

Newsletter

of the
**INTERNATIONAL
SEA KAYAKING
ASSOCIATION**



**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 # 8

MARCH 1996

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EDITORIAL

We have all got our reasons for sea kayaking. There will be many 'common denominators' such as achieving enjoyment of the natural world; getting away with companions; enjoying the sea and weather; escapism from the stresses and strains of modern life, as well as many others.

In speaking with paddlers I find that they, like me, are finding fewer opportunities to get afloat. The commitment to family and work can be such that getting away for a reasonable period on the sea is becoming more and more difficult.

For many of us, family commitments may not have changed. What has changed over the past few years is work commitment. Those fortunate enough to be in work are having to double their efforts to remain in work and all the time there is concern about future security as we move further into the 'contract era' and 'VFM' - (Value For Money).

It can be argued that if we are to compete on world markets then over-manning and restrictive practices of the 1970s had to end in favour of a leaner and meaner workforce.

Looking at the renewal rate to ISKA for 1996 I am really encouraged. There will always be some who move away from one sport or activity in favour of another. There will be those who believe ISKA is not relevant to them and there will be those whose life style or commitment to other interests is such that either ISKA or sea kayaking is history.

For those who still look to sea kayaking as one, if not our number one, interest; to those of you who have any particular interest, be it team or individual activity, then I am suggesting that one of the major benefits of adequate involvement is being able to get away from stress.

One thing is for sure - organisations will never be the same again. Change itself has become not only continuous but a constant. Modern organisations are slimmed down and highly dynamic. Their focus, even in the public sector is market orientated with emphasis on profit and flexibility. They no longer provide employment for their communities or meet the career aspirations of their people.

A recent survey reported that 60 per cent of employees claimed to be suffering from work related stress. Every year 2.2 million business workers are made ill from minor muscular injuries to life threatening asthma. It is said that all these illnesses

have one thing in common - they need never have happened.

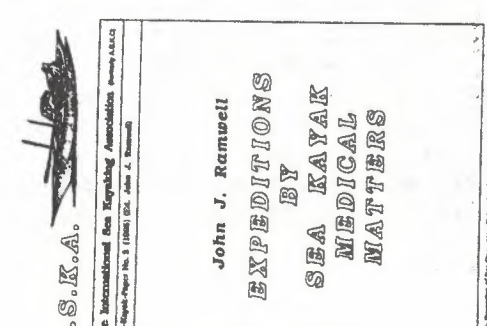
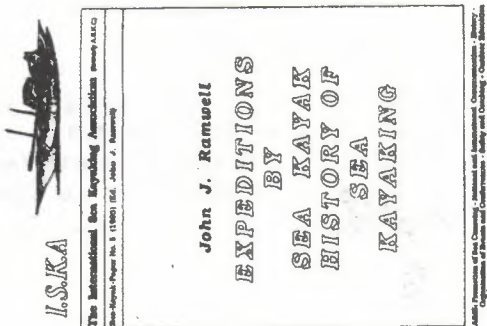
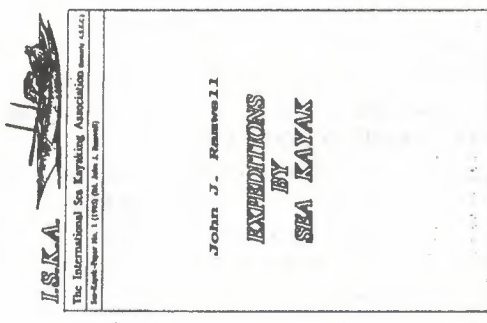
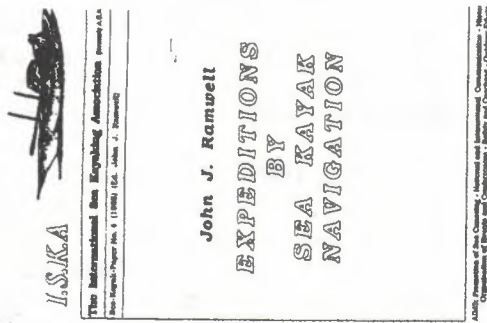
So get out the sea kayak, get out your charts and maps and get out on the water. Many sea kayaking part of your Health Action Plan.

I will be writing about Health Action Plans in the May, 1996 ISKA editorial. Meanwhile, if members are prepared to contribute to this issue (I know several ISKA members belong to the Health Care Professions) I would be really grateful, as I know many ISKA newsletter readers would be.

I.S.K.A. SHOP

- ASKC ties @.....£6.50
 - ISKA stickers @.....£ .60
 - ISKA Tee shirts; large/X large/yellow/black....£6.00
 - ISKA Sweat Shirts; large/X large/yellow/black..£12.00
 - ISKA baseball caps (new) @.....£4.50
 - ISKA ski hats (woollen)@.....£3.50
 - "Over and Out", the video by Gordon Brown @....£14.99
 - ASKC stickers @.....£ .25
 - Polo Shirts (new- limited offer only).....£6.50
 - Long sleeved Tee shirts (New, limited offer)...£6.50
 - ISKA Paper No. 1 Expedition Planning @.....£4.00
 - ISKA Paper No. 2 Expedition Medicine @.....£4.00
 - ISKA Paper No. 3 The Sea @.....£4.00
 - ISKA Paper No. 4 Navigation @.....£4.00
 - ISKA Paper No 3 & 4 bound together.....£6.75
 - ISKA Paper No. 5 History of Sea Kayaking @...£4.00
- (The above ISKA Papers are extracts from my book, "A Manual on Sea Kayaking")
 All prices include postage and packing, (very reasonable!)

* * * * *



From Kevin Mansell, St. Brelade, Jersey, Channel Isles.

Dear John,

I see that you have heard that I am planning to launch a magazine devoted to all aspects of sea paddling. The idea arose whilst sitting on a flight back from Canada and thinking about the variety of magazines that I have read whilst in North America and I realised that there was nothing which compared to them either in Great Britain or most European countries.

Hopefully, by providing good quality articles by respected paddlers, I am hoping that it will prove popular with the paddling community. In the first issue there are articles by Duncan Winning on 19th century paddling in Scotland; Howard Jeffs on Night Paddling; Kevin Danforth on Forward Paddling; Scott Cunningham on the eastern shore of Nova Scotia; Phil Harriskine on the Inner Hebrides and John Searson from the Jersey Met Office on Swell Forecasting. In addition there are several smaller sections including a regular coaching section, reviews, forthcoming events, etc.

The magazine will be published quarterly - February, May, August and November and will be approximately 40 pages in length. Cover price is £2.25 with subscriptions @ £9 in the U.K.; £11 for Europe and £13 for the rest of the world. For those people who subscribe early their names will be entered into a free draw for paddling equipment - the exact details will be in the first issue.

(I have sent off a years subscription and am looking forward to receiving my first edition. Meanwhile, I have written to Kevin to say how delighted I am to hear about his venture and to wish him well for its' success).

* * * * *

FOR SALE

From Simon Morgan, 7, Palace Rd; Llandaff; Cardiff; CF5 2AF.
Phone; evenings/weekends 01222 552628/work 01222 238239, ext 248.

Nordkapp HS kayak; the basic details are as follows:
Nordkapp HS kayak (red)/Fully extended rigged (Cape Horn deck layout) -retracting skeg/Black compass panel/Silva compass fitted/Extra hatch and bulkhead fitted (rear seat)/Backstrap (double)/Compac 50 front deck pump/Diolen hull/Towing system/Bulkhead footrest.

This is a beautiful boat in beautiful condition and which has only been used on two occasions since it was constructed on my behalf by Valley Canoe Products in 1992. I am looking for £600 o.n.o. and am prepared to haggle - up to a point. I also have a Nordkapp Lendal carbon shaft sea paddle @ £45, o.n.o.

EVENT

From Phil Eccles on 01766 762623

Coventry Education Authority's Sea Kayak Expedition -
25th May to 1st June, 1996

West coast of Scotland - possibly Isle of Mull. Day trips to suit group and weather. Possible bivvy on Treshnish Isles. Suitable for 2/3 Star and above. Proficiency testing possible. Training on all aspects of sea kayaking. All equipment provided if required. £225, all inclusive. Phone Phil as above.

From new I.S.K.A. members.

Brian Hunt from Shotton, Clwyd, writes: "I started paddling as a 6 year old using a sand spade in an aircraft fuel drop-tank. As a Sea Cadet I paddled a metal three section Commando canoe around Birkenhead docks. On joining the Royal Navy I was introduced to slalom canoes at the start of a competition and promptly fell out before the start gate. I then shared a Tyne folder and paddled around Loch Lomond and Lake Lucern.

