

Newsletter

of the
**INTERNATIONAL
SEA KAYAKING
ASSOCIATION**



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

Aims:

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



**THE
WEST CORNWALL
SEA KAYAK EXPERIENCE**

**Mounts Bay, Penzance, Cornwall
Saturday 24th May 4.00pm**

**A 12 MILE SEA RACE
Around Mount's Bay
and including a 4 mile Open Sea Crossing**

Classes for: Single/Double Sea Kayak
 Single/Double G.P./Tourers
 Single/Double Racing Surf Skis
 Plus non competitive class

Also: 3 mile fun race around St. Michael's Mount
 And an Under 12's 'Minnow' Race

Races start at 4.00pm

Entries and scrutineering from 1.00pm - 3.30pm

Refreshments and Social Evening at Penzance Canoe Club, after the race.

Other trips and/or surfing will be arranged for the remainder of the weekend.

Entry Forms (SAE please): Richard Uren, Trescowan, Heamoor, Penzance

SUPPORTED BY SOUTH WEST WATER PLC AND CORNWALL YOUTH SERVICES

INTERNATIONAL SEA KAYAKING ASSOCIATION

NEWSLETTER # 14

MARCH 1997

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EDITORIAL

We have just come from the International Canoe Exhibition where we staged our ISKA stand yet again. We have been showing there for almost 30 years; as Derek Hutchinson said, "Where have the years gone"!! It was great meeting up with so many members, even non members. It seems that the new venue (this is the second year at the N.E.C. Birmingham) is now well accepted. Certainly we like it and being middle of the country and so much easier to reach is attracting paddlers from all points of the compass. It is a good complement to the Caravan and Leisure exhibition which runs along side. Trouble is, I spend a small fortune on new camping stuff. There are some new sea kayaks about. Nigel Dennis's new one modelled after an original Eskimo (Inuit) kayak was interesting. New sea kayaks are not cheap, not that they ever were, £1,500 is now a standard price of an 'all singing, all dancing' kayak. Tony Ford was doing brisk business in old and new books on kayaking and arctic exploration. This is one of my interests and I bought 'The Rob Roy on the Jordan' by Maccregor. I started to flip through it and have now settled down to read it. We can still learn an awful lot from these early explorers, particularly when we remember that they had little of the technical gear available to us today.

I though I would make some passing reference to the use of the British Canoe Union Coaching scheme in other parts of the world other than our own country. There is no doubt that our British scheme is the envy of the world and coaching awards as recognised by the B.C.U. are highly prized. Why should this be? You may well have your own theories. I believe that such as John Dudderidge and Oliver Cock, et al founded the scheme and made it the back bone of the early B.C.U. It remains such to this day. The Coaching Committee has steered it through the ages so that it is now rather complex and caters for all levels and for all canoeing/kayaking aspects., The awards are respected, have credibility and are acknowledged world wide. This success has now caught up with itself in that many paddlers world wide want to be part of it.

You could well ask why they don't devise their own schemes. Some have done so and the glaring example is that of the Netherlands where the N.K.B. have used British instructors and coaches and have now their own system, based on the B.C.U.'s. We have gone over there and they have come over here and they are now virtually independent of our scheme. (I am a proud holder of an N.K.B. honorary coach award as a result of the input I had in helping to establish their scheme).

On the other hand I was singularly unsuccessful in helping the Australian Canoe Board of Education (their equivalent of the B.C.U.) establish their own scheme back in the early '80s and few other countries have a coaching scheme that is fully nationally recognised and has the stamp of the B.C.U. scheme. Doubtless I will be challenged on this statement and of course I will stand corrected.

So where is all this leading? Paddlers from abroad still come over and get themselves B.C.U. qualified and for some years now British paddlers have been running courses abroad and offering B.C.U. awards to those who are competent within the criteria laid down by the Union. This leads into all sorts of dilemmas. What about insurance arrangements when these B.C.U. instructors abroad are coaching in their own country. What about recognition by various canoeing governing bodies around the world. Will centres around the world using B.C.U. qualified paddlers be certified because they are doing so - if so, what about standards, policing and monitoring those standards. Will the B.C.U. have some responsibility for this? I doubt it, but the questions remain. What is the attitude of other governing bodies to us appearing to 'impose' our awards internationally.

This whole issue is currently under discussion and I will be watching with great interest for any outcome.

I.S.K.A. SHOP

ASKC ties @.....£6.50
ISKA stickers @.....£ .60
ISKA Tee shirts; large/X large/yellow/black....£6.00
ISKA Sweat Shirts; large/X large/yellow/black..£12.00
ISKA baseball caps (new) @.....£4.50
ISKA ski hats (woollen)@.....£3.50
"Over and Out", the video by Gordon Brown @....£14.99
ASKC stickers @.....£ .25
Polo Shirts (new- limited offer only).....£6.50
Long sleeved Tee shirts (New, limited offer)...£6.50
ISKA Paper No. 1 Expedition Planning @.....£2.00
ISKA Paper No. 2 Expedition Medicine @.....£2.00
ISKA Paper No. 3 The Sea @.....£2.00
ISKA Paper No. 4 Navigation @.....£2.00
ISKA Paper No 3 & 4 bound together.....£4.00
ISKA Paper No. 5 History of Sea Kayaking @...£2.00
(The above ISKA Papers are extracts from my book, "A Manual on Sea Kayaking")

FOR SALE

Unique In Europe, the real **Aleut Paddle**, Handcrafted from the best woods. Two sizes - 2.36m and 2.40m.

For further details write to Didier Plouhinec

39, Avenue Amiral Lemmonnier,
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1, Rue du Moulin de la Courbe,
35890 Bourg des Comptes
France

A Wolf in Sheep's Clothing?

By Geoff Good

Geoff Good has been Director of Coaching for the British Canoe Union since 1979, responsible for administering the system of tests and awards, safety, and various other related matters which the organisation endeavours to monitor on behalf of the sport and its adherents.

"A Wolf in sheep's clothing" is how Sir Christian Bonnington described himself when giving the keynote address at the recent conference on outdoor education and adventure pursuits.

His theme was that he felt that an over-emphasis on safety was stifling self-discovery and the excitement which comes from facing and overcoming, potential danger. He clearly believed that between them, outdoor educationalists and governing bodies, were sanitising the activities which offered a real challenge and potential for adventure in our modern world.

One felt privileged to be in the audience as one of the world's greatest mountaineers described his early days, and the events and individuals who influenced him and triggered his deep love of the mountain environment and the challenge it represents.

As a 14 year old he had had several 'close calls' through lack of knowledge and equipment, but was able to find out for himself his own limitations.

Although in a very minor league - almost non-league' in fact - of performance and exploration when compared to Sir Chris, I was reminded of my first crossing of the Solent in about 1961. We were in lath and canvas kayaks - PBKs - and our main safety device was an inflated tube around our bellies, purchased from a government surplus store for half a Crown (12.5p!). Mine was stamped 'tested 1940'!

We knew nothing of tides - the Solent has quite strong streams - did not have a compass, failed to identify Cowes from Wotton Creek, 5 miles away, had not a clue about bouyage (the world's great liners then plied the Solent regularly) and knew nothing at all about the role of Her Majesty's Coastguard. We set off in gathering darkness due to inexperience in preparation and loading.

Two-thirds of the way across we were impressed by the sight of the Queen Elizabeth - the original - passing ahead of us all lit up. We ended up camping in the dark alongside a notice, which we didn't discover until the morning, stating 'The Public is not allowed on any part of the Osborne Estate' (the estate was crown property - a favourite haunt of Queen Victoria). We couldn't have retreated anyway because we had waded the last 100 yards through mud, having known nothing about 'drying heights' - even if we'd had a chart to look at to start with!

It was, however, a thoroughly enjoyable and memorable journey and experience. Equally, later experience has taught me, we could all very easily have ended up drowned.

We managed to journey around the Solent for a couple of years following, with only one trip, led by a friend of mine I hasten to add, suffering the final ignominy of having to be rescued by the Isle of Wight ferry!

Although now responsible for analysing and promulgating safety advice, and for servicing a system of formal qualifications for the training of others to teach canoeing, I do still have considerable empathy with the message which Sir Chris was conveying, and can mirror some of his enthusiasm for the fun and sense of fulfilment which comes from self discovery, and 'getting away with it' in blissful ignorance!

I do feel, however, that he has misinterpreted the situation with regard to qualifications.

Hopefully what our qualifications are about, is not, in fact preventing people from enjoying adventure. They are about avoiding

the silly mistakes - by learning from the experience (or inexperience!) of others. Through good training tyros can move on much more quickly to the point where they can tackle situations of far greater potential for adventure and excitement. These almost inevitably involve a high level of commitment, and potential danger, which it would otherwise not have been possible to sensibly undertake.

A Coach should have a built-in desire to see his or her candidates or protege, to be better than him or herself, and to see them independent, able to judge for themselves what level of risk is involved, and to determine whether or not they wish to accept that risk.

Because of external pressures, particularly over-reaction from the profit-motivated media, it is increasingly difficult to allow young people this freedom - even though they have achieved the necessary competence, which is often well in excess of the ability of the adult supervisors.

A few years ago, my nephew at 16 was involved with his schools cadet force on a 'Ten Tors' event, where the weather deteriorated. They came across another group who were lost and in difficulties and escorted them to a check point. Because of the overall situation his group was then prevented from completing the exercise. They - and he in particular - were furious!

The dilemma faced by the organisers was, however, completely understandable in the current climate.

In my book there is no excuse for harming a beginner - unless a very freak set of circumstances is involved. The damage done by the tragic Lyme Bay fiasco is immeasurable. Those youngsters should have enjoyed a really fun session getting used to their boats. Instead they were taken on a trip which was intended to 'give them a challenge' for which no preparation had been made in terms of learning to control their craft, and under the leadership of 'instructors' so inadequately trained that they didn't even recognise the danger of drifting gently from the shore, until very late on. The simple command 'paddle back to the edge' when the teacher first started to capsized would have avoided the whole sad saga.

How our hearts go out to the parents involved, particularly because it took so long for the facts to be made known to them, due to our process of law.

The problems of sub judice, however, did not prevent the process of the bringing about of legislation prior to the public establishment of the facts!

Whilst I have a great respect for, and sympathy with, Sir Christian's views. Therefore, I do believe that in the climate in which we now operate, it is vital that sound

training is given to those who introduce others to adventurous pursuits, and that it is better to avoid the very basic errors. There seems little point to me, in all of us having to make the same mistakes!

I don't believe this stifles adventure. Both in mountaineering and canoeing, the limits of feasibility are being continuously stretched. Good training is surely a part of the process which has enabled the boundaries to be pushed back.

Personally I believe in the freedom - with responsibility - of the individual. I don't want the 'nanny state' to be telling me what I can and can't do, and what is good for me, at every turn. But if I 'cock up' and make a mistake, I do expect to suffer the consequences - not find someone else to blame.

Unfortunately it is often those who are most resentful of being told of a potential danger who are the first to want to sue somebody when their lack of common sense lands them in difficulty.

In consequence, we are being faced with more and more rules, and greater concern over the legal, and financial implications, of our actions in trying to help others to enjoy worthwhile activity.

There are of course anomalies. No young person - or anyone else for that matter - drowned from a kayak or canoe in 1995. On the other hand, 800 were killed, and several thousand severely injured on our roads. Admittedly most did get a small paragraph in the local paper! It is possible to kill somebody through careless or irresponsible behaviour in your vehicle, and the fact not even allowed to be mentioned in court. There is presumably a logic at work, somewhere, but I personally have difficulty in discerning it.

BCU SOUTHERN REGION SEA TOURING EVENT

This event is for sea proficiency standard paddlers and above and consists of an overnight camp. You will need to be self sufficient for two days and be paddling a recognised sea kayak.

Event: Isle of Wight
Date: 13th & 14th September 1997
Saturday - Lymington - The Needles -
St Catherines Point - Grange Chine.
Sunday - Grange Chine IoW - Lymington.
Coastguard: Solent Tel: 01705 552100
Start & Finish: Lymington Public Slipway, Bath Road:
beside the Baths & Lymington Town Sailing Club.
Depart: 09.30 Saturday & 10.00 Sunday
Tide: Neaps : HW Portsmouth 13/09 0910 & 2131
" " " 14/09 1010 & 2225
Organiser: Roger Taylor 01908 674966
Booking Date: By 07.09.97 Required as camp site has to be booked.

