

Newsletter

of the
**INTERNATIONAL
SEA KAYAKING
ASSOCIATION**



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

Aims:

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

INTERNATIONAL SEA KAYAKING ASSOCIATION

NEWSLETTER No. 17

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John J. Ramwell
5, Osprey Ave.,
Westhoughton,
Bolton,
Lancs.
BL5 2SL

Phone/fax 01942842204

E Mail address > jramwell@provider.co.uk

EDITORIAL

There have been times in the past when I've had to think hard about the subject matter of my editorial.

NOT THIS TIME. I want to tell you about Newfoundland. How many of you know where it is? How many of you conjure up barren land and fog when you do think about this country? I have to admit to previous ignorance of this wonderful province (together with Labrador) of Canada. I am now aware of what it has to offer, particularly to the outdoor enthusiasts, having returned from a six week Churchill Fellowship expedition. I have to share the news with you fellow kayakers. I have been fortunate enough to paddle in most quarters of the globe but never have I been to a country with quite so much potential as that I discovered in Newfoundland.

It all started with a request made at the International Canoe Exhibition in 1996 to stage the I.S.K.A. stand at the Festival Of The Sea in Bristol in the same year. With some friends a family we duly set up the stand (incidentally we were the only organisation showing off sea kayaking!!) at the Festival. We had a wonderful time by the way. I shall never forget listening to the Bournemouth Philamonic in the pouring rain whilst coloured flood lit fountains 'danced' in synchronisation with the music. It was fantastic. Well worth getting wet for.

The centre piece of the Festival was the replica vessel of 'THE MATTHEW', built to sail across the Atlantic this year, 1997, to Newfoundland in order to commemorate the founding of this Island for Britain by John Cabot 500 years ago. I visited the Newfoundland stands and heard that there was some good ocean kayaking opportunities. I was considering plans for 1997 and so determined to join the 500th Anniversary in Newfoundland and find out for myself.

I asked a few friends to join me for a couple of weeks. Then I applied for a Churchill Fellowship as the categories on offer included kayaking and history. My proposal neatly combined the two and I was successful and consequently extended the visit to Newfoundland to six weeks.

Initially I had difficulty locating a suitable contact out in Newfoundland as I needed to hire kayaks and make the most

appropriate arrangements. Then I came across Joe Dicks at Marble Mountain Cabins over on the west side of Newfoundland. everything then fell into place. Joe turned out to be a major sponsor and the catalyst that made our visit so successful.

I could spend the rest of this Newsletter telling you about the marvellous sea kayaking expeditions we undertook. We were able to visit three distinct areas of the coast. The tip on the Northern Peninsula, the south west coast and the north coast. We paddled among islands, tickles and guts. We saw whales, icebergs, moose, caribou, eagles, ospreys, loons and lots more. The old fishing communities known as outposts were a delight to visit. Then people, indeed all the people of Newfoundland, made us so welcome. These communities are quite isolated, only reachable in summer by boat or float plane or by ski-doo's in winter.

I now intend to organise a sea kayaking expedition to Newfoundland for members of ISKA for two weeks in 1999, probably in July. Do register your interest in this with me a.s.a.p. Meanwhile I am returning to Newfoundland next summer to assist with a workshop for local paddlers as well as finalise details for the ISKA expedition, 1999. Our exped. will include hiking, salmon fishing, caving, the night life of St. John's (including an evening at 'Stetsons') dinner theatres, whale watching, etc, etc. The maximum will be eight paddlers. Book early.

MENS HEALTH is a monthly international glossy magazine which I have continuously subscribed to. (When you get to my age you need all the tips you can get!!) It is sold on news stands all round the world. Buy the September, 1997 edition and look up page 108. suffice to say that sea kayaking has well and truly arrived - not that we need Mens Health to confirm this. From my own world wide wanderings over recent years I have seen this aspect of canoeing grow like a mushroom. The British development of sea kayaking has the recognition it deserves and I know that our British Canoe Union Coaching Scheme as it relates to sea kayaking is considered to be extremely relevant to the growth and safety of this activity and is often quoted around the globe.

