossings due to the long lapse of time needed to receive help. But it can be a life saving device if used on the right occasion. I have no direct experience so my opinion is not very reliable.

All this emergency equipment will not be of great help if things are going really bad, I'm afraid. Time spent in the water with an emergency seems to pass very slowly, it's unpleasant and sometimes it can be frightening. It's something one's not going to forget easily. Again, time can be extremely valuable, and to get help takes always more time than you are willing to allow for. Time is also a killing factor and so I rely on the best possible equipment. Obviously the best way to 'get out of trouble' is to make sure you stay out of it in the first place. Try to learn from your mistakes and from those of others. Be aware of your limits. It is silly to land after a crossing so exhausted that you have no energy for taking emergency action. It is insane to try and beat the sea, the seas are bound to win in the end. Always check the weather forecast and remember that these are not infallible. Be prepared for the worst. Awareness can be the best safeguard against emergencies.

It is some years since I took up sea kayaking and though I am not a great navigator (I've not crossed the Bering Straits!) I have had to deal with emergenciesso far so good! **Sergio.**

From Martin, 'Newlands Adventure Centre'; Stair; Keswick; Cumbria;
CA12 5UF. Tel 0768 778463

Dear John,

Sorry about the delay with this but as you can see I've moved again; in fact a couple of times in the past year. However, I shall be at this adventure centre for a while now.

At present I am planning a trip over to Canada and the Great Lakes and so would appreciate it if any members have any information on this area. The trip is not planned for until the back end of 1996 so I've plenty of time to get my act together and see what is feasible.

From Christine Carter, Pen ty Cuan; Off High Str; Clun; Craven Arms; Shropshire; SY7 8JB

Dear John,

Please, has anyone a copy of **Watery Wanderings in Western Lochs** which was reprinted by the B.C.U. c1985 to commemorate the 100th Anniversary of the journey from Glasgow, through the Crinan Canal, to Taynuilt, on trains and finishing down Loch Lomond. I gave my copy away and would be very pleased if I could obtain a copy of the reprint by post.

Eureka!! Have you ever worried about the volume wasted when packing your boat, by the spaces between the individual pieces of pasta and lost between the swirls of the spirals?

I've tried breaking it down with a hammer. I've tried buying the rarer smaller, more compact shapes of animals or spaceships (which does lend interest to the third storm bound day).

The solution is stunningly simple. Take flat sheets of lasagna, available in white or green, and crumble daily into your pan. It works! It could be softened and laid up to strengthen a hull repair.

Christine Carter

WESTLER FOODS

Westler Foods individual ready meals come in a foil pouch which is intended to be heated for 8 - 10 minutes in boiling water. These sealed pouches are a convenient method of storing ready prepared food; they take up cupboard rather than freezer space, are much easier to carry in a kayak than tins and because the foil is plastic coated on the outside there are no worries about possible corrosion of the pouch in less than ideal storage conditions. I do not suggest you should leave them slopping around the bottom of the kayak but if they do they should come to no short term harm.

Each filled pouch weighs 250 gm and measures 168 X 197 mm but can be folded to 110 X 197 mm, although it would not be a sensible idea to store them folded. The pouch was designed to fit the pockets of army field jackets so each squaddie can carry his own rations. No fancy packing - just simple identification in words of the contents and a use-by-date; the ones we tested had a couple of years to run. Two pouches fit comfortably in a three litre saucepan, which would have taken three at a squeeze. (A case for using rectangular mess tins?). We were told by the Westler representative that the pouches could be heated in a low

oven but the plastic coating melts at 150 degrees C so unless you enjoy oven cleaning it is a doubtful option. The embers of a good camp fire would be a different matter and would also give you the chance to bake potatoes as an accompaniment.

Some accompaniment will be needed if these meals are to satisfy healthy outdoor appetites. Potatoes, bread, rice or pasta would go with the five foreign recipes available but conservative diners would probably opt for the first two suggestions with the Beef Stew & Dumplings. This was one of our test products and is described in the Westler blurb as 'beef stew with traditional suet and parsley dumplings'. I had misgivings before I opened the pack, not being able to visualise light, fluffy dumplings emerging from such a flat pack. My misgivings were justified; this dumpling stew is traditional only in the sense of music-hall jokes about English cooking. "Stodgy" is the least damning description of those dumplings. The vegetables are carrots, peas and potatoes - the latter rather unappetising, greyish chunks. The stews' saving grace is that it does have a reasonable quota of beef and is not over salted.

The second meal we tried was Spicy Vegetable Chili which set the taste buds tingling as soon as the pouch was opened to release the delicious aroma. While not mouth-blistering hot, the chili sauce has a good consistency, colour and taste and there are plenty of sweet red pepper pieces among the mixed beans and other vegetables. The four other meals in the range (not tested) are Chili Con Carne; Chicken Curry; Chicken Supreme, and Beef Curry. I suspect these will be on a par with the spicy Vegetable Chili. Perhaps Westler should find a more convenience-compatible recipe to represent Britain than Beef Stew and Dumplings.

All meals are available as single portions - priced from £1.20 or in packs of twelve individual portions including a mixed pack at £15.56.

Sea Hopper (The folding dinghy people) are agents for these meals. You can contact them on 01823 665151/663666;
Fax: 01823 660740

KAYAKERS - PADDLE WITH 'WIND KAYAK'.

I have often imagined the wind, my travelling companion on the seas, towing me towards my destination with an economy of effort on my part. But up to now with no avail as the wind remains fickle and undependable, demanding great efforts in order to stay on course. From time immemorial, paddlers have tried to befriend the wind to improve their performance. Some even rig out masts like sailing craft but improvements in performance can in some cases be to the detriment of stability and manoeuvrability.

Kites have also been used to pull kayaks but with little success to date. There is a firm, WIPIKA, based in Quimper, Brittany, that has been working on a wing-kite whose originality lies in the fact that it is unsinkable, thanks to its inflatable edge and lathes. The structure, once inflated, stiffens the whole wing. Although its shape is reminiscent of a spinnaker, it is more efficient in head winds. The 6.5 sq m WIPIKA Wing stands above the kayak and is linked by two 6m ropes, takes up little space, weighs only 600 gr and is driven by two commands. These allow the wing-kite to be positioned in an optimal fashion in relation to prevailing wind and direction required, like a paragliding set. For information Inuk Kayaks; Prospect Cottis; Stapledon Lane; Ashburton; Devon. TQ13 7AE Tel: 0364 653546

To: John Ramwell, from Dave Powell

I describe an emergency services rescue which happened during a trip with my paddling partner Richard Bryant in January 95.

We started from the lagoon at Montrose and paddled out into a lumpy swell. Waves were breaking across the mouth and we stayed well out - there was a big sea running down the coast.

It had brightened up and the sun came out, and we just glided across Lunan Bay towards the Red Head. It was exhilarating - I said to Rich people who don't paddle in winter are fools. A little further on Rich landed to empty his boat - I didn't fancy a dodgy landing on a boulder beach and stayed offshore. Further on we passed some fishermen on the rocks - Rich was closer in than me and I thought he was a bit reckless. Onwards across a small bay to the Deils Heid, a prominent low headland - I could see people on the cliff top.

As we passed the headland, I saw Rich rolling up out of the corner of my eye, and I thought, what the fuck are you doing! When I looked again I saw him half roll up and then he bailed out.

If the waves had carried him in, I wouldn't have gone near him, but we were drifting out. We were about 150m offshore in big rolling waves which had a powerful backtow. I wasn't keen even attempting getting him back in his boat. Before I approached him, I told him to let go of his boat, which drifted out to sea. Rich was yelling 'head into the rocks', and 'please get me in', meaning that if I could have got him in he would have taken his chances being swept onto the rocks. I thought being swept onto the rocks would have been terminal. I tried towing him, but we got nowhere. He tried swimming in by himself, but his buoyancy aid made it impossible. There were people on the cliffs, and I told Rich to wave his arms around to make them go for help. I was certain we would have to depend on being rescued.

Meanwhile, I found the only way I could tow Rich and make progress was by back-paddling, parallel to the shore. I was heading for a little bay just before the start of the cliffs. We passed close to the rock where Rich had capsized. He was yelling 'where are you going', and 'it's too rough here' and 'please go back', but I just ignored him and kept on paddling. A line of fenceposts on the skyline confirmed I was moving, but I just could not get further in. He had been in the water now about 45 minutes, temp 4C.

Suddenly, an orange inflatable appeared out of the blue. I didn't see it until it was almost on top of us. They grabbed Rich out of the water. He was lying flat out on his back in the bottom of the boat. We pulled alongside the lifeboat 'Inchcape' and they transferred us to that for the mile or so to Arbroath. Rich was suffering badly from hypothermia, and he didn't know what was happening.

When I arrived at the hospital Rich was still completely

out of it - he was put in a foil bag to warm up, and was complaining that his feet were cold! I told him he owed a donation to the RNLI! I phoned his wife Anette and she and her youngest kid arrived about 8.30. She said he just kept wanting to cry.

Richards boat was lost, and has not been recovered. My Nordkapp was picked up by the inshore lifeboat after we had been put on the Inchcape.

The couple who raised the alarm (quoted from the Dundee Courier) said the following:

"There were a lot of people walking along the cliffs but nobody else seemed to realise what was going on. We spotted something yellow in the water and just thought it was debris. Then we saw the yellow thing was a canoe and someone was in the sea with another canoe nearby. We could see the man in the water was being towed and it was obvious something had gone wrong but nobody else seemed to be bothered. We ran back to our car and thought we would drive to the police station but we stopped at a phone box and called for help from there".