Please be at Lymington Slipway to be on the water by 0930, Saturday 13th September. There is a charge for the car park or close by are several roads where parking is free. It would be advisable to carry your trolley if you have one as there is a short portage from the beach at Grange Chine. There are several pubs close to Grange Chine whose food can be recommended, however please carry enough food for the two days in case our plans have to be changed.

This event is dependant on the weather, please check with the organiser if the forecast is unsettled. (Check Teletext Inshore Forecast) An alternative event will then be organised for those who are interested.

Further information can be obtained from the organiser.

THE 7th ANGLESEY SEA SYMPOSIUM.

MAIN EVENT 3rd - 5th May 1997.

**BCU courses and day expeditions
6th-9th May.**

AT

A.S.S.C. *M*

ANGLESEY SEA AND SURF CENTRE

**PORHDAFARCH, HOLYHEAD,
GWYNEDD, LL65 2LP**

The *I.S.K.A.* Buyer's Directory '97: Sea Kayaks* (Single: 233-501 litres)

by Udo Beier (Germany), Christian Gabard (France) and John J. Ramwell (Great Britain)

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

Remarks

- *: In this survey there are only *single sea kayaks*, which can be bought in Europe, which have a length over 455 cm and two bulkheads (or similar e.g. pod). With few exceptions the material is fibreglass (or similar: Diolen/Kevlar) or Polyethylene (PE) or Polyethylene-Sandwich (PE-S) or Plastic-Sandwich (e.g. "Royalex"). The technical datas are based on informations given by the producer or seller. When the datas are written in *italics*, then they are approximated. The author or other persons have found them out.
- ** : Circa weight of the sea kayak with standard fittings. The weight of a full equipped sea kayak will be higher, especially when the weight given lies under 25 kg. When the datas about the weight of the kayak are written in *italics*, it is the rough weight of a sea kayak with all its equipment (e.g.: bulkheads, hatches, toggles, deck fittings, deck lines, compass, pump, rudder or retractable skeg).
- ***: Dimensions of the cockpit (inside edge): L (=Length), W (=Width), Hfl (=Height-front-inside), Hro (=Height-rear-outside); TB =Thigh brace;
- ****: The displacement depends on the position of the bulkheads.
- *****: Dimensions of the hatches (inside edge): R = round hatch; O = oval hatch; otherwise = rectangular hatch (A);
- 0: Sometimes there are problems to specify the volume. The reasons are different: (a) The volume of sea kayaks made by Lettmann depends on the height of the boats, thus the buyer can decide which volume he wants to have. (b) The specification of the volume you get from the manufacturer varies from the datas the author or other persons have found out. Therefore ask the manufacturer for the exact volume-datas. The datas about the volume written in *italics* are obtained by determining the amount of water that swamps the kayak.

Equipment (standard or optional)

- | | | |
|---|---|--|
| 1: with integrated retractable rudder; | 5: with retractable skeg-rudder; | 17: with special watertight containers built in alongside the cockpit; |
| 2: with sea-trim-rudder à la Valley; | 6: with retractable skeg; | 18: with hatches à la Valley or similar; |
| 3: with traditional river-rudder; | 7: with retractable sword-skeg; | 19: with hatches secured by straps or similar; |
| 4: with skeg-rudder; | 8: with hinged rear rudder; | 20: with hatches secured by an inner tube of a bicycle; |
| 5: with retractable skeg-rudder; | 9: without skeg/rudder; | 21: with hatches secured by a central screw-mechanism; |
| 6: with retractable skeg; | 10: with pod; | 22: with screw hatches; |
| 7: with retractable sword-skeg; | 11: with half a pod (seat bulkhead) | 23: with fitted compass; |
| 8: with hinged rear rudder; | 12: with fitted electric pump; | 24: with spare paddle recess; |
| 9: without skeg/rudder; | 13: with fitted hand or foot pump; | 25: with recessed water bottle; |
| 10: with pod; | 14: with different fitted pumps to choose from; | 26: with three bulkheads; |
| 11: with half a pod (seat bulkhead) | 15: with foam in the top of the bow and stern; | 27: bulkheads, deck fittings, toggles and pump are not standard; |
| 12: with fitted electric pump; | 16: with cargo-container (front and rear) instead of bulkheads; | 28: with built-in radar reflectors (= bulkheads); |
| 13: with fitted hand or foot pump; | | 29: with deck made in plywood; |
| 14: with different fitted pumps to choose from; | | 30: with elastic bulkheads (e.g. foam, PE, Makrolon). |
| 15: with foam in the top of the bow and stern; | | |
| 16: with cargo-container (front and rear) instead of bulkheads; | | |

Model	Dimensions	Cockpit Size	Volume/Displacement		Hatches	Company/Equipment
	(LxW;Weight) cm kg**	(LxW;Hfl/Hro) cm***	(Total) Litres	(Fore/Mid/Aft) Litres****	(F;A:LxW) cm*****	
Folding-(Sea)-Kayaks:						
Greenland-Typ	550x49;16	Round:37;18/17	ca.190	(without bulkheads)		D: Coymans (9; reproduction)
Pouch-Eskl	520x58;25	88x44;30-25/25	400 (?)	(without bulkheads)		D: Pouch (2)
Khatsalano S	532x60;22	79x39;30/27	ca.313 (?)	(with sea sock)		CDN: Feathercraft (2;9)
Klepper Aerius	450x72;27	112x41;38/35	ca.440	(without bulkheads)		D: Klepper (3)
Volume-Class: "Small" (till 300 Litres) (typical attributes: smaller windage; wetter ride; tighter cockpit)						
<i>(fitness: smaller storage and weight carrying capacity; good for a weekend-tour; ideal for smaller/lighter people)</i>						
Endurance	468x65;18	73x41;28,5/26,5	233	041/129/63	e.g.: R:18;R:18o.A.?	I: Qajaq (7;14;18or19;23)
Kayihoa	474x55; ?	69x38;29/24,5	245	038/140/067	R:18;0:41x23	I: Qajaq (9;14;18;23)
Txingudi	547x52;23	63x41;25/21	253	055/130/068	R:18;R:18 or O:41x23	F: Patrice (18/22)
Orca-PS	473x57;21	84x40;29/26	258	036/121/101	R:17,5;0:41x22	GB: Pyranha (3;9;19)
Godthab	522x52;20	55x41;30/23	264 ⁰	048/135/072	each: 41,5x23-15	D: Lettmann (9;13;21;30)
Sirius S	518x52;22	56-86x39;28/24;TB	265	050/120/095	R:18;0:41x23	GB: P&H (2/6/9;14;18;23;24;25)
Scimitar-PE	462x58;23	81x44;29/26;TB	269/350 ⁰	036/160/073	34x22-11;45x31-15	GB: Perception (3;19;30)
ShoreLine Jun.	485x54;19	62x37;26/23	270	045/180/085	R:18;R:18	F: Polyform (18;26)
Squale	580x50;18	65x40;25/23	270	045/160/65	R:12;R:18	F: Polyform (18/22)
Anas Acuta	523x55;20-24	57x38;29/21	275	060/135/080	R:18;0:41x23	GB: Valley (2/6/9;14;18;23)
Fuego	485x55;24	67,5x40;26/23	275/250 ⁰	050/145/080	R:18;50x28	GB: NShore (2/6/9;14;18/19;23)
Kitiwec-(I)	537x58;25	69x40;26/23,5	280	055/138/21+68	R:18;R:18+0:41x23	I: Qajaq (6/7;14;18;23;28)
Ligue de Bret.	520x58;23	60,5x37,5;26,5/26	289	046/184/079	R:18;R:18	F: Plasmor (14,18)
Natsuk	480x62;25	63x42;28/25	295	050/170/075	R:18;R:18	F: Plasmor (18)
Langeoog	554x54;21	49x38;30/27	295	060/150/085	R:18;R:18	D: Weiterer (9;14;18;23)
Baidji M.H.	560x57;23	62x40;28/24	300	040/160/100	O:41x23;R:18/0:41x23	F: Polyform (6,18,26)
Sardinia	513x53;24	69x38;29/24	300/282 ⁰	050/160/30+60	R:18;R:18 + 0:41x23	I: Qajaq (2/6/7;14;18;23;26)
Godthab XLDD	530x54;25,5	71x42;30/24,5	ca.300 ⁰	050/160/085	each: 41,5x23-15	D: Lettmann (1;13;21;30)
..... OD	530x54;23	DD and OD differ only in weight and hatches)			O:41x23;O:42x30	D: Lettmann (1;13;18;30)
Iroise	485x58;18	67x41;26/24	300	050/175/075	R:18;R:18 or O:41x23	F: Contre C. (18,29)
ShoreLine Sen.	485x58;20	67x41;26,5/22	300	050/175/075	R:18;R:18/0:41x23	F: Polyform (18,26)
Viking	500x57;22	58-75x39;30/26	300	060/150/090	R:24;O:42x30	FIN: Kajak-Sp. (2/6;14;18)
Pintail	523x56;20-24	57x40;29/22	300	070/140/090	R:18;O:41x23	GB: Valley (2/6/9;14;18;23)

(1/97) For corrections please contact: U.Beier, Stresemannallee 19a, D-22529 Hamburg (Germany) Tel. 040/563727,
Chr.Gabard, 20 rue Simon Latoile, F-92260 Fontenay aux Roses (France) Tel. 33(D1)46607212 or
J.J.Ramwell, 5 Osprey Avenue, Westthoughton, Bolton, Lancs BL5 2SL (Great Britain) Tel. 01942-842204.

(continued: next page)