Moving on to a different tack. I want to briefly say something about leading sea kayaking groups on the water. It is one thing to organise trips. quite another to lead one on the water. Making decisions which include consideration of group ability, changing weather, tidal activity, distances, escape routes, etc, demands experience. Knowledge is all very well, but only experience develops the senses in a way that provides (normally) for sound judgement. My concern, which I know is shared by others, is that opportunities for leading groups, particularly inexperienced groups, is diminishing as financial restraints and academic league tables means less and less focus is given to providing young people with kayaking opportunities. We have seen the impact of inadequate leadership and group control here in Britain when one really bad incident brought about a 'knee jerk' reaction which has subsequently only emphasised the problem. I

have 'banged on' before about the diminishing opportunities for young people to become involved in outdoor education. As old as I am I can still remember (yes, I can!!) the impact of my first scout camp. My own children gained so much from their residential outdoor educational courses which included caving, rock climbing and canoeing. From 'HORIZONS' the Journal of Adventure Education and Outdoor Leadership, Volume 14, No.2 I quote; @The combined results of the empirical research projects reviewed, suggests most convincingly that experiences in outdoor activities, where pupils meet with challenges and adventure, have strong influence upon self-concept, self esteem, self-rating and positive self-descriptions. Similarly, through experiences out of doors and within group activities research results indicate that there exists powerful influences which affect young people's social awareness, interaction, and development, at the person to person level and at the person to group levels.

.....Nevertheless the available research data does indicate the enormous potential and value of first hand study of and within the natural environment, to stimulate children's understanding, develop respect and conservation awareness, and enhance an aesthetic appreciation of nature.

I.C.E. or the International Canoeing Exhibition. Again and for the 28th year ISKA has booked a stand - so hope to meet many of you there next February. Reading between the lines as I apply I gather there might be a review of the exhibition in due course. My own particular concern is that what ever changes are made -and there is a need for some- the exhibition is ATTRACTIVE for die hard paddlers as it is for new comers. There does need to be really serious thought given to how the Exhibition encourages us all to want to go for a variety of reasons and not just to view the 'goodies' the manufacturers have to offer as interesting as these are. If you have any ideas, then share them.

Down to Rio

The Independent Newspaper of 6th June, 1997 carries a fascinating survey of eleven key environmental aspects which compared the changes that had occurred in these issues since 1972, - the year of the first summit conference at Stockholm when the West first became aware of global environmental crisis - and since the first U.N. environmental summit at Rio in 1992.

Population has grown from 3.84 to 5.85 billion in 25 years and is 380 million more since 1992

War and Refugees: down from \$836bn to \$800bn spent on arms and armies. Refugees up from 3 to 26 million with 11 of these in last five years.

Nuclear Reactors: up from 100 to 443 including 15 since Rio.

Transport: up from 250 to 500 million motor vehicles.

Global Warming: up from 16 to 23bn tonnes of carbon into the air per annum. From 356ppm to 364ppm since Rio.

Ozone layer and Chlorine: Chlorine concentration from 1.4ppm in 1975 to 3ppm. In 1975 were no known holes in ozone layer. This year Antarctic hole lasted a month longer than usual.

Magacities: Up from 38% in 1972 to now when 47% of world

population lives in towns and cities. Up from 3-18 megacities with over 10 million people incl. 5 since Rio.

Rainforests: by 1972 one third of world's girdle lost, about a half % every year or 100,000 sqkm. Between 1990-95 was 130,000 pa with one or two plant/animal species extinct as a result every hour.

Fisheries: 58 million tonnes pa in 1972 to 90.7 million tonnes in 1995.

Species: Elephants down from 2 million to somewhere between 286,000-580,000. 168 mammal species and 168 birds are judged "critically endangered" with risk of extinction in a few years.

Water: from 2,600 cukm pa (mostly for irrigation) to 4,200 cukm which is faster than rate of population growth. A quarter of humanity (1.4bn) lack ready access to safe drinking water.

A SENSE OF ADVENTURE

A review of changes in out door activities provision in the wake of the Lyme Bay Tragedy.