Rich owes his life to this couple - neither of us were carrying flares and for most of our trip along the coast we had not seen a soul.

Thanks to CANOEIST Mag. for the following **PRICE LIST SEA KAYAKS**

Sea Kayaks								
Alaska	Outdoor Leisure Sup	LDPE	1	4.20 x 620	21	£418.93		
Alaskan	McNulty	GRP	1	5.48 x 590	34	£790.00	- £1,065.00	
Aleut II	Valley	GRP	2	6.70 x 660	36	£1,575.00		
Anas Acuta	Valley	GRP/Kevlar	1	5.23 x 540	23	£840.00		
Angmagssalik	Granta	Wood	1	5.70 x 490	13	£230.00		
Calyпсо	North Shore	FRP	1	5.20 x 560	23	£801.59		
Calyпсо II	North Shore	FRP	2	6.00 x 650	35	£1,214.57		
Dart 22	Selway Fisher Design	Plywood plans	2	6.70 x 690	45	£36.00		
DD17	Dennis Davis	Plywood plans	1	4.80 x 560	16	£11.00		
DK21	Dennis Davis	Plywood plans	1	4.83 x 578	15	£11.00		
Huntsman	McNulty	GRP	1	5.10 x 570	25	£465.00	- £685	
Icefoe	P&H	GRP/Diolen	1	5.18 x 610	25	£783.00		
Inuk	Kirton	GRP	1					
Inuktitut	Inuk	Plywood plans	2/3	6.70 x 640	30			
Kodiak	McNulty	GRP	1	5.10 x 570	25	£480.00	- £790.00	
Legend	Foster Rowe	GRP	1	5.49 x 520				
Mariner	North Shore	FRP	1	5.15 x 550	23	£743.58		
Njord I	Inuk	Veneer/plywood plans	1	5.50 x 500	20			
Njord II	Kirton	GRP	2					
Nordkapp	Valley	GRP/Kevlar	1	5.45 x 540	24	£840.00		
Orca	Pyranha	Royallite/linear polyethylene	1					
Orion	P&H	GRP/Diolen	1	5.18 x 610	25	£925.00		
Ottersport Sea Kayak	Granta	Wood	1	5.00 x 610	22	£315.00		
Outlander	P&H	GRP/Diolen	1	4.88 x 610	25	£925.00		
Pintail	Valley	GRP/Kevlar	1	5.23 x 560	23	£840.00		
Sea Hunter Mk II	McNulty	GRP	1	5.48 x 590	34	£790.00		
Sea Jay	Selway Fisher Design	Plywood plans	4	6.10 x 1,010	42	£36.00		
Sea Rover 15	Granta	Wood	1	4.50 x 550	15	£195.00		
Sea Rover 17	Granta	Wood	1	5.25 x 600	18	£205.00		
Seasure	Mega	GRP+	1	5.320 x 560	20+	£535.00		
Seayak/Expedition/Deluxe	Avoncraft	Blowmoulded HTP	1	4.90 x 600	24 - 26	£497.00	- £675.00	
Shoreline	North Shore	FRP	1	4.85 x 550	22	£715.18		
Shoreline Fuego	North Shore	FRP	1	4.85 x 560	22	£770.31		
Skerray/RM	Valley	Polyethylene+	1	5.20 x 580	24 - 28	£660.00	- £840.00	
Skerray Excel	Valley	GRP/Kevlar	1	5.38 x 610	25	£865.00		
Sirius/HF	P&H	GRP/Diolen	1	5.18 x 520	24	£925.00		
Svalbard	McNulty	GRP	1	5.25 x 560	25	£1,050.00		
Trek	North Shore	FRP	1	4.85 x 560	20	£676.54		
Voyager	Kirton	GRP	2					
Vyneck	Foster Rowe	GRP	1	5.49 x 520				

THE LYME BAY INCIDENT

Most sea kayakers will have heard about this incident.

In case you have not I will give a brief resume.

This will be followed by some conclusions and then I will explore some implications.

Why should I bother to share all this with I.S.K.A. readers when so much has previously appeared in the canoeing and national media? Because as sea paddlers you should be aware of one of the major sea kayaking incidents in recent times and certainly you should consider the implications for the sport at large and for you as an individual and/or club paddler.

WHAT HAPPENED, WHEN AND TO WHOM.

It was March 1993 when a group of sixth form students and a couple of their teachers arrived at St. Albans Centre in Lyme Regis on the English south coast for a multi-activity week.

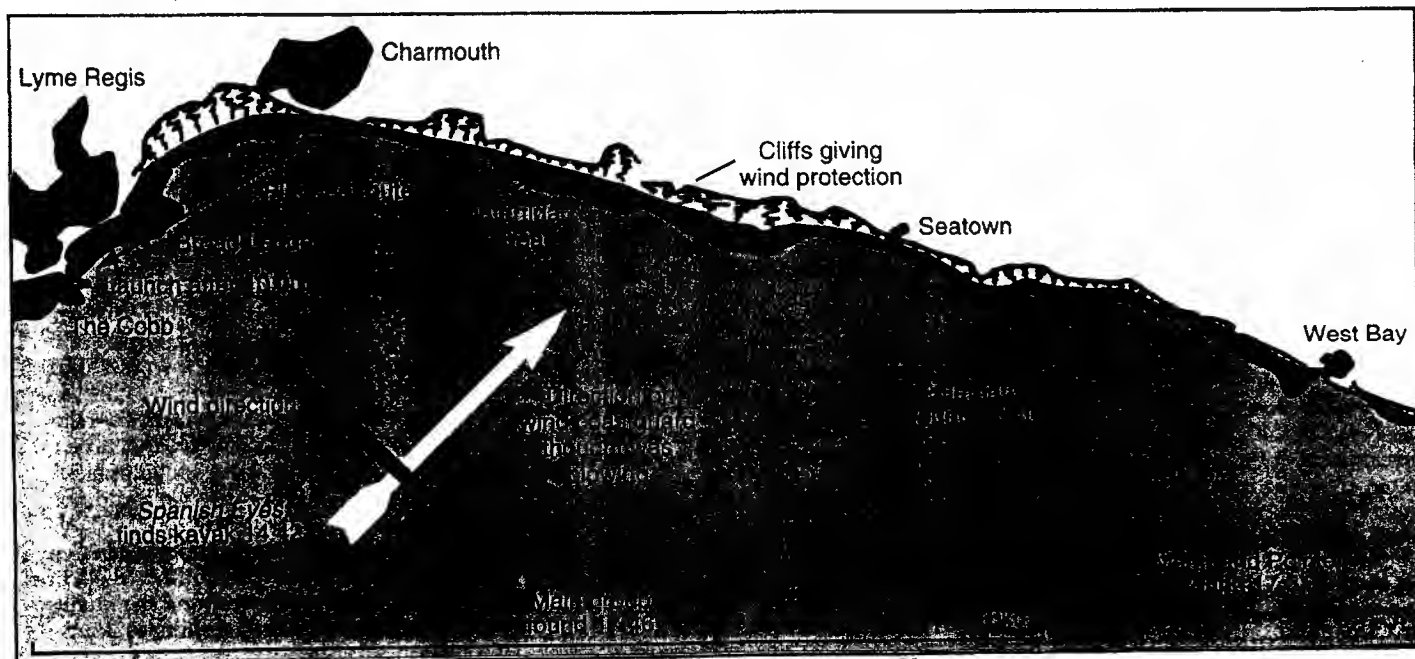
The kayaking group consisted of two leaders (not qualified instructors), one teacher and eight students. A total of eleven.

None of the school members had previous kayaking experience and the two leaders, employees of the Centre, had a British Canoe Union One Star Test each; this is a very basic beginners award and has no standing in terms of a leadership qualification.

Before setting out on the sea in Lyme Bay the kayaking group had some initial training in a heated swimming pool which consisted of a two length swim, some 'water treading' and at least two capsize drills each.

On the day of the incident the group were shown how to don a life jacket (not a buoyancy jacket) but were not shown how to inflate these jackets in order to increase their buoyancy value from 70N to 150N,

After some preliminary dry land paddle practice they set off for a short sea trip from Lyme Regis to Charmouth (see diagram of area).



The plan was apparently to return and in total we are talking of a distance of 3.2 nautical miles.

The group was told to stay together and at 1015 hrs they launched. Within five minutes one of the students capsized and one of the leaders assisted him back into his kayak. Shortly after the teacher capsized and the same leader put him back in his kayak but in he went again and this time the other leader affected a rescue.

While this third rescue was going on the rest of the group, with the leader, started drifting away, assisted by the prevailing wind (no mention of strength but from what I have heard, not very strong). This group then formed into a raft. The time would now be about 1100 hrs, i.e. 45 minutes after launching.

At 1130 hrs this group was continuing to drift away from the shore to lose sight of the other leader and the teacher.

The waves were now getting bigger and without spray decks the kayaks started to take in water. Paddles were lost and difficulty was experienced in keeping the raft together.

An hour later still the group were now suffering from cold and sea-sickness and one by one the kayaks capsized and were lost until only one student remained upright with those in the water clinging on to this kayak. Soon the student capsized and all clung to the up-turned kayak. Life jackets were not inflated and attempts to swim towards the shore were aborted as futile.