Once, while nearly capsizing a slalom canoe in the Foryd Harbour at Rhyl, I hung on to a yacht and became an 'instant yachtie' (currently have a restored wooden Drascombe lugger). But I have always been drawn back to canoes and early last year bought my first sea kayak; a beautifully made Sea King. I then joined the RAF Sealand Canoe Club and am still learning the basic strokes and rolls in the pool. During the glorious October of '95 I began venturing onto the tidal Welsh River Dee at Cannahs' Quay to enjoy spectacular sunsets, though still a nervous 56 year old novice".

Ian Stevens from Glasgow sent me the following: "I have been a keen mountaineer for many years and I was really interested in 'branching out' away from the increasingly crowded hills and changeable scottish weather. Reading "Blazing Paddles" and paddling with Brian Wilson in ideal conditions around Harris has made me more than enthusiastic! My ambitions are to do some sea mountaineering, meet up with some like minded people and enjoy myself".

Mark Tozer from Applecross, Ross-shire says, " Having recently become a qualified outdoor activities teacher from Bangor University, I have just commenced work at Fairbridge Drakes Centre at Applecross. I look forward to extending my sea paddling experiences in this area, and further afield around the Scottish coastline. Are there any club members in this area?".

* * * * *

Correspondence from Laurie Atkins, Victoria, Australia.

Dear John,

I write with two thoughts in mind.

First, like many other correspondents to the Newsletter, I'd like to express my appreciation of the job you do on it. (Thanks, I appreciate your comments, Ed), It is clear to see that sea kayakers share many attitudes and characteristics in common despite being spread around the globe. Thankyou.

Secondly, I would like to publicise my interest in sea kayaking in the hope of making contact with similarly interested people from amongst the Newsletter readership. Apart from paddling itself, I have a strong interest in natural resource and recreation management and planning. In particular I am interested in how land (and sea!) management agencies have regulated seas kayaking and how sea kayakers have sought to influence such regulations.

Perhaps there is a third issue an apology for including any consideration of the bureaucracy in the same discussion as sea kayaking.

From Mike North, District Controller, H.M.Coastguard, Liverpool.
PERSONAL LOCATOR BEACON - ASAMAT

The system is designed to trigger an alarm or alarm plus homing capability on the vessel from which the person has fallen overboard. This is a quite different concept from their claims that the PLB7 will alert the Coastguard by its signal being received by either a high flying aircraft or the COSPAS/SARSAT Satellites. Though the PLB7 has a tiny output, just 25 mw, I believe there may be instances where the satellites have received such a weak signal. Basically its concept of use has been broadened from a very localised alarm system to the status of a full distress beacon, which it is not.

The claim of 10 to 80 minutes to get a response seems pretty optimistic, even providing an aircraft or satellite did receive its very weak signal.

As for the trials in the Solent - the lifeboat was launched to "home" in on the transmission - but how were the Coastguard alerted in order to launch the lifeboat? Similarly with the helicopter.

It is a man overboard alerting system for use with the mother craft, not a stand alone distress beacon. Though I acknowledge it may trigger a satellite "strike" given more good luck than technical specification.

I guess you've caught my drift that in my opinion this product is being promoted outside the purpose for which it is designed.

Tim Franklin, Secretary of the British Canoe Union Sea Touring Committee writes to I.S.K.A. as follows:

Dear John,

ASAMAT Personal Locator Beacon

The BCU Sea Touring committee recently discussed some feedback from the Coastguard on the usage of the ASAMAT personal Locator Beacon which is being marketed in the U.K. for use by sea kayakers. The Coastguard had been asked to comment by the BCU Publications and Information Officer.

Mike North's letter is reproduced above. The STC felt the feedback from the Coastguard should be made available to all paddlers so that the limitations of the equipment were firmly understood.

The STC would also like to make the point that sea kayakers should not regard general electronic (e.g. VHF radios and GPS) as a substitute for sound decision making and good judgement.

The STC would be grateful if you would make the Coastguards views and those of the STC known through the publications under your control. A similar letter will also be sent to the publishers of other canoeing material.

* * * * *

IONA sea kayak, May 1991, 'P&H'-reg., Orange/White with Yellow strip, Tax, MOT & FSH. 'Expedition' model plus pump, knee tube, extra bulkhead/hatch behind seat, etc. £550, John Chamberlin, 01332 810680

Over... and Still Out?

Peter Carter

Some months ago I read in *Sea Kayaker* a not very complimentary review of a UK video on sea kayak rescues. I had not seen the video until recently, and I can only say that I agree with *Sea Kayaker's* reviewer: it is a video of value only for learning what not to do.

Rather than try to repeat Roger Schumann's critique, let me try to be positive by describing the only rescues I am happy with, and which are described in the recently published *National Instructor Manual* of the Australian Board of Canoe Education. The *Award Scheme Handbook* assumes these rescues and specifies that kayaks used for Sea Proficiency and above be equipped with 'pump or bailer capable of 'no hands' operation' (page 10), along with full declines and other equipment.

Firstly, some general points. In sea kayaking there is the philosophy: 'You got yourself into this, you get yourself out of it.' Self sufficiency. From that there follow some axioms with obvious implications for kayak design and rescue methods:

- The kayak must be controllable in all conditions with the cockpit flooded.
- Rescue methods must not require direct lifting.
- Self rescue must be possible without the use of extra, redundant, equipment.
- The kayak must remain controllable with water in the hull compartment(s).

It's taking a while for some lessons to be learned. Look at sea kayak incident reports and you'll see the same pattern repeated: swamped kayaks that could not be managed. Minimise the effects of swamping and you reduce the risks. That means minimum volume cockpits, hands free pump systems, and adequate declines. Everything must be reliable: the more bits and pieces you add, the less reliable the whole system will become. To start with a cockpit holding 150 litres or so and then add manual pumps, or complex rescues, is the wrong approach. Much better to start with 100 litres or less (80 is achievable) so that flooding has a minimal effect on handling, and using pump systems that can be used with both hands on the paddle.

Why do capsizes occur? Because paddlers are in conditions beyond their normal capabilities. Of course, there is a wide range of conditions and capabilities: a flat calm can be precarious to a beginner trying some strokes for the first time, while it may be Force 6 on the open sea to others. Whatever, the rescue must be achieved in the conditions that caused the capsize, and often those conditions will be sufficient to damage boats and people. The rescue will also put the paddler back into the conditions that led to the problem in the first place: that means you will still have trouble paddling, let alone fiddle around with bits and pieces. After a rescue you may well have to consider turning back or making a forced landing before there is more trouble.

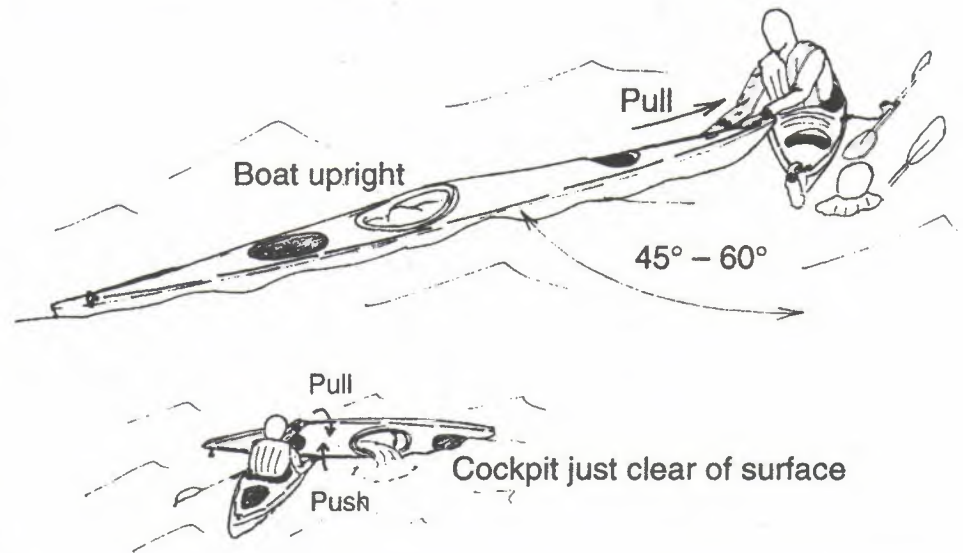
A rescuer's priority is always the victim. Talk to the victim using clear, concise, instructions, and keep an eye on his* state of mind and body. If his paddle drifts away, let it. Chase it afterwards or send someone else after it. Anything else that drifts away probably deserves to be lost.

