



# 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 # 12**

**NOVEMBER 1996**

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EDITORIAL

Quite a gap between this Newsletter and the last one. Fact is that this is coming out on schedule whilst the September issue was sent out in July prior to me going off to British Columbia for six weeks - just in case you were wondering!

This is the last Newsletter of 1996 and with it comes a request for early renewal. Despite the increase to costs, - stamps, hire of printer, ink, etc, I am retaining the current subscription rate ..... still the best value in town!

Hopefully you have all had a good summer. I have included an account of my experiences in B. C. in this edition of our Newsletter. Do please send my your contributions, news and views so that I am can keep this Newsletter as interesting and informative as possible. It's down to you.

And now we look forward to the next summer of 1997 as winter of this year approaches. Not that I will be hanging up my paddles for the interim as I will be taking part in the 50th Devizes to Westminster Canoe Race next Easter and hope to do a 'modicum' of training over the next few months.

The International Canoe Exhibition, again at the National Exhibition Centre, Birmingham, is scheduled for the weekend of 22/23 February next year. As usual I.S.K.A. will be strutting its' stand there. Some of my display material could do with replacing; if you've got anything I could use I'd be grateful.

Newfoundland was 'founded' by John Cabot from Bristol 500 years ago as from next year and ISKA will play a part in the celebrations as we paddle along the coast in the wake of the replica ship, 'The Matthew'. I hope to have an interesting account of this for our Newsletter in due course.

I subscribe to MENS HEALTH magazine and was delighted to see that this rather up-market, glossy with a world wide circulation had featured sea kayaking in their September edition, supported by a wonderful double spread photograph. Sea kayaking has come a long way in a few decades when Coastguards used to advice not to cross a bay in a Force 3!!

I have been following the SPARKS Around Britain Canoe Challenge. Steve Macdonald and Peter Bray have crossed the half way point in their expedition to circumnavigate the British coastline. They left London in May of this year and in 58 days have got as far at Applecross on West coast of Scotland.

**SPARKS= SPort Aiding medical Research for Kids**





**23rd - 26th May 1997**

Scotland's Premier Sea Kayak Event will once more take place on the Island of Cumbrae off the North Ayrshire coast over the late May Bank Holiday weekend.

As in previous years there will be the usual technical sessions, skills clinics, slide shows and guidance by the acknowledged experts in their own field.

The evening programmes are also very full with slide shows, talks, THE ceilidh and of course our own bar where you can mingle and have a good crack with all the other paddlers.

There will be a full supporting children's programme and creche.

CUMBRAE 23rd - 26th MAY 1997 is THE place to be for all that you require from sea kayaking.

Anyone wishing to stay on during the following week will be able to paddle Scotland's West Coast.

All major manufacturers will be represented and demo gear will be available.

More details and application forms available from :

G. Brown, 1 Hillside Cottages, DALRY, Ayrshire, KA24 4DP.

Tel. 01294 832 745

Fax. 01505 503 824



Volume 1



Volume 2



Volume 3

## SOUTH WEST REGION Small Craft Sea Touring Guides

PRESS RELEASE

SOUTH WEST REGION SMALL CRAFT SEA TOURING GUIDE,

NORTH DEVON, SOMERSET AND AVON COASTLINE, VOLUME 3.

The final book in this series, ("South West Region Small Craft Sea Touring Guide, North Devon, Somerset and Avon Coastline, Volume 3") has now been produced. The preceding volumes have achieved immense success and critical acknowledgement.

*"You would be hard pushed to collect all this information from other sources".....CANOEIST.*

*"If you have any intention on paddling this area, this book is a must.".....FOCUS.*

*"It is a factual guide written by one of the South West's leading sea paddlers".....SEA PADDLER.*

Produced in a similar format as volumes 1 and 2 the latest guide reviews over 180n.miles. Taking in the high rugged cliffs of North Devon, the flat lowlands of the Somerset Levels and finally finishing off around the fast swirling Severn Estuary waters. The book is the most comprehensive guide of it's kind. In addition the charming and outstandingly beautiful Lundy island is included. A classic trip on most sea kayakers itinerary.

The book provides a reference to over 114 locations where small craft may launch or land. Chart information, HM Coastguard, shore coverings, tidal streams, waypoints, surf conditions, outfalls, local amenities and points of interest are all covered in this handy 74 page, A5 paperback book.

The Guide forms part of a trilogy which covers all of the South West region from the Dorset Hampshire border to the Severn Road Bridge. The other "South West Region Small Craft Sea Touring Guide" publications are:

Volume 1 - Dorset and South Devon Coastline.

Volume 2 - The Cornish Coastline.

The Guides are issued by the BCU South West Regional Committee, compiled by their Sea Touring Representative, Nigel Hingston and have been supported by the BCU Sea Touring Committee.

For further information please contact:

Nigel Hingston, 85 Lawn Drive, Chudleigh, Newton Abbot, TQ13 0LS. on 01626 854175 (Home) or 0421 610705 (mobile). The Guides are priced at £9.95 (plus 85p P&P) each. Please make cheques payable to "BCU South West Regional Committee".

# Oh dear...

## A response to the responses to 'Over... and Still Out?'

**Peter J. Carter**

My two items in ISKA Newsletter No 8 have aroused some reaction. In some ways it's a pity they were both in the same issue, but...

In particular, I have upset Mark Tozer (No 10, page 9). As an educator, he will understand that the most effective learning often takes place when students are confronted with opposing ideas; they are forced to rebuild their cognitive structures (Piaget called it 'equilibration', but this isn't the place to discuss it). In this case the confrontation has unfortunately led to a feeling of being affronted, rather than understanding. What I'm really trying to do is have people rethink their rescue methods from the ground (sorry, surface) up, and not simply go on adding more and more bits and pieces.

I'm sure the Wedge Rescue has been invented over and over, as we did one day while messing about with Nordkapps. All we've done is to formalise it and give it a name. It's the rescue of choice if you need to empty the cockpit before the paddler reboards, and it can be adapted for emptying flooded compartments if need be (and it shouldn't, but I'll return to that).

Derek Hutchinson (No 9, pages 25–26) has explained why he kept the descriptions of older rescues in *The Complete Book of Sea Kayaking*. I appreciate that reasoning, and in another paper I did advocate his Curl rescue for dealing with some problems. On the other hand, I am against the HI rescue because of the potential for damage to a fairly important piece of gear, the paddle. Derek is definitely right about the fact that the 'various methods are not written on tablets of stone,' there is no one right answer to many of the problems of sea kayaking, and we need a repertoire of rescue skills to deal with the unexpected. Neither is any one person the authority: *Nullius in verba magistri* — roughly translated, 'Don't take anyone's word for it.' Ignore the apparent attitudes of the people writing or speaking and examine what they have to say. See if it makes sense in the light of reality. We still have lots to learn.

But some of those 'unexpected' events are predictable and avoidable.

Derek alludes to this with his comments about leaking bulkheads and hatches in many of the boats currently on the market. In some other fields, failures like these would lead to recalls, product liability litigation, and heads rolling. What would happen to BAe or Airbus Industrie if the bulkheads and hatches in their products failed after a couple of hundred hours of service? Why do we accept equipment deficient in design and materials?

There is another side to this: why don't sea kayakers inspect and maintain their boats (as the customers of BAe or Airbus Industrie would do)? I think it's time that all of us set the example by checking, maintaining, and equipping our boats to the highest standards. The 'fail safe' philosophy should prevail: compartments filled with buoyancy material, and so on. Prevention is safer than cure, and that should be stressed in all training courses, ACF, BCU, or whoever, and

insisted on by club and other leaders. It's something that the manufacturers and dealers should emphasize too.

I always tell students on courses that they have a choice when they make the effort in rescues. They can make it on the water, or they can make it in preparing their boats beforehand. I know which I prefer, and I make no bones and no apologies about it. Your life may depend on the reliability of your boat and equipment. Read my 'Things to do' on page 7 of No 8 again.

In all this there is still the question of cockpit design. It should be obvious to all that the way to make rescues easy, almost the non-events they are with the 'sit on tops', is to make the cockpit volume as small as possible, and that seems to be about 80 litres depending on the size of the paddler. Yet I read of one UK kayak with a cockpit volume of 175 litres — that's a greater volume than that of the bow and stern compartments combined. Lots of wasted space, and far too much water to have to remove after a swamping. That's not an isolated example. It's time for some designers and manufacturers to do some serious rethinking, as Paul Caffyn did with the Arctic Raider cockpit, and Nimbus with the Puffin.

Of course, we will still be faced with problems like Derek's 'small black buoy'; the wrong boat badly mishandled in the wrong place. What is the best way to deal with flooded buoyancy-deficient boats? Has anyone done any work on developing effective rescues for them? One idea I had was for the victim to swim down and attach a towline to the submerged end — obviously not practical if the victim is exhausted and/or the conditions are poor. Would it be better to abandon the boat and raft the victim to shore? These pages are the forum to discuss the ideas — we need something better than the old methods. New systems should be effective, not put undue strain on rescuers, and not require specialised (redundant) equipment.

