

# 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 # 10

JULY 1996

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EDITORIAL

I have just come from the first couple of days of the Anglesey Sea Kayaking Symposium and the event was as good as the weather in that, despite an adverse forecast, it was very good. Many old friends turned up but it was particularly pleasing to see so many new-comers to the sport. I was able to show off the Rolling Float and this seemed to attract a deal of interest. This is a device, designed and made in Germany, which is rapidly inflated by a CO2 gas bottle and allows you to either balance yourself or roll back from a capsize. It reminds me of the seal skin bladder as used by the Inuit. When it inflated it is about the same size. It is secured to the kayak, has a prominent handle with which to grab and, in the event of a mishap, is at hand to save the situation from deterioration. This piece of kit would be particularly useful for the solo paddler. It may save you from ever having to leave your kayak, even if you are unable to roll it back upright. I have two as made available by Christian Gabard and he says I can let them go cheaper than the normal price. Give me a ring for further details.

I've heard that Royal Airforce Valley on the Isle of Anglesey that has its' yellow Wessex helicopters flying the area on a daily basis is to be replaced within four years by a Bristows Helicopter which will be contracted in under a civilian contract to rescue military personnel **only**. Of course it will obviously rescue anybody in distress **but there will be a cost implication** for the rescued. Clearly, civilians are going to require some sort of insurance if they are not to be stung by a huge bill should they ever need pulling out of a bad incident. Here is food for further consideration. Any comments or views for this newsletter would be very much appreciated.

If you run a kayaking training course, if you guide an expedition - particularly as a commercial enterprise; if you own or manage an Outdoor Pursuits centre -- then you are responsible for the health and safety of those you understand, in todays' parlance, are your clients.

'Clients', such an impersonal description. Makes me think of someone (never me!!) who is just a number, another body or name on a list. Where am I on this list; will I have any importance or priority; how much will it cost me to get any service? It is a customer/service provider relationship.

The great thing about the 'Great Outdoors' is that it does break down barriers between participants and leaders or instructors. It matters that each of us is an individual with feelings and aspirations and with an importance that gives each one of us a

feeling of belonging.

BUT, let there be a serious incident which threatens or even achieves harm to the individual whilst the client/provider relationship prevails. There will inevitably be an inquiry. This will turn over every standard, every process and procedure in order to apportion responsibility. Can you be confident that all you do in your own work place stands up to scrutiny in terms of health and safety. Hopefully you will never find out the hard way. Let me just say that if you have never heard of the **Health and Safety at Work Act, 1974**, then the least you should do is refer to some of the descriptive leaflets available from your local H & S Executive (see Yellow Pages) and consider how it affects you.

Briefly, the aim of the Act is to (Section 1):-

- i. secure the health and safety and welfare of persons at work.
- ii protect persons other than persons at work against the risks to H & S arising out of any connection with the activities of persons at work.

There are two more aims; suffice to say the Act also protects the general public from dangers.

There is no doubt that the legislation from this Act is spilling out beyond the work place; no longer is it likely to provide absolution because you are at leisure in the outdoors enjoying an adventure (and by definition, a risky) experience.

So let us imagine that there has been an incident. An inquiry finds that there has been fault. Suddenly the client is just that and is now demanding redress through the courts. Lawyers are growing fat as they beat pathways to such 'clients'. This has all been a fact of life in some parts of the world for quite some time and we now need to tune in to what all this may mean.

What about protection for the provider? Obviously insurance cover is a first line of protection but this can be expensive and as litigation leads to bigger and bigger payouts, (ask doctors what they pay annually to their Medical Defence Union!), so premiums increase. The cost has to be passed to the 'clients' who in turn decide they cannot afford such provision of instruction or leadership. Off they go into the wilderness and learn by experience. Robert Service in "Cry of the Yukon" tells us what happens to 'greenhorns' in the wilderness.

I don't wish to sound too dramatic or wave shrouds about but if potential leaders and instructors have to price themselves out of taking responsibility for clients, then who will become tomorrows instructors/leaders in outdoor activities? Does it really matter? Does it matter that the vast majority of young people will never have the chance to share a residential experience and enjoy the opportunities to canoe, abseil, cave, climb, ski, etc. etc. I can still remember quite vividly my first time away from home on a scout camp - I've still got the scars!.



I am optimistic that common sense will prevail in the end and centres, instructors and guides will continue to provide experiences and bring others on behind them who will themselves coach and lead. A safe introduction to the Great Outdoors is all that is required.

Is it that simple, and is it readily;y achievable? A few of us involved in outdoor education believe that it should be possible to receive accreditation from a recognised body which will demonstrate to potential clients that the centre, the instructor or guide has achieved a standard which is acceptable.

Here are some questions:

Who should provide this accreditation?

What standards/criteria should be demanded?

How should the system be monitored and controlled?

Should there be an international system?

Answers on a post card. Seriously, I would really value comments and don't be restricted to a postcard.

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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 Tim Mason, Bodmin, Cornwall. March, 1996.

Dear John,

Many thanks for sending me a 'temporary' version of your paper on the "History of Modern Sea Kayaking and Sea Kayaks" As you suggested I am now writing for a complete version. It provided interesting reading and has proved helpful in a number of ways - not least in conversation a couple of days ago with a WW II veteran who was using kayaks in covert operations in 1941 - a fine old gentleman.

In your last editorial you said you were putting together an article on how kayaking can relieve stress. Having worked for three and half years as a nursing assistant in an acute psychiatric assessment unit I have just been transferred to intensive care and on my transfer was asked about my own coping methods. I was able to point out with the aid of a log which I keep that, apart from the calm, almost meditative times that the sport allows us privileged access to, there are also times when we are so totally focused because of the more inclement situations we sometimes encounter. During these times I feel very much that I am relaxed from the day to day stresses (which are quite high on the unit) and that these 'extremes' of relaxation are very much of benefit to me personally and reflect in a very positive way on my performance at work. I have enclosed the log of my last three day trip in September of last year and make no apologies for the personal nature of my log-keeping.

I am now in the third year of sea kayaking, having taken up the sport following a prolonged absence from the outdoor world due to injury. This year I hope to gain enough skills and confidence to attempt a solo Lundy crossing and hopefully a solo Scillies crossing. The kayak has enabled me to keep a weather eye on sea birds and observe that, thankfully, we have escaped the 'Sea Empress' disaster (the oil tanker that went aground at Milford Haven, Ed) - or at least, the direct effects of it.

Many thanks for your interesting and informative newsletter which gives me hope that in a more bureaucratic and financially orientated world the basic values still have a place in an increasingly stressful world.

Yours sincerely, Tim Mason.

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From Mar Del Plata Kayak Club (A new member).

Paddling People,

My name is Miguel Minaudo, I am 42 years old and am the newest member of this Association. I have proposed that our President makes contact with kayak associations in other countries. I found your address in "Paddlers Magazine".

Our Club has been in existence for a short time only. Just a few months ago we were just a group of friends getting together every Sunday to catch the sea waves. Our President, Adrian Pol, once made a 400 K voyage on the Atlantic and since then the idea of gathering to create an association became closer every day. Many of our members, young people, train for competitions and our purpose is to make contact by visits between us.

From Jim Mason  
Bedmin, Cornwall

STRICTLY PRIVATE -  
VERY WINDY

MONDAY 18th SEPTEMBER 1995

Here we go again! Last year I was four days into the Scottish holiday before I got relaxed enough to write. This year it's the first night. The only thing that's going to stop me writing at the moment is that I ache! It has taken me three quarters of an hour to get the tent pitched, a meal cooked and eaten and all I really want to do is lie down.

The tent is just a smaller version of my room - cooking area with pans soaking (I'll wash them in the morning) - floor space full of clothes, maps, and books - apart from the sleeping area, which is relatively clear.

This morning, woke at 07.00, lie in until almost 08.00. Bath and pack. Away by 10.00. First to Trago to buy waterproof bags and food containers. Then to the super-market to buy food. Back home and grab a couple of things I've forgotten and then down to Lostwithiel to catch the tide. Wind blowing straight down the river so I have to hurry. First time in a fully laden boat, so I don't want to get stuck on a sandbank on the falling tide.

The trim of the boat doesn't seem quite right as it keeps wanting to veer to port. However, by adjusting the skeg I manage reasonably well. The kayak does seem a lot more stable carrying a full load.

Stop at Fowey to buy gas for the stove. The chandler doesn't stock the correct type however, a shop on the Esplanade does. The proprietor is playing a guitar as I enter and continues to do so as I look around. Back to the boat tied up on the pontoon at Albert Quay and I am about to go in search of water to fill my drinking bag when my hat blows off. It needs a canoe rescue - the water will have to wait.

A good Force 4 blowing East along the coast. Slight sea and swell which I have a feeling will build - gradually it does. At The Gribben I decide the kayak is handling the conditions really well so I make straight for Mevagissy, running before the N.E. swell

All is fine until about  $\frac{1}{2}$  of the way across. The wind swings back to a Northerly and builds to a constant Force 5 gusting 6. White tops ripping in from the North confusing the existing short swell from the N.E. Looking back, the Gribben is still clear but Pencarrow Head and beyond are being hit by a storm. Almost on a line with Black Head I decide to abort and head into Charlestown.

I'm on holiday, I haven't been out in the kayak for nearly 3 months, and there could be a real hooley heading my way within  $\frac{1}{2}$  an hour. Good decision Tim! Nothing lets up and it's a strong paddle into Charlestown. A quick survey of the beaches on the way in tells me that, despite there being neap tides at the moment, the wind will pile the water up on the sand leaving no room to pitch a tent. Let's buy a tin-opener (always forget something) and have a pint in the Refreshment and see what happens.

The wind has dropped to a 4. The swell is now moderate but manageable due to the drop in chop. Let's go for my bogey - Black Head - and then on to Meva. If I can get around the Head I should get a little shelter on the other side.

Infact, the wind has gone around slightly to N.E/ N.N.E. - straight behind me and is building again. I'm feeling confident but not over confident - just right. This is just as well. For the last 1-2 kilometres the wind builds to Force 5/6 and the last  $\frac{1}{2}$  km is tricky. The waves are breaking onto a group of 15-16 year old kids playing chicken on the harbour wall as I paddle into Mevagissy harbour.