By now it is between 1530 hrs and 1600 hrs and advanced hypothermia was getting a hold.

Two students left the group to swim while the remainder (we will now refer to them as casualties) made valiant efforts to help each other. Valiant they may have been but the efforts did not follow any recommended procedure.

At 1746 hrs a helicopter picked up four casualties and another helicopter picked up one of the swimmers before coming in behind the first helicopter to pick up a further three casualties.

This leaves a swimmer and the other leader with the teacher. The leader and teacher were picked up by an Inshore Rescue Boat at 1738 hrs and the swimmer was picked up by a fishing boat at 1840 hrs.

The eleven paddlers had the following equipment, all of it in very good condition:

8 General Purpose White Water plastic kayaks	
3 Lower Volume GP White Water plastic kayaks	
8 Aluminium shaft ABS bladed paddles	
2 Buoyancy Aids *	9 BSI 3595 Life Jackets
11 Wet Suits	2 Kayak Cagoules*
2 Spray-decks*	1 Tow-line**
1 First Aid Kit **	

* = equipment carried by the leaders

** = equipment carried by one of the leaders.

The outcome was four students dead. Before you write to me I have no information (apart from just names) as to the details of who died and when.

THE CONCLUSIONS

1. Unqualified and inexperienced leaders was a significant factor.
2. The planned trip of 3.2 NM was not suitable for complete beginners.
3. Spray decks were not available to any of the students and the teacher.
4. There was no instruction given on the use of the life-jackets.
5. Insufficient safety gear was carried by the leaders, viz.

tow-line	emergency food
flares	hot drinks (or capacity to make some)
repair kit	spare dry clothing
survival bags	
spare paddles	
6. Water proof anoraks, head and foot wear should have been worn.
7. The kayaks should have been fitted with extra buoyancy.
8. There was a failure to use good procedure to conserve heat once in the water together.
9. There was no means of communication.

THE IMPLICATIONS

Centre management are ultimately responsible in that they have a duty of care to those who take part in activities whilst under the 'umbrella' of the Centre.

In the Lyme Bay Incident the Centre in question failed to devise, institute, enforce and maintain a safe system for the execution of the canoeing activity.

This was demonstrated by:

1. The use of inexperienced leaders.
2. Insufficient necessary equipment
3. Lack of adequate supervision of subordinate manager.
4. Lack of adequate instruction prior to launching.
5. Failure to secure a weather forecast.
6. Failure to understand the limitations of novice paddlers in the conditions prevailing.

All the above despite written warnings about lack of safety standards provided by previous employees of the Centre.

The B.C.U. have backed the need for a statutory requirement for Activity Centres to register and conform to nationally agreed guidelines for the conduct of potentially hazardous pursuits.

FINALLY

On behalf of I.S.K.A. members I express sincere condolences to the bereaved in this incident.

There is now a need for some damage limitation to allow sea kayaking to continue gaining credibility among potential sea paddlers. Had this incident occurred twenty years ago it might well have set the sport back a century - who knows.

We owe it to future paddlers to ensure that sea kayaking remains safe and controlled as they come to us for instruction and leadership experience.

Only when the sea kayaker feels fully proficient and he/she decides the time is right to do their own thing, should they become responsible for themselves.

I do not wish to describe the obvious responsibility we have for each other when paddling as a peer group.

Sea paddlers over the years have ensured that we have approached the sport with maturity and professionalism, assisted by such as H.M.Coastguard and the B.C.U. Sea Touring Committee with many key individuals playing prominent roles.

Books, videos, symposiums and a coaching scheme have all played their part in communicating and maintaining standards. The sport has progressed a long way in a relatively short time.

If we are to enjoy the freedom of the seas we must respect the natural environment and so deserve the pleasures it, in particular sea kayaking, has to offer.

John J. Ramwell
Editor I.S.K.A.

To complement the above account of the Lyme Bay Incident I have taken the liberty of reproducing a letter from Frank Goodman as recently published in the March, '95 edition of 'CANOEIST'

MANSLAUGHTER NOT RIGHT.

All tragedies leave a wake of misery behind as people try to rebuild their lives devastated by the loss of loved ones. As in the case of the recent canoeing tragedy, parents naturally want to know how their children came to be involved in the tragic events that led to their deaths.

After following the Lyme Regis trial in the newspapers and on television, even with the awareness that journalistic reporting is often weighted to suit the readers' supposed view point, I was horrified at the verdict. I have a very strong feeling that a scapegoat has been made.

Emotive reporting began immediately when a television report the day after the tragedy included a Coastguard stating with an air of resignation that, "No-one had informed the Coastguards of an impending journey".

Actually, it has been standard practice for many years now not to inform the coastguard of a journey but rather to have an 'agent' on shore who can alert the coastguard if the paddlers are overdue. In fact, it was clear from the first report of the time

allowed for the journey that this was not a 'journey across the bay' but rather a beginners' paddle that would bumble along the beach with a target destination in mind. In fact, the whole idea of 'making a journey' is a red herring. The accident started close to the beach as soon as the group embarked. The 'journey' had'nt started and was nothing to do with the accident.

Of course it is clear that severe errors of judgement were made. It is also clear that a paddle of this nature, even with beginners, was a feasible trip, had the conditions prevailing been more benign. Of course, flares should have been carried. More doubtful, however, was the use of spraydecks; spraydecks were available, apparently, but a flat sea, the result of an off-shore wind, is notorious for lulling even experienced paddlers into a sense of false security. There is a school of thought that suggests that the feeling of being trapped in a canoe by a spraydeck is detrimental to a beginners performance and, if the conditions are suitable, they can be dispensed with.

The decision to take to the water with any group of paddlers can only be taken by the person in charge of the group, who must be experienced enough to be able to assess local condition for the duration of the proposed time at sea. In this case the weather forecast was wrong and the wind was off-shore rather than on-shore. Accepting that the people in charge of the party were not experienced enough to make that decision, the decision to paddle must go back to people who were experienced and were on duty that day at the centre. No amount of structure and safety rules will ever substitute for experienced decision. In fact, they are sometimes counter-productive. Many accidents are unique. They are not covered in the rule book and lives have been saved by ignoring the rules. In this case, canoeing guidelines suggest that rafting up a group while a rescue is affected is a perfectly reasonable thing to do but the close proximity of the shore would suggest a 'Get the hell out of it' approach to an experienced paddler who, by flouting the rules, may have avoided a disaster.

A point was made in court about life jackets; had they been inflated, lives would have been saved. Buoyancy Aids, which fit more closely to the body than life-jackets, are normally preferred by sea paddlers as they offer better protection against hypothermia. It may be true that the paddlers in Lyme Bay died by drowning but the indirect cause of death must surely be hypothermia. In that cold water situation, even with a wet suit, I would prefer a buoyancy aid to a life jacket as a survival garment, even though a buoyancy aid cannot be inflated. The dangers of hypothermia are greater than those of drowning.

It appears, as is usually the case, that the deaths were due to a series of errors of judgement which included errors in forecasting by the Met Office, a slow turn out by the Coastguards and also changes of conditions at the time of the paddle. That this can add up to one person being held guilty of manslaughter I find impossible to believe.

If the instructors on the day were not capable of making a sensible decision with regard to the venue for the paddle together with an assessment of the conditions, then who was? The

Judge condemned the Managing Director as being the owner of the business that put money making before safety. This may or may not be true but a managing director normally only decides policy. He is not always present on a daily basis and rarely does more than outline a set of procedures; he then leaves their interpretation and the day to day decisions to a foreman or what ever he or she may be called. Indeed, the Managing Director of a company is not necessarily the owner. Often, the person with this title is one of the smaller share holders of the Company. In this case it has caused him to become the whipping boy. It follows that in future there will be grave implication for anyone holding the title of 'Managing Director'.

I accept that I don't know all the story but I have paddled for years, both inland and on the sea, and once owned a canoe school. I was astounded by the verdict in this case. This was compounded by a phone call from my daughter, also an experienced paddler, who expressed bewilderment, too, although it had'nt been discussed. It was only during the Christmas break that my daughter and I met and she said that someone ought to raise this issue as rough justice can sometimes take over when deaths occur, parents are devastated and emotions run high.

Whether an appeal is possible for this man sent down for three years I don't know but as an experienced paddler I feel that something has gone wrong with the whole emotional context of the case.

I think back to the 'Estonia' and, before that, the 'Herald of Free Enterprise', when monstrous loss of life has followed accidents. Many groups of experts have condoned the use of Ro Ro ferries, knowing that the design is inherently dangerous. Any novice naval architect knows that, yet I don't recall any prosecutions succeeding in those cases. Is it that gross negligence by committees, boards and experts, is less reprehensible or that it is easier to make a scapegoat out of an individual?

**WET SUITS, DRY SUITS, BIRTHDAY SUITS.
WHAT DO YOU THINK?**

Reading Carl Whites' recent article in ANorAK about NW and E coast attitudes to the need for wet or dry suits when kayaking in cold conditions.

Apparently the E. coast paddlers favour the protection offered by wet or dry suits and there is criticism of the kayaking media for not pushing the safety angle of this attire.

"The sea kayaking industry does not have an unequivocal cold water safety message, this despite the fact that no sea kayaking hazard is better documented. At least 90% of all N. American sea kayaking fatalities are the result of an unprotected (no wet/dry suit) cold water capsize. It has been crystal clear to many paddlers since the early 1980s that sea kayakers should join surfers, whitewater kayakers, windsurfers and now jet-skiers in routinely donning immersion proof insulation for cold water conditions".