We also need something rather better than the paddle float rescue as it is presently advocated. Should the float be kept on the paddle shaft, slid and locked into position when needed, and then slid back to the middle when the paddler has reboarded? That would avoid some of the messing about with removing and restowing it. Or should the rolling float be developed? If it had some kind of restraint (beware of tangles) the paddler could simply let go of it and concentrate on paddling when back upright. Something for people to play about with and report on.

### **Fin vs Rudder**

Paul Caffyn has retold the story of the rudder he used on his circumnavigation of Australia (the Tasmanians, by the way, tell it differently), and gives a list of situations where he believes rudders are superior. I've often wondered though, whether the skegs he was using before then were up to the job. Could they, for instance, be trimmed to run the boat straight in all conditions, as can be done with present day fins? From what I can remember of our discussion one morning in 1982 in Joe Lamb's driveway I don't think either of us then understood the dynamics. (I wonder how many of the writers of sea kayaking books really understand the dynamics of air and water on deck/paddler and hull. I'd like to see a



good article on directional stability written by a naval architect.)

Paul's argument about correcting strokes upsetting the paddle cycle is the same as that used by sprint paddlers. For them the argument is valid (been there, done that), but I'm not convinced that it is for sea kayakers when other things are considered.

I might suggest that Paul puts a fin into an Arctic Raider and see how it behaves. (I'll supply the fin if he likes.) At least one Arctic Raider paddler now prefers fins after having a rudder on an earlier example. In 'Arctic Raider Views' in *NSW Sea Kayaker* No 27, p 18, David Malcolm writes:

'In normal light wind paddling the skeg makes little difference but is handy to help in "point the boat and paddle straight" situations. Stronger winds and more difficult conditions highlight the skeg's benefits — it holds its line much better than the rudder, becomes more sensitive to tuning adjustments and I think overall feels more stable than with the rudder. There appears to be much less of a tendency for the boat to wobble about on its tail with the skeg. The rudder is not missed.

Downwind paddling is where the boat excels... Directional adjustments while on a wave can be easily performed by a little lean or combined with a stern rudder stroke for when a greater turning effect is required...'

Precisely my experience, although I confess to not 'manoeuvring in ice' and a couple of the other situations Paul lists. However I do paddle in what amounts to 'crowded shipping lanes' — several hundred yachts and powerboats at a time on occasions. When the boat is balanced directionally little effort is needed to control it.

Rudder blades cut from sheet metal are common on kayaks, because they're easy to make (and straighten), but they are not the most efficient. Blades like that shed vortices alternately on both sides (similar to flapping flags), and in some cases can be heard to 'sing'. Deflect the blade, and the flow separates. A blade with a proper aerofoil section has less drag and generates more 'lift', which is why you'll find them used on other craft.

I gave up rudders a decade ago and would not go back — I stabilise my kayak with a fin and steer with the paddle.

## Sea Kayaking Incident Report - North Stack - Anglesey

**T**he British Canoe Union have received the following report on an incident which happened in Parliament cave behind North Stack on Wednesday 17th July 1996; 13.10hrs approx. In otherwise absolutely flat calm, settled, hot and sunny weather.

...A group of experienced sea kayakers were taking lunch in the cave; boats were pulled up, equipment was spread about and people were sitting on rocks in the area. Several were preparing to have a swim in this sheltered spot.

Without prior warning other than a very slight movement of the water, a set of ten or more huge (approximately boat length) dumping surf waves was

funnelled in. Five or six boats were thrown into the water and carried out, as were paddles, food, clothing and other equipment. One boat was badly damaged.

People who tried to catch items were taken off their feet and at risk from rocks and flying boats. I truly thought I was watching the development of a major 'epic'.

It was exceptionally fortunate that there was slack water and no wind such that it later proved possible to retrieve almost everything and there were no injuries.

Enquiry from marine operations revealed that this incident coincided with the proximity of the new Stena high speed catamaran which was running slightly late.

We were probably the best type of group to cope with the situation. One poses the question as to what might have happened to children or anyone fishing on the rocks, abseilers at low level, anyone on a 'bivi' overnight at the head of the cave, a group of canoeists exploring a cave in settled water and so on. Such a situation is clearly potentially fatal.

This part of the coast is a treasure for its natural history, leisure and sporting resources. In my opinion, Stena have failed in 'a duty of care' to the public by such apparently irresponsible operation. . .

The BCU are taking this very seriously and are investigating the matter fully.



*Derek C. Hutchinson*

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ENGLAND.

23rd August 1996

(0191) 4566155

John Ramwell,  
International Sea Kayaking Association

Dear John,

HATCHES AND BULKHEADS: THE VEXED QUESTION OF PRIORITY

Sunday 10th March 1974 was quite a memorable day. In gale force winds and huge seas the M.V. Oregis was driven onto the Black Midden rocks in South Shields harbour. At the same time and on the same piece of water, I was trying out my new kayak design. My diary entry for that day reads. "Oregis aground - testing Baidarka - Force 8 Easterly."

I had collected the very first Baidarka, early that Sunday morning, from the factory of Capt. Frank McNulty & Sons in Commercial Road. South Shields. The boat, which had a yellow deck over white hull, was distinctive for other reasons. The stern was cut away sharply in order to take a rudder mounting if the need ever arose - it never did!. Unfortunately, this gave the kayak a 'chopped off' look and, in retrospect, it was not one of my better ideas. More memorable was the fact that the centre of the rear deck had a 14 inch diameter recess, into which was bolted a large semi-rigid plastic hatch. This hatch was secured in its frame by locating it and then giving it a half turn. A glassfibre bulkhead was fixed in place 10 inches behind the cockpit. At that stage, I had no plans for a watertight compartment at the front. I thought, mistakenly, that an unsinkable rear compartment would be all that was needed.

My diary entry for the following Sunday 17th March reads. "Testing Baidarka - Wind 6-7 increasing 8 S.W. ½ pint of water in hatch" The big hatch just would not stay watertight and it was shortly after this that I scrapped the idea of the big plastic hatch. I then blanked off the large hole that I now had in my deck and fitted an aluminium cam-lever hatch. This was completely watertight.

It was over 4 months later, in the August of 1974, that Colin Mortlock took his proposed Nordcapp expedition team on a warm-up trip around the Isle of Skye. As Colin told me recently, "It was a trip where we could talk about equipment and get to know each other. It was there that we discussed hatches and bulkheads... I was a keen catamaran sailor and I was well aware of the advantage that hatches and bulkheads could be in rescuing fully loaded kayaks."

Colin told me that it was soon after this trip that he suggested the idea of hatches and bulkheads to Frank Goodman. "Let's just say that - he was somewhat reluctant but he was eventually persuaded!"



During those intervening 4½ months prior to Colin's Skye trip, the new Baidarka and I would be seen at 13 national events. These included the various training and assessment courses run by the B.C.U.'s Northern Coaching Panel as well as other sea-kayaking gatherings. My diary records trips to the Corryvreckan Whirlpool, the Farne Islands, North Wales and two crossings of the Firth of Forth. Colin and I also worked together on two of the training and assessment courses. These were held at the Beal and Catton Outdoor Centres.

During these 4 months, Nigel Matthews, another member of the expedition team was one of my social paddling partners. My hatched and bulkheaded Baidarka was now a focal point of discussions. I even think I remember you John, taking an interest in the new boat during a course at the Diving Centre in Northumberland. To refresh your memory, that was the weekend of 11th-12th May, the one when you spent a good deal of time reading through the Manuscript for "Sea Canoeing".

The point I am making is that the question of hatches and bulkheads was a well established subject topic among members of the Northern Coaching panel, throughout the months of April, May, June, and July 1974. By the time word got back to Frank, the experimental stage was over and he was able to mould the recess into his new kayak which would fit a reliable hatch without a lot of time-taking and expensive messing about.

Later that summer, I cannot remember when, I decided I needed another watertight compartment. I then went ahead and proceeded to cut a recess into my foredeck to take the small hatch. McNulty & Sons did the hard work and fitted a front bulkhead for me. My own personal Baidarka now had two watertight compartments. McNulty however, continued to manufacture the Baidarka with only one hatch and bulkhead at the rear. This was an optional extra. At that time I felt that there was no need to alter the large recess to take the smaller hatch.

The hatched and bulkheaded kayak which I collected from McNulty's that Sunday morning in March 1974 was the kayak that I would eventually use on both attempts on the North Sea crossing. For those who have a copy of "The Complete Book of Sea Kayaking" Plate 4, page 29 shows three kayaks. My kayak on the right is the only one with a front hatch. All the rear hatches appear to sit high in the original wide recess.

On the 2nd August this year I received a phone call. An friend of mine had suffered an untimely death. His family wanted me to collect his kayak and take it away. The boat now lies on my back lawn. It is the original North Sea Baidarka which he bought from me 20 years ago. My attempt at blanking off the large hole and fitting the small hatch is still there for all to see.

The date inside the hull is still readable. It says 10-3-74.