Walking through the town a few minutes later in search of water I pass them. Their shrieking horseplay through the town drops to a whisper. "That guy is f-----g nuts" the leader knowingly conveys to the two girls in the group.

Can I find a stand pipe? There is one but it has no handle. Even the toilets don't have taps at the wash basins. There is nothing for free in Mevagissy.

I really don't want to stay here overnight - too close to all the things I am trying to get away from. The wind has dropped slightly and if I can get around Chapel Point, there is a small beach - Colona Beach - just beyond. I doubt that I will have sufficient light or strength to make Gorran Haven in these conditions.

It's a strenuous paddle going out past Chapel Point giving a wide enough berth to avoid the swell which is now piling up on the nose of the little headland. The troughs and peaks are now quite deep. Looking up at 6-10 feet of water in a short chop during a Force 5 gusting 6 is a little disconcerting in a kayak.

Try sitting in the middle of your front room on the floor and then imagine that in the space of approximately 20 seconds you are transported vertically to a point a little higher than the ceiling and back to your original position. Enough of this! Skeg up and turn. For a sinking moment it looks as if the chop is breaking all over the beach making a landing, at the very least, difficult, but my previous recce's were right and a break appears, a little further on than I had thought. The tricks of failing light.

As I paddle in there is one light on in the complex of buildings on the point - and a "Strictly Private" sign on the little boathouse at the head of the beach. I lie the canoe against it and pitch my tent in its lee. Sorry guys! No-one around to ask and I am virtually be-nighted in a building wind. I'm dog tired, hungry, yet I feel like trying to commit this to paper (this is where we came in). I can hardly hear the radio for the waves crashing on the beach and the tent flapping - 22.30 hours.

TUESDAY 19th SEPTEMBER

Not a bad nights sleep. Rained hard during the night but the wind has abated a little. Day light outside the tent but I don't want to get up. I don't know and can't guess what the time is. Eventually I look out side. There is a lovely pink tinge to the sky - "Dawn came with rosey fingers" - which doesn't immediately ring the alarm bells conjured



Small, modern fishing boat powers its way through the swell. I realize that any paddling today will be strenuous.

Pull on my sandals and amble outside to check that the kayak hasn't been blown away during the night. The little egrets are waking up and washing in a pool on the North side of the beach underneath the first of the buildings on Chapel Point. I thought these birds must have been little egrets in the gathering darkness last night. It's interesting to see them in a purely coastal habitat - I've only seen them on the Camel and Fowey estuaries before.

Back inside the tent and put the radio on - just after 07.15. Slowly put some porridge on and listen to the news. Weather forecast is not all that good. Overcast this morning but brightening this afternoon. However, wind Force 5-6 all day. The bright note is that it should ease overnight and tomorrow. I may not be able to get around the Dodman today, or even on to Vault Beach. Still - the washing up has to be done!

A relatively strenuous paddle into Gorran Haven - muscles aching from yesterday. I get into rhythm and make small correction strokes, relying on the wind behind me. I pull in on the beach feeling unsure as to whether I should venture any further. The wind is a constant Force 5 gusting 6 - and anyway, coffee seems a good idea. I remember the table of optimum paddling limits. Not the actual figures, but from Force 6 upwards paddling duration decreases quite dramatically. The tables aren't really worked out for solo paddlers.

Maybe I shouldn't think about things quite as much. I am certainly more relaxed about these conditions than ever before and am struck, whilst paddling, with the idea that if I was paddling with two or three competent companions, I would be enjoying catching the occasional ride. I feel "well measured".

After 10 minutes respite on the beach, it is apparent that the wind has increased. The forecast suggests an easing of the wind tomorrow and, given my experiences of rounding the Dodman (5 or 6 times now) I feel it would be unwise to try today. Probably the best I should hope for is getting around the next small point and onto Vault Beach for the night.

I have coffee in the little cafe and talk to some of the locals - not seafarers; more of the "pleasure boat" variety. My previous knowledge combined with their local knowledge tells me I need to wait for an easing of the wind before I attempt the next ½ mile or so onto Vault Beach.

A fellow who I felt looked rather interesting re-appears on the beach in a dry suit and buoyancy aid and grabs a smaller version of a Lazer, called a Comet, and starts to rig her. We chat. He had decided not to go out yesterday given the conditions, but seeing me coming in in the kayak has given him a boost - despite the wind being stronger. He puts quite a reef in the sail and I help him to launch.

It looks strenuous out there but great fun. 10 minutes is enough and he has really started to enjoy himself. We chat about boats and kayaks. He has a small wind gauge which I don't think I will be investing in. It gives the wind as 6 miles an hour gusting to 10 - a gentle breeze Force 3. Not quite right! You only have to look at the white tops. Just a small observation - the preparation for and the execution of his 10 minute sail seem to have wiped 10 years off his appearance!

After a pint at the Llewynoc - very pleasant - I decide to give it a go. My friend with the Comet has just got back in to the beach having been out again, capsized, and obviously had fun getting back upright. It's still blowing quite hard but looks a little more settled. After a quarter of an hour talking about the kayak, its layout, construction, gear etc., I concentrate on rounding the next small headland. The wave pattern is more settled or, maybe the pint has just taken the edge off. The troughs are still fairly deep, but manageable. Vault Beach is as I remember it and, because the wind is blowing along shore there is hardly any surf to contend with. There are, perhaps, a dozen people on the sandy expanse and, although it is high tide, due to the fact that they are neaps at the moment, there is a lot of beach showing.

I pull the kayak ashore and start to put the tent up. All the other people start to leave - very considerate. I feel I could stay here quite happily for the next week. It really is very beautiful. To think that I almost missed this and went on around the Dodman - I'm glad the weather has forced this sojourn.

I cook some food - noodles and beef curry. Although the sea looks flatter now it is still a dark steely blue and the occasional fishing boat powerfully motoring past testifies to the swell that is still running.

A young couple arrive with a small child. Daddy goes snorkelling - he's been out nearly an hour as I write this. A large battleship cruises slowly by on the horizon. For the first time in years I am relaxedly aware of parallel yet different worlds co-existing side by side. Fleetinglly I wonder what life is like 3 miles away on that boat. But then, I'm very happy to be here.

I light a small fire. It must be about 20.00 hours. I wandered into Gorran. Not much paddling today, so I ought to take in a cliff walk and suss out the sea state as well. Of course - a second pint at the Llawrock didn't go amiss. Beautiful sunset on the way back - a great orange circle sinking serenely behind the hills. The wind has dropped and the sea swell has lessened.

I wish there was more driftwood on the beach to keep the fire going. It's so calm I can feel a song coming on. Thank God I haven't got a guitar handy. I feel a twinge of a 12 year dormant magic. Maybe it was just my youth (at nearly thirty!) But I don't think so. The dinghy sailor this afternoon must have been knocking 50. Thank God life didn't totally kick the shit out of me!

What a load of crap! Just when you thought it was safe to go back in the water..... Woke up twice in the night screaming dreaming. Borderline nightmares about previous girlfriends and their families. God - did I hurt them that much, did they, underneath it all, use me as a play thing, did they really hate me that much - that 3 of them can find me on a deserted beach somewhere on the South coast of Cornwall at between 01.00 & 03.00 hours this many years later?

No. It's O.K. Tim. Actually you are quite cold as the foam sleeping mat has slipped out from under you and you're sleeping on the cold sand. Various bits of you have gone to sleep and you ache like hell. "Look out of the tent." Why? "I don't know - go on, look out of the tent." There is a gloriously

reclining in a low backed chair. The stars are pin sharp. It's one of those times when you realize that you've really knew how many stars there really were. Look for a while. Calmer now. Back to sleep.

Wake up - but not really. God, it's going to be difficult this morning. Turn the radio on - it's still early - before 07.00. Doze and finally look out of the tent. The sun is coming up and making nearly as impressive a skyscape as one about three and a half hours earlier. There's a girl, or young woman should I say (probably mid-late 20's), towelling down after an early morning swim. Clothes on and stretching exercises. Fleeting I conjour up palm trees. Stopping short of passionate embraces in the foaming waves, reality quickly reasserts itself and, actually the whole scene is more like Health and Efficiency than Playboy! - The sunrise is still spectacular and thank heavens the floor show has gone off to be sickeningly fit somewhere else.

I really feel good for nothing this morning. The remnants of the not quite forgotten dream seem to have sapped any get up and go. My hair is matted with salt and .... Do I really moan this much? - Christ, I must be unbearable! Cook up a bowl of porridge and some coffee. Well - that little burst of energy didn't do a great deal. 10 minutes later. Right you bugger. Do the dishes, Have a shave and a hairwash. Do you know? - it really works. Back to pack up. Take your time and enjoy it. Make a flask of coffee for the day - it's going to be a good paddle.

Finally ready to go, I'm sorry to be leaving - just like Colona Beach yesterday. It is not quite as easy getting out through the surf as it looks. Once past the surf line I sort myself out. The skeg has stuck. Although the weather is good, there is still a Force 3 blowing up for a 4 with a few gusts around. Dodman Point is first on the menu. I paddle back into the beach a little further down to correct the skeg. I have to pump the water out of the cockpit - the surf is a little heavier further down. I have to fight like hell to get back out. Bugger - the skeg is still stuck - full of sand and pebbles thrown up in the surf. I'm not going back in again! 3 waves broke right on top of me... To the Dodman! Good, concentrated paddle to the Point and then - It feels like it's going to be a great run to Nare Head. Skip Verryan Bay and stay out in the longer bigger swell, often out of sight of land. A couple of fishing boats around. The Dodman rocks are pin-sharp. The colours are really good today. Head for the offshore side of Gull Rock off Nare Head. Watch Porthluney, Portholland, and then Portloe slip away, and on to Nare Head. Feeling tired now, but loving every minute, I decide to carry straight on across the outside of Gerrans Bay to Porthscatho. I crave a Mars Bar and a cup of coffee. Half way across there is a naval auxiliary boat doing some kind of testing. They watch me go past paddling reasonably well in this Force 4 to 5.