Carl blames Derek Hutchinson and John Dowd for "turning the sea kayaking industry away from actively promoting wet suit use for cold water paddling. Neither authors had much use for wet suits, finding them clammy and uncomfortable, and almost never wore them in cold water".

Hence it is argued that NW paddlers have failed to be extolled into wearing wet or dry suits. In all the safety guides, it is said, there is no mention of wet or dry suits, only mention of the need to dress appropriately whilst with holding the vital life saving information that wet and dry suits are the appropriate dress for cold water conditions.

"This is crazy", say Carl. "The sea kayaking industry clings to its' self fulfilling prophecy that potential newcomers to sea kayaking will be put off by wet suits or dry suits, so it rarely bothers to mention them at all; this, despite the fact that newcomers to any activity quickly adopt what they see as the norm.

Read almost any sea kayaking book or publication and you will **not** read the following statement - the over-riding life threatening danger facing sea kayakers is an unprepared for capsize and immersion in cold water. The resulting cold shock can kill, or so disable that one may not be able to re-enter ones' boat. The single most effective safety act that one can perform as a sea kayaker is to emulate the other 'close-to-the-water' sports people and don a wet or dry suit for cold water paddling. This point cannot be too strongly emphasised - a wet suit or dry suit can save your life".

So what do you think? Write and tell me whether you feel inclined to wear a wet suit or a dry suit or indeed, whether such attire **should** be worn as a safety measure when the sea water is particularly cold.

GIVE HER THE COLD SHOULDER. (Taken from 'Men's Health' Magazine)

Picture this. On a winter stroll in the woods, you happen to find and rescue a beautiful stranger who's fallen through the ice of a frozen pond. Do you:

- a. Leave her alone to shiver?
- b. Instruct her to take off those soggy clothes, then wrap her body in your arms?

Not so fast, ice cube breath.

A recent study has overturned the age old Boy Scout wisdom that two bodies snuggled together is the best cure for severe chilling.

Researchers immersed volunteers in ice water to produce moderate hypothermia. The subject's body temperatures returned to normal at the same speed whether they huddled with a companion or shivered alone.

The conclusion: You don't need to press the flesh to warm a body. In fact, it reduces shivering, the body's natural warming mechanism. Are'nt you sorry we told you?

Coquet Canoe Club Race Round the Island

SUNDAY June 25th 1995 @ 11.00am

COQUET ISLAND LIES 1 MILE OFFSHORE FROM THE SMALL HARBOUR OF AMBLE ON THE BEAUTIFUL COAST OF NORTHUMBERLAND.

THERE ARE 3 RACES OF DIFFERENT LEVELS.

CLASS 1: SEA KAYAKS ONLY 13 MILES, WELL OFFSHORE
MINIMUM AGE 16.

CLASS 2: ANY KAYAKS 5.5 MILES
MINIMUM AGE 14.

CLASS 3: SLALOM KAYAKS 3 MILES, MAINLY IN THE HARBOUR
UNDER 15'S AND NOVICES.

PRIZES FOR SENIORS / JUNIORS / LADIES / VETERANS / SUPER VETERANS / SLALOM KAYAKS.

ENTRY FEES: £ 2.50, U16 £1.00 Age categories are based on age on the day of the race.

Lots of prizes from our many sponsors :

SAE FOR DETAILS: John Rae, 33, Meadow Riggs, Alnwick, Northumberland (0665 603176)

AT THE SAME VENUE

SAT 24th / SUN 25th: THE BCU SEA TOURING COMMITTEE WEEKEND.
SEA TRIPS ORGANISED. BCU MEMBERS £5, NON MEMBERS £10.

COQUET ISLAND RACE -- DETAILS

Coquet Canoe Club.

25th June 1995

START / FINISH

At the Braid, Amble. (Just out of Amble on the A1068 to Warkworth. Follow signs to the Braid, G.R. 262 048)

Car parking and Camping at the Braid, Amble.
Charge .. £2.50 / tent / night.

ENTRIES BY 10.00 PLEASE

RACE BRIEFING 10.30

START 11.00 to 11.15

THE COURSE

Class 1. (Sea Kayak)
(16 +)

Paddle out of the harbour, north to Boulmer Stile buoy, return round Coquet Island and back to the finish line at Amble. (13 miles)

Class 2. (Sea Kayak - WWR - Slalom)
(14 +)

Paddle out of the harbour, clockwise round Coquet Island and back to the finish line at Amble. (5.5 miles)

Class 3. (Slalom)
Juniors / Novices

Paddle out of the harbour, head for the RED CAN BELL BUOY near the harbour entrance. Go round this and return to the finish line. (3 miles)

Weather conditions may dictate alternative routes.

SAFETY REQUIREMENTS.

All competitors must wear approved buoyant aids/lifejackets (with whistles). If sea conditions are rough, we will insist on crash hats being worn. / boats must have maximum buoyancy, and end loops toggles.

Class 1 boats must have decklines and car flares / spare paddles / repair kit / first aid kit at towlines. All Class 1 boats must be checked by the organisers before starting. Class 1 competitors must be of BCU Proficiency standard and at least 16 years of age.

Boats deemed to be unseaworthy for the prevailing conditions will not be allowed to compete. Open decked boats may be allowed to compete if conditions permit. The Organiser's decision is final.

SAFETY COVER

The Novice / Junior race will be closely supervised while on the sea.

The Senior classes will have rescue boat cover but we will not, of course be able to shadow eve competitor. Priority will be given to Class 2.

All competitors should be confident of the ability to stay upright in the prevailing conditions they should be suitably dressed to survive prolonged immersion; they should be experienced deep water rescue rescues.

If you have any doubts - bearing in mind the conditions on the day - please join the Class 3 Novice Junior race, which will be more closely supervised.

Although we will do our best to take care all competitors, it is ultimately YOUR responsibility to compete on the day. If you grossly overestimate your ability, you could risk other lives as well your own.

COQUET CANOE CLUB ' ISLAND RACE '

CLASS 1 (Sea Kayak) (16 +) CLASS 2 (Sea Kayak - WWR - Slalom) (14 +) CLASS 3 (Slalom) Juniors / Novices

Name: _____

Address: _____

Club: _____

Make/Model of Boat: _____

Male: _____ Female: _____ Age: _____ Date of Birth: _____

Age Category: GOM (55+); Super Veteran (45+); Veteran (35 - 44); Senior (17 - 34); Juniors (16 -)
School Year 11; Year 10; Year 9; Year 8; Year 7; Year 6; Year 5.

NB There are not necessarily prizes for all age categories.

Class 1 competitors must be of BCU Proficiency standard.
All paddlers must satisfy themselves that they can cope with the conditions on the day.

Signature: _____ Fee: £2.50p (16 and under : £1.00p) Payable to the Coquet Canoe Club.

COQUET CANOE CLUB ' ISLAND RACE '

CLASS 1 (Sea Kayak) (16 +) CLASS 2 (Sea Kayak - WWR - Slalom) (14 +) CLASS 3 (Slalom) Juniors / Novices

Name: _____

Address: _____

Club: _____

Make/Model of Boat: _____

Male: _____ Female: _____ Age: _____ Date of Birth: _____

Age Category: GOM (55+); Super Veteran (45+); Veteran (35 - 44); Senior (17 - 34); Juniors (16 -)
School Year 11; Year 10; Year 9; Year 8; Year 7; Year 6; Year 5.

NB There are not necessarily prizes for all age categories.

Class 1 competitors must be of BCU Proficiency standard.
All paddlers must satisfy themselves that they can cope with the conditions on the day.

Signature: _____ Fee: £2.50p (16 and under : £1.00p) Payable to the Coquet Canoe Club.

BCU SEA TOURING COMMITTEE SUMMER WEEKEND.

BCU Sea Touring Committee

24 - 25 June 1995

Details

Camping:

The Braid, Amble. (Just out of Amble on the A1068 to Warkworth. Follow signs to the Braid, G.R. 262 048) Charge .. £2.50 / tent / night.

Craster, for the kippers and the walk Dunstanburgh Castle.

Shop in Alnwick, it's got a castle too, with resident Duke.

Canoeing:

Guided trips to the Farnes, (birds, seals, tidal races, smelly rocks, sea urchins, fishing parties, etc.) or go to Holy Island, St Abbes Head or wherever suits you.

Hire a rowing boat at Warkworth, and visit the Hermitage, (a cell carved out of the rock) or yet another castle.

TOURING - AT AMBLE ON SUNDAY.

You are welcome to paddle in the area in the afternoon, but we would ask you to keep off the water during the race to avoid confusion and obstructing the racers. There may be surf on the beach just north of the harbour, and the rocks to the south of the harbour are interesting in a light swell.

Please DO NOT land on Coquet Island, as it is a BIRD SANCTUARY, and nesting is in full swing.

No safety cover is provided for touring canoes; please do not overstretch yourselves.

If you enjoy rock climbing, there are some great sandstone outcrops nearby. Bowden Doors, Back Bowden, Kytloe, Kytloe in the Woods etc.

A bit of extra about Amble, which is a small fish town on the Northumberland coast, about 30 miles north of Newcastle. It lies at the mouth of the river Coquet, and has a marina, as well as the harbour. It used to be a busy coal port but now shelters fishing craft and pleasure boats.