I have written extensively about this tragic incident, both as it occurred and since, particularly in terms of the impact resulting from the reactive legislation.

Adventure, spiced with a hint of danger, is all part of growing up. Youngsters like taking risks - it gets the adrenalin pumping and there's that wonderful high of excitement involved. Indeed, I firmly believe that society pays heavily in the long run when we deny youngsters adequate opportunity for legal excitement in this way. Outdoor activities provide plenty of scope for it of course.

Canoeing on wild waters, sea kayaking, perhaps along a cliff-edged coastline with some surf crashing on the rocks below, is just one way thrill-seeking youngsters can get their kicks. Learning from others and gaining experience on the water is something seasoned kayakers have all gone through.

An excellent way for young people to gain the necessary skills is to go on a course. The number of providers has mushroomed in the past decade or so and the range is huge, from one-man bands to multi-activity outdoor centres.

Anxious parents trying to book a holiday for their off-spring face a daunting task: how do they choose? How well qualified are the instructors? will Johnny or Sarah come back home in one piece? Four years ago, what should have been a straightforward canoeing excursion along the south coast of England for a group of Plymouth sixth form students turned to disaster. In what became known as the Lyme Bay tragedy four of the eight teenagers - two boys and two girls - died after their canoes were swept out to sea and capsized.

A 16 day court trial revealed that neither Dorset activity centre instructors with the party had even the most basic supervisory qualifications in canoeing. The managing director of the company running the centre was jailed for three years for manslaughter

and the judge called for an inquiry.

Following the Lyme Bay incident, the **Adventure Activities Licensing Regulations** came into force at the end of July last year. This new law requires any individual or organisation in the outdoor field selling services to under-18s to obtain a licence. Activities covered are, caving, climbing, mountain biking, walking, skiing and water sports.

So the previous 'self-regulation' which appeared to work well is no longer sufficient

But it has not all been plain sailing. There are those who have been operating for a number of years, doing their best to offer professional and quality courses, who are getting fed up of being undermined by individuals who believe they can turn a blind eye to legislation controlling the outdoor business. It is argued that they are doing the public no service what so ever by operating outside the legal framework. Clearly there are costs involved in implementing new legislation as well as other laws governing the outdoor industry, and those not incurring such costs can undercut those that are.

Obtaining a new licence involves an initial registration fee of #200, a standard inspection fee of #200, plus #30 per hour or part hour spent by the inspectors carrying out their duties. Undoubtedly there are those who feel that the costs involved and the legislation itself to be an unnecessary burden. Some, especially those working at the margin - could give up altogether, or stop providing activities for those under 18 years of age.

Most centres are pleased with the scheme. They can prove to their customers that they have met certain standards.

The nature of the inspection depends on the provider. At centres, inspectors examine the management structure, whether instructors have the levels of competence for the activity they are teaching, whether they have the equipment they need and whether that equipment meets the necessary standards.

In addition they determine whether instructors get the support they need, if the activity programme is flexible enough to take account of variables like the weather, and that anything set down on paper is implemented in the field.

Apparently a centre offering a large number of activities with a high turn over of staff employed on a seasonal basis is more likely to be granted a licence for one year, whereas a guide working alone with no employees, would probably get a three year licence.

Those with no paper qualifications, relying solely on experience are not excluded from obtaining a licence but they are required to show evidence of competency. they might do this by having a piece of paper from a governing body (The British Canoe Union) or someone recognised in the industry. It is not the aim to stop those who have been leading and instructing for years just

because they do hold paper qualifications. On the other hand, they must show competency.

Whilst the principal aim of the inspectors is to offer support and guidance to rectify any shortcomings - especially failure to obtain a licence - punishment by prosecution leading to a fine or even imprisonment is likely, this being initiated by the Health & Safety Executive.

Despite everything there are still those who believe it possible, given an interest in an aspect of outdoor activity, to simply set up in business. But these days are gone.

There are those who believe that the new legislation is a 'sledge hammer to crack a nut'. The point is, now that it is in place, it should be uniformly applied. It is not a matter of choice.