Model	Dimensions	Cockpit Size	Volume/Displacement		Hatches	Company/Equipment
	(LxW;Weight)	(LxW;Hfl/Hro)	(Total)	(Fore/Mid/Aft)	(F;A:LxW)	
	cm kg**	cm***	Litres	Litres****	cm*****	
Volume-Class: "Medium" (301-350 Litres)						
Avel Dro	518x58;23	72x42;30/28	304	050/164/090	R:18;0:41x23	F:Plasmor (13;18;23)
Kentzai	499x58;22	69x37;28/27	304	072/174/058	R:18;0:41x23	F: Cayak (18)
Kitlwee (F)	537x58;25	63x42;24,5/23	305	050/170/085	R:18;R:18 + O:41x23	F:Plasmor (2/6/7;14;18;23;26)
Sirlus M	518x52;23	56-71x38;31/26;TB	305	055/150/100	R:18;0:41x23	GB: P&H (2/6/9;14;18;23;24;25)
=... w. Rudder	514x52;30,5*	56-71x38;31/26;TB	ca.305°	070/130/100	<i>(data output of a kayak with all its accessoires)</i>	
Petrel	560x52;25	58x38;30/28	305	090/140/075	O:41x23;0:41x23	F: Karbone-14 (18)
Meridian	512x58;22	73x38;27/26	ca.310	050/150/110	R:18;R:18	GB: NShore (2/6;14;18)
Asiak	500x57;25	78x41;29/28	ca.310°	050/155/100	40x24-17;50,5x33-25	D: Lettmann (1;13;21;30)
Phylleas	480x80;20	60x44;29/26	310	058/196/058	R:18;R:18	F: Cayak (18)
Bahia 1014	460x80;20	60x44;29/26	310	058/196/058	R:18;R:18	F: Cochois(18) (similar:Phylleas)
Nordkapp	545x54;20-24	57-76x?;30/28,5	310	070/140/100	R:18;0:41x23 or R:18	GB: Valley (2/6/9;14;18;23)
Capella-PE	500x56;24	73x40;31/23	315	055/170/090	A:24x24;A:38x36	GB: P&H (2/6;14,18,23;30)
Meridian	488x56;21	80x42; ?	ca.315	?	R:18;0:41x23	USA: Dagger (9;18;23)
Seeker-PE	488x60;27	88x46; ?	315	?	?	USA: Dagger (2;19;30)
Apostle-PE	518;60;31,5	81x43;26/25	315	?	R:24,5;R:18;0:41x27	USA: Dagger (2;19;26;30)
Viking	532x57	69x38;31/25	316	047/163/28+78	R:18;R:18+0:41x23	I: Oajak (6/7;18;23;26)
Marathon S.S.	547x52;18	84x41;29/17	317	072/135/110	R:18;R:18	F: Patrice (22)
Esplora	530x52;23	88x40;28/26	320	050/190/080	R:18;0:41x23	I: Francesconi (4;13;18;23)
Appel-Eski	500x64;21	83x45;33/24	320	060/160/100	R:18;R:18	D: Diez (2/3;13;18;22)
Skerray-PE	514x58;23,5	(71)-54x38;31,5/24	320	060/160/100	R:18;0:41x23	GB: Valley (5/8/9;14;18;30)
Skerray GRP	518x58;22-24	56-76x40;30,5/26,5	320	080/160/100	R:18;0:41x23	GB: Valley (2/6/9;14;18;23)
Inuk	550x50;20-25	51,5x43;32,5/20	ca.320	070/ca.150/100	R:18;0:41x23	GB: Feloy (18)
Sealution-PE	502x58;28	74x39;32/33	ca.325	?	34x18-10;34x24-18	USA: Wilderness (2/9;19;30)
Baidj G.H.	560x57;22	74x40,5;29,5/28	325	045/170/110	R:18;0:41x23	F: Polyform (6;18)
Eskimo Cötler	513x60;23	83x41;28/22	325	060/165/100	each:R:18 or:55x35-28	F: Patrice (22 or 19)
Oland	530x55;18-23	75x40;27/24,5	ca.325°	070/155/100	42x20-14;40x26-21	D: Pietsch (1;12;20;23)
=... with Valley-Hatches					R:18;0:41x23	D: Pietsch (1;12;18;23)
Albatros	505x60;25	58x38;30/29	325	080/150/095	R:18;0:41x23	F: Karbone-14 (18)
South.Aurora	500x61;24	78x39;32/31	330	055/180/095	R:18;42x32	NZ: Qual.Kay. (2+11;13;18+19)
Horizon	500x60;23	77x39;32/31	330	080/170/095	R:18;42x32	NZ: Qual.Kay. (2+11;13;18+19)
Iceflo	508x61;24	58-73x40;32/28	330	055/150/125	R:18;0:41x23	GB: P&H (2/6/9;14;18;24)
Selkie	503x60;20-24	57-76x?;30/28,5	330	050/160/120	R:18;R:18 or O:41x23	GB: Valley (2/6/9;14;18;23)
Orion	518x61;24	73x40;30/26;TB	330	055/150/125	R:18;0:41x23	GB: P&H (2/8;9;14;18;23;24;25)
VKN Svalbard	535x55;22	50x38;30,5/25	333	060/160/38+75	R:18;R:18+0:41x23	NL: KCB (2;6;9;11-15;18;23;24;26)
= ... G (with larger cockpit)		73x40;29,5/24				
SouthernSkua	540x60;23	77x39;32/31	335	055/170/110	R:18;42x32	NZ: Qual.Kay. (2+11;13;18+19)
Outlander	488x59;-	73x39;30/25	335	060/145/130	R:18;0:41x23	GB: P&H (2/6/9;14;18;23;24;25)
Calypso	515x55;22-29	68x40;26/24	ca.335	060/175/100	40x19;50x28	GB: N.Shore (2/8/9;14;19;23)
Legend	544x54,29	58x37;26/22	ca.335	?	O:41x23;R:18+0:41x23	GB: Foster (9;14;18;23)
Ocean	513x60;25	63x40;29/23	336	082/171/103	2x: R:22 or 54x34-26	F: Patrice (6;14;19;22;25;27)
KSU Noctiluca	505x55;22	50x38;30/40	337	060/160/47+70	R:18;R:18+0:41x23	NL: KCB (2;6;9;11-15;18;23;24;26)
= ... G (with larger cockpit)		83x45;29,5/24)				
Catchiky C.H.	535x54;25	83x41;28,5/25	338	054/180/104	O:41x23;0:41x23	F: Plasmor (14,18)
Mariner	515x55;21	61 ??	340	055/180/105	R:18;R:18	GB: NShore (2/6/9;14;18;23)
Narval	515x55;22	62x38,5;27/25	340	055/180/105	R:18;0:41x23	F: Polyform (6;18)
Baidarka	514x52;25	58x39; ??	340	080/150/110	R:18;0:41x23	GB: P&H (2/6/9;14;18;23)
Magellan-PE	503x58;27	82x41;29/23	340	?	R:24,5;0:41x27	USA: Dagger (2;19;23;30)
Sirlus L	518x52;24	72x41;35/29;TB	345	060/180/105	R:18;0:41x23	GB: P&H (2/6/9;14;18;23;24;25)
Baikai	510x60;22	67x41;28,5/21	345	070/180/095	R:18;R:18+0:41x23	F: Polyform (6;18;26)
Nordsee	543x53;26	70x42;34/27,5	345	080/165/100	R:18;0:41x23	D: Diez (9;13;18)
Anadyr	530x55;24	69x42; ??	ca.348	?	?	I: Janautica (9;22)
Hanseat	525x58;20	71x43;31/27	347	057/195/095	O:41x23;0:42x30	D: Lettmann (1;13;18;30)
Umlak	580x48;19	62x38;31/25	350	(optional)	(optional)	D: Meier (1;13;18/20;27;30)
Barzol	540x54;20	83x38;27/24	350	060/190/100	R:18;R:18+0:41x23	F: Plasmor (18)
Kontiki Sen. PE	515x59;24	83x42;31/26	350	064/180/098	R:24;R:24	F: Rotomod (18;30)
Skyros	530x58;23	68x40;27/22	350	065/175/110	R:18; ??	F: Polyform (6;19;26)
Artisan 2000	560x58;23	58-75x41;32/29	350	067/178/105	R:24;0:42x30	FIN: Kajak-Sp. (1/6;14;18;23)
Volume-Class: "Large" (351-400 Litres)						
Romany	489x54;24	82x39;32/23;TB	353	087/170/096	R:24;R:18 + R:24	GB: Dennis(2/6/9;14;18;23;26)
Kialivac	580x53;25	68x42;28/22	355	065/190/100	R:18;0:41x23	F: Plasmor (18)
Nordstern	550x57;26	78x41;29/25	ca.360°	060/177/120	40x24-17;50,5x33-25	D: Lettmann (1;13;21;30)
Super-Mailk	520x58;22	98x40;33/28	360	075/165/120	O:35x21;O:35x21	S: Clifford (3;6;14)
Habel III(360)	530x60;19-24	75x40;29/27	ca.360°	080/160/120	42x20-14/40x26-21	D: Pietsch (1;12;20;23;24)
Arctic	525x58;26	78x41;30/26	361°	052/194/115	40x24-17,50,5x33-25	D: Lettmann (1;13;21;30)
KSU Hellaster	535x55;22	83x45;28,5/22	363	073/160/45+85	R:18;R:18+0:41x23	NL: KSU (2;6;9;11-15;18;23;24;26)
Chinook-PE	488x61;25	80x43; ?? TB	367/295°	047/148/100	R:14;45x35	GB: Perception (3/9;19+22;30)
Caribou	533x60;24	78x42;32/28	370	060/200/080	R:23;R:23	S: Aqua. (8/9;12;15;18)
Tümmier	548x52;22	70x40;31/25,5	370	062/192/116	44x15;44x25	D: Claub (6;13;17;19)
Yukon-E	505x55;14-22	83x45;31/26	370	065/190/115	30x21-17;38x32-26	D: Prijon (2;13;19)
Kyook-PE	457x63,5;27	79x44;31/28-31	370	075/180/115	28x18;37x25	CDN: Necky (2;13;19;30)
Caribou-IC	533x60;24	78x42;32/28	370	ca.080/120/ca.110	R:23;R:23	S: Aqua. (8/9;12;15;18)
Buccaneer	530x55;22	65x39;28/24ST	ca.375	090/170/115	40x19;50x28	GB: N.Shore (2/6/8;14;19;23)

Model	Dimensions	Cockpit Size	Volume/Displacement		Hatches	Company/Equipment
	(LxW;Weight) cm kg**	(LxW;Hfl/Hro) cm***	(Total) Litres	(Fore/Mid/Aft) Litres****	(F:A:LxW) cm*****	
Volume-Class: "Large" (351-400 Litres) (continued)						
Arluk III	563x57;24	79x41;29/28;TB	ca. 379	062/191/126	30x22;38x28	CDN: Necky (2;13;19)
Seayak-PE	490x80;26	81x45;30/27	380	042/298/042	each: 33x28-20	D: Prijon (2;13;16;19;)
=... with rear-bulkhead made out of foam				042/228/110		D: Prijon (2;13;16;30;19)
Avalon Viviane	581x53;26	86x46;??	380	075/185/120	0:41x23;0:42x30	FIN: Kajak-Sp. (2/6;14;18;)
Kreta	550x64;23	82x45;31/30	380	080/180/120	R:18;0:41x23	D: Diez (2/3;13;18/21)
Romany Expl.	535x55;24	82x39; ??TB	380	105/160/115	R:24;R:18+R:24	GB: Dennis (2/6/9;14;18;23;26)
Fighter	500x59;22	73-87x41; ?	385	085/170/130	R:18;0:41x23	S: Clifford (3;14;18)
Narpa-PE	503x61;28	79x44;30/27	390	080/200/110	28x18;37x25	CDN: Necky (2;13;19;30)
Amrum	550x55;24	75x40;33/32	390	100/165/125	39x18;36x26	D: Pietsch (1;12;20;23)
Looksha II	610x51;21	74x41;30/25	ca. 392	??	??	CDN: Necky (2;19)
Touring E1	502x60;5;28	83x42;32/28	395	053/194/131	R:18;0:42x30	D: Heimi (2;13;18)
Calypso Mono	475x61;19	88x41;29/28	395	075/200/120	40x28;50x30	F: Polyform (1)
Belouga 1	509x68;28	83x44;26/21	395	075/200/120	R:18;0:41x23	F: Plasmor (14,18)
Skerray XL	538x61;25	69x41; ??	395	075/200/120	0:41x23;0:41x23	GB: Valley (2/6/9;14;18;23)
Måsen-Elit	530x60;24	96x42;37/31	395	100/150/145	33x25;54x32	S: Clifford (3;19;28)
Seagull Elite	530x60;23	96x42; ??	395	100/145/150	33x25;54x32	S: VKV (8;19;28)
Volume-Class: "Extra-Large" (over 400 Litres) (typical attributes: higher windage; drier ride; wider cockpit)						
(fitness: larger storage and weight carrying capacity; good for a tour lasts several weeks; ideal for heavy/larger people)						
Nordnes SK	525x58;??	(large)??	ca. 400?	095/-?-/135	?	N: Nordnes (3;19)
Hasle Explorer	520x80;24	79x40;30/28	401	069/221/111	R:26;R:28	N: Hasle (PE-S;4/9;13;22;30)
Seallon-PE	523x57;27	83x43;30/26;TB	405 (?)	057/169/080 (?)	34x21-10;44x30-20	GB: Perception (3;19;30)
Puffin-PE	500x61;29	85x45;29/28;TB	410	090/150/170	R:18;42x32	NZ: Qual.Kay. (2;8;10;13;18+19)
Puffinlight-PE	500x60;25	85x45;33/32	410	ca.100/160/150	R:18;42x32	NZ: Qual.Kay. (2;13;18+19;30)
Seagull Offsh.	530x80;23	96x42; ??	410	100/150/160	33x25;52x32	S: VKV (8;19;28)
Habel II	528x60;25-32*	78x40;32/30	410	100/160/150	42x20-14;40x26-21	D: Pietsch (1;12;20;23;24)
Aquila	575x57;28	76x41; ??TB	420	090/180/150	R:24x0:41x23;0:41x23	GB: Dennis (2/6/9;14;18;23)
Express	500x56;21	75x40;34/31	ca. 420	(optional)	(optional)	D: Meier (2/3;13;18;20;27;30)
Seagull Ocean	530x63;25	96x45; ??	430	060/210/160	25x33(or:R:19);53x35	S: VKV (8;19;28)
Thema	550x57;26	83x42; ??	430	ca.070/220/140	??	D: KSK (5;13;18)
Seelöwe	520x80;21	83x40;34/31	450	080/180/180	(optional)	D: Meier (2/3;13;18;20;30)
Garkast HK-1	580x55;25	58x39	ca. 460?	135/-?-/155	R: R:24;R:15?;R:24	S: Svärdsklöva (6;18+22;26)
Muktuk	520x60;21	75x40;30/28	469	(optional)	(optional)	D: Meier (2/3;13;18;20;27;30)
Ny-Aaland	533x61;24	74x?;38/35	502	092/190/220	41,5x23-15	D: Half (1;13;21;23)
VKN Skarabee	560x59;24	59x41;29,5/25,5	568	148/207/65+150	R:24;R:18+R:24	NL: KCB (2;6;9;11-15;18;23;24;26)
= ... G (with larger cockpit)		77x42;30,5/25,5				
Incomplete Data: (The manufacturers are not able or willing to give more exact informations about their kayaks!)						
Tornak PE	457x58;26	76x45	?	?	?	CDN: Necky (2;13;19)
Looksha IV-PE	520x58;29	79x45;28/29;TB	?	?	0:30x20;0:36,5x26	CDN: Necky (2;13;19)
Tornak	472x58;??	75x42;30/27	?	?	30x22;38x28	CDN: Necky (2;13;19)
Arluk IV	488x61;??	79x41; ??	?	?	30x22;38x28	CDN: Necky (2;13;19)
Tesla	518x64;??	81x41; ??	?	?	30x22;38x28	CDN: Necky (2;13;19)
Arluk 1.8	549x58;??	52x41; ??	?	?	30x22;38x28	CDN: Necky (2;13;19)
Arluk 1.9	549x58;??	75x39; ??	?	?	30x22;38x28	CDN: Necky (2;13;19)
Arluk II	549x58;??	75x39; ??	?	?	30x22;38x28	CDN: Necky (2;13;19)
Inuit	510x57;21	64x41; ??	??	?	R:18;0:41x23	E: Omei (6;9;14;18)
Kratouna 1007	523x60;22	80x45; ??	?	?	R:18;R:18	F: Cochois (22)
Manille 1015	535x59;22	69x42; ??	?	?	R:18;R:18	F: Cochois (22)
Skybou	502x58;20	68x45; ??	?	?	R:18;0:41x23	F: Quest (13;18;23)
Vyneck	549x52;??	?	?	?	?	GB: Foster (2/6;18)
Inuk	550x50;15-25	51x43	?	?	?	GB: Krton
Huntsman	510x57;25	?	?	?	?	GB: McNulty
Kodiak	510x57;25	?	?	?	?	GB: McNulty
Svalbard	525x56;25	?	?	?	?	GB: McNulty
Svalbard	525x58;20-35	?	?	?	R:18;?	N: Frltid (3;14;18+19)
Alaskan	548x59;34	?	?	?	?	GB: McNulty
Seasure	532x58;22	?	?	?	?	GB: Mega
Fire	530x54;23	?	?	?	R:18;0:41x23	NL: Nova (6/9;14;18;23)
Flame	575x54;??	?	?	?	R:18;R:18+0:41x23	NL: Nova (6/9;12;18;23;26)
Surviver	520x55;24	55x40; ??	?	?	R:18;R:18+0:41x23	NL: T.Best (1/6;14;18;23;26)
Silhouette	541x52	?	?	?	0:41x23;0:41x23	NL: Watermark (14;18)
Shadow	545x58	?	?	?	0:41x23;R:18;0:41x23	NL: Watermark (14;18;26)