Rescue methods

The first method is the simplest. The victim rights his boat and waits on its bow. The rescuer approaches so that the two boats are facing opposite directions, and stabilises the kayak for the paddler to re-enter. When he is aboard, spraycover on and paddle away, while letting the pump do the work.

This flip and pump rescue is the only one to consider for doubles.

Method two we call the **Wedge Rescue**, because we use the shape of the bow to do the lifting. Use this method if you want to empty the boat before putting the paddler back in. As with the flip and pump rescue, the paddler rights his boat and waits on the bow.

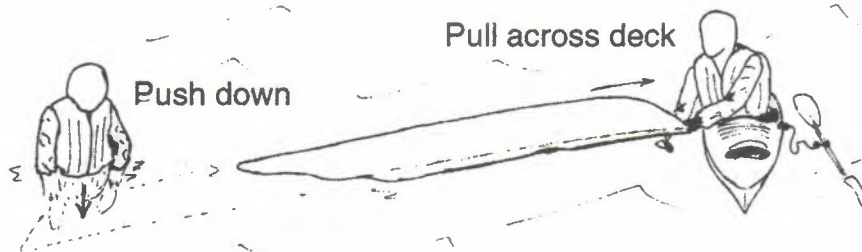


The rescuer approaches to pick up paddler and the bow of his boat in one move. The victim transfers to the rescuer's bow. The rescuer, with the two boats at an angle of 45 - 60° simply grabs the boat by the declinate and pulls, timing the pull to let waves do some of the work, and to avoid being speared. When the cockpit is clear of the water, he rolls the boat towards himself, and the cockpit drains.

He then pushes the kayak back into the water and lines it up for re-entry.

The **Swimmer Assisted Rescue** (diagram on next page) is common in the eastern states of Australia. For this rescue, the victim leaves the boat inverted and waits at the stern. The rescuer approaches the bow of the boat, and the victim pushes down on his end so that the bow rises. The rescuer then takes over, rolling the kayak to empty it, then lining it up for re-entry.

* Of course it may just as well be 'her'. Substitute as required.



thon boats, any rescue that requires direct lifting...

Some of these things are leftovers from the early days of sea kayaking, or even inland paddling, others have been devised by people who lost sight of the 'big picture', the need to have everything working as a coherent, reliable system, not a collection of gadgets.

Re-entry

The simplest method is still the best. With the kayaks facing in opposite directions, the rescuer leans on the victim's foredeck so that the peak of the deck is in his armpit. The more weight on the deck, the more stable it is. Some paddlers prefer to enter feet first between the boats, my preference has always been for a head first approach from over the side. A good breaststroke leg action does most of the work.

What to do with the paddles

The last thing you want is a paddle getting in the way, or, worse, being damaged in the process. Either put it into a paddle park and toss it out of the way, or give it to the victim to hold while you begin the rescue. When the time comes for re-entry, take both paddles and hold them under the hull.

Self Rescue

There is only one: re-entry and roll. No messing about with redundant rubbish; in, up, go. Yes, your rolling must be reliable, but if it isn't, what are you doing in a situation where you need an unassisted rescue?

The advocates of paddle floats and similar contrivances should be made to demonstrate in winds of at least 25kn with a decent chop, not the flat calm we see in *Over... and Out*. The fatal flaw of their methods is that there is no safe way of stowing everything afterwards. If you can't paddle normally in the state of wind and sea that threw you in how can you sit and mess about with things, especially if they're behind you?

Things you can throw away or forget

Manual pumps, hand-held pumps, paddle floats, paddle wings, paddle bridges, foot pumps designed for sprint/mara-

Treat what you read in some of the sea kayak books with suspicion. For instance, much of Chapter 5 of Hutchinson's *Complete Book of Sea Kayaking* falls into this category — some things really have changed in the 20 odd years since the first edition.

It's also time that a few manufacturers took a serious look at the safety of their craft: I would fail much of what is on the Australian market if it was presented for a Sea Proficiency test.

Things to do

If it isn't already, equip your boat with an all round deck-line extending right to bow and stern (8mm is better than 6mm, 10mm is even better) and an effective foot pump (or electric, if you're prepared for the problems of maintaining an electrical system in seawater). Make sure the cockpit volume is a minimum by packing all unused space with buoyancy material. (Stow those bits and pieces elsewhere.) Check that everything is sound and serviceable. Keep checking it. Refuse to go out with anyone whose kayak does not meet these specifications.

Go out and practise these rescues.

A version of this paper is available online at

<http://www.peg.apc.org/~pcarter/rescues.html>

There is also a short paper on sea kayak directional stability nearby:

<http://www.peg.apc.org/~pcarter/dirstab.html>

Peter Carter is an Aus Canoe Federation Senior Instructor (Sea), and is Secretary of the ACF Board of Canoe Education.

The following article has been sent by Dave Powell and has been written by Ian Stevens.

Dave says, "I enclose an excellent account by Ian of a rather gripping little trip to the Isle of Rum we did early November, 1995."

Returning to a still, frosty, smoke filled Glasgow Guy Fawkes evening was a surreal experience. My mind was sifting through the last four days in a myriad of contrasting emotions completely removed from the exploding fireworks and partying in my back garden.

Previously, only hours ago Mallaig had become reality, the long haul where the outline of the destination had emerged slowly into recognisable shapes - buildings, boats, cars and the tremendous feeling of feet on solid ground !....

The weekend had arrived early, Thursday evening leaving the City, roads jammed, motorway closed. I craved some space and peace in the north west.

Knoydart, the 'last wilderness' was my ambition, a leisurely paddle around the sea lochs and walk the hills. Here there is space, hills that are mountains, mountains that merge into sea and where more mountains appear...

David, my partner, had other aspirations, I could tell. We looked at the distant Isle of Rum, Eigg, Skye. I planned future trips in my head. Dave brought the map!

We left Mallaig with enthusiasm for the land-scape; high pressure forecast and life in general was limitless. I had'nt seen the Coulins look so good - autumn hues, golden low light illuminating ridges and rock pinnacles I had previously walked and climbed. Paddling across the mouth of Loch Nevis and unusual airflow was trying to push us towards my friends intention and away from 'my' destination. A brief chat and I was convinced about the merits of getting across to Skye and reconsider and perhaps attempt our real destination - Rum.

I knew I could get across; the sea state, wind direction and my eagerness would see to that - but returning? I know the high pressure would wane, that the ind would probably change and that I might not be up to a long return crossing - that was in two days time.

Paddling across I really enjoyed surfing, taking pictures, the changing dimming red light, the distant hills of the Outer Hebrides emerging, drinking tea with the best circular view in Britain, a favourite from the cockpit of my kayak.

Certainly this Friday experience was'nt the usual outdoor retrospective challenge - I enjoyed the whole experience, even drinking the malt at the end of the day was bearable.

Saturday I ached, general whole body tiredness. A five mile walk to Bibidal bothy and return over the hills was our intention. The walking was modified severely. I saw 'whitecaps' out at sea

and my whole mind was geared towards getting back and the elation of getting over here was waning!

We planned escape routes, modifications and talked about the ferry and even missing work. We didn't accomplish much on the hills, deteriorating weather and muscles decided that.

The evening surprise was bumping into the Warden who was more than a little surprised at meeting us in the darkness as no visitors had disembarked from the ferry.

Saturday dawned a little better but windy and grey and I could still see whitecaps - I did feel nervous. Conditions were marginal, I knew that. The wind and sea state leaving Kinloch was 'border line' and it was commitment, trust Daves' experience on return.

We chose the former and strong south-westerlies and white crested waves crashing into my boat caused tensions I had'nt experienced since a stormy retreat in the alps years previously. Waves seemed to march across in series, an occasional brace, sweep and steady determined paddling keeping the lighthouse firmly in sight. I tried to think about breathing, relaxing my hips as yet another wave tried to turn me, the unthinkable was a swim in this sea and I really should'nt be here.

I could see Skye, the sea conditions nearer the coast were easing and eventually so was I. I could visualise the beach around the corner and feel the pain in my shoulders easing. I knew now that we'd get home to normality and was actually looking forward to nine to five reality tomorrow.

The weather was still blowing the sea white in the distance; Mallaig a long way off but I knew I could make it after the anguish of our trip from Rum. We paddled closer together and I felt more relaxed. Birds surfaced and dived, the hills of Knoydart appeared out of the 'dreich' and Mallaig began to emerge into recognisable shapes.

The haul into Mallaig harbour was difficult, progress dropped to a snails pace. The wind strengthened and this crossing would be a retrospective experience.