I must confess to have known about Frank's claims with regard to hatches and bulkheads ever since one of his boats was hung on display in the Maritime Museum at Greenwich. At the time it didn't seem worth while getting involved in a letter-writing skirmish so I just let things drift. Perhaps I should have made the facts known sooner. Oh well, perhaps I'll just send them the North Sea Baidarka. Then they'll have TWO 'archetypal kayaks that were pivotal to the modern development of the craft'

Yours sincerely

Deek



## International Sea Kayak Newsletter Review

Abbreviations of Newsletter/Magazine Titles:

AB: AIDM Bull. (J); AN: ANorAK (US); AS: ISKA NL (GB); CM: C/Mer (F); IN: Investigator NL (AUS); KY: Kayak Yak (US); MP: Metropolitan Paddler (US); OD: Outdoor (D); PW: Paddlers World (GB); SK: Seokajak (D); SP: Sea Paddler (GB); ST: SeaTrak (AUS); Sy: Sea Kayaker (US)

Ref-Nr.	Title; Abstract	FB = River description in detail	Author/s	Published	Pages
<b>General Themes</b>					
<b>ABL Training, Exercises, Paddling Techniques</b>					
3e	=GGPb5 Snorkel Breathing. Another method of 'Hull breathing' (Sea Kayaker Summer 1988) to have access to a large supply of air when upside down		Dutton, Steph	SyAp96	2
3f	=NAVp11 Night paddling. Preparation. Lighting. Paddling at night requires good group control. Caves paddling. Landing at night		Jeffs, Howard N.	SP 1/96	3
3g	Coaching. Column for thoughts sharing about practising. Proposition: Shut your eyes while practising (strokes, surfing). Learn to use senses other than visual		NN	SP 1/96	2
3h	Forward padding for Sea kayakers: More driving force. Six quick hints for fast improvement with some fun thrown in		Danforth, Kevin	SP 1/96	3
<b>ARP Paddler's Equipment</b>					
4a	PFDs (Personal Floating Devices). 3 articles (from Bay Currents). How much buoyancy? (Wells, Penny); Cons/Pros (Soares, Eric); Keep in mind... (Lull, John)			AN 1/96	3
4b	I'm Wearing a Wetsuit, I Must be Safe ... Right? See what divers wear. How to balance immersion protection with comfort & freedom of movement		Schiffries, M.	1 BC 4/96 3 / 2 IN 24(96)	
<b>BBE Kayak design, building, repair (2); History (e); Unique designs and materials (e); Evaluation (v)</b>					
20	Far da sé: Manutenzione e autostruzione di kayak (ital.). Building and repairing fibreglass kayaks. How to protect yourself at work with glass and resin		Della Torre, Luca	AB 16(96)	4
21	Riparazione di un kayak in caso di emergenza (ital.). Emergency repair at the bow of a Nordkapp after a hard landing. Procedure, photographs		Marcucci, Lorenzo	AB 16(96)	2
22	The Alutiig Kayak of Kodiak Island. How to build it. Drawings, photos, materials list; Suggested reading		Kelly, Joe	SyAp96	8
23	=BSK3j Simplified Boat Sizing. Waterline length used instead of volume when matching boat to paddler's size and requirements. Graph: WLL vs displacement		Winters, John	AN 3/96	1
24	=BSK3k J. Ramwell from P. Caffyn. Comments on rudders, skegs, pumps; response to "More on fins" (1s). Rudder out performs skeg out performs extended keel		Caffyn, P.	AS 10/96	1
<b>BBE Unique designs:</b>					
sm	A Letter... Another contribution to the discussion on open decked kayaks. If all available safety precaution is used to counteract the risks - then say GO for ODK		Knox, James	AN 3/96	2
sn	One of a Kind: Plywood version of Ammassalik kayak; Airex-carbon sandwich double; Baidarka-replica; plywood kayak following C.C.'s instructions (Sea Kayaker fall94)			SyJn96	1
<b>BSK Sea kayaks</b>					
36i	The ISKA Buyer's Directory 96: Sea Kayaks, Single, 233 - 501 litres		Beier, Gabard, Ramwell with informations from De Angeli, Cadoni, Gjessing and Köppers	AS 9/96	3
3i	Kayak Reviews: Legend (Southern Exposure, 5,44*0,54;373 ltr, 29 kg) and Khatsalano S (Folding single, Feathercraft, 5,42*0,60; 348 ltr, 22 kg)		Cunningham et al.	SyAp96	6
3j	=BBE 23 Simplified Boat Sizing. Waterline length used instead of volume when matching boat to paddler's size and requirements. Graph: WLL vs displacement		Winters, John	AN 3/96	1
3k	=BBE24 J. Ramwell from P. Caffyn. Comments on Rudders, skegs, pumps; response to "More on fins" (39). Ruder out performs skeg out performs extended keel		Caffyn, P.	AS 10/96	1
<b>BUS Literature, book and video reviews</b>					
li	Rvw: Larry Holman (Am.Canoe Ass.): Sea Kayaking - Getting Started. Video (83 mn, US\$ 34). "Solid instructional video. Stops shy of surf-zone & open-coast skills"		Schumann	SyAp96	1
lj	A Dissenting Opinion. Re: Hutchinson: "The complete book of Sea kayaking". "Better buy the remaindered 3rd ed. at discount & colour in the pictures yourself"		Winters, J.	QqS	1
lk	Response from Derek Hutchinson. To Roger Schumann's review of "The Complete Book ..." in "Sea Kayaker" but in sight of other reviews too		Hutchinson, D.	SyJn96	1
<b>BVE Boat Rentals and Outfitters</b>					
00	Choosing + Using Outfitters. Check List/What If Your Guide Could Choose the Client? Liability Release Forms: Worth the paper they're written on?		Stekel, P./Van Gorder, C.	SyAp96	5
<b>GGP Large water kayaking / Sea kayaking (2); surfing (b)</b>					
26	An experience to learn from. Escorting last swimmer of a Gozo-Malta crossing. Strong wind, waves, nausea, at last rescued by cabin cruiser. Lessons learned		Tanti, Vincent	AS 9/96	3
27	=SIC43 Separation. Tour in Eclipse Channel (Labrador): Two doubles separate from each other, lose contact. Lessons learned		Winters, John	QqSp96	1 1/2
28	=SIC45 Sécurité en groupe (French). Safety rules for tour guides, for groups and participants. Preparation, equipment, training. Problems on tour, rescues		Herveet, Ronan	CM 70(96)	6
<b>GGP Surfing:</b>					
b5	=ABL3e Snorkel Breathing. Another method of 'Hull breathing' (Sea Kayaker Summer 1988) to have access to a large supply of air when upside down		Dutton, Steph	SyAp96	2
<b>INF Various informations; news:</b>					
ik	News Flash: Canberra: Kayak on car roof cracks windscreen (heat-absorbing?) by shadowing parts of it while car parked in full sun. 3 incidents reported			BC 4/96	1
<b>INF Various informations; kayaking and business:</b>					
\$i	Dream Jobs for Kayakers. Can You Get Paid to Paddle? Living examples: Canoe Ass. mgr, Paddling instructor, Boat builder, Tour company owners		Romano-Lax, Andromeda	SyAp96	4
<b>KSJ Canoeing, kayaking and young people</b>					
lo	Paddling with a purpose. Raleigh International runs expeditions for volunteers (17-25) in far afield locations, are looking for volunteers to staff sea kayaking projects (BCU SIs)			SP 1/96	1
<b>MED Health and Medical problems</b>					
26i	Lipoptermia in poche parole / Facciamo il rifornimento. Italian translation of MED26 "Hypothermia made Simple / Fueling up (SyAp95)		Tilton, Buck	AB 16(1/96)	2
2k	Fluid Balance: The WTUW Principle (Water Ingested equal to Water Used). During periods of exercise drink 1/4 L every 15 minutes. Which drinks, which not?		Tilton, Buck	SyAp96	2
<b>MOT Means of Propulsion: Paddles (p); Sails, Kites, Parafolls (s)</b>					
0s	Winging It. Paddle with wing profile gives best propulsion efficiency but has tendency to turn off when used for bracing or Duffek-style strokes		Foster, Nigel	SyJn96	6
<b>NAV Navigation</b>					
11	=ABL3f Night paddling. Preparation. Lighting. Paddling at night requires good group control. Caves paddling. Landing at night		Jeffs, Howard N.	SP 1/96	3
<b>RBU Rescue and Survival</b>					
2bi	L'ipotesi del canoista privo di sensi (ital.). Rescuing a swooned kayaker. Group of 2: very difficult; group of 3: better chances. Comments: J. J. Ramwell + Th Köppers			AB16 (1	4
2h	Emergency Distress Beacons. EPIRB (Emergency Position Indicating Radio Beacon). 121,5 MHz or (expensive) 406 MHz. 121: pure alert; 406: plus ID-Code		North, M.H.	AS 8	2
2i	Carried to Safety. Feb. '94: 2 Paddlers + 7 Bfr parallel coast (Bellingham, USA, WA). Jones capsizes, Smith carries him ashore on back of his kayak (~ 2 h). Lessons		Gronseth, G.	SyAp96	3
2j	Eskimo Rescues - Instantly. "T-Method" learning in several steps; motions also needed for Eskimo roll. Practice getting comfortable by hanging out under water		Schumann, Roger	SyJn96	3
<b>SIC Safety</b>					
43	=GGP27 Separation. Tour in Eclipse Channel (Labrador): Two doubles separate from each other, lose sight contact. Lessons learned		Winters, John	QqSp96	1 1/2
44	=FRKb2 Réglementation. Rules for sea kayaking (5th cat.) off Bretagne & Normandie. Group of 3; unsinkable boat + safety equipment required		Colleter, G. + Gardie, P.	CM 70(96)	5
45	=GGP28 Sécurité en groupe (French). Safety rules for tour guides, for groups and participants. Preparation, equipment, training. Problems on tour, rescues		Herveet, Ronan	CM 70(96)	6
<b>TEC Technics and Do-It-yourself</b>					
2p	Making a Freshwater Still. Even less complex than 2o; PE bag works as condenser. Vinyl tubing from boiling pot to condenser		Niles, Phil	SyAp 96	1
<b>UHL Nice and worth reading</b>					
16	A Life in the Day of ... (name illegible). Interview with one of 192 inhabitants of the Island of Little Diomedé, 1/2 mi from "to-morrow" and the Russian border		Eggar, Robin	AS 8(3/96)	1
17	Pilgrimage to Star Island. To place of wedding, wondering how the boat managed to float with so much invisible freight: dreams, memories, aspirations + anxieties		Kologe, Brian	SyJn96	3
<b>UNF Incidents, Accidents and their Causes</b>					
1u	HM Coastguard - Canoe Incidents 1995. HMCG reported 48 alarms with paddlers involved. Wind and Sea state registered. No fatalities		HMCG	AS 9(96)	2
1v	Carried to Safety. 2/94: 2 Paddl.; 7 Bfr II Coast (Bellingham, USA, WA). 1 capsizes, 2 saves 1 on stern (~ 2 h). Lessons		Gronseth	SyAp96 3 / Comment	Rasmussen SyJn96 1
<b>WWW Weather, Wind, Waves</b>					
we	Swell forecasting. How to recognise a swell/wave generating area. How do waves move away? How do rogue waves form? Basic Wave Glossary. Forecast example		Searson, J.	SP 1/96	3