(1/97) For corrections please contact: Udo Beler (Germany), Christian Gabard (France) or John J. Ramwell (Great Britain).

Manufacturer

Aquanova Kajakers AB, Torslanda (Sweden);

Cayac - La Centrale du Kayak, 2 bis, rue Michelet, F-94700 Maisons Alfort (France);

Clauß GmbH, Marienstr. 10, D-67063 Ludwigshafen (Germany);

Clifford, Lars, Kajaker & Kanadensare, Fornminnesvägen 7 B, S-26371 Jonstorp (Sweden);

Coymans, R., Dankwerthstr. 12, D-24106 Kiel (Germany);

Cochois - Z.A. Les Plaines, F-26320 St. Marcel-Les-Valence (France);

Contre Courant - c/o Jean-Pascal Le Han - 76, Boulevard Jules Verne, F-44300 Nantes (France);

Dagger (USA): Import: Mobile Adventure, Bridge Works, Knighton Fields Rd. West, Leicester LE2 6LG (Great Britain);

Dennis, N., Kayaks Ltd. (c/o ASSC, Porthdafarch Rd., Holyhead, Gwynedd LL65 2LP (Great Britain));
 Diez Bootswerkstätte, Koblenzer Str. 13, D-65582 Diez/Lahn (Germany);
 Feathercraft (Canada);
 Feloy, Robin, Prospect Cottage, Stabledon Lane, Ashburton, Devon TQ13 7AE (Great Britain);
 Foster, Nigel, Canoining Ventures, 5, Tan-y-Bwlch, Mynydd Llandegai, Bethesda, Gwynedd, LL57 4DX (Great Britain);
 Francesconi (Italy); Fritid, E., Mjondalen (Norway);
 Half, W., Bordumer Str. 17, D-26316 Varel-Dangast (Germany);
 Hasle (Norway);
 Helmi-Sport, Eilvase an der B6, D-31535 Neustadt a. Rübenberge (Germany);
 Janautica - Tekno Sport s.r.l., 21, via del Commercio, I-20040 Bellusco (Italy);
 Kajak-Sport OY, Matti Valonen, Tohkantie 6, FIN-27100 Eurajoki (Finland);
 Karbone-14 31, Impasse du IV Septembre, F-33130 Bègles (France);
 Kirton-Kayaks, Marsh Lane, Crediton, Devon EX17 1ES (Great Britain);
 KCB-Kanocentrum de Biesbosch, (G. de Bruun) Calandstraat 26, NL-4251 NZ Werkendam (The Netherlands);
 Klepper-Faltbootwert H.S. Walther GmbH, Klepperstr. 18, D-83026 Rosenheim (Germany);
 KSK-kanu-sport Klein-Impelmann, Weseler Str. 12, D-46519 Alpen (Germany);
 Leitmann - Sport GmbH, Franz-Haniel-Str. 53, D-47443 Moers (Germany);
 Mega (Great Britain); Meier, Heinrich-Osterath-Str. 256, D-21037 Hamburg (Germany);
 Necky Kayaks (Canada): Import: KAGO-Sportartikelhandel U.Goetz, Postfach 701124, D-22039 Hamburg (Germany);
 Nordnes Batsport, N-5000 Bergen (Norway);
 North Shore, Tanton Hall Farm, Stokesley, Middlesbrough, Cleveland TS9 5JT (Great Britain);
 Nova Werf, Factory 10B, NL-16589 AL Zwaag (The Netherlands);
 Ornel - Canoas & Kayaks, C/Sagasti, 30 - E-20100 Lezo (Guipuzcoa) (Spain);
 Patrice - 5, Rue des Orangers - Port de Plaisance, F-64700 Hendaye (France);
 Perception Kayaks, Bellbrook Business Park, Uckfield, East Sussex TN22 1QU (Great Britain);
 P&H - The P&H Company Ltd., Station Road, West Hailam, Derbys DE7 6HB, (Great Britain);
 Pietsch - Pietsch & Hansen Sportboote, D-25852 Bordelum (Germany);
 Plasmor - Saint Léonard, F-56460 Theix-Vannes (France);
 Polyform - Z.A. La Montgervalaise, 2 - F-35520 La Mézière (France);
 Pouch Boote GmbH, Bitterfelder Str. 24, D-06774 Pouch (Germany);
 Prijon-Vertrieb GmbH, Innlande, D-83022 Rosenheim (Germany);
 Pyranha-Mouldings Ltd., Marina Village, Preston Brook, Runcorn, Cheshire WA7 3DW (Great Britain);
 Qajaq-SeaKayaks, Resinetro, Via de Nobili 16, Brugnetto (AN) 60010 (Italy);
 Quality Kayaks (New Zealand): Import: H.Gadermann, Heschredder 92, D-22335 Hamburg (Germany);
 Quest Composites, Pai du Moustoir - BP216 - F-56402 Auray (Crach) (France);
 Rotomod - Z.I. Jean Malèze, F-47240 Bon Encontre (France);
 Svärsklova, Nyköpings Kanotcenter, S-61193 Nyköping (Sweden);
 The Best-Polyestserbouw, Siddeburen (The Netherlands);
 Valley Canoe Products Ltd., Private Road 4, Colwick, Nottingham NG4 2JT, (Great Britain);
 VKV - AB Vituddens Kanotvarv, Kanotvägen 2, 59338 Västervik (Sweden);
 Weiterer, U., Kreuzstr. 9, D-28203 Bremen (Germany);
 Watermark, Vryenbanselaan 31A, NL-2612CL, Delft (The Netherlands);
 Wilderness Systems (USA): Import: Indian Ship GmbH, Postfach 400480, D-70404 Stuttgart (Germany).

BCU SOUTHERN REGION SEA TOURING EVENT

Event: Dorset Coast
 Date: 3rd - 5th May 1997
 Coastguard: Portland : 01305 760439
 Tides: 03/05 Neaps : HW : 0405 & 1653 (Portland Harbour)
 04/05 " : HW : 0515 & 1715 " "
 05/05 " : HW : 0616 & 1848 " "
 Briefing: 0900 hours at the campsite.
 Trips : TBA on the day, taking in account the conditions and the abilities of the paddlers attending the event.
 Campsite: Woody Hyde Farm, Corfe Castle, Wareham,
 Dorset. Tel: (01929) 480274. MR OS 195/974805
 Organiser/Contact: Roger Taylor : 01908 674966
 Booking Date: By 27.04.97

Directions: From Wareham take the A351 to Corfe Castle / Village, approximately 1/2 mile after leaving the village, the road bends left and undulates, it has a double white line at this point. Ahead on the right, at the top of the rise, you should see a large white panel with : Woody Hyde Farm painted on it. Turn right down the track, and go under the Railway bridge. Then look for which field the kayak's are hiding in.

THE NORDKAPP TRUST.

The Trust was formed to promote safe and sociable sea kayaking. During 1996 a network of centres was put together with the aim of delivering a coaching scheme and provide centres that offer kayaking expeditions and equipment in the USA. These centres are in excellent locations from Florida to the East coast of America. In addition to this the Trust now promotes a total of four symposiums. For further information please contact Nigel Dennis.

THE NORDKAPP TRUST



Anglesey.

From a Swedish point of view.

By Karin Mentzing. Nov. -95

The Isle of Anglesey is situated in North Wales and is separated from the mainland by a channel - Menai Straits. During the springtide this channel is very much like a wild water. The water around this area is very much effected by the movements of the tides and for the seapaddler it's necessary to have pretty good knowledge and experience so that one is not falling into difficulties. As a stranger to the area it's absolutely necessary to hire a guide.

In the whole of the North Wales area there are a lot of outdoorcenters with very knowledgeable people. One can sail, windsurf, dive, do whitewaterpaddling, hillwalk, climbing and seakayaking. Ther's a lot of activities. For a seapaddler this is an eldorado! There's everything here. Wild water, tidal races, overfalls, advanced rockhopping, surfing, long sandy beaches and fantastic land- and seascape. During the spring and the early part of the summer, this is the breeding-ground of millions of birds on the clifftops. Here one can see Pilgrimfalkens, Puffins, Guillemot and lot of other birds. Not to talk about all the seals and - if you are lucky - Dolphins, Killerwhales and other whales.

It's a Tuesday in the middle of November and I'm sitting outside my tent at an outdoorcenter in Rhoscolyn. A slight breeze makes the tent shift a little and the sun hits my eyes slightly. It's still warm enough so that the campinglife is relatively without problems. I remind me of last time I was here, in August. Then it was high summer and the sea was as flat as a pancake.

Håkan, Lena and I came here ten days ago and still there has been one and another pancake. Like the day we paddled out to Puffin Island and became associated with the seals during a few hours. The welsh seals don't behave quite like the ones in Sweden. Sure our seals are curious, but they keep themselves at a distance. The seals around Puffin comes very much closer. They nose at our paddels and snap for loose hanging things on our kayaks. With a little bit of luck, one can almost scratch them on the head. Myself, well I got a real hug from a seal. I can still see it in front of me. Its white stomach turned up against the surface, gliding through the water under me, back and forth a few times and eventually it was lifting my kayak up a few centimeters and rubbing itself against the sides of the hull. That made a delight of me. Closeness, happiness.

When we rounded the island on our way back towards the mainland we had a tail of at least ten seals which were following us. We paddled into a rather tight cave and some of our newly-won friends came in with us. They were swimming around and gently rubbed our kayaks.

Despite everything, this is the Atlantic and it's breathing even when it's laying down. This is most noticeable when one paddles along the south and western parts of the coast. When one looks out over the sea it seems quiet and still but in among the cliffs it's hissing and skumming.

We are on our way northwards from Rhoscolyn and today the sea has more movement. It's hissing around the black, toothlike cliffs which stick up out of the water along the coast. We paddel in and out of caves, between the black spiny cliffs, through tunnels. Brittish paddlers call this behaviour rockhopping. The sea heaves up and down and it's necessary to have good timing so that one is not thrown down on some rocky ledge which sometimes appears above the water, sometimes under.