Porthscatho is a long time coming. It feels cold now. The sun has gone in and I must be, I am, tired. Ease through the breakers and locate the tiny harbour entrance. Beach Vesyon at the bottom of the slip. Cup of coffee and what is almost my last ciggy. Man comes down the slip to make sure that I know what I am doing - give me some advice - like - "Why don't you go out with 2 or three companions?" Realizes that I have some idea what I am talking about. Tells me that he is a member of the Devon Yawl Association. We talk sailing.

a pint in the pub for lunch - it has just gone 13.00 hrs. Well, thanks but I really need some chocolate and I want to be clear for the next stretch into Falmouth.

I wave to him and his wife as I pass by munching my Mars Bar. I begin to think that the kid in Mevagissy was right - I must be nuts. I have cooled down sufficiently to make the prospect of getting back into the boat and rounding St. Anthony's Head a distinctly arduous, or do I mean onerous, task. Did I say something about the sea being steely blue? It has become distinctly dark steely grey - and I'm not sure if I am Really Steely - Dan!

Even less so as I turn to pump the water out of the cockpit. The pump is missing. In the fraught action getting off Vault Beach the second time the large surf must have washed the pump out of the elastics. And I have just paddled 9 miles without noticing. It's a learning experience! Bugger. I check the hatch seals and discover that one of the spare paddles is only restrained by a single elastic - These elastics are pretty tight. Hmm. Must have been good exercise.

Well - St. Anthony's Head is an unknown quantity to me - I've never recce'd this far down from land and my pump has gone, and I'm feeling chilly, and the sea looks dark and uninviting and.... Come on prat! You know it will be different when you get going.

Reversing out is a mistake. as I catch half a wave full of water before I can get the spray deck on. Man or mouse Mason? Sod the cheese - you know you enjoy it.

Not too bad around the first point, Greeb Point. Swell gets larger towards Killigerran Head. Then from Porthmellin Head through to Zone Point, large long swell - it's exciting without being frightening.

Ahead, I can just make out a helicopter hovering low over a ship. As I get closer I can see that it's a training exercise with a naval auxiliary the same size as the one I saw earlier. They are winching people between the helicopter and the vessel. This is the closest that I have been to this sort of exercise whilst actually kayaking. The amount of spray whipped up by the helicopter is exciting - a valuable experience to shelve away should I ever need it.

Paddle into a small cove on the seaward side of the lighthouse. Some interesting sea caves and loads of butterflies. A cup of coffee and consult the map. Do I carry on around on to the Lizard Peninsula or do I go back up the Fal to Malpas and have a rest?

A few variables here - Financial, I have virtually no momey left!; cooking gas will not last for more than a couple more meals and no guarantees of getting any more on the peninsula; possible weather change with winds getting up in a couple of days time and general deterioration - the Lizard is a more serious proposition than the bays; lack of public transport on the peninsula.

Maybe I'm getting old but, I've enjoyed what I have done, and I really don't want to get into a paddling epic. I've had 3 really great days, 2 of which have been strenuous.... Back up to Malpas for a rest.



This is the second time that I have paddled on the Carrick Roads and the second time on this stretch of water that I have had a Force 4-5 blowing head on against me - and I'm tired. Rather than concentrate on the end of the Roads 7 km away at Turnaware Point (where the wind should ease as I get into the river proper), I chose smaller chunks of distance - permanent bouys. This goal setting breaks the journey and makes the pacing easier. Water skiers aren't only noisy - the engines reek of 2 stroke. Back in the real world again.

Round Turnaware Point and, guess what Tim? The wind is funnelling all the way down the river. It's going to be a slog - but once around the corner past the King Harry Ferry, all is calm and peaceful. Finally into Malpas and pull in on a ruinous quay just up the Tresillian River. Tent up and eat something - I'm ravenous. I sit listening to the river life - like Vault Beach, same magic but a different beach. Lie in the sleeping bag and listen to Classic F.M. and the river. Disco boat docks at the quay about 200 yards away. But the intrusion of the rowdy festivities aren't actually an intrusion. It's not really a disco, but a party and someone has a guitar and a microphone and leading the assembled party in a final good natured, quite drunken sing song. I'm glad I don't feel a song coming on again. The noise soon stops and the revellers melt away quietly into the night.

I drift into a relaxed sleep - to be woken by a slightly moderated screaming dreaming where some of the staff of S.L.H. have become patients and the other patients are being understanding to the staff - me! We are all gathered in the area below the Long Room at the back of the Kings Arms at Lostwithiel! This goes back to the Woodcraft Folk era. I would have been about 16-17 years old.

I could start to pull the bones out of that one but realize that, yet again, it is a cold night (autumn has definitely arrived) and I settle very quickly.

Up quite early and pack everything into the kayak which I leave upturned above the high water mark. Walk through the woods in the chill morning air the ½ mile back into Malpas. I vividly remember early morning walks during my times at Bendrigg. On to Truro station to await a train back to Lostwithiel. Pick up the car and drive back down to Malpas to pick up the kayak off the in-coming tide.

Horst BROSE  
Ekardrotherstrasse 15  
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A. Magne

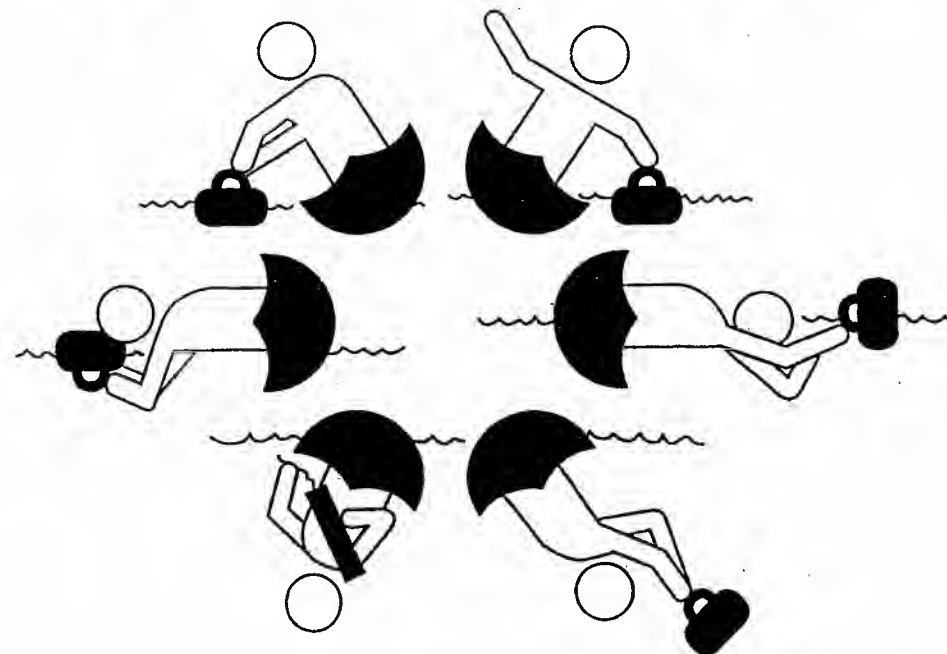
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Ne quittez plus votre kayak  
involontairement ...

Esquimautez à coup sûr avec le

# "ROLLING FLOAT"

(Brevet H. BROSE)



Equipement d'autosauvetage pour kayakistes de mer chavirés, le ROLLING FLOAT est inspiré de la vessie de capture des Esquimaux; le "puttarit". Gonflé instantanément par simple percussion de sa cartouche de CO<sub>2</sub> comprimé, il a une portance de 160 Newtons.

(Voir descriptif en pages 54 et 55 de Canoë-Kayak Magazine n° 130 de Déc 1995)

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Dear John,

February 29, 1996

Please find enclosed a cheque for £8 as I would like to complete my set of I.S.K.A papers by ordering Expedition Planning and Expedition Medicine. Hopefully this won't sound like a platitude but I have found the other papers enjoyable reading and very informative especially as I inch my way closer to doing my S.I assessment.

Also I would like to express a personal viewpoint regarding Peter Carter's critique on the 'Over ... and Out' video and rescue techniques in general. Whilst some of the points he made were valid, why do it in such an obtrusive fashion. My gripe is that Mr Carter article had an almost dictatorial tone, being scornful of other methods except his. I don't feel, in general, Mr Carter was positive at all about the only rescues he's happy with. It demonstrated to me that there are still people out there prepared to sit themselves on a pedestal and shout "My way is the best". Subjecting those entering sea kayaking with a tug of war situation between whose methods to copy rather than learning what is best for the individual as they progress. As a teacher I have come to appreciate that it is best to have a varied tool bag of skills and be impartial when teaching them to help the learner discover what is best for them at any particular time. Dogmatic behaviour has no place in my classroom.

As a neophyte to the coaching scheme and my tender years as a sea paddler, who am I to comment really. However, having read the books, studied the writings of Hutchinson, Dowd, Foster, Burch and Ramwell I have learned a great deal. I have immense respect for these paddlers and their ilk but no one can say "My way is the best and only way son" no matter how amazing their adventures have been. Which is what I feel Peter Carter is doing.

If you feel I have misinterpreted the tone of the article then please say so, or if I should address these views to Mr Carter directly. Please let me know if he is just being deliberately provocative in his statements to elicit a response or if he is a genuinely conceited person. I'm not usually a foot stamper but the article really got my wind up, and I apologise if this is not in keeping with I.S.K.A members.

As an aside the **Wedge Method** was demonstrated to me during last summers Angelsey Symposium by Gordon Brown no less. Perfecting the method won me a copy of the much maligned video, and yes it is a pity the technique isn't on the video. I do feel, however, the video is a good basis to work from and know that it wasn't meant to be the definitive guide to rescues.

Thank you for your time, and I look forward with anticipation to receiving my ISKA papers

Your sincerely,





John Ramwell  
from Paul Caffyn

31 March 1996

Thanks for the latest ISKA Newsletter. May I add a few comments on rudders, skegs and pumps in response to Peter Carter's article on fins.