Group	Ref-Nr.	Title; Abstract	FB = River description in detail	Author/s	Published	Pages
<b>Paddling areas</b>						
<b>ASI Asia; Japan:</b>						
	j1	Japan Update from Takehiro Shibata. Short note on Japan circumnavigation in kayak (May-Dec 1995). Second time lucky		Caffyn, Paul	SN 61(96)	0,2
<b>BRI Great Britals: England (e), Ireland (i), Scotland (f),</b>						
eu		Fifth time lucky! Scilly Islands: Some short tours; followed by 5th try: St. Martin's - Sennen (28 NM). Strong currents. 8-hour window		Martin, Dave + Rawlinson, Dave	AS 9/96	2
f0		Account on a 3-day paddling along the southern coast of Cornwall. Very windy. Mixed with reflections and nightmares. Some "last lines" skipped		Mason, Tim	AS 10/96	4
<b>BRI Ireland:</b>						
id		The Skelligs. Two small Islands at Ireland's SW corner. Skellig Michael was habitated for more than 1000 years by monks in beehive cells. Difficult landing in swell		Eccles, Phil	SyJn96	4
<b>BRI Scotland:</b>						
i9		The Hag at the Gates of Heaven. Western Scotland. Firth of Lorn, The Garvellachs, Scarba, Gulf of Corryvreckan and other salt water rapids and surf areas		Harriskine, Phil	SP 1/96	2



FRK	Coastal waters of France: Atlantic coast	
b2	= SIC44 Réglementation. Rules for sea kayaking (5th cat.) off Bretagne & Normandie. Group of 3; unsinkable boat + safety equipment required	Colleter, G. + Gardie, P. CM 70(96) 5
b3	Voyage initiatique dans le triangle du bout du monde (french). Visit of Ile d'Ouessant, traversing one the challenging waters off France's Atlantic coast	Laucher, Erick CM 70(96) 6
ITA	Italy	
kv	Escursione all'Isola di Ustica (Italian) Ustica: 8*8 km <sup>2</sup> isolated island 65 km NNW Palermo; of volcanic origin. Numerous caves. Circumnavigation	De Chiara, Leonardo AB 16(96) 2
L0	La Serenissima. Kayaking in Venice (engl.). A visit of the town and the lagoon by kayak. Historical review, description of buildings and heavy water traffic	Held, James SyAp96 6
KAN	Canada: Atlantic and Northeast coast	
an	The Northern Labrador Coast by Sea Kayak. From Kaumajet Mts to Nain. Rain, wind, currents, icebergs, mist, magneto variation 32,5° W! Marvellous scenery	Ide, David R. AS 9(96) 3
ao	Nova Scotia's Eastern Shore. Lightly populated peninsula (~600 km*100 km), long coastline, many harbours, isles & islets, premier paddling destination	Cunningham, Scott SP 1/96 4
ap	Crossing the Circle; Return to Baffin Island. Paddling and hiking in Auyuittuq National Park	De Kock, Gary & Linda QqSp96 3
KOF	Continent No 5: Australia	
b4	Crossing Bass Strait. Australia-Tasmania via Hogan, Deal/Erith, Flinders & Clarke Island (300 km). 6 days paddling, 4 days waiting for suitable weather	Edmond, Gary SyJn96 3
KOF	New Zealand:	
nr	A Paddle on the Wild Side. Fiordland by Kayak. Doubtful Sound-Dagg Sound-Breaksea Sound. Rainstorms, Squalls and instants of calm weather	Riley, Marie & Tim AS 9/96 3
ns	South Island Kayaking Expedition 95/96. American paddles solo around South Island in 86 days. Trip account mixed of Brian's writing & Paul's notes	Roberts, B./Caffyn, P. SN 61(96) 3
nt	Puysegur Point to Doubtful Sound 22-30 January 1996. Around the SW corner of NZL's South Island in double kayak. 8 days. Favorable weather. Map	Handford, Phil SN 61(96) 5
KOF	Micronesia:	
z4	Paddling the Rock Islands of Palau. Hundreds of small islands and rocks, protected by reef, extraordinary plants and wildlife. How to get there, information	NovoGradac, Charles SyJn96 5
MSA	Central and South America; South America:	
t3	Kiwis in Tierra del Fuego. 4 paddled the Northern fiords of the Cordillera Darwin. Icefall-created waves nearly washed kayaks away. Draft map, photos	Gunn, Malcolm SN 62(96) 5
SWD	Sweden: Coastal waters	
k3	Sweden 95. Scottish paddlers visit Stockholm archipelago; town sightseeing by kayak; Baltic coast near Hämösand; experiences at first solo tour	Simpson, Harry & Chris AS 9/96 3
UAL	Alaska: Coastal waters:	
kc	Among Glaciers. LeConte Bay, Frederick Sound. Kayak rentals at Petersburg. Two Glaciers fill the Sound with drift ice	Stekel, Peter SyAp 96 3
USB	USA: Inland waters	
26	The Genteel Paddle. 'What did you do while we were at school, Mom?' Weekday Spring trip on Delaware and Raritan Canal, 45 minutes from Staten Island	Northmore, Helen MP 2/96 1/2
27	More Green River Tips (see 24). Fast current, takeout places (sharply cut sandbars) until 2 h apart. Group of 4+ best. Allow twice the time recommended!	Pettijohn, R.+B. SyJn96 1/2
28	Mono Lake: Sanctuary and Symbol (vgl 10 und u3). Salt Lake surrounded by picturesque mountains. Water level be filled up. Hot springs	Rassler, Brad SyJn96 6
USK	USA: Atlantic Coast	
ai	Paddling Tidewater's Inland Waterways. From Chesapeake Beach until Roanoke Island, approx. 100 mi	Goshgarian, Mike AN 3/96 3
	Pacific Coast:	
x6	Goat Rock by Moonlight. Night paddling visit at one of the greatest Arch Rocks on America's Pacific coast, about 60 miles north San Francisco	Higgins, Mike BC 5/96 2

Kanu-Information Joachim Hermann Egmatingerstr. 11 D-85653 Aying phone: +49-8102-748629; Fax: +49-8102-748630

## The annual Expedition Planning Seminar 1996

9-10 November 1996, at the Royal Geographical Society, London

Whether your objective is field research, conservation or purely adventure, this annual weekend seminar is the place to find the inspiration, contacts and practical advice you need. Safety and environmental responsibility will be high on the agenda.

Over 50 leading field scientists and explorers from around the UK and Europe will gather in London for the weekend to be on hand to offer advice and share the benefit of their expertise. The programme of talks and workshops will cover all aspects of putting together and carrying out an expedition overseas, from practicalities such as equipment, fund-raising and medical matters, to project ideas, liaising with host country scientists, and key fieldwork techniques.

The emphasis is on student expeditions with a research component, but mountaineering, diving, canoeing, caving and other sporting projects are all welcome. Representatives from universities, youth exploration societies, military adventurous training and integrated groups are encouraged to attend.