I drove home, my mind questioning the sanity of this late season trip. Marginal, difficult, dangerous. even I knew I had handled the conditions well and a whole new experience and arena had opened up. 'Sea Mountaineering' travelling along the channels in the north west will hopefully be an increasing part of my life.

* * * * *

EMERGENCY DISTRESS BEACONS

M. H. North , District Controller, MRSC Liverpool.

Emergency Distress Beacons are another item of safety equipment that the canoeist may consider appropriate to carry. It is not the panacea for rescue alerting. It is however a desirable item for expedition paddling or if you are operating in remote areas - where flares or marine VHF radio are not likely to attract the desired response.

In order that you can read this reasonably easily, the dreaded acronyms will be listed first.

- EPIRB - Emergency Position Indicating Radio Beacon.
- COSPAS - (Russian for) - Space System for Search of Distress Vessels.
- SARSAT - Search And Rescue with Satellite Aided Tracking.
- LUT - Local User Terminal (Ground Receiving Station)
- SAR - Search And Rescue

EPIBs work by transmitting a distress beacon signal on 121.5 or 406 MHz. The 121.5 beacons are not registered because the signal is purely an alert, with no other information being transmitted. The 406 beacons are more sophisticated (and expensive) and in this country should be registered with the Marine Safety Agency. They transmit digital information that can identify the user if registered and providing the information held is kept to date. Satellites of the COSPAS / SARSAT system are designed to receive distress beacons on those frequencies. The satellites are in low polar orbit and on average pass over the same area every 102 minutes. As they orbit they are able to receive distress beacon signals over a 'footprint' of 2500 kilometres radius. In the case of 121.5 beacons the satellite must also have the LUT within its 'footprint' so that the signal is received on the ground. The 406 signals are stored at the satellite until a LUT comes within its footprint.

Once the signals are received at a LUT the information is fed through the system, to the Coastguard if the position of the beacon is over or close to the sea in and around the UK.

The satellites seem able to pick up very weak signals which is comforting to know. There is a down side, particularly for those who envisage that when they switch the beacon on, the Coastguard respond by sending a rescue unit to investigate the source of the transmission immediately. The reality is that with 121.5 beacons the Coastguard are not informed until the "hit" is validated, which means there has been a second satellite receipt; or a high flying aircraft reports a beacon signal receipt. There are many thousands of spurious alerts each month - that number cannot be investigated. Therefore until a second 'hit' is received from the same position it is not considered to be validated. You can see then that a considerable wait is likely before the transmission is responded to. There are less alerts considered spurious with the 406 beacon and because it has a coded identifier it can be attributed to a particular vessel. Currently 406 beacons are investigated on the first 'hit'.

OK - the beacon has been switched on and the signal has been received by the satellite, passed down to the LUT and on to the Coastguard. Two positions are given

because of Doppler effect, this gives the real position and a mirror image position. On the second pass satellite one of the positions originally given will be given again - the true position.

Providing the beacon continues to transmit. SAR units whether surface craft or airborne can home in on the transmission. 406 beacons also send a weaker 121.5 signal so that the SAR units can home in on them as well.

The LUTs in the E Atlantic area are at Lasham (UK), Toulouse (France) and Tromsø (Norway), Maspalmas (Gran Canaria) and Bari (Italy).

I hope this will help you to understand how the distress beacon satellite alerting system works and how they are responded to by the Coastguard in this country.

When an emergency position indicating radio beacon (EPIRB) is inadvertently activated it can be a nightmare to find - when there are many vessels close together, for instance, in a busy harbour. It has to be deactivated as soon as possible.

The Radio Communications Agency (RA) encourages members of the emergency services to use EPIRB detectors, providing they liaise with Coastguard to ensure that after detection all interested parties are informed. They believe that local action means quick action and this minimises the effect of the 'false' alarm.

The alternative to local action is that a specialist with equipment from the RA can be called upon. This means the emergency signal will continue to be transmitted until detection and deactivation takes place, which could take up to 24 hours.

This problem was disclosed by Trevor Allison, one of the five regional managers of the Radio Investigation Service, who told *Coastguard* magazine: "There is no licence required for a radio receiver. An EPIRB detector which consists of a receiver tuned to 121.5 MHz with a directional antenna system, under the Wireless Telegraphy Act is classed as a device exempt from licensing.

"In any case, the signal being detected is a form of distress, and therefore quick action, providing it is properly co-ordinated and carried out by a member of the emergency services, is sound action."



Trevor Allison of the Radio Investigation Service displays an EPIRB detector.

A small and simple piece of electronics such as this detector operates on a single fixed tuned frequency of 121.5 MHz and caters for both 121.5 MHz and 406 MHz devices which have a homing signal on the same frequency. A screen used by the operator, which can consist of a sheet of aluminium foil worn as a waistcoat,

will screen signals and so partially lessen the problem of back bearings (see *Coastguard magazine*, Jan '95, page 29).

One such detector is owned and operated by Ian Crockford, Auxiliary-in-Charge at Peterhead. His station overlooks this busy port and at certain times of the year the fishing harbour is so densely packed with

EPIRB could cause havoc and a detector is often used.

Most EPIRBs are located on board but could be anywhere from a float-free device mounted on the wheelhouse roof to an out-of-date reject thrown into a locker. However, with help from his detector, Ian found one stolen EPIRB discarded in a skip, still transmitting vigorously. Another was located in someone's dwelling house and a third had been thrown over the sea wall. It was collected by the lifeboat one mile out to sea.

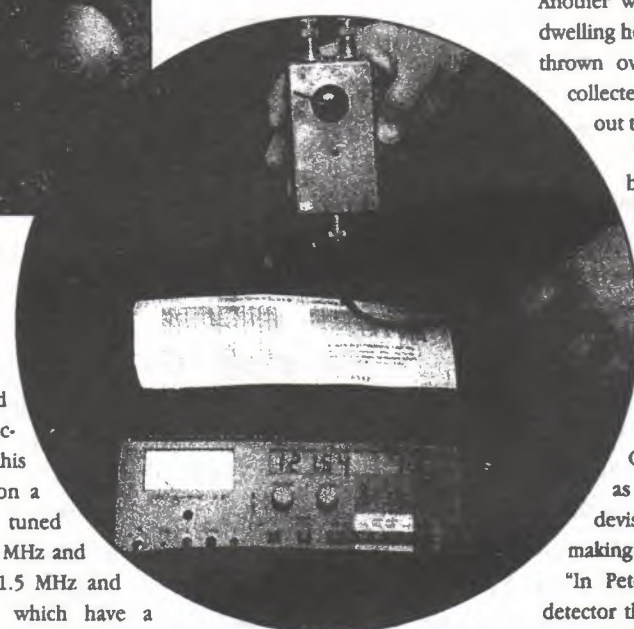
"My first detector was based on a chassis from an old police radio," said Ian.

"I used some of the radio parts and the whole thing cost between £20 and £30 to make. Having made one for myself I assembled another for Aberdeen Coastguard. I received £25 as a suggestion award for devising the detector and making effective use of it.

"In Peterhead I have used the detector three times in the last two months. It saves a lot of trouble. I detected one EPIRB which was on the move inland. It seemed to be in a life-raft which was on a truck from further north and on its way to Aberdeen for servicing. It was later found in Aberdeen."

In trained hands, an EPIRB detector will tell the operator from which vessel the transmission is emitting and will indicate port or starboard, forward or aft. They can certainly save a great deal of trouble for the emergency services.

When an EPIRB goes off and it's proved to be a false alarm, Coastguards still have to track it down as fast as possible



vessels that it is almost possible to walk over them to the opposite quay. In such circumstances an activated



THE PERSONAL PROTECTIVE EQUIPMENT DIRECTIVE

Notes concerning some of the implications of the above Directive, as it affects canoeing, appeared in the last edition of CoDe. Due to continued enquiries, however, the following information has been compiled.

The Directive came into force on 1 July. It covers 'any device or appliance designed to be worn or held by an individual for protection against one or more health and safety hazards'.

Buoyancy aids, helmets, even waterproof clothing issued to an employee, has to conform to the requirements of the Directive.

Where a Standard is in place, the easiest way of showing conformity is for the manufacturer to submit the item to an approved test house for assessment. Buoyancy aids and lifejackets have a standard in place and it is now illegal for a manufacturer or importer to 'place for sale' (ie to supply to a retailer) any buoyancy aid or lifejacket which does not bear the EC mark.

Retailers may continue to sell them while stocks last. Those issuing buoyancy aids to employees or paying customers may continue to use existing stocks for the duration of their 'reasonable life'.