During my very first sea kayak expedition around Fiordland in 1977/78, Max Reynolds and I used small retractable skegs that were attached to a 'shoe' or fibreglass sleeve that slid over a Nordkapp stern. Only the size of a cigarette packet, the skeg was rotated into position in deep water by the other paddler. It evolved during the South Island trip into a deep shark fin shaped skeg, mounted on a 'sleeve' that sat loosely on the stern for launching and was pulled into position with a cord from the cockpit. Shock cord, from the stern to the skeg, allowed the skeg to 'retract' out of the way for landing. For following, or quartering seas from the stern, the skeg improved the kayak's tracking in a straight line. For the start of the Australian trip I used a HM Nordkapp, with the extended keel stern, but after a gripping experience of being unable to turn up-wind on a flat sea in gale force winds, I cut the extended bit off and reverted to using my shark fin skeg.

Prior to the trip I was intrigued by the deep draught, overstem fibreglass rudders that the Tasmanian paddlers considered not as optional extras but as integral parts of their boats. Photographs of the seas they paddled and accounts of long distances achieved with rudders in diabolical conditions, led me to thinking about trialing a rudder. When I broke the skeg blade off south of Brisbane, a friend helped me build a sturdy Tasmanian style rudder out of aluminium. Still with a mind set about kayaks and rudders, we mounted the rudder on a fibreglass 'shoe' or sleeve, that slid over the Nordkapp stern, and was held in place by the decklines. Well, the mind set disappeared with the first long surfing run north of Brisbane, and the rudder stayed in place for the rest of the trip. It saved my life on several occasions, the most crucial being the overnigher along the Baxter Cliffs.

The statistics show the benefit gained:

Melbourne to Sydney: HM stern - 30.6 miles per day

Sydney to Brisbane: Skeg - 34.3 miles per day

Brisbane to Cape York: Rudder - 39.2 miles per day.

Contrary to Peter Carter's notion of a rudder being:

*'not for steering, but to trim. Sea kayaks are steered with the paddle, like all kayaks and canoes.'*

I use my rudder for steering - the paddle for forward propulsion. When a paddle is used for corrective steering strokes, either sweep or paddling on one side, forward propulsion suffers and the normal paddling cycle is upset. I must qualify this and state the design, structure and mounting determine the difference between inefficient and efficient rudders. My rudder blades project 12" below the keel line. I have never broken a rudder - bent the blade once off North Queensland in a big surf, but straightened it out over my knee on shore and it was good for another 6,000 miles.

Other situations where a rudder out performs a skeg are:

manoeuvring in ice

ferry gliding across channels with fast tidal streams

coping with boils and eddies in overfalls

steering when the wind is too strong to paddle

fast manoeuvring in congested shipping lanes

hugging a reef fringed coast when paddling into a strong tidal stream flow

Lastly a comment on pumps. To optimize buoyancy and dry storage capacity, and minimize the amount of water entering the cockpit in the event of a capsize, in 1985 we changed the Nordkapp seat into a third bulkhead, akin to the Puffin style pod, with a third hatch just aft of the cockpit. With the forehead bulkhead just in front of my rudder pedals, the cockpit volume was thus minimized. This then obviated the need for a pump, as a sponge was only necessary to mop out the water resulting from an 'out of boat' experience.

Paul Caffyn

PS Sorry I didn't respond to your fax re an Aussie book order, but I could not have got one to you by Xmas. Also I was liaising with Tony Ford re importing the books to England. Tony now has stock in England at a much better price than including air mail post.

*John  
Paul*

# THE CASE OF THE UNCONSCIOUS PADDLER

by Sergio Cadoni

In September the Associazione Italiana Kayak da Mare has held a course for Senior Instructor and Advanced Standard qualifications. During the sessions the candidates have been asked to set up a detailed standard, under the oversight of a Senior Coach, concerning the rescue, reanimation and towing to safety of an unconscious kayaker. The emergency was to be dealt within groups of three and two paddlers. The candidates were asked not to expose the victim to the external environment whenever possible, namely to leave him/her in his/her own kayak to avoid long lasting contact with the water.

Given some detailed guidelines, the candidates have developed a standard of rescue to be communicated by our newsletter to all others Instructors and subscribers. The drill has been practised in Force four/five seas.

Here follow the results. I will help myself with some drawings. Thanks to Udo Beier and Thomas Küppers of the German *Salzwasser Union* for their help in revising and editing this article. Without their effort this article wouldn't have been finished.

We sincerely hope none of you will ever face such desperate situation.

## Causes

We can generally assume that a paddler can become unconscious in the following instances:

- **PANIC:** a novice paddler can panic after a capsize and, trapped inside the cockpit, loose consciousness because lack of air.
- **SPRAYDECK:** some models are too much tight, and it is difficult to remove them from the cockpit coaming
- **EPILEPSY:** some paddlers have this kind of disease, and an attack can render them unconscious for a couple of minutes.
- **CAPSIZING:** in a rock garden, even if an helmet is worn, is possible to

sustain head injuries and to loose consciousness. This is even more probable without helmet.

- **SEASICKNESS:** it is easier to capsize and difficulties can arise while trying to exit the cockpit.

## First instance: a group of three paddlers

This seems to be the easiest of the situations. The victim sits trapped in his/her upturned kayak, unconscious. Usually the trunk and the arms, due to the lift of the lifejacket, tend to float on a side of the boat. The nearest rescuer places his boat alongside the victim's kayak. If the victim torso floats on the space left between the boats, a vigorous push on the lifejacket rotates the victim on the external side. Alternatively, if you want to avoid such movement or if it is ineffective, it is possible to pull up on the farthest side of the cockpit (fig. 1a). The rescuer grabs the nearest side of the victim's cockpit and his nearest hand or arm, and starts to pull up. As soon as possible lift is applied to the victim's lifejacket, grabbing it at shoulder level.

Shall the victim's torso stay underwater perpendicular to the surface without floating on a side due to an ineffective lifejacket, the rescuer shall apply his pull on the farthest cockpit coaming (fig 1b).

The victim is then put laying across the spraydeck of the rescuer, and a first evaluation of airway, breath and circulation is made. If necessary is possible to start immediately an assisted ventilation (AV) and to unzip the lifejacket for a somewhat awkward cardiac massage (CM). In our opinion to control and assist the victim in this stage the other rescuer shall form a raft and place the victim across the three cockpits for reanimation. This is the more difficult situation, because putting the victim again in his cockpit is sort of extra

work, but anyway it can be done with some effort. At this stage flares can be sent off or a MAYDAY can be sent by a VHF radio to summon help. Contrariwise, as soon as the conditions of the victim are stable, or when is clear that no more reanimation is worthwhile, a fan tow is started.

The easiest way would be to have a victim with general conditions rapidly improving, without need to extract him/her from his/her kayak, with one rescuer giving proper assistance with his kayak placed bow to stern in respect the victim's one - which gives a better position to treat the victim - while the other rescuer forms a raft placing himself on the other side of the victim's kayak. At this stage one can fire flares or summon help by a VHF radio. Contrariwise, as soon as the conditions of the victim are stable, or when is clear that no more reanimation is worthwhile, a rafted tow is started.

It is our opinion that for a good tow is necessary to position the victim and the rescuer stern to bow, and fasten the end loops of their kayaks with the same snap-link connected to the tow line, while the lifelines at the opposite ends are connected with a slack length of line.

As for the towing system every paddler has his/her own best choice. Some like to fasten the tow line to their lifejacket by a *velcro* strapping, others prefer a cam-cleat and a fair-lead just behind the cockpit. Both systems assure a rapid deployment and a fast release should something go awry. Other kayakers find no problem whatsoever towing from the stern of the kayak. Usually the tow line is already fastened to the stern loop. They don't find any lack of manoeuvrability and are happy with the system. The disadvantages of this approach could be more theoretical than practical. Truth be known, this last system doesn't allow a rapid release of the tow line in case of emergency.



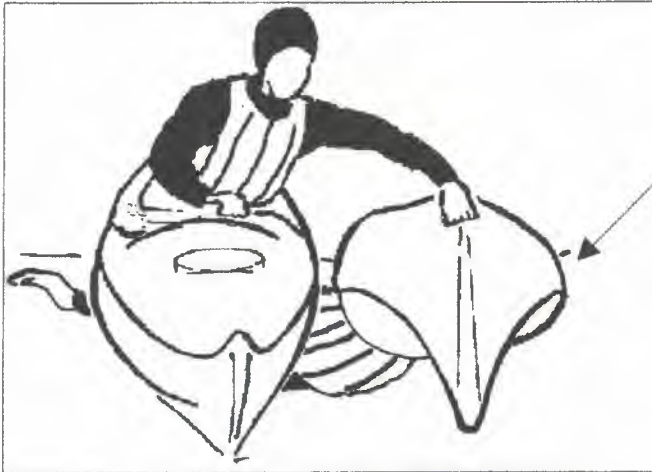


Fig. 1a: the rescuer is on the same side on which the victim's torso floats. The rescuer can push on the victim's lifejacket to have him/her float on the other side. It will then be possible to pull on the nearest side of the victim's cockpit and lifejacket, or either lift with both hands the farthest side of the cockpit. In this figure the rescuer is trying to reach that side, shown by the arrow.

Fig. 1b: in this figure the victim is shown at 90° to the kayak, due to a poor lifejacket quality with scarce floating properties. Also in this instance the best lift could be obtained applying a pull on the farthest side of the victim's cockpit. Here the rescuer is shown while trying to reach that border

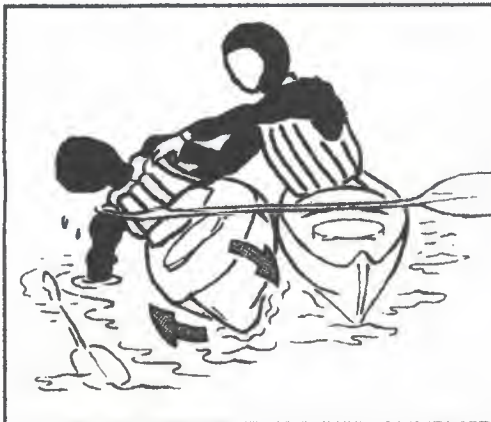


Fig. 2: The unconscious paddler has been lifted pulling on the nearest border of the cockpit and on the buoyancy aid. The position bow-to-stern of the two kayaks would be the best option, but the most important feature is to roll up again the victim, whichever the approach.