Coquet Island lies about a mile offshore. It has a lighthouse (recently automated), and several thousand birds in the breeding season. They

include puffins, terns, eider ducks, guillemots, cormorants, gulls, etc. You may also see gannets, flying down from Bass Rock to feed here. It is a bird sanctuary, and landing is not permitted at the time of year.

North of the harbour is 3 miles of sandy beach good surf. To the south there are low rocky ledges running out to sea. They make a pleasant rock-dodging area with a little swell.

AND - now the travel guide for non-canoeing activities.

Visit Holy Island - but check your tides, as it is only accessible for 3 hours either side of low tide.

Or Bamburgh Castle, or the beach.

Seahouses, for the fish and chips, the harbour, the maritime museums and boat trips to the Farnes.

The I.S.K.A. Buyer's Directory '95: Sea Kayaks* (Single) (253-350 litres)

Model	Dimensions	Cockpit Size	Volume/Displacement		Hatches	Company/Equipment
	(LxW;Weight) cm kg**	(LxW;Hll/Hro) cm***	(Total) Litres	(Fore/Mid/Aft) Litres****	(F;A:LxW) cm*****	
South Greenland Typ	550x49;16	Round:37;18/17	~190	(without bulkheads)		D: Coymans (9; reproduction)
(Volume-Class: "Small" (III) 300 Litres) (typical attributes: smaller windage, wetter ride, tighter cockpit) (fitness: smaller storage and weight carrying capacity, good for a weekend tour, ideal for smaller/lighter people)						
Endurance	468x65;18	73x41;28,5/26,5	233	041/129/63	e.g.: R:18;R:18o.A:?	I: Qajaq (7;14;18or19;23)
Kaylhoa	474x55; ?	69x38;29/24,5	245	038/140/067	R:18;0:41x23	I: Qajaq (9;14;18;23)
Txingudi	547x52;23	63x41;25/21	253	055/130/068	R:18;R:18 or O:41x23	F: Patrice (18/22)
Godthab	522x52;20	55x41;30/23	264	048/135/072	each: 41,5x23-15	D: Lettmann (9;13;21)
Sirlus	518x52;22	66,5x39;28/24;TB	265	050/120/095	R:18;O:41x23	GB: P&H (2/6;14;18;23;24;25)
Scimitar-PE	462x58;23	81x44;29/26;TB	269/350°	036/160/073	34x22-11;45x31-15	GB: Perception (3;19)
ShoreLine Jun.	485x54;19	62x37;26/23	270	045/160/065	R:18;R:18	F: Polyform (18,26)
Squale	580x50;18	65x40;25/23	270	045/160/65	R:12;R:18	F: Polyform (18/22)
Anas Acuta	523x55;20-24	57x??	275	080/135/080	R:18;O:41x23	GB: Valley (2/5/6;14;18;23)
Fuego	485x55;20	70x42;??	275	050/145/080	R:18;50x28	GB: NShore (2/6;14;18/19;23)
Kittiwac-(I)	537x56;25	69x40;26/23,5	280	055/136/21+68	R:18;R:18+O:41x23	I: Qajaq (6/7;14;18;23;26)
Sardinia	513x53;24	69x38;29/24	282	048/156/24+54	R:18;R:18 + O:41x23	I: Qajaq (2/6/7;14;18;23;26)
Ligue de Bret.	520x58;23	60,5x37,5;26,5/26	289	046/164/079	R:18;R:18	F: Plasmor (14,18)
Godthab XLDD	530x54;22	71x42;30/24,5	289/316°	050/155/084	each: 41,5x23-15	D: Lettmann (1;13;21)
..... OD	530x54;23 (DD and OD differ only in weight and hatches)				each: 41x23;42x30	D: Lettmann (1;13;18)
Langeoog	554x54;21	49x38;30/27	295	060/150/085	R:18;R:18	D: Welterer (7;14;18;23)
Baidji M.H.	560x57;23	62x40;28/24	300	040/160/100	O:41x23;R:18/O:41x23	F: Polyform (8,18,26)
Iroise	485x58;18	67x41;26/24	300	050/175/075	R:18;R:18 or O:41x23	F: Contre C. (18,29)
ShoreLine Sen.	485x58;20	87x41;26,5/22	300	050/175/075	R:18;R:18/O:41x23	F: Polyform (18,26)
Oland	530x55;24	75x40;27/24,5	300	060/140/100	42x20-14;40x26-21	D: Pietsch (1;12;20;23)2
Pintail	523x56;20-24	57x40;29/22	300	070/140/090	R:18;O:41x23	GB: Valley (2/5/6;14;18;23)
Volume-Class: "Medium" (301-350 Litres)						
Iona	472x56;22	56 ??	303	056/175/072	R:18;O:41x23	GB: P&H (2/6;14;18;23)
Kentzal	499x58;22	69x37;28/27	304	072/174/058	R:18;O:41x23	F: Kayak Center (18)
Kittiwac-(F)	537x56;25	63x41;24,5/23	305	050/170/085	R:18;R:18 + O:41x23	F: Plasmor (2/6/7;14;18;23;26)
Sirlus-hf	518x52;23	71x38;31/26;TB	305	055/150/100	R:18;O:41x23	GB: P&H (2/6;14;18;23;24;25)
..... w. Rudder	514x52;30,5*	71x38;31/26;TB	300	070/130/100	(data output of a kayak with all its accessories)	F: Karbone-14 (18)
Petrel	560x52;25	58x38;30/24	305	090/140/075	O:41x23;O:41x23	GB: Perception (3;19)
Sealion-PE	523x57;27	83x43;30/26;TB	306 (?)	057/169/080	34x21-10;44x30-20	F: Kayak Center (18)
Phylleas	460x60;20	60x44;29/26	310	056/196/058	R:18;R:18	F: Cochois (18) (similar: Phylleas)
Bahia 1014	460x60;20	80x44;29/26	310	056/196/058	R:18;R:18	GB: Valley (2/5/6;14;18;23)
Nordkapp	545x54;20-24	57(-78)x??	310	070/140/100	R:18;O:41x23 or R:18	I: Qajaq (6/7;14;18;23;26)
Viking	532x57	69x38;31/25	316	047/163/28+78	R:18;R:18+O:41x23	F: Patrice (22)
Marathon S.S.	547x52;16	64x41;29/17	317	072/135/110	R:18;R:18	I: Francesconi (4;13;18;23)
Esplora	530x52;24	87x40,5;26/25	320	050/190/080	R:18;R:18	D: Diez (2/3;13;18/22)
Appel-Eskl	500x64;21	83x45;33/24	320	060/160/100	R:18;O:41x23	GB: Valley (2/5/6;13;18)
Skerray-PE	514x58;23,5	54x38;31,5/24	320	060/160/100	R:18;O:41x23	GB: Valley (2/5/6;14;18;24)2
Skerray GRP	518x58;22-24	56(-76)x40; ??	320	060/160/100	R:18;O:41x23	GB: Feloy (18)
Inuk	550x50;20-25	51,5x43;32,5/20	ca.320	070/ca.150/100	R:18;O:41x23	D: Lettmann (1;13;21)
Asiak	500x57;25	78x41;29/26	323/358°	049/175/099	40x24-17;50,5x33-25	F: Polyform (6,18)
Baidji G.H.	560x57;22	74x40,5;29,5/26	325	045/170/110	R:18;O:41x23	F: Patrice (22 or 19)
Eskimo Côtier	513x60;23	63x41;28/22	325	060/165/100	each:R:18 or:55x35-28	F: Karbone-14 (18)
Albatros	505x60;25	58x38;30/27	325	080/150/085	R:18;O:41x23	NZ: Qual.Kay. (2+11;13;18+19)
South Aurora	500x61;24	78x39;32/31	330	055/180/095	R:18;42x32	GB: P&H (2/6;14;18;24)
Horizon	500x60;23	77x39;32/31	330	060/170/095	R:18;42x32	GB: Valley (2/5/6;14;18;22)
Icefloe	508x61;24	58(-73)x40;32/28	330	055/150/125	R:18;O:41x23	GB: P&H (2/6;14;18;22)
Selkle	503x60;20-24	57/76; ??	330	050/180/100	R:18;R:18 or O:41x23	NZ: Qual.Kay. (2+11;13;18+19)
Orion	518x61;24	58x40 or 73x39; ??	330	055/150/125	R:18;O:41x23	GB: P&H (2/6;14;18;22)
SouthernSkua	540x60;23	77x39;32/31	335	055/170/110	R:18;42x32	GB: P&H (2/6;14;18;23;24;25)
Outlander	488x59;-	73x39;30/25	335	060/145/130	R:18;O:41x23	F: Plasmor (14,18)
Catchiky	535x54;25	63x41;26,5/25	338	054/180/104	R:18;O:41x23	GB: NShore (2/6;14;18;23)
Mariner	515x55;21	61 ??	340	055/180/105	R:18;R:18	F: Polyform (6,18)
Narval	515x55;22	62x36,5;27/25	340	055/180/105	R:18;O:41x23	GB: P&H (2/6;14;18;23)
Baldarka	513x50;24	59x40; ??	340	080/150/110	R:18;O:41x23	GB: P&H (2/6;14;18;23)
DawnTreaderO.	513x52;23	68 ??	340	080/150/110	R:18;O:41x23	F: Polyform (6,18,26)
Baikal	510x60;22	67x41;26,5/21	345	070/180/095	R:18;R:18/O:41x23	D: Diez (7;13;18)
Nordsee	543x53;26	70x42;34/27,5	345	080/165/100	R:18;O:41x23	D: Meler (4;13;e.g.18;27)
Umiak	560x48;19	62x ??	350	(optional)	(optional)	D: Pietsch (1;12;20;23;24)
Habel 350(III)	530x60;25-32*	75x40;29/27	350	065/165/120	42x20-14/40x26-21	F: Rotomod (22)
Kontiki Sen. PE	515x58;24	80x40;28/27	350	064/180/098	R:26,5;R:26,5	