The land climbs up like the wall of a skyscraper above our heads. One gets a fantastic feeling when one turns up and looks at it. Half way up to the grass ledge high up, there are some caramel coloured individuals at the end of a rope. It echoes of a metal sound between the walls of the cliffs, when the climbers are moving around on the centimeter-wide ledges.

We turn our bows towards the sea in order to try the tidalrace at Rhoscolyn Beacon.

When the tide water passes a stack or a gap, the water presses together and raises up. It's like a giant wild water in a river. This is called tidalrace.

Rhoscolyn Beacon consist of a few clifflike island stack, which one can let oneself be thrown around. Or play and surf if one is skillfull enough. Our guide, Nigel Foster is very skillful. He plays and surfs as soon as he has the opportunity. To see him paddel is like watching a ballet dancer. He leads and the kayak follows. We are amazed and tries to copy him, but it's not so easy to do this as it looks like. But it's a wonderfully, tingling feeling to hang there, half way up to heaven and look over the valley of steel grey water. To fight with the top of the wave for a moment, to try to catch the surf. -How does the man manage to do this?! Asch!! And then crash headlong into the valley with the wavetop annoying looking down at you. Well, at least a few surfings were we managed to do before head towards the relatively calmness between some rocks. Just as I relaxed there's a crash beside me and a wave has find its way into our calm place. It brakes over me and throws me a couple of meters sideways. With the reaction speed of Lucky Luke (draws faster than his own shadow) I throw out a high brace and manage to save myself from being totally dipped. Cold rills finds its way down my back. Brrr!!

In Britain there's almost always a pub within walking distance. By the shine of our torches, we wander and surch along a beach path to The White Eagle. A couple of pints are ordered in at the table. The place is not really crowded at this early hour at a Thursday evening in November. Conversation, naturally, is about paddling. There's John from Holland. He's going to start up his own center this spring and is collecting a lot of ideas so that his new dream will work well. He's trying to lap up as much information as he can, especially from Nigel which has years of experience. Håkan & Lena already have a canoe-center in Gothenburg. They've had it for a couple of years and also have some experience to share with John. A lot of ideas and experiences are exchanged and it becomes rather late. Jokes and laughs become more and more and the walk back home is happy and jolly in the dark.

We drive down to the south part of the island in order to visit Newborough Forest and Llanddwyn Bay which is a nature reserve with pine plantations and long sandy beaches.

The roads are narrow and curving. Off the sides of the roads are often stone walls. Behind the walls there are small stone houses with, for instance, Hydrangea and Fuchsia still in bloom. The landscape is magnificent and pittoresc at the same time.

In Wales one speaks both welsh and english, so all the roadsigns are in two languages. The welsh are very careful about their own language. I think it gives them a very strong feeling of togetherness. In many schools, all teaching is in welsh.

Newborough Forest is a well-visited hiking area and there are quite a lot of cars on the parking-place even though this is in the middle of the week. The beaches on the other hand is almost empty. As a very keen collector of small stones, this must be paradise!

We spend several hours with looking down for stones, often crawling on all fours. Our backpacks gets heavier and heavier, even after we have eaten our pack-lunch.

The cliffs are also fantastically beautiful. Here there's a lot of lava-rocks which shines blue, green and violet. On the cliffs are snails which are at the moment closed, waiting for high tide and an eagerly awaited meal.

At the little lighthouse at the tip of Llanddwyn Island, we stay for a moment and enjoy the view of the magnificent waves which roll in over the cliffs. Still the sun is shining but suddenly the horizon disappear in a dark blue haze, so we go back towards the car in order to avoid getting wet.

In Rhoscolyn Bay strange things happens.

We want some nice pictures from the top of the cliffs and Nigel & John are going to embellish these pictures with their paddling. Nigel is sitting in his kayak, waiting for John, when a group of people in proper clothes come wandering down the beach. A man dressed in a dark suite and wellington boots begins to go and balance out on the cliffs. He carries a little box, which turns out to contain the ashes of Phyllis, 91 years old, which are going to be spread in the bay. Nigel invites them to paddle her out a little bit and this is taken with gratitude by the relatives, so Phyllis is now brought together with her husband, whose ashes was earlier spread out in this bay. Her niece relates that Phyllis would have been very happy to know that her last journey was made in a kayak together with a handsome young viking.

Phyllis's spirit walks with us during the evening. It feels good and peaceful.

We walk quite a lot as well. The public footpaths are marked out with small signs here and there. Sometimes it happens that the path goes through somebody's garden before it disappears in a field near the steep cliffs. Meter high stonewalls criss-cross through the countryside, often flanked by low prickly bushes. One could write a whole essay about the different ways to build steps over the wall. Every landowner has their own construction. All over there are sheep, so the grass is short and easy to walk over.

The view over the sea is enchanting up from the cliff.

We look out over Penrhyn Mawr, one of the most westerly headlands which is famous for its tidal races. Nigel points out and explains how the currents move and what happens with the wind and the waves. It's really rather logical and it's not difficult to understand when one looks down at it, from the top of the cliff.

The following day we paddle through the same tidal race and the logic from yesterday is not so easy to understand when we sit there in the middle of the currents and the big waves.

When we've passed Penrhyn Mawr, we don't manage to keep enough speed through the backwater, so that we can be able to round South Stack, which Nigel has planned. Instead we are driven towards the headland. The currents are really strong here and one needs a lot of experience and knowledge to understand how the water moves, if one is not to get into difficulties.

In the bays between the headlands, there are back-currents. We exploit these on our way back home and in this way we manage to go "downhill" again. The difficulties is to rounding the headlands against the currents. We have to creep very near the black-craggy cliffs where the water is roaring and exploding. And then it's a matter of having the bow in the right direction and paddling like an idiot.

At Penrhyn Mawr I very nearly landed against the cliffs. I paddled with all my mind and the water rush past me, but the mainland was almost standing still. The cliff was coming closer and closer, but at the wrong angle. I must scream out in order to release a little bit more adrenaline and this helped clearly, because I managed to take me out of the current, just before I was crashing into the cliffs.

The passage from North stack to Rhoscolyn has probably the finest rockhopping around Anglesey and we spend a lot of time, paddling in and out between the rocks. We are not quite so daring that we copy all of Nigel's tricks. We sit and wait for him outside a narrow passage which is one moment cliffs and the next moment a mad rush of water. Suddenly he appears in the shape of a canadian-paddler. One paddleblade was left in there and Nigel looks a little bit blank. He reaches for his spare-paddle, goes back into the chaotic water and in fact manages to find the lost blade.

Nigel has more or less grown together with his kayak. He is known all over the world for his journeys, which includes circumnavigation of Island, journeys in Scotland, Shetland Islands, the Faroes etc. But perhaps he is most famous for his solotrip from Baffin Island to Labrador. He is a tourleader as well as holding courses in Florida, Holland, Canada, Scotland, Wales and Scandinavia. He has also written two books about kayak-paddling, written numerous magazine articles, mostly for Sea Kayaker Magazine. He gives lectures and slideshows in U.S.A. and Europe as well as designed four sea kayaks: Vynec, Legend, Shadow and Silhouette.

Nigel has studied biology, chemistry, geology and geography and he is knowledgeable in natural history. A knowledge he gladly shares with others during tours.

He is as well a great personality with a good sense of real british humour and a never ending supply of stories out of his motley life.

Give him a pint of Guinness and a good guitar and you will have a jolly evening!

Jacques VALENTIN
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Fax : 05.56.49.21.32

The 10/01/97

I. S. K. A
International Sea Kayak Adventure

*I Would like to organise a trip on the north coast of
BRETAGNE in St-Malo and ROSCOFF AREA*

Date : JUNE 97 14 to 21

Group maximum : 30 Paddlers

*You Will receive on February the first letter for
informatton.*

*First of all I will send this letter to the ISKA Participant's
SWEDEN 96 and SCOTLAND 95*

*Best Wisbes and
Happy new year.*

I.S.K.A. letters.

From Dr, Paul Schur, Nantwich, Cheshire.

Dear John,

As an occasional sea paddler I feel I have a certain degree of responsibility for supporting the R.N.L.I. in its' noble work. I also have a vested interest as a potential user of their services! Having heard that their funding through legacies has been declining, I thought I'd encourage other paddlers to help out. First, by joining the organisation for a mere £40.00 per annum. Their head office is at West Quay Rd., Poole, Dorset, BH15 1HZ. Secondly I propose to undertake a sponsored paddle from Shrewsbury to Bridgenorth on Easter Monday, the 31st March, 1997 at about 1000 hrs. Estimated time 5 hours. For anyone not in the Devizes/Westminster race or even those who may wish to wind down after it, if they would like to join me, they would be welcome. If it is successful I shall try to do a longer trip in the near future or even get to sea - though I would'nt like to be rescued by the very folk I'm supposed to be supporting!!
Yours sincerely,

Paul Schur.

From eric Totty, Kendal, Cumbria.

Dear John,

I was very interested in Paul Caffyn's letter in the last issue of the ISKA newsletter (No. 13) about cockpit design.

It reminded me of our meeting when he dropped in at your Gatehouse of Fleet meet after his circumnavigation of Great Britain with Nigel Dennis in 1980. Paul and I each had an early Nordkapp kayak and we both had problems with the seating position.

The problem was that after an hour or two of continuous paddling, as we began to tire, we each had an involuntary tendency to lean back whilst paddling and there was no support to prevent this. A back strap alone was too low down to give the necessary support.

I had found it necessary to fit a back strap to support a one inch thick close celled rubber pad about ten inches by ten inches for a back support and I still make use of it.

Paul had a better idea which he showed me. It was in the form of a slatted wooden back to his seat about the same dimensions as my rubber pad. It was lighter and more workmanlike than mine and provided easy access to or exit whilst remaining a fixture to his kayak - even in the event of an involuntary exit!

I wonder if Paul still makes use of his back rest, or has he progressed to something better. Possibly his cockpit design together with better sea positioning obviates the necessity of doing so.

If you read this Paul, and remember the occasion I hope you will find the time to comment further on this subject of back-rests. Best wishes for 1007 with favourable tides and tailwinds.
Eric.

International Sea Kayak Newsletter Review

Abbreviations of Newsletter/Magazine Titles:

AB: ABOM Bull. (I); AN: ANORAK (US); AS: ISKA NL (GB); BC: Bay Currents (US); CM: CK/Mer (F); CS: Canterbury SKNL (NZL); IN: Investigator NL (AUS); KY: Kayak Yak (US); MP: Metropolitan Paddler (US); OD: Outdoor (D); Qq: QAYAQ (CAN); PW: Paddlers World (GB); SC: Sea Canoeing (Tanzania); SK: Seakajak (D); SN: Sea Canoeist (NZL); SP: Sea Paddler (GB); ST: SeaTrek (AUS); Sy: Sea Kayaker (US); Languages other than English: F = French; G = German; I = Italian; Ref.-Nr. Title, Abstract FB = River description in detail Author/s Published Pages.