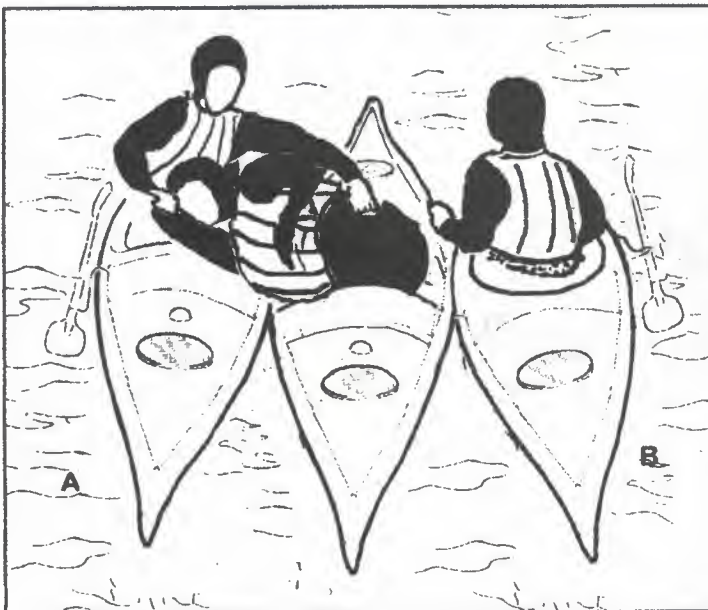


Fig. 3: In this case the victim has been rolled up with the kayaks with matching ends. The paddler A will hand the victim over to paddler B, who is in a more convenient position to evaluate the general conditions of the victim and to perform AV and CM. In this last instance, it would be better to laid the victim across the three cockpits.

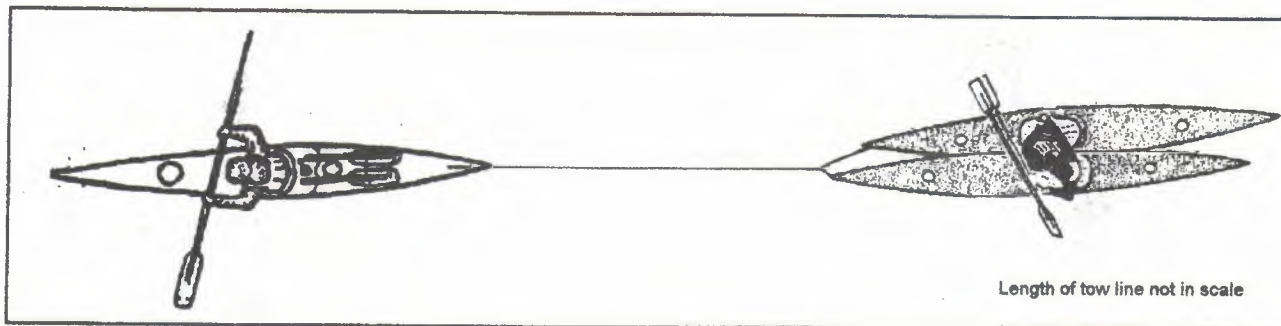


Fig. 4: Here is shown the rafted tow. A snap-link is connected to the loop ends of the towed kayakers. The towing line can also be passed through the snap-link and will shorten itself to the proper length as soon as the tow is applied. The towed kayakers are also connected by a short length of line passed through the lifelines in the back. The victim's kayak has the stern matching the rescuer's bow, so that the latter can exert a better control. The victim lays across the rescuer's spraydeck. The position is more comfortable if the inner arm of the unconscious paddler is folded under his/her head. The rescuer holds the victim by the buoyancy-aid, the other arm outstretched to grab the farthest border of the cockpit. AV and CM can be continued if necessary, but this would be an exhausting and awkward task. High risk of capsizing if not in good weather conditions.

If the towing rescuer is to help the others in landing, it is important that the tow line is no less than 15 meters in length to allow the forerunner enough time to exit the kayak and to look after the others.

The victim's head and torso lay on the rescuer spraydeck, and his nearest arm is folded at 90° under his head. During the tow the two kayakers will have a tendency to ride on the facing gunwales. The rescuer assisting the victim grabs the lifejacket with the external hand, while the internal hand holds the centre of the outer border of the cockpit of the other kayak, arm straighten for a more comfortable ride, and keeps care of the paddles, fastening them with a length of line.

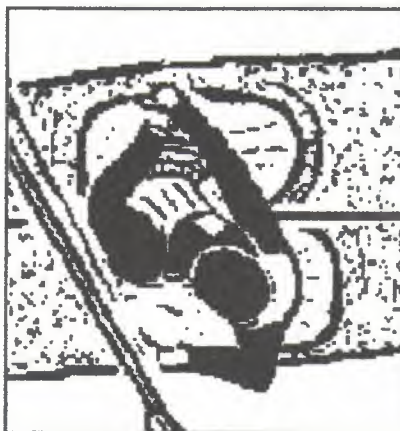
The other rescuer tows the group to the safest or nearest landing, according to the conditions of the victim, to the sea state and to the logistical situation. The tow can go on for hours if necessary, but then it would be wiser to exchange parts between the rescuers since holding the victim in position is an exhausting effort.

The landing technique is best chosen, among all those known, as to avoid trouble to the victim and his assistant. If the group has to land in the surf a stern approach can be evaluated. The towing kayaker paddles slowly into oncoming waves, acting as a sea-anchor, while the others balance themselves and make land pushed back by the waves. It all depends from the kind of surf and the skills of

the group. Anyway this system is slow and can be dangerous. Should the towing kayaker capsize, he/she would be in a difficult situation. At least a case is documented of a kayaker drowning while attempting such a landing: the tow line entangled in his neck.

If at all possible the best solution would be for the towing kayaker to land first, rushing then to help the others, maybe grabbing their stern loops to work as sort of sea-anchor in the last few meters, helping to stabilize both kayakers. Every effort must be made to avoid that the kayakers broach sideways to the waves: the risk of capsizing would be extremely high, and the external kayak could be overthrown on the closest one, injuring the paddler.

Fig. 5: detail of the towed kayakers



### Second instance: a group of two paddlers

Here come the problems. After one turns the victim upright it is possible to manage somewhat AV and CM, but one can't stop them until the victim conditions are stable and it is possible to paddle again. But since the victim is supposed to be unconscious, how can one tow him/her safely to a landing site? The unconscious paddler, even if his/her kayak has been fastened to another one with some lines (a daunting task with those premises) will always tend to fall in the gap between the kayakers, also if this is a narrow one, because the victim's kayak has a marked tendency to lean on the gunwale.

Paddling in this conditions is demanding. It can be difficult if not straightforward impossible, depending on the state of the sea.

If one was forced to exit his/her own kayak to assist the victim, how to get in again if it is not possible to leave the victim unassisted?

We have found these answers:

- If you are obliged to leave your kayak to give immediate assistance (worst scenario) your only option is to fire flares to call for help. No easy task to perform while assisting the victim.
- If you roll up the capsized kayak and manage to give proper assistance to the victim, in order to summon help you would probably be obliged to fire some flares in this condition too.



- If help is not in sight (or on listening watch) you are in big trouble. If you are near a landing site (very near), you can try to reach the spot in these two ways (traumatic, but seemingly your only chances): fasten your kayak to that of the victim with two tight lines, one forw and one aft the cockpit, and try to paddle to safety without capsizing keeping the victim torso and head across your spraydeck. Or either tow the victim to shore clamping a snap-link on the shoulders of his lifejacket. If you were obliged to exit your kayak, place the victim face up, re-entry and roll, and after emptying do the same stuff.
- If you are far off in the high seas and no landing site is very close, if nobody can see your flares and your VHF can't summon help, we don't have an answer, at least not a comforting one. Do you?

#### Final Considerations

Every paddler would better have a floating towing line at least 15 meters in length readily at hand, and some shorter pieces of line (some 50 centimeters in length) to be kept in the pockets of the lifejacket. It would also be wise to have some flares at hand, either on the bridges or stowed in the pockets of the lifejacket. We recommend to have red star, smoke and parachute flares, should the need arise. Some spare flares can be stowed in the third hatch (namely the hatch behind the paddler) which allows for quick and easy access. It is also recommended, like in every other paddling scenario, to have some emergency food and some drinks readily available.

*I owe special thanks to Udo Beier, Thomas Küppers and John J. Ramwell for their ready help, support and advice.*

## CARDIAC ARREST

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### Definition and incidence

Cardiopulmonary arrest is the unexpected cessation of effective ventilation and circulation in a person whose prearrest status may range from vigorous exertion to deep general anesthesia. The sequence of events may follow unconsciousness with upper airway obstruction and asphyxiation. Even when there is a primary cardiac arrest, such as from myocardial infarction or electrocution, the cause of death is always asphyxiation when circulation fails. This concept is important in the management of cardiopulmonary arrest, which must include effective oxygenation.

The central nervous system is the tissue most vulnerable to interruption of circulation and oxygenation. Usually only 4 to 6 minutes of anoxia can be tolerated at normothermia before the cellular damage is irreversible. After that time, the restoration of circulation may be accompanied by organ function in other areas of the body, but with loss of cerebral function there is loss of identity. Without cerebral recovery, the person is legally dead.

Following cessation of circulation, the pupils begin to dilate in 30 to 45 seconds, and the respiratory drive is lost after approximately 60 seconds. The normothermic adult can tolerate only 4 minutes of this sequence, in contrast to primary respiratory arrest when the circulation continues for several minutes.

### Diagnosis

The recognition of ventilatory arrest is obvious from the lack of thoracic movement and absence of breath sounds. The diagnosis of cardiac arrest usually depends on absence of a palpable carotid or femoral pulse. The radial pulse is not reliable for

making this diagnosis. Additional support for the diagnosis is seen in the loss of normal color as skin and mucous membrane perfusion fails and loss of cerebral function is manifested by unconsciousness and dilated pupils.

The diagnosis of cardiopulmonary arrest is made by absent arterial pulses. Even though it is known that a systolic arterial pressure of 50 mm. Hg may be present when a pulse is not palpable, a rescuer must act on the assumption of arrest and institute treatment without waiting for a blood pressure measurement. Delay is catastrophic in the management of cardiopulmonary arrest, and the goal of treatment is to prevent irreversible cerebral damage until more specific diagnosis and therapy can be undertaken. This is the advantage of the noninvasive external resuscitative measures to be described.