Testing a buoyancy aid

To assess a buoyancy aid for performance, tie 5.5 kg of lead to it, place it in the water and thoroughly squeeze out all the air. If the BA supports the weight it is OK. If it sinks it is time to replace it. A visual check will assess whether it is in 'reasonable' condition in all other respects.

It should be noted that the EC marked 50N type buoyancy aid is the sort most commonly used for canoeing, and is still the recommended style. The minimum buoyancy required for differing body weights is as shown below. It should be noted that this is a minimum for each category. A 50N type buoyancy aid may have 100N or more, or any other level of buoyancy above that figure for a given body weight, if the manufacturer determines that there is a market for that device.

50N type buoyancy aids

Body weight	30-40kg	40-50kg	50-60kg	60-70kg	over 70kg
Min buoyancy req	35N	40N	40N	45N	50N

The 100N type buoyancy aid has a different performance criteria which means that it will almost certainly incorporate a buoyant collar. It also has restrictions on colour and a requirement for the incorporation of reflective tape. Internationally the 100N device is called a lifejacket, but it is considerably inferior in performance terms to the BS 3595 lifejacket - which has been replaced by the 150N type under the EC scheme.

Buoyancy aids for young children

Here we have a problem. The minimum body weight for which a 50N type BA can be sold is 30kg. Some children can be nearly 11 before they achieve this weight, whilst others can attain it at the age of 6. Currently the BCU is seeking an amendment to the Standard to have the lower limit based on chronological age rather than body weight. This will take time to achieve, however, and meanwhile the 100N type will normally be sold for children below 30kg bodyweight.

Helmets

The draft standard for helmets has not yet been adopted. From 1 July they must have been assessed by an approved

test house against the general requirements of the Directive, before being 'placed for sale' by an importer or manufacturer.

Again, while stocks last, or for for the duration of their 'reasonable life' existing helmets may continue to be sold or issued to staff or paying customers.

The standard is likely to allow for two levels of protection. A lesser requirement for water up to grade II, and a more stringent requirement for helmets used on grade III and above.

The current BCU recommendation regarding helmets is that:

'Where safety helmets are considered to be necessary for an event or activity, or where they are required to be worn by the competition rules, they must conform to the following:

Safety helmets must have a hard, strong, outer shell, and provide protection close to the eyebrows and ears and well down towards the neck at the back of the head. The helmet must incorporate a shock absorbing liner of suitable foam. It must fit the head well, and must not easily pull up and backwards, exposing the forehead'.

BCU guidelines do not require that novices are put into helmets on flat water, and so helmets not conforming to the above are usable in that context. Similarly, such helmets are also still suitable for canoe polo.

Waterproof clothing, dry suits and wet suits

Waterproof clothing, dry suits and wet suits, placed on the market by manufacturers or importers (as above) from 1 July does not have to conform to any particular requirement if sold for private use. Such items issued to employees, and paying customers, however, must be EC marked by the manufacturer. Here the process is one of self-certification - the items do not have to be assessed by an approved test house. Claims about thermal protection from wet suits and dry suits intended for sporting use, should be avoided - they are for protection against minor affects of cold and damp.

Again, the principle applies that stocks held by retailers, and gear currently being issued, may continue to be used while stocks last, or for the duration of its reasonable life.

Spray decks

Oh no ! Oh yes ? The case for spray decks is arguable. However, if the manufacturer takes the view that they provide protection against minor effects of cold and damp - as the term 'spray deck' implies - then they will have to self-certify and EC mark those intended for issue to paid staff or paying customers. The same principles regarding current stocks apply as stated above.

NIGHT PADDLING

Although there is no fundamental difference between night paddling and day paddling I believe that any kayaker who sets out to kayak at night would be wise to put in a few hours of late evening paddling as dusk is falling and get used to the idea of dark coming on. It can be quite different as you adapt to not being able to see very far and sights and noises take on a different hue, as it were. Even if you do not anticipate paddling at night, circumstances may dictate that you will and being prepared and having some experience might make all the difference. When you have done a few late evening/early night excursions you will be better prepared and this is an important consideration. I know you will not feel patronised when I remind you that humans tend to be afraid of the dark. Most of us will feel morale fall as dusk approaches and our anxiety level rises accordingly. This is natural enough, we are not nocturnal animals and only those who have been trained or who have trained themselves will feel at ease in the dark. This applies as much on land as at sea which in daylight looks great when the sun is shining, but sombre and menacing under a grey sky. At night the waves seem bigger as they slap against the kayak and of course it is not easy to anticipate the direction and speed of the waves which during the day you compute with ease and counteract without thinking as you sway and ride the waves.

Strange seething and hissing noises raise doubts in your mind and you begin to think of the cold depths beneath the thin skin of your kayak. Yet in reasoned thought you know full well that your kayak and equipment remains unchanged and that you are as buoyant as ever you would be in day light. There is nothing to fear, unless, perhaps, it is one's own inexperience.

Preparation is the key.

As with any day time trip or voyage (with respect to Eric Totty), preparation is the key to ease of mind as well as to safety. The first thing is to have a clear understanding with your kayaking companions about methods of communication and who will take the lead and for how long. Who is to be in charge of navigation and who is to be back marker. How will you check to ensure the well being of all party members.

The first obvious mistake is to dash from work on a Friday evening with all the mental and physical exertions of preparations and then get on the water when both brain and body will be tired and well short of their best condition to cope with the night. It makes every sense to prepare in good time and grab some sleep before setting off. Accessible snacks and hot drinks from a vacuum flask are common sense provisions for the night paddle.

Navigation.

As with day time trips, navigation must be preplanned. You will study the chart of course and plot out the likely sequence of events: when you can expect to cross the shipping lane, when buoys may be encountered and what their characteristic lights and/or sounds will be, location of any isolated rocks (which you will probably hear before you see as the waves bounce around

them) and what the tide action is hour by hour. I do not want to give a dissertation on navigation, only to indicate some of the more obvious differences between night and day paddling.

One of the most worrying sights on a night trip is a gaggle of fishing boats as they move in uncertain direction in front of you. Ferries have a clear course which can be readily detected but fishing boats are not so obvious in their intentions. Have a white flare handy in case you are likely to get run down.

You should, of course, be carrying a white light which can be attached to the kayak or your person. Either way it should be within reach so that you can turn it off when not required to safe on battery power and it should not be shone so that it disturbs your or your fellow paddlers night vision. A chemical light which shines quite brightly at night is useful when displayed on the lead kayak or kayaker so that everyone has a distinctive mark to follow. A small light to illuminate your compass is essential if you are setting the course for others to follow, a red or orange light is least likely to affect night vision. You should have what you need for comfort and course finding handy either on the deck or in the pockets of your buoyancy jacket.

Plan to take breaks at regular intervals when you can arrange to raft up if the swell is not likely to damage kayaks. Following breaks there could a change of leader and of course it is an opportunity to check on everyone's well-being.

I used to run courses some years ago when I included a night paddle. There would be up to ten or a dozen of us and keeping a check on everyone relied on each of us having a number and reciting this number when asked. There was always someone who would make me wait for his/her number and my heart would miss a beat as I pondered on the thought of having to find them in the dark.

There some real attractions of night paddling, the chief amongst them being the phosphorescence that sparkles off your paddles like a million little lights. Your senses are heightened and noises seem louder, particularly when paddling close inshore and the waves are bouncing off a shingle beach. And the stars. These are something else when viewed out at sea with no other artificial lights close by to spoil the sight. The Milky Way is absolutely fantastic, as though you can reach out and touch it. You feel so small against it all. The shooting stars and the constellation is a firework display.

The darkness, on the other hand, affects not only your direct visibility but also ones' judgement of spatial relationships and ones' sense of time. You may be running down a familiar creek and you feel sure that it must be hereabouts that the channel turns to port, yet careful checking suggests that your instinct is premature. It is very difficult to judge distances at night. The dark trees or banks of a channel are reflected in the water and make the shore seem much closer. Beacons or withies are hard to spot, even in bright moonlight, though their reflections may show up quite well. Unlit buoys are hard to find as well and

rarely turn up when you feel they should.

I recall being quite confused by a flashing buoy that was distinctive and yet should not have been there. I could see no reference to it on the chart. It turned out to be the headlights of cars as they came down a road heading towards the shore before taking a right hand bend and disappearing from sight.

Following a compass heading can be difficult and here a distinctive star can be used to give a bearing. The obvious one, if heading north, is the bright North or Pole Star. You cannot use the same star for too long before checking with the compass for another aim.