- Cost £50 for the weekend including lunch (nb. student discounts available)
- Advance booking only, contact EAC for further details

*The annual seminar is organised by the Royal Geographical Society's Expedition Advisory Centre. For further information on the seminar and other ways the Expedition Advisory Centre can help, contact Fay Hercod on:*  
tel. 0171 581 2057, fax 0171 823 7200, email [f.hercod@rgs.org](mailto:f.hercod@rgs.org)

Obituary - George P Bazeley - 4/1/38 to 27/6/96

It is with great personal sadness that I report on the recent death of George Bazeley. Apart from those around the scene almost a quarter of a century ago, there may be few now in the sea kayaking fraternity for whom George's name rings an immediate bell.

His involvement began when he joined the Midland Canoe Club at the beginning of the 70's and over at least half a decade was really keen, culminating in the two key firsts of the aptly-named St George's Channel, in '72, and Anglesey in '73. George was key to both these trips, with the latter resulting in the MCC team being awarded the North Wales Coaching Panel's annual Trophy - quite a 'steal' in its inaugural year.

We learned early in 1995 that George, then living in the USA, had contracted lung cancer, and this was doubly hard to accept as he had never smoked in his life. Typical of his character though was the resolve he showed to fight it all the way and not let it interfere with whatever period of his life that remained. By now back in England, he even walked down the aisle at his eldest daughter's wedding only 2½ weeks before he died.

His wife, Diana, contacted us about his funeral, which was on 4th July at Chipping Sodbury. She made the point that it was not to be a 'religious' affair, more a celebration of George's life, and that anyone wishing to say something at the service was welcome to do so. Along with Robin Rhodes and Ian Tatam, I attended to represent the Midland Canoe Club, and of the seven or so speeches made on the day, my contribution is reprinted below:

'The last time I saw George we were celebrating his life. Fifty years of it. We are here again today to celebrate it, but this time all of it. I am pleased to be part of that. We first met over twenty-five years ago, and along with Ian Tatam, we did some good things together. I think we helped to put sea canoeing on the map.

I owe George though. He made it possible for me to realise a dream. A dream that few others would realise the importance of. He always said the Irish Sea was my trip. I made it 'mine' for the third time, just two and a half weeks ago. Four days later I wrote to tell him, to Cincinnati, but it didn't quite get there in time.

Anglesey was his. Three attempts it took us. I can still remember the beers in the Soldiers' Point Hotel at the end of the successful trip, and the argument over over those beers about whether or not what we'd seen off the Stacks were dolphins or sharks. George finalised it with the statement, "I don't care whether you two saw dolphins or not. All I know is that the dolphins I saw were sharks!" Ian and I didn't mind them being sharks once we were in the pub, and it made a better story anyway.

George, 'Nerves of Steel', Bazeley. No matter how bad the sea conditions, he could rationalise it. He approached things as if failure was impossible. If George had been sent out to get Moby Dick, he would have taken along the tartare sauce. It's an attitude I have fed off numerous times since. Not least two weekends ago.

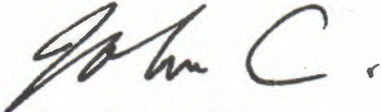


From myself, Ian , Robin, Dave Patrick, and all those in the Midland Canoe Club who knew you, all I can say is thanks George, for that part of your life that you shared with us. And thank you from me for being there when we captured a dream.'

I can provide an address for anyone wishing to contact Diana.

Yours,

In deep water,



John Chamberlin

Eric Tokky.  
9, Undercliff Road,  
KENDAL, Cumbria.  
LA9 4PS

29/7/96

Dear John,

As usual I found the latest issue of the Newsletter of absorbing interest - apart from having to sort out the half pages which caused me to have a loss of direction and a return to the beginning. I prefer the full page version - but if it suits you better why not a booklet with pages 15cm x 21cm? Even that would be better than a mix. (I hope you welcome constructive criticism.!) )

Christian Gabard's letter on page 3 re Inuit/Eskimo reminds me that on the South Greenland expedition of 1977, of which I was an invited member, it was impressed on us that the native population insisted on being referred to as Greenlanders - not as Eskimos. This was at the time when they were about to get their independence from Denmark. One of these Greenlanders - a true Inuit - accompanied us for the first week of our journey in his traditional sealskin kayak. Although he invited us to try it we all found it too tight a fit. I think he must have been double-jointed in the knees as the fore-deck was so very low. Possibly the hunters further to the North are still known as 'Inuit'. Christian's contention that we should rename the 'Eskimo roll' as 'Inuit roll' has therefore much to commend it.

I am just back from Anglesey and a most enjoyable day's ~~kayaking~~ <sup>to Cemaes</sup> along the North coast to Bull Bay and back. It is my favourite venue with such marvellous cliff scenery and interesting tidal conditions.

I trust all is well with you both

Best Wishes

Eric

"It won't be an afternoon stroll".

by John Ramwell.

A report on British Schools Exploring Society (BSES) expedition to Vancouver Island, British Columbia, July and August, 1996.

It was not at all like an afternoon stroll as we laboured through thick coastal rain forest on the north west coast of Vancouver Island with full packs and food for a week. The trail had just been cut by one of our BSES groups the week previously and we spent almost ten hours covering what was effectively a twelve kilometre obstacle course - leaping through very dense undergrowth from one log to another, intent on not falling below to a tangled web of rotten fallen tree trunks and brush, and all this with a hundred litre ruc sac stuffed with necessary survival gear.

We had been warned not to expect a 'Sunday afternoon stroll' by the BSES Director, Lt. Col. Jon Fleming at our briefing weekend last April and we all agreed that this was a masterly understatement as we were torn and scratched by thick forest growth, lunged at by mosquitos and perspiring with the heat. The north west area of this Island is normally very wet and though we did have some rain we also had a lot of sun.

But it was not all forest trekking. We actually spent most of our time sea kayaking and what follows is a brief account of this aspect of our expedition.

But first a word or two about the British Schools Exploring Society itself.

**The British Schools Exploring Society.**

This society, a U.K. based charity, was founded by in 1932 by the last Surgeon Commander G. Murray Levick, a member of Scott's Antarctic Expedition of 1910, and as such is one of the longest running organisations of its type. For over 60 years it has provided opportunities for young people from schools and many other walks of life to take part in exploratory projects in remote regions, led by experts drawn from universities, teaching and medical professions, industry and the Services. The Society's expeditions aim to help the development of young people through the challenge of living and working in remote and challenging areas of the world.

The expeditions aim to combine the excitement of living under testing conditions with the research and production of valuable scientific work. The Society has frequently worked in cooperation with overseas research organisations, especially in Iceland, Norway, Greenland, Spitzbergen, Canada and Alaska.

Anyone who will be between the ages of 16 and 20 at the time of the expedition, and who is either in or between full-time education, is eligible to apply. The Society selects some 70 young men and women from schools, colleges and organisations nationwide, together with a number of overseas guests, for each



expedition

### The Sea Kayaking

Back to our 1996 expedition and our sea kayaking exploits.

We hired our kayaks from a company based in Sidney, British Columbia, "Current Designs" and we chose to use one of their new kayaks, - the 'Storm' which was made from roto-moulded plastic, was 17' long and 24" wide and came with a large cockpit and a front and rear bulkhead with hatches. The hatches were first covered with a neoprene cover and then a plastic hatch which was tied down - an effective system as the compartments remained dry.

Our paddles were also from Current Designs, the 'Feather' paddle whose blade was 21 1/4" long and 5 7/8" wide and come between 230 and 250 cm length overall. These were light weight, durable and ideal for our purpose.

Thus equipped and with all our camping and survival gear aboard and food for a week (we re-supplied with food every seven days) we set off for a three week sea kayaking odyssey during which time we explored the Island's Northern Inlets and went down as far as Brooks Bay, passing huge surf as it crashed on to the many islands, rocks and reefs along the shore.

We found some wonderful camp sites, many on the beaches, some within the forests which came down to high water level with no beaches available.