### Management

The American Heart Association Committee on Cardiopulmonary Resuscitation (CPR) and Emergency Cardiac Care (ECC) has established standards for cardiopulmonary resuscitation and emergency cardiac care. These standards are designed to provide the benefits of CPR and ECC to all segments of the population.

Following recognition of respiratory or cardiac arrest, basic life support is the emergency first-aid procedure that can maintain circulation and oxygenation until advanced life support is available. The mnemonic for basic life support is A-B-C, which refers to Airway-Breathing-Circulation. These steps must be started as rapidly as possible.

The airway is opened by tilting the victim's head backward as far as possible, using one hand on the forehead and the other behind the neck (Fig. 6).





Fig. 6: A, the initial step in resuscitation requires opening the airway by tilting the head back and elevating the jaw if necessary to displace the tongue forward. B, the preparation for mouth-to-mouth resuscitation is to close the nose by compression and open the mouth. If the mouth cannot be opened, ventilation through the nose is possible if the lips are held closed.

This maneuver lifts the tongue from the back of the throat where it would otherwise obstruct the airway. Occasionally it may be necessary to displace the jaw farther forward to open the airway either by traction on the lower lip or by pushing forward on the angles of the mandible.

Assuming that the patient does not begin to breathe spontaneously, artificial ventilation must be started using mouth-to-mouth or mouth-to-nose breathing. It is well established that the oxygen content of expired air is more than adequate for respiratory exchange. Although many devices have been introduced to facilitate ventilation under these circumstances, most are cumbersome and may actually increase airway resistance. Using direct breathing or either one of the abovementioned devices, the inflation should be provided every 5 seconds and the victim permitted to exhale passively. The chest should be seen to expand with ventilation and air heard to escape during expiration. In infants and children, the rescuer may need to blow through both mouth and nose of the victim using smaller breaths, less backward tilting of the head, and more rapid cycles closer to every 3 seconds. Other modifications of technique are required if cervical spine injury is suspected, in which case the head should not be tilted, or in the presence of a suspected foreign body aspiration, when digital exploration of the airway is necessary.

In an unwitnessed cardiac arrest, the A-B-C sequence is initiated by four or five quick ventilations while the carotid pulse is palpated. If the pulse is absent, circulation (C) is initiated by external cardiac compression (Fig. 7). This is accomplished by compressing the lower half of the sternum approximately 6 centimeters, using the heels of both hands, keeping the arms straight, and maintaining a rate of 60 beats per minute. The best cardiac output occurs when external compression is prolonged to 60 per cent of the cycle. When two rescuers are present, ventilation should be performed after every fifth beat without interruption of cardiac compression, and if the rescuers are on opposite sides of the victim, they can trade places easily to avoid fatigue. When there is only one rescuer, he must perform two quick lung inflations after every 15 chest compressions, since the sternal compression does not produce adequate air exchange. Also he must increase the rate of chest compression to 80 beats per minute in order to average 60 beats per minute when the ventilation time is interposed. For infants, only two fingers are used for chest compression at rates of 80 to 100 beats per minute, and for children only one hand is applied at the level of mid-sternum because of the higher position of the heart in the chest.

In an effort to improve the effectiveness of CPR, some experts in this field suggested high airway pressure ventilation synchronous with chest compression, which doubled carotid artery blood flow in experimental

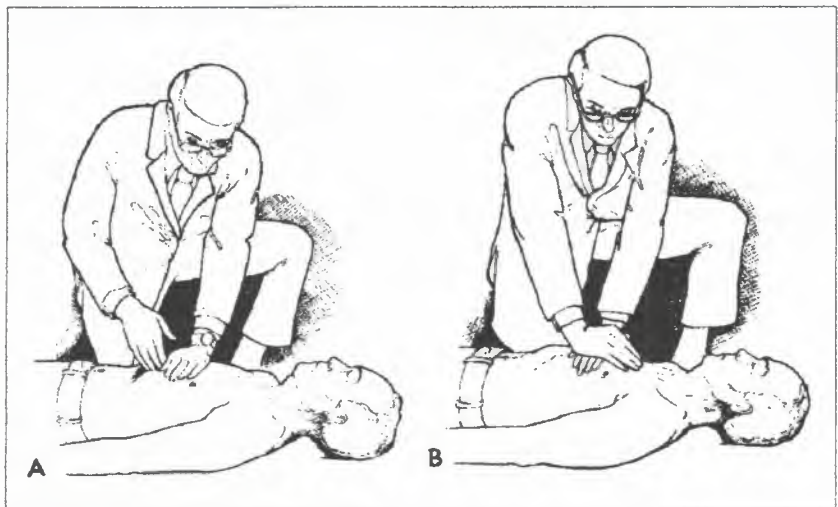
models. These results have been confirmed in humans. However, volume loading also has an additive effect to standard CPR, and these techniques must be regarded as adjuncts to a basically effective technique.

In the event of a witnessed (immediately recognized) cardiac arrest, effective cardiac action may be restored by a blow to the sternum (precordial thump). However, it is just as likely to cause ventricular fibrillation and is not indicated in the presence of anoxia, as with unwitnessed cardiac arrests, or in children. Effective resuscitation results in a limited cardiac output of about 30 per cent of normal at best and therefore should be maintained without interruption of more than 5 to 10 seconds.

#### Complications of cardiopulmonary resuscitation

The potential for injury to chest wall, heart, aorta and lungs exists if CPR is applied improperly. These dangers can be minimized by steady, smooth compression of the sternum, keeping the fingers off the chest wall and using the heels of the hands as described.

Fig. 7: A, the correct position of the hands for cardiac compression is determined by palpation of the xiphoid with one hand and placement of the other on the sternum above that level. B, external cardiac compression is accomplished by depression of the sternum for a distance of six centimeters, using the heels of the hands and the weight of the rescuer at a rate of 60 beats per minute.







SOUTH WEST REGION SMALL CRAFT SEA TOURING GUIDE,  
DORSET AND SOUTH DEVON COASTLINE, VOLUME 1.

The "South West Region Small Craft Sea Touring Guide, Dorset and South Devon Coastline, Volume 1" is now in print. An extract of coastal section No. 5 is attached to this sheet. In addition a supporting map provides coordinations of each site location. The section is one of 19 featured in this book.

Volume 1 features 189 locations spread along 250 n.miles of coastline. Chart information, HM Coastguard, shore coverings, tidal streams, surf conditions, outfalls, local amenities and points of interest are all covered in this handy 80 page, A5 paperback book. This Guide will be of use to any small craft user including sailors, divers, surfers, windsurfers and of course canoeists.

Howard Jeffs (BCU Coach) has written of this book "No water user should leave the shore without one".

The Guide forms part of a trilogy which will ultimately cover all of the South West peninsula from the Dorset/Hampshire border to the Severn Road Bridge. They will provide their readers with an in depth detail of possibly all the non-commercial landing/launching sites in this region.

Covering in excess of 750 n.miles and reviewing 541 locations and 541 locations are published in three handy size volumes. Volume 2 (The Cornish Coastline) will feature 238 locations spread along 320 n.miles of coastline including the Isles of Scilly. Volume 3 (North Devon, Somerset and Avon) will feature 114 locations spread along 180 n.miles of coastline. Lundy Island, Flat and Steep Holm are included in this volume.

The guides are sponsored by the South West Regional Committee and all profits will be channelled back to canoeing projects via this committee.

Volume 1 is priced at £9.95p + P&P(85p). For a copy please contact it's author Nigel Hingston, 85 Lawn Drive, Chudleigh, Newton Abbot, TQ13 0LS. Telephone 01626 854175 (Home) or 0421 610705 (mobile).

THE SOUTH WEST REGION  
SMALL CRAFT SEA TOURING GUIDE  
DORSET AND SOUTH DEVON COASTLINE  
VOLUME 1

By NIGEL HINGSTON



MAP OF COASTAL SECTION No. 14

O.S. Sheet No.	START - GRID REF.	FINISH - GRID REF.
202	Outer Froward Pt. (901 497)	Matthew's Pt. (853 475)

**GENERAL NOTES ON THIS SECTION.** From Dartmouth to Portland the Mean Sp and No tidal curves becomes distorted the more one travels E. It is more noticeable on the flood where the rise is comparatively fast after 1hr LW then slackens for the next 1 1/2 hrs after which rate of rise increases. There is a "stand" at HW which lasts for about an hour at Torquay and 1 1/2 hrs at Lyme Regis. The "stand" is not noticeable at Dartmouth.

This section of coastline is covered by Brixham MRSC, contact 01803 882704. The Coastguard's area extends from Straight Pt (SY 037 795) to Dodman Pt (SX 002 392). Weather forecasts are broadcast from 0050 (GMT) and every 4hrs thereafter, except when strong winds and gale warnings are predicted, then the frequency is every 2hrs. The initial announcement is made on CH16 with the detailed outlook on CH67.

**RELEVANT CHARTS, CATALOGUE NUMBERS.**

**ADMIRALTY.** 1613 (1:1 var) SCE, 2253 Dartmouth Har (1:1 var) SCE, 3215 (1:1 var) SCE  
**IMRAY.** C10 W English Channel (1:401k), C5 Portland Bill to Start Pt (1:95k), Y47 R Dart (1:16k), Y43 Exmouth to Salcombe (1:75k).

**LOCATION: NEWFOUNDLAND COVE (900 498).**  
**BEACH CONDITIONS.** H.W MARK MID RANGE LW MARK  
Shore angle & type: Gs/Sa,Sh,Pe. Gs/Sa,Sh,Pe. Gs/Sa,Sh,Pe.  
**GENERAL INFORMATION.** No land access.

**LOCATION: MILL BAY COVE (894 504).**  
**BEACH CONDITIONS.** H.W MARK MID RANGE LW MARK  
Shore angle & type: Gs/Sh,Pe,Rk. Gs/Sa,Sh,Pe,Rk. Gs/Sa,Sh,Rk.  
**GENERAL INFORMATION.** Private property, no landward access, sheltered lunch stop.