One thing, it pays to keep an occasional eye on where you are coming from, remember to keep a look out astern. Ships can appear from nowhere and you can bet they have you right in their sights!

The Weather

Whether or not! It goes without saying that you would not set off without a 'good' weather forecast: strong winds or bad visibility are the last things you want on a night passage, especially if it is your first. In fact, the winds are generally lighter at night, even though the lows and highs beloved of meteorologists are still in their expected locations. As a knowledgeable harbourmaster once said, "Like everybody else, the wind goes to sleep at night". No, not always of course, but more often than not.

If you have a VHF radio then a 'TR' to the local Coastguard should be made as you leave the shore - this also checks that your radio is working.

And landing

One of the joys of night paddling is watching day break as the light creeps over the horizon and the seascape lights up and all comes clear. On the other hand you may expect to land in darkness and you should be prepared. Surf running can make landings interesting in daylight and doubly interesting by night. You might be surprised at how much noise surf makes as it crashes on to a shingle beach.

Have you landed at your pre-selected destination where you know there is egress and perhaps a camp site? Have you put up a tent in the dark? I occasionally train young people for expeditions and for fun have them blind fold them selves and then put up a tent! I once camped on the edge of some cliffs along the Great Ocean Road in western Australia to find next morning that we were in the middle of a ships crew graveyard. I had slept right over the top of Sydney Jones who died by shipwreck in 1887!

Finally

It is inherent in us to be afraid of the dark, though what we really should fear is our own fatigue through over-loading. Tiredness is more of a danger than most people think and can quite easily lead to hallucinations. The right course is to plan ahead.

More on Fins

Peter Carter

I was interested to read John Basemore's 'Skegs' in the August issue. Let me add to his comments, and include a short explanation of the dynamics involved.

Voyager

After experimenting with various rudder systems, I began fitting fins to my Voyager kayaks in 1986. The design evolved into what you see in the diagram below.

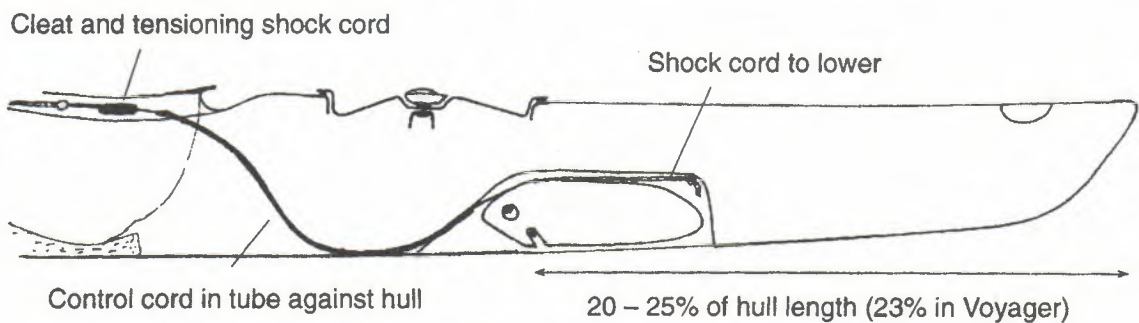


Figure 1 Voyager fin system

Key points in the design were a low parts count and minimum interference with loading aft of the fin case. That meant that nothing came through to the deck: the control cord runs in a tube in a three dimensional S curve against the hull.

The Dynamics

The writers of sea kayak books never explain how fins and rudders work. I suspect this is because they don't understand the dynamics, although the problems are obvious enough. Unfortunately the naval architecture texts usually offer little help.

Figure 2 shows three Centres¹; the Centre of Gravity, the Centre of Lateral Resistance (ie. the hull's resistance to being moved sideways), and the Centre of Effort (through which the wind can be considered to act). Left to itself, a kayak will drift sideways, because all three Centres are close to each other.

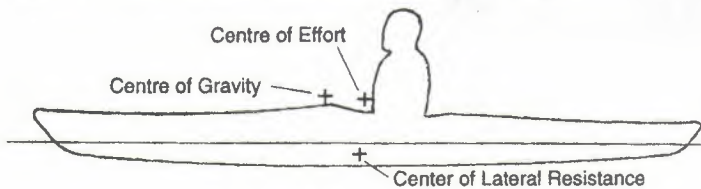


Figure 2 The static situation

Things change when the boat is under way and Bernoulli takes a hand. In particular, the CLR moves forward; exactly how far is uncertain because it seems no-one has done the sums for kayaks. Some work with ships suggests that it may be at, or in some cases even ahead of, the bow.

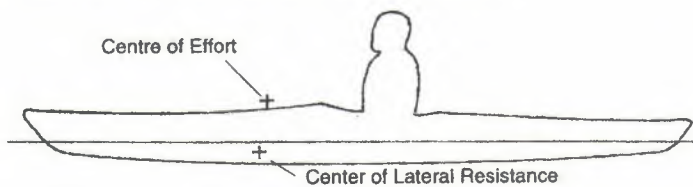


Figure 3 Under way, into wind

Into wind, the CE will also be forward. With the two Centres close to each other, the yawing moments are small, and it's easy to keep the boat straight. (Figure 3)

Downwind, the CLR will still be forward, while the CE has moved aft. The situation can be made worse in following seas by the bow burying, the stern being in the air, the orbital movement of water in waves, and so on. With the two Centres

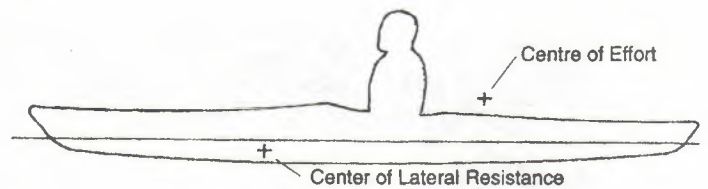


Figure 4 Under way, downwind

widely separated, the yawing moments are large and the boat wants to broach. (Figure 4)

To restore control, one can either move the CE forward (eg. with a sail), move the CLR aft with a fin, or perhaps move the Centre of Gravity to and fro. The fin is the simplest solution. By moving the CLR aft, close to the CE, balance is restored.

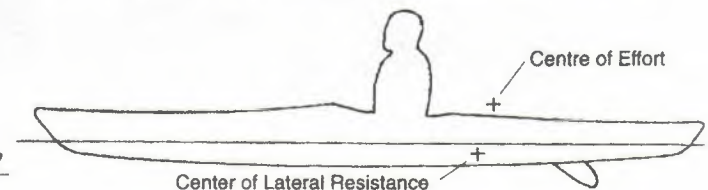


Figure 5 Downwind, fin down

The fin therefore cures the problem, with only one moving part and one control line. The kayak will have a different 'feel' from that of a rudder craft. It will yaw about a bit on waves, but hold its course without any steering effort. (Provided you don't muck things up by carrying a pile of stuff on the aft deck.)

Rudders

The rudder does not cure the problem; it masks the symptoms by allowing the paddler to steer². But steering introduces unnecessary drag, as well as unnecessary complexity: numerous moving parts including the pedals or tiller, and four cables, besides putting a vulnerable, and potentially hazardous, piece of hardware right on the stern.

Rudders are fitted on sea kayaks for two reasons: tradition, and lack of understanding on the designers' part.

Caveats

The fin works best on hulls with some rocker. It is easier to stabilise a manoeuvrable hull than to steer a very straight-running boat. Voyager is 459 cm long, and its fin has also been used successfully in Selkie, Weekender, Ice Floe, Pittarak, and Nordkapp. I wouldn't waste my time fitting one to a Mirage.

There is some loss of internal space with a fin. I differ from John with his numerous bulkheads: Voyager has *no* bulkheads. It has an integrated cockpit, and can therefore regain the space along the sides. (And there is a lot more to integrated cockpits than that.)

The Skerray^{RM}

The VCP Skerray^{RM} is a rotomoulded sea kayak with a fin. The case is a very neat piece of moulding, but there are a couple of problems. The fin could be a bit bigger, and perhaps 30 cm or so farther forward. That's a bit difficult to fix. What is easy to fix is about 30 cm of 4 mm shock cord between the end of the fin control cord and the nearest deck fitting. This will keep the cord always within reach, and also allow adjustment of the fin without needing to cleat the cord. If the fin strikes anything, it will come up and stay up.