General Themes

Training, Exercises, Paddling Techniques

36i =NAV0vi Pagaiare di Notte. Ital. version of ABL36, illustrated: Lights of motor and of sailing vessels. Preparation, navigation weather, landing ----- Ramwell, J.J. AB 15(aut95) 4

Group Leader Training:

f2 The Assessment and Selection of Sea Kayaking Group Leaders. Frontispiece: Gale 9 Crossing. Factors involved in successful leadership of sea kayaking ventures ----- NN AS11(96) 9

ARK

Equipment for the boat

45i Come Usare le Anchore da Mare nel Surf. Italian translation of "Using Sea Anchors in Surf" (45). ----- Dutton, Steph AB 17(96) 2

4bi Anmerkungen z. "Rolling-Float" (G, see 49). Author's doubts - Wessels SK 51(95) 1/4bj Betrachtungen z. "Rolling Float" (G, see 4bi). "An efficient rescue aid" -- Gabard SK 54(96) 1

52 Further Thoughts on Sponsons: Georgian Bay, wind 25 kn, 2-m-waves. One tripmate feels unsafe, gets sponsons mounted, lands perfectly through surf - Dyer, T. 1 Qq 3/95 1; 2 KY 111(96) 1/2

53 The Sea Float - A boarding platform & ladder. Inflated on deck; for reentry mounted besides cockpit. Flotation 4-5 times paddle float ----- Ingram, Tim KY 111(96) 1/4

54 VHF Radios. Prices & FCC License Req.s lowering: VHF transceivers become everybody's. Operation, maintenance --- Hindrichs, Stephen; VHF vs Cellular --- Englert, Ken KY114(96) 4

55 GPS Info. "Waterproof" Magellan 2000 was not really "tight", failed after sea water exposition ----- Killen, Ray AN 4/96 1/2

56 =RBU2m The Sea Float. Boarding platform to assist re-entering of a SeaWing stabilised kayak. Post script: C. Cunningham. Poor Photographs ----- Walsh, Tim SyAu96 3

ARP

Paddler's Equipment

4c =SIC46 Il Giubbotto Salvagente (I). PFDs; data; materials; requirements; types: with/without rescue/towing harness ----- Florio, Stefano De AB 15(95) 2

4d Die Life-Line für Kajakfahrer (G). Elastic line from back harness of paddler to stem of kayak. Length 2/3 of kayak ----- Half,W. SK 54(96) 1

4e Personal Locator Beacon - ASAMAT PLB7. Designed to trigger an alarm on the vessel from which the person has fallen overboard. No worldwide alarm/locator function -NN AS 11(96) 1

BBE

Kayak design, building, repair (2); History (e); Unique designs and materials (s); Evaluation (v)

25 Boat repair: Devcon "Magic Bond" (epoxy putty). Can be applied to wet surfaces, cures in 20-30 min - even immersed. ITW Devcon, Danvers MA 01923, USA --- Clark PW 65 - no copies

so Krazy Kcardboard Kayak Race. Every July 45 min to build a cardboard kayak. Creations are judged, laughed and paddled by the bravest member of the team - Schwartz, Ecco KY 114(96) 1

BBE

Kayak building:

26 Faszination Kajakbau (G). Svend Ulstrup's group instruction (12) at Hundested /Denmark. 10 days work to have a sea -fit Greenland kayak. Photographs ----- Pipatpan, Nataya SK 55(96) 5

History:

ej Eastern Arctic Kayak discovered in Toronto. The best preserved and oldest of its type was acquired and paddled by Arctic explorer J.W. Tyrrell in 1885. From Atria 5/6/96 ----- Qq Su96 1

Sea kayaks

2ui Visible Kayak Colors. re: 2u. Best visible: Most unnatural colors: Pineapple yellow and robin's egg blue. Pieces of reflective tape catch searcher's eyes at night --- Alderson, D. SyAu95 1/2

37i Capire il Kayak. Italian translation of 37: "Making Sense of Kayaks", 4 drawings ----- Goodman, Frank R. AB 16(95) 5

3lu Are There Any Sea Kayaks, Which Go Faster? Why (according to the author) the Kayak Reviews of "Sea Kayaker" are of little use for sea paddlers ----- Beier, Udo AS 7(96) 2

3L Kayak Reviews: Meridian (Dagger, 4,88*0,56;347 ltr;21 kg), Falcon (Eddyline, 4,88*0,53;323 ltr;19 kg). "Some confusion exists about stability curves..." ----- Cunningham u.a. SyJn96 6

3m Im "Oland" auf Probefahrt (G) (5,30*0,55;325 ltr; 23kg with rudder, without pump). Low coaming, some problems with pneumatically secured hatches ----- Beier, Udo KS 6/96 2

3n Falbote - die besseren Seekajaks? (G) Based upon Ralph Diaz's "The complete folding kayaker". C.S. weighs "goods" and "bads" of folding kayaks at sea --- Schagen, Carlo SK 54(96) 4

3o Better Boats. The genius of the sea kayak has to be experienced not deduced. The static language of numbers + formulas is inadequate. To describe this experience --- Dean, M. AN 4/96 2

3p Kayak Reviews: Looksha II (Necky, 6,10*0,51;436 ltr; 21kg; Kevlar-Carbon) and Vision (Walden Paddlers, 3,83*0,64; 364 ltr;19kg; recycl. HDPE) ----- Cunningham et al. SyAu96 6

DRV

Theft, Robbery and prevention

0a Alert: Kayak Thief Might be in Bay Area. Consider tighter security for your kayak storage. If you're in the market to buy a used kayak, use extreme caution. From WKC Bull. --- Broze, M. 2

GGP

Large water kayaking / Sea kayaking (2); surfing (b)

1vi Loading a Kayak - Part 2 (part 1 not available). Bow, rear, stern compartment, cockpit, deck loads ----- Forsyth,R. CS 9 / Part 3: Another example ----- Ferguson, S. CS 10; 2

2a Zeekamp Vlieland (G). Sea padding instruction the dutch way, 9 - 16 bis 16. September 1995 ----- Steiner, Urs SK 53(96) 3

2b Einführungskurs Wattenmeer (RST) Mai '96 mit Holger Wessels auf Spiekerroog (G). 4 days. Instruction schedule; Photographs ----- Kilian,Peter SK 54(96) 1 1/2

2c A-Kurs vom 5 bis 9 Juni 1996 (G). Itinerary: Wangersiel-Eckwardersiel-Fedderwardersiel-Hohe Weg-Fedderwardersiel-Wangersiel ----- Arndt, Andrés SK 54(96) 1 1/2

2d Regionales Sicherheitstraining in Radolfzell, 15.-16.6.96 (G). Rescue training, paddling technique, sea signals (no details) ----- Tiemann, Dieter SK 54(96) 1

2e Seekajakfahren mit Vorsicht (G). 20 safety hints for the group leader ----- Beier, Udo SK 54(96) 8

2f Dumm gelaufen... (G) Paddler runs into problems following erroneous evaluation of wind and tide currents. Towed by sailboat. Lessons learned ----- Hillejan, Bernhard SK 54(96) 2

GGP

Surfing:

b6 Surf Safety. Landing & taking off for groups. To land, the strongest/most experienced paddler leads; 2nd lands last. Taking off in reverse order (SySp 87) ----- Soares/Haack KY 111(96) 1/2

INF

Various Informations: history:

eb Escape from Holland. WW 2: Several Dutch paddled over the North Sea from Holland to England. The story of Henri Peteri is recounted by ----- Foster, Nigel SYAu96 4

INF

Various Informations; personalities:

p8 BASK Friend and Founding Member Dr. Paul Kaufmann Moves On... Paddling the Bay: A Psychological Perspective. Homage to the paddle-psycho-philosopher - Wells, Penny BC 7/96 3

MED

Health and Medical problems

2i Markt am Paddlerherzen. Vorbeugen. Rehabilitation (G). Paddler #'s report. Precautions. Group tours:Inform the others about your medical risks ----- Prigge, H.-J. KS 5/96 1

2m The case of the unconscious paddler (engl. translation of 2f + 2g). Paddlers in danger of consciousness need at least 2 rescue-experienced companions. Drawings --- Cadoni, S. AS 10(96) 4

2n Cardiac Arrest. Only 4-6 minutes time to avoid irreversible cerebral damages. Diagnosis. Treatment: A-B-C-sequence: Airway-Breathing-Circulation. 2 drawings --- Author? AS 10(96) 2

2o Shoulder Dislocation. Punching through a wave B's paddle blade pushed his shoulder out of place. Roll impossible, wet exit. No PFD, no wetsuit. Lessons learned - Schwartz KY 111(96) 1

2p Orthopedic Injuries in Kayakers I. Simple: Paddler's wrist. Potentially catastrophic: Shoulder dislocation. Less likely: Finger/thumb, kneecap dislocation. Treatment - Williams KY 111(96) 1 1/2

2q Hypothermia. What is it? Typical symptoms of lowering core temperature. How is it treated? Best defence. Vertigo. Cold shoe? Off the Internet, supplied by --- Brown, Rex ST 23(96) 2

2u =RBU2k Hilfe! Hilfe! (Help! Help! G) First aid for drowning accidents. Rescue, re-animation. Short instruction, 9 drawings ----- DLRG SK 54(96) 1

... Wirbelsäulen-Sprechstunde (G). Spine problems. Sports medicine expert Dr. N. Heuer interviewed: Sit up correctly; kayak/canoe; precautions; fitness; injury protection --- Uhl KM 5/96 1

MOT

Means of Propulsion: Paddles (0); Sails, Kites, Parafoils (s)

0t 1 Half a Paddle. Arctic kayakers had a single-bladed paddle handy on foredeck. I carry a sectional paddle as a spare - Cunningham Sy Jn96 1; 2 "look at my Voyager" - Carter IN 25(96) 1/2

0u History revisited. Inuit paddle "Naqurkqatpgt": bifurcated, drilled, low aspect ratio, flexing blades. A very efficient paddle. Drawing ----- Lowe, Gary AN 4/96 1

NAV

Navigation

0vi =ABL36i Pagaiare di Notte. Ital. version of ABL36, illustrated: Lights of motor and of sailing vessels. Preparation, navigation weather, landing ----- Ramwell, J.J. AB 15(aut95) 4

11i Which GPS? (engl.) How does it work? (erroneous description); Position accuracy tests with 10 receivers (all outdated now). Author/source not mentioned ----- AS 7(2/96) 3

11j Quale GPS? (I). Translation of "Which GPS" (11i) ----- N.N. AB 18(96) 4

13 Proportional-Navigation (G). Smart use of GPS by converting missile homing algorithm to kayak navigation, compensates automatically many error influences ----- Hermann SK 54(96) 1

14 What's on the HORIZON? Distance formula; table of visibility distances; distances for recognition of colours, identification of persons, details of clothes etc. ----- Hill, Ian ST 23(96) 2

16 Sailing by Eye. Excerpt from "Cruising". Sailors perspective vs birds view. How to estimate distances. Looking "through" the water surface ----- Sleightholme, J.D. AS 11(96) 7

RBU

Rescue and Survival

29i Abbandonato in un Luogo Solitario. Italian translation of "Marooned" (29) ----- Wiltens, Jim AB 17(96) 2

2k =MED2u Hilfe! Hilfe! (Help! Help! G) First aid for near drowned; rescue; re-animation. Short instruction, 9 drawings ----- DLRG SK 54(96) 1

2L Personal Locator Beacon - ASAMAT PLB7. Designed to trigger an alarm on the vessel from which the person has fallen overboard. No worldwide alarm/locator function -NN AS 11(96) 1

2m =ARK56 The Sea Float. Boarding platform to assist re-entering of a SeaWing stabilised kayak. Post script: C. Cunningham. Poor Photographs ----- Walsh, Tim SyAu96 3

2n Making Rough-Water Rescues Work. T-Rescue; Scramble, or Cowboy Rescue, Rafted T; Playing "Virtual Ocean"; Assisted Rescues;Practice, Practice ----- Schumann, R. SYAu96 4

SIC

Safety

3ti Galleggiamento: senza si affonda. Italian translation of "Flotation - Sunk without it" (3t) ----- Broze, Matt AB 17(96) 3 1/2

46 =ARP4c Il Giubbotto Salvagente (I). PFDs; data; materials; requirements; types: with/without rescue/towing harness ----- Florio, Stefano De AB 15(95) 2

47 Gli Errori (I: The Errors). Surf trip in February, not properly prepared. Capsize 30 m from land. Hypothermic, nearly unable to crawl on land. Lessons learned ----- Cadoni, S. AS 15(95) 5

TEC

Technics and Do-it-yourself

2mi Derive mobili: Qualche consiglio pratico (I) Translation of "Skegs" (AS 6, Nov., 1995). E.g. how to keep the skeg out of way when loading the boat ----- Basemore,John AB 15(95) 1

2r Vollautomatisch auf Tauchstation. Mit einfachsten Mitteln (4)(G): Watertight Viewfinder cameras: Canon Prima AS-1; Konica Mermaid; Minolta Weathermatic --- Wirtz, T. SK 54(96) 1

	UHL	Nice and worth reading		
Ovi	The Race. From "The Aleutians" (ISBN 0361-1353). Snak: 4 Aleuts challenged the captain of <i>Starr</i> to a race to Unga (45 mi). Their bet rose to \$200. How they won - Moser CS 8(95) 1			
...	Mit dem Kajak um die Welt (G). 3 "crazy" Britains touring round the World from one White water to the next: Nepal, New Zealand, California; British Columbia - Jackson, A. KM *5/96 5			
19	My First Anorak. When page 13 finished and program was to be closed, Robin experienced what many PC users experienced before and many will experience yet... Snow, R. AN 4/96 ¼			
	UNF	Incidents, Accidents and their Causes		
20	The death of a paddler: Getting the story. Easter 1996: Paddler capsizes 100 y from the NJ seashore; dies within 5 min. Water 5°C. Other cases. Lessons --- Sutherland, Chuck AN 4/96 2½			
	WWW	Weather, Wind, Waves		
...	Wettervorhersage selbstgemacht (G). Do-it-yourself weather forecast. Clouds, dawn, halo. Why swallows are flying low. Technical support. Literature ----- Bartscher, R. KM *4/96 1			
	WWW	Weather information		
i6	Seewetterbericht (G) Europe (GB till Mediterranean). Times, frequencies, phone No's. Error: Danmark: Tone dialling phone or dialler needed! ----- Beier SK 54(96) 1,5			
	WWW	Weather, wind and waves information:		
wf	Offshore winds. "Wind is the curse of sea kayakers". It generates the bulk of problems that arise. Offshore wind gains twice its speed from land to sea --- Caffyn, P. SN58(95) / ST 23(96) 2			