(2/95) For corrections please contact: U.Beier, Stresemannallee 19a, D-22529 Hamburg (Germany) Tel.040/563727.
Chr.Gabard, 10, rue Simon Lâtolle, F-92260 Fontenay aux Roses (France) Tel.33(1)46607212 or
J.J.Ramwell, 5 Osprey Avenue, Westthoughton, Bolton, Lancs BL5 2SL (Great Britain) Tel.01942-842204

Remarks: Many thanks for the informations we got from: D.De'Angeli (I), S.Cadoni (I), K.Gjessing (N) and Th.Küppers (D). (continued)

The I.S.K.A. Buyer's Directory '95: Sea Kayaks* (Single) (351-480 litres)

Model	Dimensions	Cockpit Size	Volume/Displacement		Hatches	Company/Equipment
	(LxW; Weight) cm kg**	(LxW;Hfl/Hro) cm***	(Total) Litres	(Fore/Mid/Aft) Litres****	(F:A:LxW) cm*****	
Volume-Class "Large" (351-400 Litres)						
Romary	489x54;24	82x39;32/23;TB	353	087/170/096	R:24;R:18 + R:24	GB: Dennis(2/5/6;14;18;23;26)
Nordstern	550x57;26	78x41;29/25	355/414°	060/180/115	40x24-17;50,5x33-25	D: Lettmann (1;13;21)
Calypso	515x55;22-29*	68x40;26/24	355	065/165/125	40x19;50x28	GB: N.Shore (2/8;14;19;23)
Asiak	500x57;25	78x41;29/26	358/323°	060/190/108	40x24-17;50,5x33-25	D: Lettmann (1;13;21)
Sealution-PE	502x56;28	74x39;32/33	360	?	34x18-10;34x24-18	USA: Wilderness (2;19)
Arctic	525x58;28	78x41;30/26	361/424°	052/194/115	40x24-17,50,5x33-25	D: Lettmann (1;11;19)
Chinook-PE	488x61;25	80x43; ?? TB	367/295°	047/148/100	R:14;45x35	GB: Perception (3;18+22)
Caribou	533x60;24	78x42;32/28	370	060/200/080	R:23;R:23	S: Aqua. (2;9;12;15;18)
Tümmler	548x52;22	70x40;31/25,5	370	062/192/116	44x15;44x25	D: Claus (8;13;17;19)
Yukon-E	505x55;19	83x45;31/26	370	065/190/115	30x21-17;38x32-26	D: Prijon (3;13;19)
Artisan 2000	560x57;23	72x41;32/29	370	067/178/125	R:24,5;0:42x30	SUO: Kajak-Sp. (1/6;13;18;23)
KyookPlus-PE	457x63,5;27	79x44;31/28-31	370	075/180/115	28x18;37x25	CDN: Necky (2;13;19)
Caribou-IC	533x60;24	78x42;32/28	370	ca.080/120/ca.110	R:23;R:23	S: Aqua. (2/9;12;15;18)
Ariuk III	563x60;24	79x41;29/28;TB	379	062/191/126	30x22;38x28	CDN: Necky (2;13;19)
Seayak	490x60;24	81x45;30/27	380	044/200/118	each: 33x26-20	D: Prijon (3;13;16;19)
Kreta	550x64;23	82x45;31/30	380	080/180/120	R:18;0:41x23	D: Diez (2/3;13;18/21)
Ariuk IV	488x61;22	79x41;29/27;TB	389	?	30x22;38x28	CDN: Necky (2;13;19)
Narpa-PE	503x61;28	79x44;30/27	390	080/200/110	28x18;37x25	CDN: Necky (2;13;19)
Amrum II	550x55;24	75x40;33/32	390	100/165/125	39x18;36x26	D: Pletsch (1;12;20;23)
Touring E1	502x60,5;28	83x42;32/28	395	053/194/131	R:18;0:42x30	D: Heiml (2;13;18)
Calypso Mono	475x61;19	68x41;29/26	395	075/200/120	40x28;50x30	F: Polyform (1)
Belouga	509x68;28	85x44;26/21	395	075/200/120	R:18;0:41x23	F: Plasmor (14,18)
Skerray XL	538x61;25	69x ??	395	075/200/120	O:41x23;O:41x23	GB: Valley (2/5/6;14;18;23)
Seagull Elite	530x60;23	98x42; ??	395	100/145/150	25x33;54x32	S: VKV (8;19;28)
Volume-Class "Extra-Large" (over 400 Litres) (typical attributes: higher windage, drier ride, wider cockpit)						
<i>(fitness: larger storage and weight carrying capacity; good for a tour lasting several weeks; ideal for heavy/larger people)</i>						
Hasle Explorer	520x60;24	79x40;30/28	401	069/221/111	R:26;R:26	N: Hasle (PE-S;4;13;22)
Puffin-PE	500x61;29	85x45;29/28;TB	410	090/150/170	R:18;42x32	NZ: Qual.Kay. (2;8;13;18;19)
Puffinlight-PE	500x60;25	85x45;33/32	410	ca.100/160/150	R:18;42x32	NZ: Qual.Kay. (2;13;18;19)
Seagull Offsh.	530x60;23	96x42; ??	410	100/150/160	25x33;52x32	S: VKV (8;19;28)
Habel 410(II)	528x60;25-32*	76x40;32/30	410	100/160/150	42x20-14;40x26-21	D: Pletsch (1;12;20;23;24)
Nordstern	550x57;26	78x41;29/25	414/355°	069/210/135	40x24-17;50,5x33-25	D: Lettmann (1;13;21)
Express	500x56;21	75x40;34/31	420	(optional)	(optional)	D: Meier (2/3;13;e.g.18;27)
Arctic	525x58;28	78x41;30/28	420/361°	065/220/135	40x24-17,50,5x33-25	D: Lettmann (1;13;21)
Thema	550x57;26	83x42; ??	430	ca.070/220/140	??	D: KSK (5;13;18)
Muktuk	520x60;21	75x40;30/28	460	(optional)	(optional)	D: Meier (4;13;e.g.18;27)
Seelöwe	520x60;21	83x40;34/31	480	(optional)	(optional)	D: Meier (2/3;13;e.g.18;27)

(2/95) For corrections please contact: Udo Beler (Germany), Christian Gabard (France) or John Ramwell (Great Britain)

- *: In this survey there are only single sea kayaks, which can be bought in Europe, which have a length over 455 cm, which have two bulkheads (or similar: e.g. pod). With few exceptions the materials is fibreglass (or similar: Diolen/Kevlar) or Polyethylene (PE) or Polyethylene-Sandwich (PE-S). The technical data are based on informations given by the producer or seller. But when the data are written *"Italics"*, then they are circa-datas, which the author or other persons have found out. (continued)
- ** : Circa weight of the sea kayak with standard fittings. The weight of a full equiped sea kayak will be higher, especially when the weight given lies under 25 kg. If the data about the weight of the kayak are written in *"Italics"*, then this means the circa-weight of a sea kayak with all its equipment (e.g.: bulkheads, hatches, toggles, deck fittings, deck lines, compass, pump, rudder or retractable skeg). cntd.
- ***: Dimensions of the cockpit (inside edge): L (=Length), W (=Width), Hfl (=Height-front-inside), Hro (=Height-rear-outside); TB =Thigh brace;
- ****: The displacement depends on the position of the bulkheads.
- *****: Dimensions of the hatches (inside edge): R = round hatch; O = oval hatch; otherwise = rectangular hatch (A);
- °: There are two datas for the volume: an older, higher one, and a new, lower one. The volume of the sea kayaks manufactured by Lettmann depends on the height of the boats, thus the buyer can decide, which volume he want to have.

Equipment: (standard or optional)

- 1: with integrated retractable rudder;
- 2: with sea-trim-rudder à la Valley;
- 3: with traditional river-rudder;
- 4: with skeg-rudder;
- 5: with retractable skeg-rudder;
- 6: with retractable skeg;
- 7: with retractable sword-skeg;
- 8: with hinged rear rudder;
- 9: without skeg/rudder;
- 10: with pod;
- 11: with half a pod ("rear-pod");
- 12: with fitted electric pump;
- 13: with fitted hand or foot pump;
- 14: with different fitted pumps to choose from;
- 15: with foam in the top of the bow and stern;

- 16: with cargo-container (front and rear) instead of bulkheads;;
- 17: with special watertight containers built in alongside the cockpit;
- 18: with hatches à la Valley or similar;
- 19: with hatches secured by straps or similar;
- 20: with hatches secured by an inner tube of a bicycle;
- 21: with hatches secured by a central screw-mechanism;
- 22: with screw-hatches;
- 23: with fitted compass;
- 24: with spare paddle recess;
- 25: with recessed water bottle;
- 26: with three bulkheads (standard);
- 27: bulkheads, deck fittings, toggles, pump are not standard;
- 28: with built-in radar reflectors (= bulkheads);
- 29: with deck made in plywood;
- 30: plywood/timber kit.