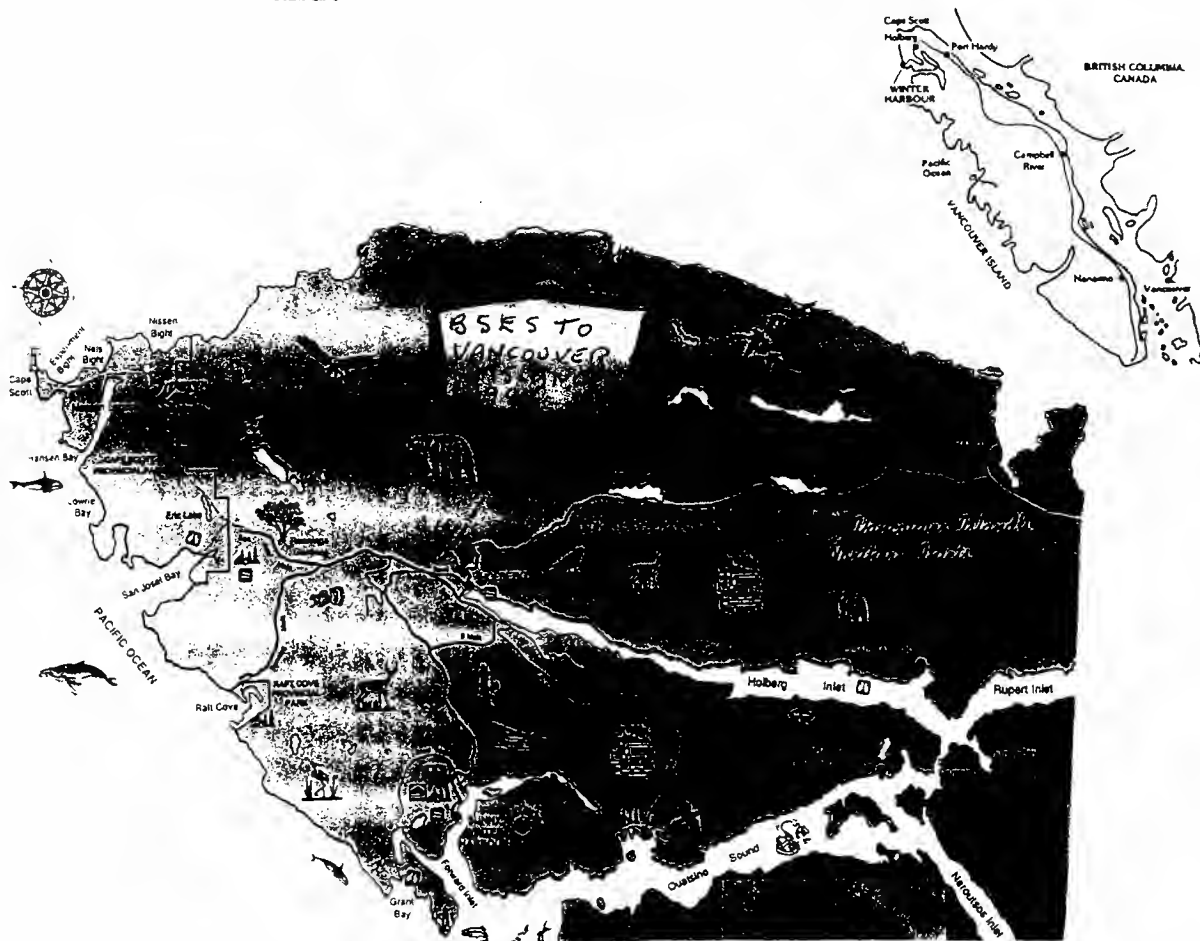
I cannot get away without telling you of our first camp site. We arrived at low water and found a flat grassy area. It had channels running through it which should have triggered the alarm bells. I even insisted that we would probably not find a better camp site when one of our group commented on the many criss-crossing channels.

Yes, you have guessed right, the high tide washed us right off, but not until the mid-night hour. Great confusion as we escaped to higher ground with our now wet tents as we stumbled and fell into the channels, now full of sea, as the mosquitos took advantage of our nakedness. We 'bivvied' in the forest for the rest of the night and in future we were constantly aware of the difference between spring and neap tides. Clearly we started our expedition just after full moon and therefore high spring tides giving a range of tide of over 11 feet.

Otherwise the tides in the Northern Inlets were not really that strong and did not necessarily dictate our routes. We did have the rise very early on occasions to avoid a long carry of loaded kayaks from above high water to launch. The only exception was the speed of tide in Quatsino Narrows which you will see joins two large inlets with the others. Here the tide runs that fast that it boils, swells, eddies and swirls like a fast and raging river. We though it would be fun to paddle against this force by hugging close inshore and using the counter currents in the bays and then paddling furiously across the standing waves at the promitories. A few capsizes and rescues followed but a few of

us eventually made it to the other end. I had previously used this technique to paddle against the tide through our Menai Straits between Anglesey and the mainland of Wales.

One of the highlights of our kayaking adventure was a paddle along Marble River which led off from Varney Bay quite close to the head of Quatsino Narrows. See the map of the NW area of Vancouver Island.



Marble River was truly beautiful as it changed from wide estuary to narrow gorge within a few miles. On our way up we stopped to watch eagles fly over head and the marine life below us was quite amazing.

We came to some rapids and as we waited for the tide to rise and cover them we swam. It was so wonderful and refreshing. We had tried swimming in the sea earlier but this proved so cold that we never tried again.

We camped in the deep gorge beyond the high rapids not reached by the tide. Next day we set off to break a trail through the dense forest to find Alice Lake. Eventually there was a result in favour of the forest and we retreated back after lunch to beat our way back to the gorge. On the way back we encountered our first bear, a black bear that refused to give ground and growled at us angrily as we tried to pass it by. We figured she must have a cub near by as usually the bears high tail it. Not this one. At one time we thought she might even charge us so we high tailed it instead and wound our way up to higher ground to give her a



wide berth.

We had a few close encounters with bears; hardly surprising as there was a bear alert in the area and we were camping out in wild areas for nearly six weeks. Alone in my tent one night I was convinced there was one sniffing around but I was too scared to investigate and eventually fell asleep. We always camped away from our cooking area and took precautions but, at the end of the day the only predictable thing about bears is that they are unpredictable.



### **The Night Paddle**

"We'll leave at two in the morning".  
"You're joking!!"  
"No I'm not .....you'll enjoy the experience".

No one got much sleep before we left as final preparations were made.

We left Winter Harbour and set off seaward down Forward Inlet. The stars were out, not a cloud to obscure them. The sea was full of twinkling lights and they gave off an amazing display as the paddles sprayed these lights in cascades around the kayaks. This phenomenon is due to phosphorescence and is principally due to small luminous crustacea (Copepoda). It was a wonderful sight as we made our way down the inlet without a breath of air to disturb the peace.

The weather forecast promised freshening winds but not until later in the day.

We were in for a surprise/ As we emerged into open water I felt a stiff breeze and within ten minutes or so we were in a Force 4 and a confused sea.

Our plan was to cross the fairly wide expanse of open sea via the Gilliant Islands towards Brooks Bay and find a camp site when day light broke. This plan was immediately aborted and remained with two objectives. To keep the group together was the major one.

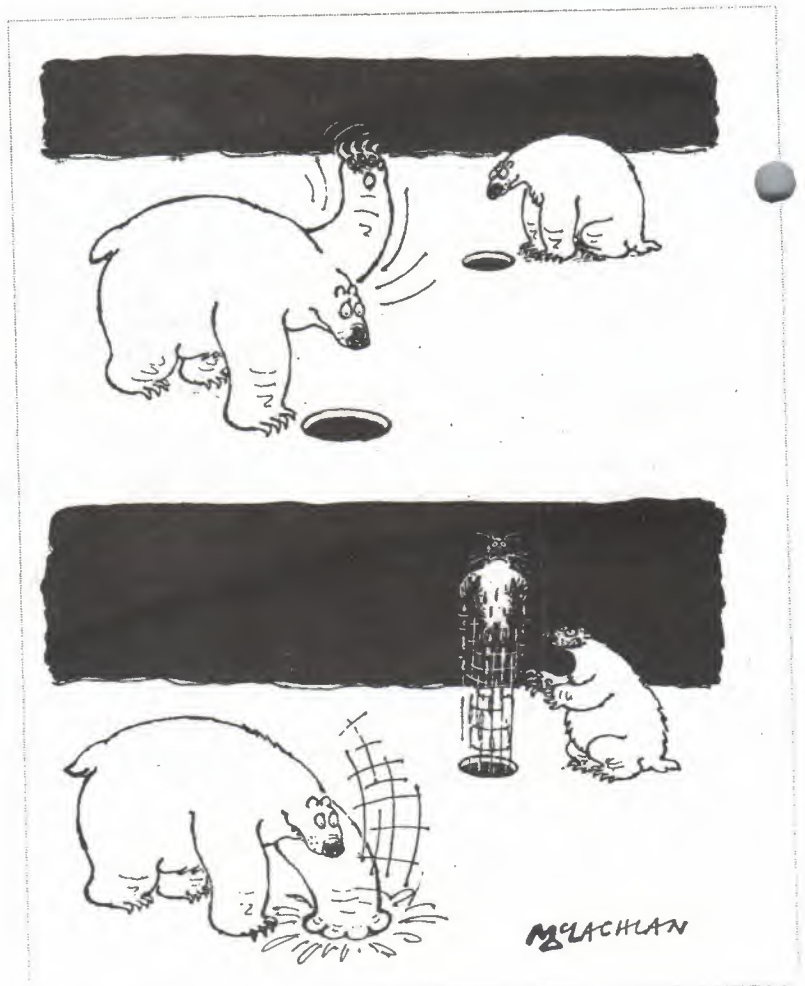
There were nine kayaks including three doubles kayaks and in the dark this was no easy task. The second objective was to simply head up into the wind which blew from the east. This meant paddling westwards towards Quatsino Sound. We made little or no progress over the ground as the tide was moving out from the sound. Never mind, at least we were not going backwards towards possible 'ship-wreck' on the Gillant Islands. Not a happy prospect in the dark. Never did the dawn take so long to break. Once there was sufficient light we would make for a friendly beach. Meanwhile..... the wind continued to freshen and I was like a mother hen as I shepherded my group of kayakers. The worst that could happen was that my group should split up and drift apart - it did not bear thinking about.

Then it happened. Two of the double kayaks had stopped to allow one of the paddlers to put on a water proof jacket. We were now two groups! I just could not believe it!! About 300 metres separated us and I was on the verge of a nervous breakdown as I considered the possibilities. Taking a grip I stopped the lead group and went back for the double kayaks. They were having difficulty turning them back on course because of the wind and waves. All the time the distance between us and the rest of the group was increasing.