Group Paddling areas

Ref.-Nr.	Title, Abstract	FB = River description in detail	Author/s	Published	Pages
	ASI	Asia; Japan:			
j2	Kayaking the Southern Japanese Islands. Yaeyama islands by Feathercraft double. Coast and rivers. Strong winds (83% of the time force 5) ----- Turner, Joanne KY 111(96) ¼				
	BRI	Ireland:			
id	*The Skelligs. Two small Islands at Ireland's SW corner. Skellig Michael was inhabited for more than 1000 years by monks in beehive cells. Difficult landing in swell - Eccles, Phil SyJn96 4				
	DIR	Various waters: Arctica and Antarctica:			
a0	The Longest Trek: The Spanish Circumpolar Expedition. 3 Jahre and 14000km "amphibious" trek (kayaks, dogsled, walking) from Greenland to Alaska ----- Olivera, Manuel SyAu96 7				
	DIR	Various waters: Mediterranean Sea:			
m6	Kleiner Ägäis-Trip 95 (G, Apr-May). Lavrion-Naxos via Kea, Kythnos, Seriphos, Siphnos, Antiparos + Paros. 10 days paddle, 12 days stormy. Map, photographs - v.d.Driesch SK 53(96) 6				
	GRI	Greece, Islands:			
k3	=ORI0: Ägäis 1994 (G). By folding double at the coast of Turkey and Dodekanes islands. Kos-Pserimos-Turkey--Samos-(Ferry)-Patmos-Kos. Draft map, info --- Steiner, Urs SK 54(96) 8				
k4	Paddeln im Reiche des Windgottes Äolus (G). International Kyklad islands trip '96. Rafina-Andros-Tinos. Ferry to Iraklia. I.-Koufonissi-Amorgos. Draft map --- Roling, H. SK 56(96) 4				
	ITA	Italy			
kpi	Le mie Eolie (I). Kayak round trip through the Eolian Archipelago north of Sicilia. 6 participants (and the wind called "Libeccio") ----- Marucci, Lorenzo AB 15(Fal) 2				
	KAN	Canada, Yukon/NWT:			
...	Kanada klassisch (G). Big Salmon River-Yukon from Quiet Lake until Carmacks (~ 400 km, 10-14 days). 2. half of September, winter beginning. Info, Map ----- Höh, Rainer KM *5/96 6				
...	Trouble am Tatahenshini (G). Group trip with XR Trekkings + Raft. Raft capsizes, floats away. All paddlers saved, raft recuperated. Only minor damages ----- Zimmer, T. KM *5/96 2				
	KAN	Canada, Arctic coast:			
aq	Eis und Schnee total (G). 2. trip from Resolute to Grise Fjord/Ellesmere Island (1993), 800 kms. Photos, map copy (1:9 M). Ice bears, walrus, muskdeer ----- Koepp, H.-J. SK 54(96) 7				
	KAN	Canada: Pacific coast:			
pd	Captain Cook was wrong. Desolation Sound (Vancouver I.'s east coast), superb place to paddle. Spectacular scenery. Campsites available at no charge, sheltered waters - Smith, D. Qq Su96 3				
pe	Bella Bella (G). Paddling and Nature. Bella Bella-Calvert Island and back. Fishing, bear encounters. Fotos. No map ----- Mayrhofer, Bernhard SK 54(96) 5				
	KOF	Continent No 5: Australia			
avf	Sea Kayaking around the Kimberleys. Two Victorians paddled from Wyndham to Broome (WA), 1534 km. One of WA's longest, most isolated and beautiful coastlines - newspaper SN 58(95) ¼				
avi	Kay Kayaking Sydney Style. A mornings paddle out of Sydney Harbour. Accompanied by reflections about sea water pollution- better than five years ago... ----- Dickson, Glyn 2				
avj	Not Quite Sea-Canoeing - A Visit to the Kimberleys. Ord River: L. Argyle-Kunanurra. Many freshwater crocodiles, but also "salties"! Draft map, drawings --- Emery/Steane SC 28(95) 10				
avt	Murrumbidgee. Affluent of Murray R.; Start: Childowa. Landing beyond Wagga Wagga (> 100 km). 3 maps. River irrigates surrounding land: Irregular water flow - Steane, V. SC 28(95) 4				
b6	1 26-28 Jan '96: French Island-Westernport Paddle (SO Melbourne) --- Cromie, Mike / 2 Novice Day Paddles 3-4 Feb '96 Ricketts Pt+Balnarring Beach --- Musgrave, Ray ST 23(96) 1 + 1				
	KOF	New Zealand:			
npi	A Day in the Bay (Hawke Bay, East coast of North Island). Feb 18, '95; Clifton Beach - Mahia Beach. Long day: Start + landing in moonlight ----- Herrington, David SN 56(95) 1				
npj	South Coast Paddle (8.3.95). Southland: Invercargill westward till Colac Bay ----- Mulvany, Stan SN 56(95) 1				
npl	Voyage to Kane (November '94). Paddling and mountain climbing. Paddling to North fiord of Lake Te Anau, Bivouaq on slope. No sight on summit ----- Mulvany, Stan SN 56(95) 1				
npt	Cook Strait as an Alternative (for plugged visit of Little Barrier Island). E-W-passage, then round Arapawa. W-E-trip back with night landing. Map ----- Herrington, D. SN 56(95) 2				
nqf	Lytelton to Akaroa - Solo. Labour Weekend 22-24 Oct. 1994. Akaroa: near Christchurch. 3-days-trip on NZLs SE coast. ----- Mc Garry, Terry CS 7(95) 2				
nqi	"A long day at the office". Around East Cape. Opape Beach (Bay of Plenty) - Orua Bay - Oruaui B. -Te Araroa - Waiapu R. - Whareponga - Tolago Bay - Kirk-Anderson, J. SN 57(95) 2				
nqj	Hollyford River to Milford Sound. Freshwater-saltwater trip in SW region of South Island. Radio contact with Milford airport control tower ----- Grant, Max SN 58(95) 1				
nql	Fighting the Easterlies. Auckland to Waikawau Bay. East coast of North Island. Eastern Beach - Hauraki Gulf - Coromandel peninsula, then southward ----- Wurm, Andy SN58 (95) 1				
nqt	Lake Brunner. Picturesque landscape 3 driving hrs south of Christchurch. 1-2 days trips or following the whole coastline. Map repro 1:200.000 ----- Garland, Andy CS 11(95) 1				
nr	The dark side of the Mana (isle at the west coast of North Island). C.E.'s early morning paddle round Mana (2-3 hrs) before leaving to work. Map p.12 ----- Edwards, Conrad SN 59 2				
nrf	D'Urville Sounds Circular (D'Urville Island lies north west of the Marlborough Sounds). 9 day trip through fiords, some portages. Start/landing at Picton ----- Edwards, Conrad SN 59 2				
nrL	The Voyage of the Blue Fox. Klepper double paddling from Farewell Spit till Picton, along North coast of South Island. Shallow areas. 2 weeks ----- Edwards, Conrad SN 60(95) 6				
nv	A Paddle on the Wild Side. Fiordland by Kayak. Doubtful Sound-Dagg S.-Breaksea S.. Squalls, heavy rain, rarely calm weather ----- Riley, Marie & Tim SN 60(95) 3 / AS 9/96 3				
	NWG	Norway			
...	Kreuzfahrt (G). Folding kayak trip through Norways fjords. Mid-May: Sognefjord, Fjærlandsfj., Nærøysfj., Sunnlyvsfj., Geirangerfj.. Info, draft map ----- Deleker, Joachim KM 4/96 6				
	ORI	Middle East: Turkey			
0c	=GRIk3: Ägäis 1994. (G) By folding double at the coast of Turkey and Dodekanes islands. Kos-Pserimos-Turkey--Samos-(Ferry)-Patmos-Kos. Draft map, info ----- Steiner, Urs SK 54(96) 8				
	OSS	Baltic Sea			
28	=SWDk5 Nord-Schweden, Bottenvik (G). From Piteå till Haparanda. Spectacular scenery, shallow water, rocks. Water depth depends on wind direction - Belgraver SK 53(96) 5				
	SPK	Spain, Portugal, Canarian Islands:			
...	Die Insel der Feuerberge (G). Sea kayaking Lanzarote. N-, E- & South coast. Sea kayaks transported by Condor (\$30 each). Photos, map, information ----- Kanne, Niels KM *5/96 6				
	SWD	Sweden: Coastal waters			
k5	=OSS28 Nord-Schweden, Bottenvik (G). From Piteå till Haparanda. Spectacular scenery, shallow water, rocks. Water depth depends on wind direction ----- Belgraver SK 53(96) 5				
	UAL	Alaska: Coastal waters:			
k8i	South East Alaska. Letter from a NZ couple touring in a "bolt together" double from Ketchikan towards north. Much impressed, only few geographic fixes --- NN, Brent + Zan SN 57(95) 2				
	USB	USA: Inland waters			
29	Beavers, Bats, and Owls or A Midwinter Sojourn Up the Grand Canyon. 3 days from Lake Mead into the Canyon and back. Permits required (free). Information --Murray, Jim KY 111/96 3				
	USK	Pacific Coast:			
x7	Trip Report: Estero de San Antonio to Estero Americano Paddle (May 26) or "What a Difference a Day and a Coupla Dudes Make..." (see BC V11, No2, Feb '96) --- Weiner, Joan BC 6/96 1				

Long-Haul Packing

By Andy Knapp

WE ARE ALL AWARE OF THE VIRTUES OF "traveling light" while engaged in human-powered activities, but there are times when it may become necessary to take along an extra-heavy load to accomplish our goals. The efficiency of traveling by touring kayak can often invite this additional stuff, and not just on multiweek expeditions to remote wilderness waterways. Even relatively short saltwater trips can quickly become burdened with the weight of fresh water in dry areas, and who can turn down the occasional "decadent" trip laden with fresh food, extra camp gear, and perhaps one of those boxes of wine? Several years ago, an eight-day trip I did in the Florida Everglades involved carrying 13 gallons (105 lbs.) of water for two persons, in addition to food and other equipment.

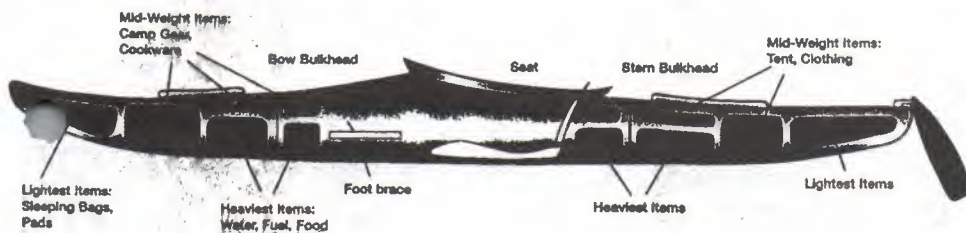
Care must be taken in the planning of such a trip to preserve the handling characteristics and the seaworthiness of your kayak. The carrying capacity of a given boat will obviously vary with its design and the weight of the paddler using it. The manufacturer's stated weight capacities may be a starting point for determining maximum loads but will probably be on the high side. Up to a point, all kayaks will achieve some extra stability and tracking ability with the addition of

will keep the kayak floating with an even trim. This is important because even a mildly bow- or stern-heavy kayak can become difficult to control in various wind and wave conditions.

Containers of water, stove fuel, and that box of wine will be your heaviest items, so pack them near the bulkheads if you can. There are several kinds of collapsible polyethylene and nylon water containers that can be fitted low and into corners. Tightly packed food and clothing bags, tents, tarps, and cookware will be the next-heaviest category of gear. Sleeping bags and rolled foam pads are the lightest, bulkiest items and are candidates for the far ends of the hatch compartments.

Keeping the gear from shifting around in rough paddling conditions is important. With a full load, you can usually wedge water containers and other heavy items into place with dry bags or other compressible pieces of gear. If you have empty space left over, an air bag with an attached hose for inflating it can be used to wedge gear in place and provide additional flotation. Do not overinflate these on cool mornings, lest they expand too much on hot afternoons.