**LOCATION: KINGSWEAR (882 510).**  
**BEACH CONDITIONS.** H.W MARK MID RANGE LW MARK  
Shore angle & type: Gs/Sa,Sh,Rk. Gs/Sa,Sh. Gs/Sa,Sh.  
**GENERAL INFORMATION.** A small section of beach which is very close to the ferry. The ferry slip is private property and in constant use, keep clear. Passenger and vehicle ferries operate from this point. You are now in the confines of Dartmouth harbour and surrounding waters. The Harbour Master is likely to challenge you for harbour dues. Yes, even for a cancel. This area has possibly the worst reputation (and meanness) for enforcing such charges.

**LOCATION: STOKE GABRIEL (847 569).**  
**TIDAL CHARACTERISTICS.** Dries 3hrs either side of HW, small channel navigable.  
**BEACH CONDITIONS.** H.W MARK MID RANGE LW MARK  
Shore angle & type: Gs/Sa,Sh,Mu,Rk. Gs/Si,Mu. Gs/Si,Mu.  
**GENERAL INFORMATION.** Best access is from a beach to one side of a quay. CP and cafe close by.

**LOCATION: TOTNES (805 603).**  
**TIDAL CHARACTERISTICS.** Water present at all states of tide, except LW Sp  
**BEACH CONDITIONS.** H.W MARK MID RANGE LW MARK  
Shore angle & type: Quay side. Quay side. Quay side. Gs/Mu.  
**GENERAL INFORMATION.** Small S.Devon town, popular with Tourists and Arty Farty types. All facilities close by. If visiting by water best access on W bank, otherwise use CP at (807 599). It is possible to paddle up to the weir (800 612). There is an access agreement to paddle the R.Dart's upper reaches, refer to the "Devon and Cornwall River Access Guides", compiled by Adam Box, available from the BCU or at good canoeist shops.  
**TOTNES CANOE CLUB** operates from this area. Refer to latest BCU Yearbook for up to date information.

# Europeans accused of freezing out Eskimos

## EPIDEMICS

The Inuits were once quite sophisticated – until their contact with civilisation

**W**E ALL know about Eskimos. They wear fur clothes, live in igloos and hunt for seals by sitting for hours beside a hole in the ice.

Although now they have largely been herded into high-tech reservations, we still treasure the romantic notion of a once-pristine culture, heroically surviving in a hostile landscape, uncontaminated by contact with the outside world.

But according to new and controversial research by one of the world's leading experts on Arctic peoples, the major factor behind igloos and seal hunting was not the harsh disciplines of ice and snow, but disease brought by 16th-century European traders and adventurers.

What is not generally appreciated is that the famous traditional Eskimo and Inuit lifestyle actually marked something of a decline from the creature comforts enjoyed by their ancestors. Arctic experts have long known that until about 1600 the tribes of the far north, now known as the Thule culture, lived in sturdy stone and earth houses, and hunted whale and other large animals successfully enough in the short summer to be able to live off stored food during the winter.

Igloos were strictly temporary accommodation and hanging out round an ice-hole for seals was no way to fill the larder for winter. But then a decline set in. The quality of workmanship on tools deteriorated, what once had been prefabs became permanent and the skills to hunt large animals were lost.

The traditional explanation for this collapse is that it was the result of the Little Ice Age of the 1700s. But now one of the originators of the

hypothesis, Professor Robert McGhee, curator of archaeology at the Canadian Museum of Civilisation in Hull, Quebec, points the finger at disease.

"Some areas became colder as early as the 12th century, when Thule culture was flourishing," he says, "while others didn't feel the effect until the decline was well under way. What fits quite well was the arrival of European ships."

The devastating effect of Old World diseases on native cultures in the Caribbean and South America has already been well-documented, but until now it has been ignored as an Arctic factor. But McGhee says: "Portuguese explorers may well have reached Newfoundland by the 1470s, and by 1520 the Basques had begun a major whaling operation in southern Labrador." By 1575 fleets of several hundred vessels from Europe were fishing off the east of Canada each summer.

McGhee's argument is that trade networks between the various Arctic groups could have spread the diseases, with devastating effect.

Not everyone is convinced. Dr Don Dumond of the University of Oregon says: "Diseases like smallpox would have completely run their course through a ship's crew long before landfall."

Dr Hans Gullov of the National Museum of Denmark points out that not only did the 19th-century epidemics we know about not spread through the trade routes, but that mummified remains of earlier Greenlanders show no signs of such diseases.

But if there was no early infection it is hard to explain McGhee's other point: "The curious thing about the much larger-scale contact between Canadian Arctic populations and European trappers and missionaries in the 19th century is that it didn't produce huge epidemics. The Alaskan Eskimos suffered far worse than the Inuit, and they hadn't had earlier European contact. I think the Canadian Inuit had already acquired a degree of immunity from infections contracted 200 or 300 years earlier."

*Jerome Burne*



## SEA PADDLER

Sea Paddler is a new quarterly magazine which will interest the paddler who operates on salt water. Whether it is travelling in remote environments by kayak, playing in tidal races and the surf or exploring ones local waters in differing conditions there should be something to interest most paddlers.

The magazine is the idea of Kevin Mansell, an experienced coach, with over 25 years of experience of kayaking in many areas of the world. He has taken part in three expeditions to the Arctic but has also paddled extensively in Europe, North America and Asia.

The magazine is published in Jersey, the largest of the Channel Islands, but it certainly won't be insular in its outlook. Many of the acknowledged experts in their field are writing for the magazine and the aim is to have a mixture of technical articles and destination reports. Wherever possible the descriptions of geographical areas will be written by local paddlers.

Subscriptions in Britain cost £9.00 per annum, in Europe £11.00 and £13.00 for the rest of the world. So contact Sea Paddler Magazine today at 177 Quennevais Park, St Brelade, Jersey, JE3 8GD, Britain or if resident in North America at P.O. Box 1047, Glastonbury, CT 06033.

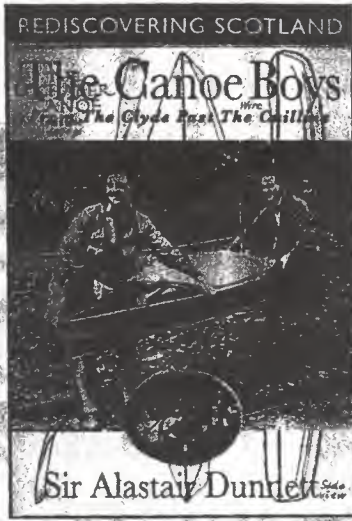
177 Quennevais Park  
St Brelade  
Jersey  
Channel Islands  
JE3 8GD  
Tel 44+ (1534) 45936  
Fax 44+ (1534) 45936



# The Canoe Boys From The Clyde Past The Highlands

Before the Second World War, Scotland was, to a great extent, a country unsure of its identity within the framework of the UK. But for many young Scots it was still one of the most inspiring places in which to live, a land possessed wilderness and castles like no other. In the early 1930s Alastair Dunnett and James Adam started up an adventure magazine called The Claymore which, after a brief life, left the two lads with no work and a hefty printer's bill to pay.

Their answer was entirely in character...they would canoe north from the Clyde by way of the West Coast to the Hebrides and earn



enough money to repay their debts by writing dispatches for The Daily Record along the way. And so 'The Canoe Boys' set off on an adventure that took them into many of the diverse and distant communities along the West Coast, which Dunnett was ultimately to recall in this book.

First published in 1950 as *Quest by Canoe*, it remains one of the most unusual and outstanding Scottish travel books. It is no surprise that both Dunnett and Adam were to go on from this episode to make major contributions to Scottish culture and public life.

Sir Alastair Dunnett's most public position was as editor of The Scotsman between 1956 and 1992 but he has held a wide variety of posts in government, broadcasting, the arts and industry. He was knighted in the 1995 New Year's Honours List, lives in Edinburgh and is married to the author Dorothy Dunnett.

James Adam has spent almost all of his working life in journalism but is best known as a co-founder of the International Gathering of The Clans. During a hectic career he took the time to learn Gaelic and has also written several books. He now publishes poetry in Gaelic, Scots and English and also lives in Edinburgh.

The book is published as part of the *Rediscovering Scotland* series by Neil Wilson Publishing at £7.99. Available from BCU Supplies.

## BEING PREPARED - DEVELOPING A SIXTH SENSE.

It is all about developing a sixth sense; developing an awareness that things may be starting to go wrong on the water. The signs are not obvious, nothing you can put your finger on but a whole variety of factors are suddenly starting to tinkle, rather than ring loudly, those warning bells.

No expedition is immune from danger and the risks are all part of the enjoyment. There is no adventure and no achievement in sitting comfortably in a well controlled environment (which most of us do most of the time!). On the other hand, a sea kayaking expedition which pushes its' participants is felt to be an achievement on completion and there has, by definition, been a few risks along the way.

The art, some may say the science, is being able to see the risks starting to change shape from the acceptable to the unacceptable so that they take on a threatening attitude that may change the circumstances the expedition, or even a simple day out, may find itself in.

The first feeling you get when leading a group on the water is that of losing control. It is probably subtle, nothing much has changed but you almost imperceptibly start to consider options such as escape routes. You do not note obvious indications but for no discernable reasons you are starting to worry.

I want to discuss the reasons why you feel the need to get so concerned when the trip is, to all intents and purposes, still going well. The best way to illustrate my point is to describe a real life situation.

Some years ago I was leading a group of young and inexperienced paddlers along the west coast of Scotland. We had been underway



several days and had been enjoying good weather. One morning, after a couple of hours paddling, I felt a change in the weather, nothing too obvious, but the wind speed was increasing and the waves were steepening. The group was fairly spread out and everyone was continuing to enjoy the expedition. I took further looks at the chart and noticed we were going with the tide towards a lengthy stretch of coast with few opportunities to land, it being mainly cliffs and rocks. Despite little obvious changes to our circumstances I called everyone together and we paddled back to a beach offering easy landing. We got a weather forecast and this confirmed a deterioration in conditions.

Instead of paddling on into an almost certain epic, we changed our plans and using our support vehicle and trailer, portaged over the headland into a sea loch and avoided the inhospitable coast line,

So I have just demonstrated how clever I was!! This is not the object. I just want to show that after several years of experience it is possible to pick up early warning signs and then take appropriate action.