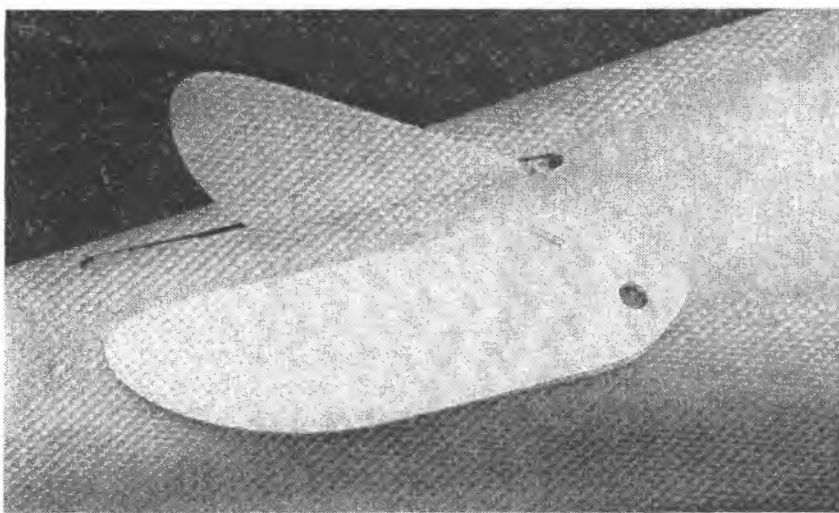


Figure 6

Voyager fin system. The fin in the boat is shown in its normal 'full down' position.

The other fin shows the slot at the upper end for the pivot. The hole is for the ends of the shock cord and control cord.

(The Skerray^{RM} has another, more serious problem. Its cockpit holds some 150 litres, for a cockpit:hull volume ratio of about 1:1. That's not good enough for a modern kayak. (Voyager is 1:2.7 with a cockpit volume of 80 litres.) Fix it by adding lots of buoyancy material in the cockpit, either as a central pillar or along the sides.)

Another bonus

Without pedals or a tiller bar in the way, it's easy to install a foot pump, thereby eliminating all the problems of maintaining an electrical system in salt water. If you need to have a boat that can be used by different people, mount the pump on a third footrest, with its rail along the centreline of the deck.

1. I use the word 'Centre' advisedly. More correctly, it is the locus of the Centre, as it moves about with waves, gusts, etc.
2. The word 'steer' is used here for convenience. The rudder is not for steering, but to trim. Sea kayaks are steered with the paddle, like all kayaks and canoes.

Peter Carter is Secretary of Investigator Canoe Club (among other things) and has been paddling at sea for over 20 years.



AN AIDE-MEMOIRE
 by Peter Banham, Executive
 Education Officer and
 Dr AJ Handley, Chief Medical
 Officer

The Society prides itself on the high standards it sets for training and assessment in Basic Life Support (BLS) including Cardio-Pulmonary Resuscitation (CPR). As the leading provider of lifesaving and lifeguard training in the United Kingdom, the RLSS UK is committed to ensuring its training and assessment in Basic Life Support is effective and thorough. Along with the National Pool Lifeguard Qualification, the Life Support 1, 2 and 3 Awards represent a demanding grounding in all aspects of CPR including those applying to children and babies. To achieve this, BLS trainers and teachers must be supported by appropriate and available resources. To be effective in a crisis, Basic Life Support should be as straightforward as possible. Applied in an emergency often under duress, it is essential that this vital sequence of lifesaving techniques is easy to recall and simple to apply. The use of the acronym ABC as an aide-memoire reflects and reinforces this analogy.

Protocol

In 1993 the European Resuscitation Council introduced a revised paediatric CPR protocol specifically for babies and children. The Society, along with the other Emergency Aid organisations, immediately adopted these revised guidelines which now feature in its Life Support handbook. The new protocol is more specific and better suited as a response to a child or baby in respiratory trauma. Unfortunately, it lacks the simplicity of its predecessor. Previously, the sequence for child CPR was more or less the same as that for an adult. The only criteria the first aider needed to consider were the casualty's age, size and stature. The only concession to a change in technique was to increase the chest compression rate, decrease the depth of the chest compressions, reduce the ratio of compressions to inflations and remove one hand for the application of chest compressions. These variations were easy to remember, as they were directly proportional to the casualty's stature and utilised the same sequence.

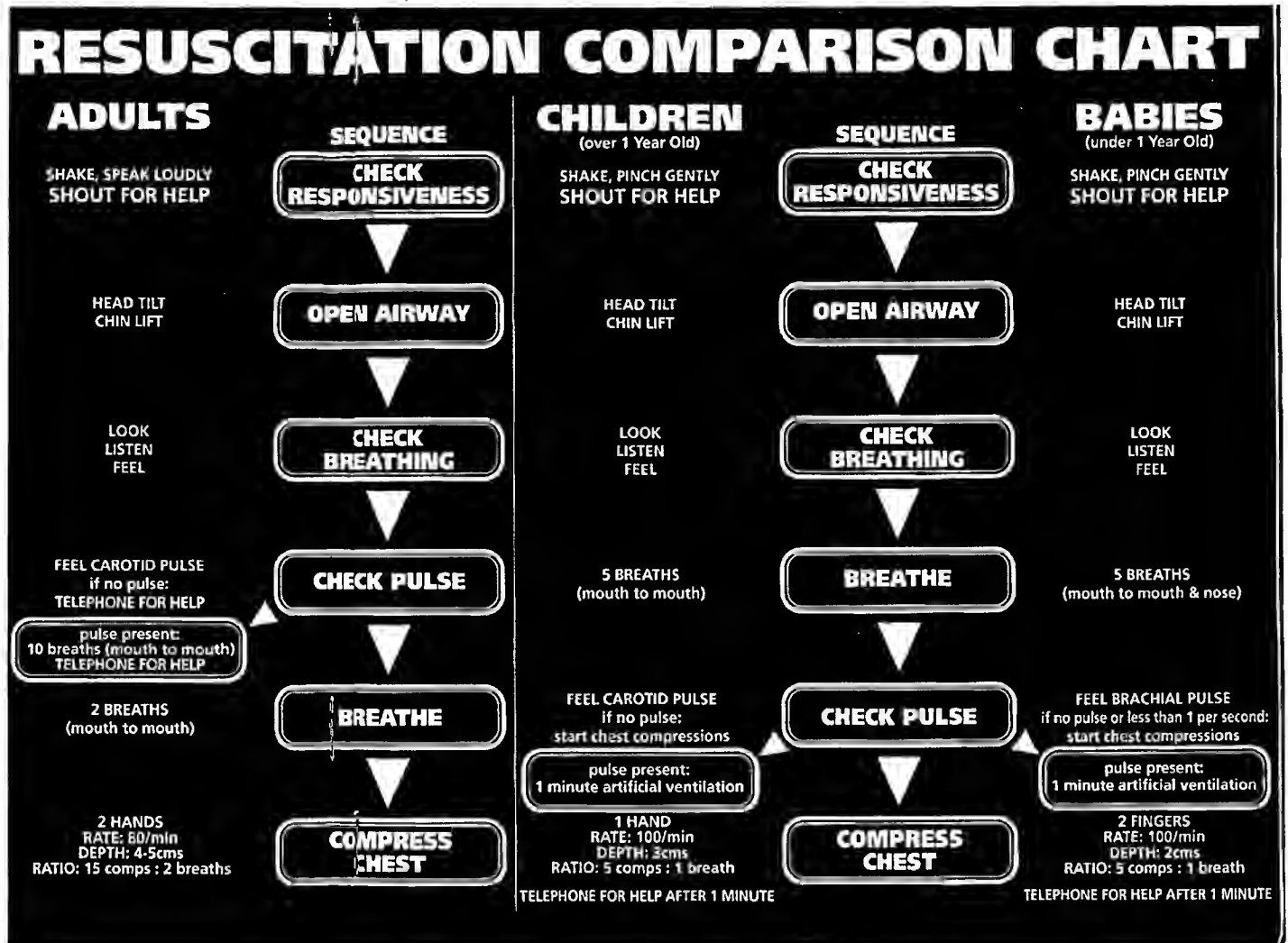
Obstructed Breathing

Because of the greater likelihood that the main problem in a collapsed baby or child will be that of absent or obstructed breathing, the sequence of resuscitation is different from that of adult CPR. In particular, five breaths of artificial ventilation are given before checking the pulse, and one minute is allowed to attempt to revive the casualty before telephoning for an ambulance. There is no doubt that the new paediatric sequence is more conducive to an effective response in a crisis. The problem now is ensuring the BLS trainee has the ability to differentiate and remember two sequences for CPR. Feedback from lifesavers, lifeguards, teachers and trainers has been both profuse and interesting. It would appear some candidates are more than a little confused when it comes to remembering the different sequences. In an assessment situation (we all know how stressful that can be) this confusion often manifests itself as exasperation, misjudgement and error. It can be argued that the stress encountered during an assessment is similar to that which would arise when faced with a 'real' life or death trauma. This is clearly not the time to be making mistakes!