If you like to tinker, lash straps and/or bungee cords can be added to interior storage spaces to help secure some



some properly packed weight, but beyond that point, the boat will become bargelike and unresponsive. As the working surface of the hull, which provides secondary stability, is submerged below the waterline, the kayak will become unstable and dangerous in rough water.

Packing heavy gear as low as is feasible in the boat will of course keep your center of gravity as low as possible, but also keep the swing weight of the kayak in mind. Try to keep weight as close to the middle as you can. Because you need open space for your legs in front of you (and in front of the balance point), roughly a one-third to two-third split of the weight of the gear between the bow and the stern

pieces of gear. I sometimes use a mesh nylon storage bag in the cockpit space behind the seat to store various useful items and to prevent them from floating away in the event of a mishap. In general, it is a good idea to avoid storing much nonessential safety gear on the deck of the kayak, as the weight and bulk will just raise your center of gravity, add wind drag, and invite loss in surf.

Once packed, check to see or have another paddler look to see that your kayak is floating evenly end to end and side to side. If you practice packing and paddling your loaded kayak, observe how it handles, and make any necessary adjustments before the big trip, you will have a safer and more enjoyable time.

The following ballad was written after a successful crossing of Cook Strait by Conrad Edwards, Tony Jennings and Glyn Dickson, the team reaching Picton in time for the opening session of the Picton KASK Forum.

Picton for Tea

by Conrad Edwards

We started in the witching hour
around half past three
A dark, moonless night it was
For Tony, Glyn and me.

Titahi Bay we left from
to reach Picton for tea
In-between, Cook Strait
and fifty miles of sea.

Into Inky waters we
slid our chosen craft:
three Slingshot kayaks,
long, sleek and fast.

A high over New Zealand
a metre's ocean swell;
a light southerly breeze;
all these boded well.

We rallied off the beach,
torchlight on frozen breath,
splashes, voices, yawns,
we set off, heading west,

Mana, squat and brooding,
one league to our right.
Ahead an eerie nothing,
but the Brother's light.

One for all and all for one,
we paddled in racing Vee,
in line abreast, in Indian file,
a gaggle upon the sea.

Starlit sky above us:
heaven's very essence,
Black depths beneath,
touched with phosphorescence.

Through the hours of night,
into the twilight zone,
three ghostly silhouettes
paddled on and on.

{Tiring was the effort,
but what was twice as bad:
to catch the crucial tide,
just two hour's sleep we'd had}.

The sun rose over Kapiti
radiant pink and gray:
no dawn parade more splendid
on that ANZAC day.

Daylight spread around
uncovering we three
perched in tiny kayaks
alone there on the sea.

Past Brother's islands
tidal streams abound.
Cape Koamaru the prize -
gateway to the Sounds.

On Arapawa Island
we found a tiny bay:
tucker, tea, an hour's rest.
Still only half way.

Queen Charlotte Sound:
ridges, bush and shore,
mile after mile of it,
and then some miles more.

We raced against each other,
taking turns to lead:
carbon paddles flailing
each trustly kevlar steed.

Or we'd throttle back
relaxing with the flow,
yawning, stretching, chatting;
still some way to go,

Thirteen hours all told
(or sometime thereabout)
to reach Waikawa Bay,
and Picton's lengthy Snout.

Finally, we're there,
Picton beach at last -
and perfectly timed, for
the opening of the cask!

MARITIME MOBILES

INMARSAT's plans to launch a global hand-held satellite phone service by the end of the decade received the unanimous approval of its Assembly of Parties, which represents the cooperative's 75 member countries.

The Assembly also agreed to change Inmarsat's formal name from the International Maritime Satellite Organisation to the International Mobile Satellite Organisation. Set up 15 years ago to provide commercial distress and safety communications for the maritime community, it has since provided mobile satellite communications for aircraft in flight and land mobile users around the world.



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.

Hello Friends!

From Doug & Jill Fesler, Anchorage, Alaska December 1996

A personal letter which it has been agreed I may publish.

It is known that the Muscovy Company tried to bribe men by the offer of great rewards to winter in Spitsbergen, but in vain. Then the Company obtained some criminals condemned to death, who were promised a reprieve, on condition that they should spend a whole year in Spitsbergen. They were to be well supplied with food and other necessaries and to be generously rewarded on their return after the year. The men were shipped to the north, but when the time came for them to be left behind, the horror of the place was so heavy upon them "that they preferred to return home and be hanged rather than stay on those desolate shores." We are not informed in what year this happened but it must have been between 1625 and 1630. (Conway, "No Man's Land," 1906)

Roughly three hundred and sixty six years later, sane by at least our own judgement, we set off for Spitsbergen accompanied by friend John Bauman. Stretching north of the 80° parallel, Spitsbergen is the largest in a group of islands collectively called Svalbard. Its name literally means pointed mountains. We had reservations about going there. For one thing, few people seemed to know where it was. For another, Svalbard is home to one of the world's greatest concentration of polar bears. And then, of course, multi-year pack ice often clogs the coast, rendering it impassable to boats with thicker hulls than ours.

The first time we reached the ice, we were streaking at 580 kilometers an hour. But no hardship. We just calmly ate our marinated greenlip mussels and continued peering out the plane window at Baffin Island. Upon actually landing in Longyearbyen, one of four small coal-mining towns on Spitsbergen, the biggest challenge we faced was finding our boats. They were sitting, somewhat forlornly, on the end of a wharf, having wintered over on the tiny island of Bjornoya. When we paddled out of town on 15 July, John in his kayak and the two of us in rowing boats, we were loaded with 60 days of food, 3 shotguns, and the usual assortment of camping gear. Our plan was to circumnavigate the island, a distance of about 800 miles, if the ice and weather allowed.

Spitsbergen has been carved by frozen water and further chiseled into shape by uncompromising elements. It is wild and raw, old and new, stark and vibrant. Almost no vegetation obscures the ground which is patterned with polygons and stripes of rock sorted by size. Glaciers stream out of the mountains into the sea. Many have been retreating, leaving enormous piles of conveyed moraine. It was a rare day when we didn't paddle past at least three glaciers, more often, it was five or six. Some of these joined forces to create blue ice faces that were wider than 15 miles. Best of all for us, Spitsbergen was alive. We had groups of 50-70 beluga whales swim right through us, often thrusting vertically out of the water a few feet away to gawk with protruding eyes. And more birds than any of us had ever seen in our lives. Arctic terns, puffins, auks, murrets, kittiwakes, and beautifully flying fulmars all comprised a busy, squawking population in the millions. One rookery cliff stretched the limits of our imagination as with hoods raised, we paddled underneath four miles and 3000 feet of stacked life.

August 10 was an especially magical day. By then, we had paddled north around the top of the island and had descended roughly 4/5s of the way down the east coast. We started the morning with a six mile crossing of a bay. Though the fog was thick, we cruised easily on flat water past large, silent icebergs. As we reached the far shore where we could just dimly make out a steep scree slope, Jill looked over her shoulder twice before she asked hesitantly, "is that a whale above my head?" Indeed, as emerging sunshine helped confirm, there was a whale on the side of the mountain 50 feet above sea level, embedded in black ice. And yes, to answer the question one of Jill's sisters asked, it was dead. It was completely intact, with a wide tail and enough flesh to attract the attention of seagulls, although it looked almost hairy as a result of constant rockfall. There were two possibilities that we could think of. One was that this was a modern day whale that had gotten pushed up by pack ice but it looked like it was too far up the mountain for that. The other was that this whale was thousands of years old and was just now melting out of remnant ice from a glacier that had retreated more than 1/2 mile around the corner. We told scientists at the Norwegian Polar Institute about it upon our return to Longyearbyen and excited, they sent a helicopter with a biologist aboard to take samples. They favored the latter theory but all of us can only speculate until the dating is completed.

We continued paddling. John had his eyes on an iceberg which was moving incongruously fast. It turned out to be a swimming polar bear. As we moved towards it, it swam away, impressing us with its lack of both fear and aggression. A few hours later, devouring Doug's hot, fresh bread on a sunny beach, we looked several miles ahead to see bulging, saucer-shaped lenticular clouds spilling off the edge of a ridge and dispersing the water of a Yosemite-like waterfall outwards. Other not so subtle clues as to what we were in for

included ominously grinding ice out to sea and a rising, gentle swell. We, of course, had the option of camping right where we were but the day was beautiful, the water still flat, and the country intriguing.

We'd made it past one four mile wide glacier and had come to a section of cliffs when winds of 50-70 mph slammed us. They were offshore so as long as we hugged the coast, rough water wasn't a problem though a hundred yards further out, the sea was a froth. Even with feathered oars, we were doing full force bench presses just to get the oars forward against the wind. Slowly, we inched our way to a beach where we could land. Doug got out of his boat to check on camping possibilities and at precisely the same moment, he and Jill spotted a sleeping polar bear about 60 feet away. Tiptoeing back to his boat, he told John, who hadn't seen Jill signal "bear" with a downward swipe of her arm, that they'd have to move on. John, who is shorter and couldn't see over the berm of the beach, wriggled up the beach to see for himself, wasting no time returning to his boat. As we passed the bear, it rolled over on his back, legs in the air, scratched its belly, and padded down to the water. When John paused to take photographs, the bear slid silently into the ocean and began swimming after him but was even more discouraged than us by the headwinds.

We had hoped to find a place to camp before the next glacier but another polar bear was standing where the glacier sloped down to the beach. He tried to hide from us by pulling in his neck and bending his knees but profiled on the ice ramp, it was the comical equivalent of trying to hide in the middle of our driveway. So we found ourselves in the ironic position of hugging close to the face of a tidewater glacier to keep from getting blown out to sea. Finally, a few miles later, we reached a possible camping spot which afforded us good visibility for any approaching bears but was also near a bird rookery. We didn't want to disturb the birds, get shat on, or be barraged by incessant, thought-stopping bird noise but we had little choice.

The bird cliffs were occupied by an unfathomably enormous population of black and white birds called Brunnich's guillemots in Svalbard or thick-billed murrelets in North American birdspeak. We just happened to arrive during the period of only a few days when the young murrelets make a one way migration from the ledge they were born on to the sea that will sustain them. The problem was that hundreds of the palm-sized rookie fliers were taking shorter than necessary trajectories and crash landing at the bottom of the cliffs which were a half mile from the water. At roughly 30 mph, they were bouncing on their sides, their heads, their bottoms, and only occasionally, on their feet. Their faithful fathers landed similarly hard right next to them while, having done their work, the mothers flew out to sea. Smearing dirt and blood, the father-baby pair would then pick themselves up, fluff their feathers, and waddle very much like penguins towards the water, braving a gauntlet of predatory skuas and gulls. The half mile of flat ground littered with bones and feathers bore testimony to the many birds who didn't make it and to an otherworldly scene of life and carnage. John and Doug discovered that the high-pitched alarm on our polar bear early warning trip wire system around camp sounded much like momma murrelets. When they mischievously beeped it, the birds would change direction abruptly and stream towards us. We cheered jubilantly as pairs of battered survivors dropped themselves gratefully into the water.

In all, we saw nine polar bears, far fewer than expected. The only close encounter was the first one when a stocky young male snuck within 40 feet of Doug while he was washing his hair in camp. Jill looked up to announce misleadingly calmly "you guys there's a bear right here." John was fortunately near enough his gun to be able to fire three warning cracker shells (like firecrackers with flares) with perfect aim and harmlessly educate this uninitiated bear about the nasty ways of humans.

About three-quarters of the way around the island, Doug announced, in typical Viking style that given how impossible we'd been told our trip was going to be, it had been surprisingly easy. Inevitably, from about 20 minutes later to 1 September when we completed the circumnavigation, we got hammered by stormwinds. At summer's end, we weren't sure how to get our boats home, so we cut them in half and checked them as airplane luggage. In typical style, Jill's father just happened to be en route to Singapore via Copenhagen and Jill's mother is always game to pull off a good surprise, so we met them for a wonderful debriefing weekend. When in Denmark, we bought all the maps for Greenland where we are starting to turn our sights...

Unfortunately, even ridiculously small margins won't stretch our double-sided page limit far enough to accommodate still untold stories but since we refuse to resort to a font requiring artificial magnification, we'll stop here. We hope this finds you well and that you will soon have the chance to call, write, or come visit. And for a change, we're even early enough to wish you happiness over the holidays and in the new year! We send our love,

Jill & Doug,