(continued)

The I.S.K.A. Buyer's Directory '95: Sea Kayaks* (Single) (incomplete datas)

Model	Dimensions	Cockpit Size	Volume/Displacement		Hatches	Company/Equipment
	(LxW;Weight) cm kg**	(LxW;Hll/Hbo) cm***	(Total) Litres	(Fore/Mid/Aft) Litres****	(F;A:LxW) cm*****	
Eskimo	510x60;19	70x45; ??	?	?	R:18;R:18	F: Aquitaine (18)
Neptune	510x60;19	70x45; ??	?	?	R:18;R:18	F: Aquitaine (18)
Kratouna 1007	523x60;22	80x45; ??	?	?	R:18;R:18	F: Cochois (22)
Manille 1015	535x59;22	69x42; ??	?	?	R:18;R:18	F: Cochois (22)
Legend	550x53;24	80	?	?	0:41x23;R:18+0:41x23	GB: Foster (2/6;14;18;23;26)
Svalbard Exp.	?	?	?	?	?	N: Fritid
K. Angmagssalik	570x49;13	49x38; ??	?	(optional)	?	GB: Granta (9;30)
Seasure	532x56;22	?	?	?	?	GB: Mega
Tornak	472x58;?	75x42;30/27	?	?	30x22;38x28	CDN: Necky (2;13;19)
Tesla	518x64;?	81x41; ??	?	?	30x22;38x28	CDN: Necky (2;13;19)
Arluk 1.8	549x56;?	52x41; ??	??	??	30x22;38x28	CDN: Necky (2;13;19)
Arluk 1.9	549x56;?	75x39; ??	??	??	30x22;38x28	CDN: Necky (2;13;19)
Arluk II	549x56;?	75x39; ??	??	??	30x22;38x28	CDN: Necky (2;13;19)
Meridian	512x61;22	?	?	?	?	GB: NShore (2/6;14)
Fire	530x54;23	?	?	?	R:18;0:41x23	NL: Nova (6;14;18;23)
Flame	575x54;?	?	?	?	R:18;R:18+0:41x23	NL: Nova (6;12;18;23;26)
Natsuk	480x62;25	63x42;	?	?	?	F: Plasmor
Barzol	540x54;D20	63x38; ??	?	?	?	F: Plasmor
Klalivac	560x53;25	68x42; ??	?	?	?	F: Plasmor

(2/95) For corrections please contact: Udo Beier (Germany), Christian Gabard (France) or John Ramwell (Great Britain)

Manufacturer:

- Aquanova Kajakers AB, Torslanda (Schweden);
 Aquitaine Canoës - R.N. 10, F-33380 Belin-Beliet (France) (Fax: 56881201);
 Clauß GmbH, Marienstr. 10, D-67063 Ludwigshafen (Germany);
 Cochois - Z.A. Les Plaines, F-26320 St. Marcel-Les-Valence (France) (Fax: 75588748);
 Centre Courant - c/o Jean-Pascal Le Han - 76, Boulevard Jules Verne, F-44300 Nantes (France) (Tel.: 40521036);
 Dennis N., Kayaks Ltd. (c/o ASSC, Anglesey (Great Britain);
 Diez Bootswerkstätte, Koblenzer Str. 13, D-65582 Diez/Lahn (Germany) (Fax: 06432/83450);
 Feloy, Robin, Prospect Cottage, Stabledon Lane, Ashburton, Devon TQ13 7AE (Great Britain) (Fax: 0364/654343);
 Foster, Nigel, Canoeing Ventures, 5, Tan-y-Bwlich, Mynydd Llandegai, Bethesda, Gwynedd, LL57 4DX (Great Britain);
 Francesconi (Italy);
 Fritid, E., Mjøndalen (Norway);
 Granta Boats Ltd., 29 Great Whyte, Ramsey Huntingdon, Cambs PE17 1EZ (Great Britain) (Fax: 01487/710035);
 Hasle (Norway);
 Helmi-Sport, Eilvase an der B6, D-31535 Neustadt a. Rübenge (Germany) (Fax: 05036/2605);
 Kajak-Sport OY, PL 259 48101 Kotka (Finland) (Fax: 35852184085);
 Karbone-14 31, Impasse du IV Septembre, F-33130 Bègles (France) (Fax: 56492132);
 Kayak Center 95, Rue Jean Jaurès, F-94700 Maisons Alfort (France) (Fax: (1)43965457);
 KSK-kanu-sport Klein-Impelmann, Weseler Str. 12, D-46519 Alpen (Germany);
 Leitmann - Sport GmbH, Franz-Haniel-Str. 53, D-47443 Moers (Germany) (Fax: 02841/509671);
 Mega (Great Britain);
 Meier, Heinrich-Osterath-Str. 256, D-21037 Hamburg (Germany) (Fax: 040/7372457);
 Necky Kayaks, 1100 Riverside Road, Abbotsford, British Columbia, V2S 4N2 (Canada) (Fax: 604/8503197)
 (Importer: Atlantis Sportartikelhandel GmbH, Moorburger Kirchdeich 43, D-21079 Hamburg (Germany) (Fax: 040/7402460));
 North Shore, Tanton Hall Farm, Stokesley, Middlesbrough, Cleveland TS9 5JT (Great Britain);
 Nova Werf, Factory 10B, NL-16589 AL Zwaag (Netherlands) (Fax: 02290-36758);
 Patrice - 5, Rue des Orangers - Port de Plaisance, F-64700 Hendaye (France) (Fax: 59204432);
 Perception Kayaks, Bellbrook Business Park, ckfield, East Sussex TN22 1QU (Great Britain) (Fax: 0825/763707);
 P&H - The P&H Company Ltd., Station Road, West Hallam, Derbys DE7 6HB, (Great Britain) (Fax: 0115/9327177);
 Pietsch - Sportbootvertrieb Pietsch GbR, D-25852 Ebüllfeld (Germany) (Fax: 04671/3196);
 Plasmor - Saint Léonard, F-56460 Theix-Vannes (France) (Fax: 97476906);
 Polyforma - Z.A. La Montgervalaise, 2 - F-35520 La Mézière (France) (Fax: 99665875);
 Prijon-Vertrieb GmbH, Innlände, D-83022 Rosenheim (Germany) (Fax: 08031/15374);
 Qajaq-SeaKayaks, Resinetro, Via de Nobili 16, Brugnetto (AN) 60010 (Italy) (Tel. 071/6620394);
 Rotomod - Z.I. Jean Malèze, F-47240 Bon Encontre (France) (Fax: 53696134)
 Quality Kayaks Ltd., 71 Salisbury Street, Ashhurst (New Zealand) (Fax: (06)326-8472)
 (Importer: H.Gadermann, Heschredder 92, D-22335 Hamburg (Germany) (Fax: 040/5000477));
 Valley Canoe Products Ltd., Private Road 4, Colwick, Nottingham NG4 2JT, (Great Britain) (Fax: 0602/614970);
 VKV - AB Vituddens Kanotvarv, Kanotvägen 2, 59338 Västervik (Sweden) (Fax: 0490/21950);
 Weiterer, U., Langeoog Seekajakvertrieb, Kreuzstr.9, D-28203 Bremen (Germany);
 Wilderness Systems, 241 Woodbine, St. High Point, NC 27260 (USA) (Tel. 910/883-7410)
 (Importer: Indian Ship GmbH, Postfach 400480, D-270404 Stuttgart) (Germany).

FALSE ALARMS GET FOILED

False alarms waste valuable time and money and can endanger lives, so the safe use, custody and control of EPIRBs is essential

Emergency position indicating radio beacons (EPIRBs) play a vital role in determining the location of survivors in search and rescue operations. Yet a recent spate of false alarms involving these self-contained, battery-operated radio transmitters show that they need to be handled with great care at all times.

HM Coastguard and other emergency services spend a great deal of time and money tracing and deactivating EPIRBs that have been accidentally activated in non-emergency situations as a result of being stored incorrectly while in transit, being taken home for safe keeping, or when left stowed on a vessel.

False alarms involving EPIRBs are not only highly inconvenient, they also endanger the safety of those involved in genuine rescue operations. EPIRBs that have been triggered from shore locations or from vessels that are not in a distress situation often draw a rescue helicopter away from its designated area and will

mask any genuine incident that may occur in the surrounding area.

In order to reduce the risk of unintended activation, EPIRBs should be safely stowed on a vessel at all times, where they can be seen and are readily available for use. They should not be allowed to move about with the vessel's motion, nor have other pieces of gear or equipment stowed with them that can cause self activation. As some EPIRBs are activated by magnetic relays, they should not be stored near or on any device that has magnetic properties.

There are two types of approved EPIRBs available in the United Kingdom which are suitable for small ship use: The more sophisticated model, which operates on the aeronautical frequency of 406.025 MHz with the addition of 121.5 MHz for aircraft homing, has a unique identification code which is registered to the vessel on which it is carried. (If a 406 MHz EPIRB is activated and the owner or operator has registered it with the relevant authorities, the rescue

coordination centre will know the name, size and type of craft in distress.) The 406 MHz EPIRB should be deactivated by following the manufacturer's laid down procedures.