Easy to Learn

To reduce this confusion, the next edition of Life Support (for publication in 1996) will include a Resuscitation Comparison chart which combines the adult and child CPR sequences on the same page. This should go a long way to making this aspect of learning CPR less of a threat, easier to understand and, most importantly, easier to remember.

Getting to grips with the Sequence of Cardio-Pulmonary Resuscitation



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A LIFE IN THE DAY OF

Every day when I wake up, the first thing I do is look out the window and stare into tomorrow. I don't actually see tomorrow, of course, just Russia. My father was born on Big Diomedede. Before I was born it had a settlement of 124 people and two small villages, but when the cold war started the Russians moved them all. Now there's nobody there except a military base.

Most mornings I get up about 7am and, while I'm making myself a cup of instant coffee, I check all my tools are ready for carving. I might eat a piece of bread but I need to get straight down to work to support my family. There are only 192 people on Little Diomedede and most of us don't have jobs. There are a few who work in the school, the city office, the store and the clinic. They are the only people on the island making money.

I use all my retirement pay from 25 years as a paramedic with the Alaska National Guard to pay the mortgage. There is a kitchen with my workbench by the window and a table; a bedroom and a little room at the back. Six of us live here so it gets a bit full at meal times. Not only white men have bills; we Inulaks have them, too, we live in modern houses with electricity, a stove, a refrigerator, a freezer, a television and a telephone. I don't hear the telephone that well as I'm getting a bit deaf now. So is my wife Evelyn.

In the old days we lived in "sod houses". We used driftwood for the walls and the ceiling, put flat rocks around the sides, and covered it with sods of earth. In winter we'd cut snow in blocks and cover the sides for extra insulation. It would only take a couple of seal-oil lamps to keep a 16in-by-16in sod house nice and warm in winter. In my modern house I have to make sure the doors are shut all the time as the heat escapes quickly.

I come from a family of 13 kids and my father carved billikens (charms), beads and cigarette holders to provide for us. He didn't teach me so I didn't learn how to carve until I was 21 years old. I mainly make bracelets. I carve in the traditional way. To make holes in the ivory, I use a mouthpiece attached to a wooden stick with a metal chisel at the end. To build up speed to bore a hole I also have a walrus-tusk bow



PATRICK EMDIN 58, lives with his wife Evelyn on the island of Little Diomedede, Alaska, half a mile from the international date line and the Russian border, in the Bering Strait. He is an Inulak Eskimo with five children and six grandchildren and has been the mayor of Little Diomedede. He retired from the Alaska National Guard after 25 years' service in 1982 and now carves and sells walrus tusks.

tied to the chisel with a scrap of sealskin.

I worry about food. There is no beef and reindeer here, and we have to hunt for it. We use rifles nowadays, rowboats and skin boats to get out to the open water, or snow machines in winter. If I'm hunting bearded or ring seal, I get up at 4.30 in the morning to get to the best spot where the seals crawl up on the ice. They sit on the edge of the open water while we wait behind ice boulders. I've stayed there for over 10 hours of daylight waiting for nothing to come. We never stay out at night any more.

The walrus come at the end of April and May. Sometimes we go out for a day and see nothing. If we don't catch walrus I have no ivory. The easiest place to butcher them is on top of the ice. We try and get as much meat from the walrus as we can. The men stretch and dry the skins and then the women cover our skin boats in female walrus skin. Now we have freezers, so the ladies will cut them up, bag and freeze them.

If we're lucky we shoot a beluga whale once or twice a year. The Eskimo Whaling Commission lets us hunt bowhead whales; but a small village like us is only allowed one a year. And we are only allowed two strikes at it. We hunt them on the south side of the island. We are always hoping the ice will open up close to shore so they come by here and don't travel to Big Diomedede.

We never try fishing here. When I was a kid we would trade with the mainland for dried fish. Closer to home we may go crabbing, dig a hole in the ice and put down a line with bait on — a bottom fish or seal blubber. My oldest boy caught two king crabs yesterday, which make good eating.

While I'm carving, Evelyn sits at the kitchen table and makes some Eskimo yo-yos, or little slippers for the tourist shops on the mainland. We get maybe \$15-\$20 for things that sell to the white man in Nome for \$40. We stop for lunch around midday

— nothing too heavy, like an egg sandwich. Some afternoons I help out in the high school teaching the children how to sing and do the native dances. We like to teach the children the old ways. I believe in the old system but my children are addicted to the Eastern world.

When I was 13 and sent to school at Holy Cross on the mainland, I didn't know how to speak English, just Inupiat. Now every first-born's words these days are in English and Inupiat is forgotten.

At supper-time we always eat a big meal; my favourite is aged walrus, frozen raw. I like that better than Limburger cheese. We have three deep meat holes; every spring you put your rainsuit on, and bury the walrus you catch. Each family has a marker, so you can identify your hole at fall time when you pull the walrus meat up.

In the evenings we have city council meetings but I'm not on them any more, because last year I had to resign. Last night we had visitors on an expedition from England so we entertained them with Eskimo dancing in the school gym. I bang a sealskin drum and call the dances. Little Diomedede has been a dry town since the late 1970s, because alcohol was bad for the community. Our kids are happy but they need activities like the dancing last night. I tell them: "You are the next generation and you must learn because a lot of our traditions are dying out, not only here but in other villages, too." At least the population is going up again; in 1953 after a flu epidemic killed six elders, we were down to 80 people.

I usually go to bed around 1 or 1.30am. I don't need much sleep these days. I haven't been out hunting for over a month, so maybe I'll dream about catching a walrus.

**Interview and
photograph by
Robin Eggar**

International Canoe Exhibition

Canoeing

96

**National Exhibition
Centre, Birmingham**

**Sat/Sun:
24th - 25th
February 1996**

10.00am - 7.00pm

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International Canoe Exhibition '96

There will be over 70 Exhibitors, all in one Hall (The Pavilion), displaying many varied aspects of canoeing. Besides showing the latest in Canoe and Kayak design, there will be displays of canoeing accessories, fashion clothing and outdoor equipment. Organisations catering for both the novice and the experienced canoeist will be on hand to give advice. Approved training and holiday establishments will also be represented.

HOW TO GET THERE

The National Exhibition Centre (NEC) is situated in the centre of the country, just outside the City of Birmingham, at the very hub of the UK Motorway network. Access by road is via the M6, M42 or A45, and the route into the Centre is clearly signposted on all these major roadways.

Access by train is via British Rail and Birmingham International Station is situated adjacent to the Centre, there being a connecting walkway into the heart of the NEC complex. Frequent services run from New Street, Birmingham (a 10 minute journey), from London (an 80 minute journey), as well as from many other regional centres.

Should you be planning to come by air, Birmingham International Airport is also adjacent to the Centre. Many domestic as well as national airlines have a scheduled service operating.

PARKING

There is free parking at the National Exhibition Centre. A shuttle bus service operates from the

various parking areas to the front entrance of "Canoeing '96", and back at the end of your visit.

TICKETS

Tickets are available daily at the door and cost £7.50 for adults, and £4.00 for children under 16 years of age. Tickets purchased in advance are subject to a £1.50 discount. The closing date for advance bookings is 15th February 1996.

The National Boat, Caravan and Leisure Show, is being held in the adjacent Halls to "Canoeing '96". Visitors to either Show will be able to interchange without further charge.

There is no passout system, except for those in wheelchairs (see below).

REFRESHMENTS

There are refreshment areas, a licensed bar and cafeteria available within the Exhibition area, as well as others in the National Boat, Caravan and Leisure Show areas.

FACILITIES FOR DISABLED PEOPLE

The Exhibition is in one building where every facility is on the same level. The interchange to the National Boat, Caravan and Leisure Show is by stairs. However people in wheelchairs will be allowed to use the outside ramps to move to other Halls. A special information sheet for the disabled can be sent.

ADVANCE BOOKING

Complete this section, and send it with your remittance and a self addressed prepaid envelope (SAE) to:

**The British Canoe Union, Adbolton Lane, West
Bridgford, Nottingham, NG2 5AS.**

Please cross all cheques and postal orders and make payable to "The British Canoe Union". Tickets will not be sent unless this application is accompanied by SAE.

The last date for applications is 15th February 1996.

	Number	£	:	p
Adults at £6.00				
Children at £2.50				
Total		£	:	p

Name _____

Address _____

Postal Code _____

Telephone Number _____