In the example quoted above I was right to use an alternative plan. I have not always been so 'clever'.

Once, whilst leading a British Schools expedition along the north Norwegian coast we had been paddling all day in the lee of off-lying islands which gave us protection from wind and waves. I was anxious to make the far side of a peninsula in order to make camp which would give us a good point from which to cross an open area of water the next day.

We pushed on against the wind and increasing waves which started to give us problems and slow us down as we lost the protection of the islands and became exposed to open water. At this stage I should have turned round but to do so meant a long paddle back to a suitable landing spot. Instead I urged the group to paddle on despite noticing that one or two paddlers were slowing down and obviously feeling uncomfortable.

Warning bells were clanging away in my head but my objective was set; we were going to get to the other side of the peninsula where we hoped we would find a suitable campsite - the topographical map was not too clear in this respect.

So onwards, ever onwards. But then I could see this was not a realistic proposal and my sixth sense was telling me that I was clearly putting my group into jeopardy.

The task now was to retrieve the situation. I needed to catch up with my assistant who was leading - the noise from the wind and waves made communication difficult - and turn him and the group around.

By now a couple of paddlers were getting exhausted and cold and required towing. With wind assistance we soon gained the beach we had passed earlier in the day. we got a tent up, stove lit and soon reversed the hypothermia a couple of the young people



were suffering from.

If I had been a touch more arrogant, a touch less experienced and ignored the warning signs, there is no doubt we would have been in serious trouble.

When ever you are paddling on the sea, either alone, in a group, leading a group or just coaching, always keep an eye on everything and everyone about you. Notice changes. Subtle less obvious ones can be difficult to detect. Push these changes into your head and ask yourself whether they alter the situation or indeed, could alter the situation. Work out what you should do, what you might do. Consider all the options.

Of course, the situation is always changing on an expedition. Hour by hour it changes. The trick is analysing these changes and weighing up whether they are going to be adverse and if so, how adverse and when will the effects be felt.

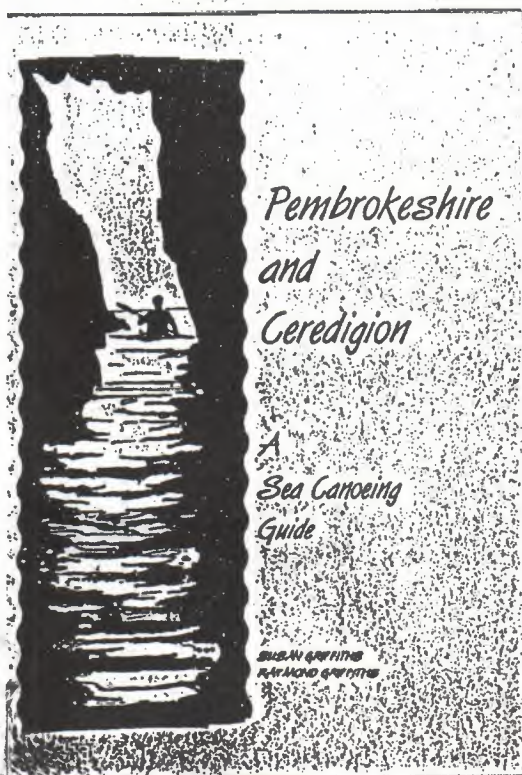
Just to demonstrate how quickly changes can happen and how the sixth sense got us out of trouble in the nick of time. a group of three of us were paddling across the English Channel from France. It was calm and sunny and we had stopped for lunch. Spray skirts were off, thermos flasks and goody boxes were open and we were chatting and drifting when I turned round to see the bows of a huge ship looming over us. with moments to spare we grabbed paddles and shot out of the way like bats out of hell. It was an near thing.

The law of averages says that after a few 'near misses' there will be the occasional 'real thing' - just keep tuning in that sixth sense.

John Ramwell

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## NEW GUIDE FOR PADDLERS



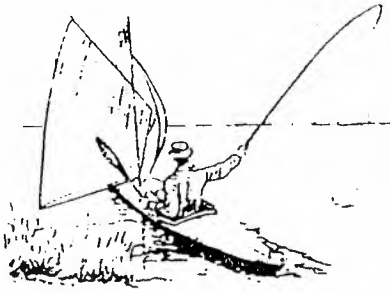
The essential guide for any canoeist planning a visit to the West Wales Coast; its offshore islands - Ramsey, Skomer, Skokholm and Caldey; and the Milford Haven Estuary.

300 miles plus of coastline arranged in twenty four convenient sections with accompanying A4 size maps.

Each section has details of access and facilities, features of geological, historical and wildlife interest, PLUS tidal stream information from the West Coast Pilot.

ENDORSED BY THE WELSH CANOEING ASSOCIATION.

ORDER your COPY NOW  
90 pages for £9.99



## THE HISTORIC CANOE AND KAYAK ASSOCIATION

The Historic Canoe and Kayak Association was formed in Autumn 1989 to promote interest in historic canoes and kayaks. The aims of the Association are to hold gatherings from time to time to display historic craft. Additionally, a Newsletter is published four times a year.

There is a panel of "experts" in various fields, i.e., folding kayaks, sailing canoes, racing craft, publications, etc, within the Association. The Association is based in the United Kingdom, and it is hoped to compile a list of canoes and kayaks which are of historical interest. Work is currently in progress compiling a list (if that is ever possible) of canoeing and kayaking publications of a historical nature.

Articles for the Newsletter are either submitted by members, or are complete or edited extracts from the canoeing press, and there is lively comment on historical detail of the sport. One of the main themes is the restoration of historic craft and the acquisition of suitable materials and tools, as well as the techniques for carrying out such restoration work, and articles on this theme have recently been published, and will continue to be published as this is such a wide field of activity.

Membership is open to all who have an interest in historic canoes and kayaks, whether they own such a craft or not. There is a wealth of information available on the history of our sport, but it is often a case of knowing where to look. Information is to be found in such magazines as *Field*: Lord Baden Powell wrote a number of articles for the magazine; he also contributed to Dixon Kemp's "Yacht and Boat Sailing." The Proceedings of the Society of Antiquaries of Scotland for 1911-12 contains a chapter on "The Aberdeen Kayak and its Congeners." Boys Own Paper, Hobbies Weekly, and Scouting magazines often had articles on canoes and kayaking in their pages. Members have "discovered" these gems and some have been published, whilst others will be published in forthcoming issues of the Association's Newsletter.

Should you be interested in the historical aspects of the sport then perhaps you would like to contact Tony Ford, Am Kurpark 4, 37444 St Andreasberg, Germany. Membership is £10-00 per annum (January to December) for members living in the United Kingdom and £13-00 for those living elsewhere; cheques should be made payable to AJ Ford pending the opening of a bank account in the name of the Association. Individuals joining part way through the year will be forwarded any back issues of the Newsletter published during the year.

Should you wish to become a member of the Historic Canoe and Kayak Association, you are asked to complete the Application Form below and forward it with the appropriate moncy to AJ Ford, Am Kurpark 4, 37444 St Andreasberg, Germany. Membership for a complete calendar year. Membership is for a calendar year - however, those applying for membership part way through a calendar year will receive all back-numbers of the Association's Newsletter published in that year.

New members will be forwarded an index of Newsletters and may order back-numbers: £1.50 for issues up to and including 1993, and £2.50 for all subsequent issues.

-0-

### Membership Application - 1996

I wish to apply for membership of the Historic Canoe and Kayak Association for 1996. (Membership fee £10 UK members; £13 elsewhere)\*

I enclose a cheque for:  
£10 00 - Renewal for 1996 only - UK members\*  
£13 00 - Renewal for 1996 only - non UK members\*

\*Please delete as necessary. Cheques should be made payable to AJ FORD

Name: .....

Address: .....

.....

.....

Postcode: .....

Details of any canoes or kayaks of historic interest owned: .....

.....

Special interests in historic canoeing and kayaking: .....

.....

Articles you would like to see in the Association Newsletter: .....

.....





**BRITISH  
CANOE  
UNION**

*Wiltshire  
County Council*  
*Youth & Community Services*



# S '96 Stonehenge National Canoeing Exhibition

**Saturday & Sunday  
15th & 16th June  
10.00am – 5.00pm**

**Pewsey Sports Centre, Wilcot Road  
Pewsey, Wiltshire SN9 5EW  
Telephone: 01672 562469**

**NATIONAL CANOEING EXHIBITION**



Saturday & Sunday  
15th & 16th June  
10.00am – 5.00pm

NATIONAL CANOEING EXHIBITION

**Admission**

**Individuals**

Adults: £2 Childrens & OAPs: £1  
Under 10s with Parents: FREE

**Cars**

Car parking on site: 50p per car  
FREE parking in the town centre

**Advanced Bookings**

Groups of 10 or more can get a  
10% DISCOUNT  
by booking in advance.

Please contact us at address below

**Top Trade Stands**

e.g. Nookie, Mobile Adventure,  
Marsport, Twickenham &  
White Water, Kirton Kayaks,  
Mega Performance Kayaks

**DW Presentation**

Taking place on Sunday 16th at  
THE BOUVERIE HALL,  
Pewsey, near the exhibition

**Information Stands**

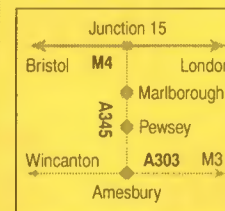
Many of BCU discipline committees &  
canoeing organisations will be  
represented, such as  
Surf Committee, DW Committee,  
Canoe Camping Club, etc.

**Polo Tournament**

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

**Swimming Pool**

Various activities in the pool including:  
Come and try canoeing  
(for beginners)  
Test paddle traders boats  
ALL FREE  
Bring your swimwear and a towel



Pewsey is  
6 miles from  
Marlborough  
& 12 miles  
from  
Amesbury

Please send me more information on the following:

- Trade Stands
- Advanced Ticket Booking
- DW Presentation
- Polo Tournament
- Information Stands
- General Information

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Please cut out and return to:

Stonehenge '96, 11 Foster Walk, Larkhill, Wiltshire SP4 8RE Tel: (01980) 654043