Well, we did get back together as a group and eventually daylight showed itself over the eastern horizon and we found a 'friendly' beach and camped. I raised a silent prayer to thank the forces that were clearly on our side. An epic avoided and a lesson learnt.

We saw lots of wild life, met many friendly local people and enjoyed an unforgettable experience. Fresh fish and crab, blue berry muffins, bear sightings, sunsets, beach saunas, forests trails, fresh water lakes to swim in, sea otters, whales, deer; Oh! and burnt custard and smelly feet.

John Ramwell  
Deputy Chief Leader





## **Mingulay - July '96 - Dave Powell & Ian Stevens**

We started our holiday by missing the ferry from Oban. The next sailing was from Mallaig, so we drove up next day, paddling from Morar to Mallaig on the way. Arrived Castlebay about midnight, paddled across to Sandray, (Ian's first night paddle).

Day 1 - Crossed to Pabbay. Soon after we arrived rain and mist closed in.

Day 2 - Drizzle, but it cleared up during the day. Walked over to the s.w. of the island to check out some climbs. "The Priest" (E2 5b), looks sensational. We looked at "U-Ei" (HVS), from the kayaks, on the rather intimidating Pink Wall. These are the best routes on Pabbay, but a 100m abseil rope is essential.

Day 3 - Rose late, drizzle again. It rained much of the day and became windier and mistier. We have spent the day dozing, eating, cooking, listening to the radio, etc. The weather is quite stormy, too rough to paddle.

Day 4 - Awoken by the Corncrake. Better weather, and it improved with the day. Did 2 nondescript German routes on the upper arch wall, then 2 HVS's on Stripy Geo; "Corncrake Corner", and the brilliant "Spooky Arete", up the wall just to the right of it. We rapp'd down the routes on one 50m, 9mm rope and climbed back up on the other.

Day 5 - Fine weather! Broke camp and paddled across to Mingulay Bay on a big swell. Met a couple of Dutch campers already there, Johan and Machtoult, paddling a Klepper double. In the afternoon we walked over to the w. side of Mingulay. Near the cliffs, about a dozen Skuas (aggressive brown seagulls) launched a sustained attack on us. We did another good HVS, "Port Pillar", before the weather crapped out. Finished the whisky.

Day 6 - Rose late. It had been stormy overnight, and we decided to leave. The short crossings between the islands provided excellent, exciting paddling (gripping mountainous sea - Ian!). It simply doesn't get any better than this! From Sandray, it was a hard slog back to Castlebay in a crosswind. We camped outside Nick Hodson's canoe shed, thank's Nick for the tea and cakes!

With the westerly roll and gales all week, we didn't paddle on the west sides of the islands or go round Barra Head, but the paddling we did was superb, especially the paddle back from Mingulay which was the best day's paddle I've had in years! Despite the rather inclement weather, we managed to do some good climbs and had reccee'd the islands for a future climbing expedition.

Please include in the next issue of ISKA magazine the following private sale.

NORDCAPP HM SEA KAYAK, VGC, 3 ROUND HATCHES, C-TRIM RUDDER, CHIMP HAND PUMP, KNEE TUBE, COMPASS RECESS, FLAME RED DECK, WHITE HULL, VGC £525 , THULE ROOF BARS TO FIT MAZDA 626 £30 , GORETEX DRYCAG NEEDS NEW SEALS £20 , REALISTIC OFFERS CONSIDERED. TEL: 01708 438994 ESSEX



# The Lyme Bay Canoeing Tragedy and the Criminal Law

By Roger Geary

In December 1994 the managing director of an activity centre responsible for a canoeing disaster in Lyme Bay which resulted in the deaths of four teenagers was found guilty of manslaughter and sentenced to three years imprisonment. In addition, the company which ran the St. Albans Centre, OLL Limited, formerly Active Learning and Leisure Limited, was found guilty of corporate manslaughter and fined a total of £60,000. A third defendant, the manager of the centre, was acquitted on the direction of the judge after the jury at Winchester Crown Court failed to reach a verdict having deliberated for nine and a half hours. The decision made legal history in that OLL Limited is thought to be the first company in Britain ever to be found guilty of manslaughter. It is, however, unlikely to be the last as the case constitutes a clear warning to outdoor adventure companies, their directors, senior executives and shareholders that they could incur not just civil, but also criminal responsibility in relation to the safety of their customers.

Of course, the boundaries of this criminal liability are impossible to map out with complete accuracy because English law is open textured, always open to interpretation, always changing and developing as new cases are decided. Nevertheless, a consideration of relevant general principles of criminal law can provide those involved in the outdoor activity industry with a rough guide as to their possible criminal liability.

## Prosecution policy

The question of who to prosecute is a matter for the Crown Prosecution Service to decide. Basically, they can choose which organisations and/or individuals should be prosecuted in the public interest. There is no reason why several defendants should not be prosecuted for the same crime. In the Lyme Bay case the company, the managing director and the centre manager were prosecuted. Clearly, it was decided that a prosecution of the two instructors who led

the fateful trip, while possible, was not in the public interest in this particular case. However, it should be remembered that while the criminal law of manslaughter may be used to make the company, its directors and managers accountable for unlawful conduct resulting in death it also has the capacity to impose liability on employees. Indeed, it seems that in the not too distant past prosecutorial discretion has been exercised in a manner which tends to 'scapegoat' workers. For example, a railway driver was prosecuted for the manslaughter of five people who died in the Purley train crash in March 1989. He admitted that he had passed a red light, but British Rail executives and managers, despite the known danger of driver error resulting from stressful working conditions, had failed to introduce fail safe systems. Nevertheless, the Crown Prosecution Service used its discretion to prosecute the employee rather than the employer.

## Corporate liability

According to English law a company is a legal person in its own right; quite distinct from the directors, managers, shareholders and employees who compose it. At one time it was thought that a company could not be liable for a crime at all. Personal appearance was required in court and the company, having no physical person, could not appear let alone be punished. However, by the early twentieth century it was accepted that a company could appear and plead in court through a representative (1). Initially, criminal liability was limited to situations where the company was vicariously responsible for the acts of its employees, but by the early 1940s the courts had accepted the notion, known as the alter ego theory, that a company could be directly liable for committing a criminal offence (2). This new form of liability was based on the idea of the company itself being identified with the acts of senior officers, rather than being accountable for the transgressions of its employees.

In the leading case of *Tesco Supermarkets Ltd v Natrass* (1972), the House of Lords clarified the alter ego doctrine by stating that a company could be criminally liable only for the acts of the directors, the managing director and perhaps other superior officers who carry out the functions of management and speak and act as the company. Consequently, Tesco were found not guilty under the Trade Descriptions Act 1968 for an advertisement outside one of their supermarkets stating that they were selling goods for less than they were being offered for sale inside the shop; responsibility for the incorrect advertisement lay with the local manager whose system of daily checks had broken down. Clearly, only the acts and

state of mind of those very senior directors and managers who represent the directing mind and will of the company and who control what it does will be treated in criminal law as the acts and minds of the company itself.

In the Lyme Bay case, Peter Kite, the managing director of OLL Ltd, the company which ran the St. Albans adventure centre, was not only found guilty of manslaughter in his individual capacity, but was also treated as the embodiment of the company for the purposes of the alter ego doctrine. He was sentenced to three years imprisonment while the company was fined £60,000.

## Corporate manslaughter: liability based on recklessness

During the late 1980s public and political interest in corporate liability for manslaughter intensified as a result of a series of well publicised disasters which resulted in a large number of seemingly avoidable deaths. The inquiry which followed the 1988 Piper Alpha oil rig explosion in which 167 people were killed identified 'unsafe practices', 'grave shortcomings' and 'significant flaws' in the management's approach to safety as causes of the disaster (3). Similarly, an investigation into the 1987 Kings Cross underground fire in which 31 people died blamed the failure of various groups and individuals within the overall corporate structure to identify their respective areas of responsibility (4).

The most significant of these tragedies, for the development of the law of corporate manslaughter, was the Zeebrugge disaster in which the ferry, *Herald of Free Enterprise*, capsized having sailed with its bow doors open killing 192 people. The official inquiry found that 'from top to bottom the body corporate was infected with the disease of sloppiness' and that the 'failure on the part of the shore management to give proper and clear directions was a contributory cause of the disaster' (5).

Such was the strength of public feeling that at the inquest into the deaths the jury took the unusual step of ignoring the coroner's instruction that there were no grounds for a verdict of corporate manslaughter and returned a verdict of unlawful death. Pressure continued to mount and following threats of a private prosecution, almost three years after the disaster, prosecutions for manslaughter were finally brought against P & O European Ferries (Dover) Ltd (who had taken over Townsend Car Ferries Ltd) and several of their employees. Although it was finally established that a company could be liable for manslaughter the trial judge directed acquittals against P & O and the five most senior employees. The prosecution



men dropped all charges against the two most junior employees, the assistant bosun who had not closed the bow doors and the loading officer whose responsibility it was to check that the doors were closed.