When unintentionally activated or

when being transported for repair or servicing, the smaller type of EPIRB, which operates on the frequency of 121.5 and 243 MHz, should be completely wrapped in two layers of aluminium foil. Foil has sufficient screening properties to reduce the force of the radio signal from the beacon to a level that is well below the Cospas Sarsat Receiver threshold.

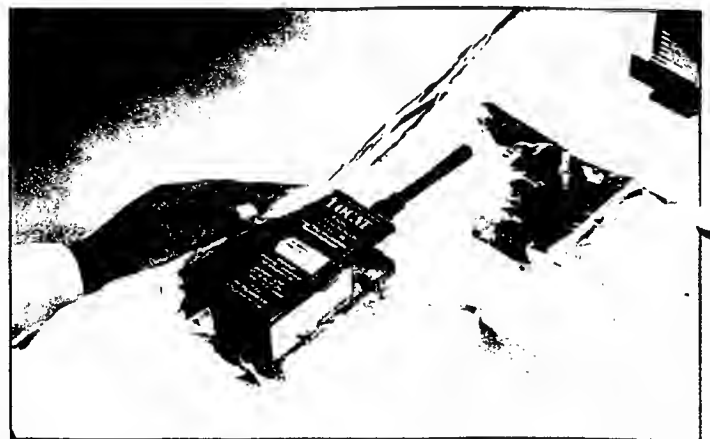
Once activated in genuine emergency incidents, an EPIRB should not be switched off until the rescue has been completed. However, once the incident is over, it should be deactivated immediately.

Certain classes of vessels have a mandatory requirement to carry EPIRBs which operate on a frequency of 406.025 MHz. Every vessel venturing more than a few miles offshore, or making a coastal or overseas voyage should carry an EPIRB which suits their needs. Yet, while an EPIRB will supplement the good work of an approved marine radio transceiver, it should not be considered as an alternative.

Coastguard spends a great deal of time and money tracing and deactivating EPIRBs that have been activated accidentally



TOP, MIDDLE and BOTTOM: 121.5 and 243 MHz EPIRBs should be completely wrapped in two layers of aluminium foil. This provides suitable radio frequency screening and prevents the devices from transmitting false alarms.



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North Sea		469	
Biscay		470	
Channel	992	471	
Southern North Sea		472	
Irish Sea		473	
Channel Islands	432	466	
National	450	450	

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SHETLAND SEA KAYAK MEET

30 JUNE 1995

REGISTRATION FORM

NAME _____

ADDRESS _____

TELEPHONE NUMBER _____

BCU Qualifications _____

Are you presently a member of the SCA/BCU? _____

Do you need transport from Lerwick to Melby? _____

Do you plan to arrive in Papa at a time other than with the main party? If so please say when we should expect you. _____

Do you plan to leave other than with the main party on Monday morning? If so please say when you plan to leave. _____

I understand that since this trip is being run under the auspices of the SCA, the SCA/BCU Third part Liability Insurance applies to members whilst participating in the trip. Non members are reminded that they participate on the understanding that no liability can be assumed by the Organiser, Touring Committee, SCA or BCU for them or their activities.

SIGNATURE _____ **DATE** _____

Please return this form to Dave Gardner, Spindrift, Ireland Bigton, Shetland. ZE2 9JA. along with a cheque for £10 made payable to Shetland Canoe Club.

Safety: Paddle Signs of the kayakers "du Ponant"

by Didier PLOUHINEC

(A)

Are you OK?



- the paddle inclined at 45°
- No movement.
- the paddle is held at 90° (perpendicular to the route of the group of kayakers)
- You maintain the sign until the answer

First answer : I am OK.

Same Sign

- When you have given your answer, the "Asker" reply "RODGER".

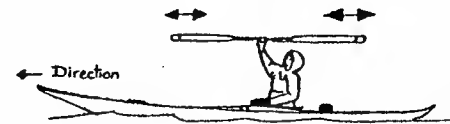
other possible answer : wait for me!



- Paddle held horizontal
- No movement.
- Paddle held perpendicular to the route of the group of kayakers.
- When you have given your answer the "asker" reply "RODGER".

(B)

Change the route!



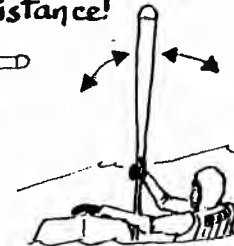
- Paddle held horizontal
- but in movement in the direction of the route to follow
- this sign can be a question
- an answer
- an order

(C)

Distress call: I need assistance!



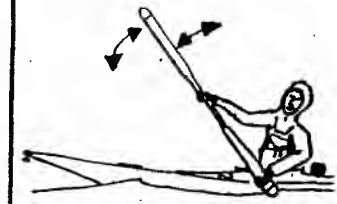
- Paddle held horizontal
- Movement up down ... until you are seen!



Kayaker at Sea

- Paddle held vertical
- Movement side to side... until you are seen.

RODGER
"Message received"



this code was invented by Remy Le Carr and Jean Marc Jarvies in 88. they are members of the Association Kayak de Mer du Ponant.

SHETLAND SEA KAYAK MEET

30th JUNE 1995

INFORMATION SHEET

Shetland is a group of islands half way between Bergen and Aberdeen. The capital, Lerwick lies on the east side of the largest island, the Mainland of Shetland. The many islands in the group provide a fascinating area for canoeing with spectacular cliffs, beaches and wildlife. The island of Papa Stour which lies off the west coast of the mainland is particularly interesting to canoeists because of its many sea caves. The island is also popular for walking, bird watching and archaeology.

The kayak meet begins with a weekend in Papa Stour from 30th June (Friday) to the morning of 3 July (Monday). People can then go on to do their own exploring or join some of the local canoeists who plan to spend the rest of the week paddling and camping in other areas of Shetland. The week will end with a social night on Thursday 6 July.

The Organiser is Dave Gardner and our guest this year will be Derek Hutchinson. No formal qualifications are required to attend the meet but the trips really require canoeing of a standard at or above Sea Proficiency level and you will need to bring your own kayak.

HOW YOU GET THERE

The P&O ferries St Clair and St Sunniva travel regularly between Aberdeen, Lerwick and Bergen and on some days come via Orkney.

The ferry we suggest you catch leaves Aberdeen on Thursday 29th June at 18.00 hours and travels directly to Shetland arriving in Lerwick at 08.00 on Friday 30th June. Members of Shetland Canoe Club will be there to meet you when the ferry docks at Lerwick.

There are no shops on Papa Stour and so you may want to spend some time in Lerwick or visit the supermarket near the ferry terminal to purchase supplies.

The next step is to drive 30 miles to Melby where we park the cars and paddle the short distance (about two and a half miles) to Housa Voe on Papa Stour. A fairly strong tide runs through between Melby and Papa and we will choose an appropriate time for an easy crossing.

If you are travelling to Shetland without a car there should be enough members of the local club available to offer you and your kayak a lift to Melby.

Any non canoeing partners should book a boat trip across with Mr Holt-Brook at the same time as booking accommodation.

ACCOMMODATION ON PAPA

A variety of arrangements can be made for accommodation on Papa from very basic to quite luxurious.

The camp site is right beside a sandy beach and very near the house where Mr and Mrs Holt-Brook provide bed breakfast and evening meals. The number who can be supplied with beds, meals or packed lunches is limited so book early! It is important to book each meal you plan to have because it is difficult for the Holt-Brooks to buy extra food at short notice.

During the weekend those using the camp site can make use of the showers and toilets in the house and chalet. There is also a very large lounge where we can meet for lectures or for relaxing. The house is a non-smoking area.

HOW TO APPLY

1. Fill in the attached form and send it with your £10 Registration Fee to the organiser Dave Gardner, Spindrift, Ireland, Bigton Shetland. ZE2 9JA. Telephone 01950 422 404 Cheques payable to Shetland Canoe Club.
2. Contact Mr and Mrs Holt-Brook to book campsite, accommodation and/or meals at North House, Papa Stour, Shetland. Telephone 01595 873 238 Book as early as possible space for meals or beds is limited.
3. Contact P&O to book your boat trip from Aberdeen to Shetland. P&O Scottish Ferries, PO Box5, Jamiesons Quay, Aberdeen, AB9 8DL. Telephone 01224 572615 Book in good time, it can get busy in July.
4. Arrange accommodation for any time you intend to spend in Lerwick. Camping in other places is just a matter of asking permission at the nearest house if there is one.

USEFUL INFORMATION.

P&O Ferries

Single fare Aberdeen Shetland without a bed	£50
Single fare with bed in cabin of varying degree of luxury	£57 to £75
Vehicle 3.8m return	£161
Vehicle 4.3m return	£169
No charge for canoe on roof rack of car	
Canoe carried aboard and left on vehicle deck	£10.40

PapaStour

Campsite with use of shower and toilet and lounge	£ 2.50 per night
Breakfast	£ 4.00
Packed lunch	£ 2.50
Evening meal	£ 6.00
Bed breakfast and evening meal	£20.00 per day

Lerwick

Accommodation in Clickimin campsite	£6 per night
Contact Clickimim Leisure Centre, Lochside, Lerwick, Shetland.	
Telephone 01595 694555	

There is a Youth Hostel in Lerwick and a variety of guest houses and hotels. Details from Shetland Tourism, Market Cross, Lerwick, Shetland. Telephone 01595 693434 They can also send you an information pack about Shetland.