The reason why the judge directed an acquittal against P & O and the senior managers was because of the difficulty of proving that they had been reckless, the mental state or *mens rea* which at that time was required for a manslaughter conviction. Recklessness has proved a troublesome concept in criminal law with different meanings being adopted by the courts in relation to different offences. For manslaughter it was generally accepted that the prosecution had to establish that the defendant had been reckless according to a definition originally developed in the case of Caldwell (1982). This can be summarised

as the conscious prosecution taking of an obvious risk. In the P & O case, the prosecution failed to prove that the risks of open-door sailing were 'obvious' to any of the directors or senior managers involved.

The key issue on which the case turned was on the legal definition which was to be given the word 'obvious'. The barrister for the Crown argued that all that had to be proved was that the risk was 'foreseeable by a reasonable person' in order for a jury to hold that the risk was an 'obvious' one. In contrast, the defence argued that an obvious risk should not be equated with an unreasonable risk, the test for negligence, but required proof that the risk was 'perfectly evident' or 'stared one in the face'. The judge was clearly sympathetic to the latter interpretation and ruled that the word 'obvious' meant 'that the defendant's perception of risk was seriously deficient when compared to that of a reasonably prudent person engaged in the same kind of activity'.

Given the particular facts of the case, this ruling on the meaning of 'obvious' ensured the collapse of the prosecution case. Evidence had been given for the defence that the system of operating the doors had worked without mishap for over seven years during which there had been over 60,000 sailings, about 5,00 on the Zeebrugge run. In addition, several former and present P & O Masters and Chief Officers testified that it had not occurred to them that any risk existed, let alone that it was an obvious one. Therefore, despite the inquest verdict of unlawful killing and the damning official inquiry report the case was withdrawn from the jury before the defence had presented its case.

Although the case established it was theoretically possible to prosecute a company for manslaughter it also seemed to indicate the practical difficulties of proving such a complex concept as reckless on the part of senior company officials. Indeed, the case tended to be cited by lawyers in support of the proposition that any attempt to attach criminal liability for manslaughter to a company and its senior officials was bound to fail and that, therefore, police investigation and subsequent prosecution were a waste of public funds (the cost of the P & O prosecution were thought to be about £10 million). However, this position exposed a clear distinction between legal and popular conceptions of blame ascription. After all, the inquest verdict, the official report and most press and public comment all indicated a wider cultural shift towards blaming corporations for deaths which resulted from their unsafe practices or products. This gap between legal and popular conceptions of blame attribution had been bridged to some extent by the recent emergence of an alternative to recklessness on which responsibility for manslaughter can now be based.

### Corporate manslaughter: liability based on gross negligence

A shift in the law occurred following the House of Lords case of *Adomako* in 1994 where it was decided that in manslaughter cases not involving driving but involving a breach of duty liability should be based on gross negligence rather than recklessness. This important decision eliminated the difficulties relating to establishing recklessness and made the conviction of companies for deaths resulting from their grossly negligent acts of omissions a very real possibility. It was the law relating to killing by gross negligence as developed in *Adomako* which was applied to secure the first recorded conviction of a company for manslaughter in the Lyme Bay case. The prosecution had to prove three related elements: that the defendant owed the victim a duty of care, a breach of that duty which can be characterised as gross negligence and that the breach of duty caused the death of the victims.

A duty of care will be owed not only where there is a contractual relationship between the defendant company and the victim for the provision of goods or services, but also where the defendant holds himself out as possessing special skill and knowledge and the victim relies on that special skill or knowledge. Obviously, a company operating an activity centre will owe a duty of care to its customers as will its senior instructors. Rather less obviously, a private

individual, who claims to be skilled in a particular outdoor activity, will owe a legal duty of care to a less experienced friend who relies on his superior skill and judgement. This will be so even where there is no contractual relationship between the individuals involved and no question of any payment changing hands. Clearly, in the Lyme Bay case, OLL Ltd, the company which owned the St. Albans Activity Centre, owed a duty of care to its customers as did its managing director, manager and instructors.

A breach of duty will establish by proof that the defendant acted or omitted to act in a grossly negligent manner. A defendant company will be negligent if it fails to exercise such care, skill or foresight as a reasonable person in the same situation would exercise. Gross negligence is such a major deviation from the standards of the reasonable person that the jury consider that it should be judged criminal. If a defendant holds himself out as having special skill or knowledge of some sort then in assessing whether or not he has been negligent the court will attribute that skill or knowledge to the reasonable person. In other words, the canoe instructor of an outdoor activity centre will be judged against what the court believes to be the standard of the reasonable canoe instructor. Similarly, the director or manager will be judged against the standard of the reasonable director or manager. If the defendant has deviated significantly from the standard of reasonableness then gross negligence will have been established.

In the Lyme Bay case the jury heard evidence that there was no specific recruitment criteria to become an instructor at the centre and that the two 'instructors' were not qualified to lead a sea trip. Indeed, the only canoeing qualification that they held was the British Canoe Union One Star certificate; the lowest level of competence which can be awarded and which is generally regarded as a mere encouragement test. There was little or no liaison between the layers of management at the centre, nor between management and staff. Moreover, the managing director had received a letter from former instructors at the centre warning him of the threat to life posed by inadequate safety precautions. The trip leaders were not provided with basic sea kayaking safety equipment such as flares, a two-way radio or tow rope. Apart from the two instructors none of the students were equipped with spray decks, an omission which resulted in the kayaks shipping water and becoming increasingly unstable in the choppy conditions.

Although the group were issued with life jackets they were instructed not to inflate them; the single most important factor leading to the death of four of the teenagers



according to an expert witness from the Institute of Naval Medicine. Before the group put to sea neither of the instructors nor the centre manager had checked the weather forecast which indicated the possibility of relatively strong offshore winds of up to 20 m.p.h. with tow to four feet of surf. Both the Lyme Regis harbourmaster and the local coastguard had not been notified in advance of the proposed route, the time of departure and estimated time of arrival of the expedition. A safety boat that had been arranged to operate at Lyme Regis on the morning of the trip was diverted to be with sailing dinghies in another harbour. Finally, it appears that the coastguard was not informed by the centre manager that the group were overdue until some three hours after their expected time of arrival.

In view of the above evidence it is not altogether surprising that the jury found that the behaviour of the company and its managing director had deviated sufficiently from the standards of the reasonable adventure centre company and its senior officials so as to amount to gross negligence and, therefore, merit the application of criminal sanctions. However, it is worth noting that the jury were unable to reach agreement on whether the behaviour of the centre manager had deviated sufficiently from the standards of reasonable manager so as to amount to gross negligence. In these circumstances the prosecution indicated that it would not be seeking a retrial and, consequently, a verdict of not guilty was returned on the judge's direction.

### Conclusions and implications

Although the case involves the application of existing law rather than the development of any new rules it is, nevertheless, of considerable symbolic importance. As the case constitutes what is thought to be the first successful prosecution of a company for manslaughter it can be seen as legal recognition of a long term change in cultural and social values in favour of attributing blame for disaster and health and safety deaths rather than to view them as accidents or the work of fate. Moreover, the argument that blame in the disaster context should be attributed not merely to individuals, but also to the corporation itself has been unequivocally accepted. This development, as we have seen, was itself facilitated by the emergence of gross negligence rather than recklessness as the appropriate mental element for the crime of manslaughter.

Following the case, the Government initially insisted that statutory regulation of activity centres was unnecessary and that safety standards could best be improved by means of self regulation. However, following a

twenty-two week campaign which generated considerable press and public concern, it was announced in January 1995 that the Government would be supporting a Private Member's bill put forward by David Jamieson, Labour MP for Plymouth and Davenport which contained provisions for the compulsory regulation of the outdoor activity industry. Once the measures contained in the Bill become law operators will have to be listed on a national register of accredited centres, individually licensed and subject to inspection and complaints procedures. All centres will be inspected from time to time and those found to be unsafe, for example, by employing unqualified staff, could be closed down and their managers and senior officials fined or imprisoned. Centres found to be posing a potential rather than an immediate threat to safety could be served with an improvement order, allowing thirty days for the specified improvements to be made. Failure to comply with such an improvement order would result in loss of license, closure and a fine or possibly imprisonment. These proposals seem to enjoy cross-party support and it is possible that they will become law shortly.

To conclude, it seems that now there will be two routes by which those operating activity centres could incur criminal liability. First, there will be much needed new regulatory offences which are designed to enforce appropriate safety standards on the industry in order to prevent needless loss of life. Secondly, if negligence can be proved, liability in relation to the law of manslaughter will be incurred. The regulatory framework is proactive in that it uses the sanctions of the criminal law in order to prevent loss of life while the law of manslaughter is reactive in that it attributes blame and seeks to punish offenders. The defendant company, its senior officials, and managers could all be caught in the regulatory net, while they, together with individual employees could be liable in relation to manslaughter, always provided, of course, that it can be proved that they have acted in a grossly negligent manner.

Finally, it is a sobering thought that there is likely to be an interaction between the two forms of liability in that the higher the safety standards required for accreditation purposes, the easier it is likely to be for the prosecution to prove that a particular defendant significantly deviated from them. In other words the standard required for accreditation could become accepted as the standard of reasonableness for the purpose of the law of manslaughter.

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