The scheme's primary aim, as stated in notes to applicants, is "is to give assurance that good safety management practice is being followed so that young people can have opportunities to experience exciting and stimulating activities outdoors whilst not being exposed to avoidable risks of death or disability.

It is said, however, that there are large gaps; that the legislation only applies where money changes hands. It does not apply to the plethora of providers in the voluntary sector or to charities. Scout and Guide movements, religious outdoor centres, local authority education centres and so on are all outside the scope.

If a parent or guardian accompanies a youngster under 18, again the legislation does not apply. Yet a parents presence might make no difference if something goes badly wrong.

The public should be better educated about what to look for and what questions to ask when they book a holiday for young people. Some may even question the this burden placed on parents.

There is another point to consider. Some providers, who had been doing a perfectly good job passing on valuable skills to young people, might decide it's all too much and get out of the business or stick to adult provision. Many eager youngsters, then, might not ben able to acquire the knowledge they need to stay safe.

Should providers be paying for registration and inspection at all? No charge is made my the Health and Safety Executive for carrying out inspections of factories and other premises, so what should outdoor providers have to suffer a financial penalty?

What is abundantly clear is still more debate is needed and better channels of information put in place for both providers and customers. It will be interesting to see if any prosecutions are brought under the new licensing scheme and how they are dealt with by the courts. We shall see.

Irish Sea '96Postscript.

Life's 'ABCs' of success are: Ability, Breaks, Courage.

Ability

From the very beginning, and especially early in 1996, our approach was to be as pragmatic as possible. No Commitment was made to the trip. First we would establish our fitness levels to paddle the distance and for a period equivalent to the possible duration of the trip. Initial estimates suggested a distance nearer 60 miles than 50, and so a time span of anything from 13 (my sheer optimism) to 20 hours. We settled on about 17 as that was how long '72 had taken over 50 miles and even though I was now twice as old, the kayaks would be faster.

Training began in March with a 16 mile paddle, doubling up on an eight mile circuit we have regularly used on the Erewash Canal and the Trent.

Over the succeeding weeks the distance was jacked up through 21 and 25 miles, culminating in May in a 50 mile paddle in the Lake District, doing five lengths of Lake Windermere. That excursion took about 15 1/2 hours, and as Tim said at the time, "If you can do 15 hours, you can do 17!"

Navigation needed refreshing, so a session one evening in early June concluded with a plot of 280 mag. on chart 1411, 'Irish Seas, Western Part'. That gave an estimated paddling time of 17 hours based on a three knot average, setting out an hour before high water (Liverpool), night time.

The aspect of sea kayaking competency was taken as read. We had the ability.

Breaks

We agreed a weather envelope of :- no westerly component, up to Force 4 if an easterly component (NE, E or SE), but stable. The preferred conditions were a High centred over the Irish Sea or the north of the U.K., and again 'stable' for at least 24 hours beyond the trip ETA, but we realised that this was hoping a bit much. Very early on we had agreed the aim would be to enjoy the trip, not have an 'epic'. Tim has said one day on the Trent whilst discussing it, "I don't want to die doing it".

Neither did I.

Comparing diaries, the first probable slot was going to be the weekend of 14/16 June. we were prepared to go on a weekday, but for a variety of work related reasons, preferred not to if possible. However, we knew psychologically we were looking at June or July, so would be flexible as required, because in all probability we would not get more than one chance.

On that basis I began accessing the MetFAX service (0336 400 473) from Monday 3 June and by Tuesday 11 June things began to look promising for the following weekend. The prognosis continued positively until Friday's read, "S or SE 2 to 3" for Saturday, and the Friday lunch time Shipping Forecast gave, "Variable, 2 to 3".

The 'one chance' seemed on. I say 'seemed' because we had also agreed the final decision would be at the point of departure, although realistically there was no reason to drive all the way to Hollyhead unless we thought we were going, and we thought we were. We got the break.

Courage.

In hindsight, which is always 20/20, this at first looks a little superficial (especially when you see the photographs!) but it should not. Despite all the other adventures George Bazeley undertook subsequently, some years afterwards he said that our 1972 crossing was "the most committing" thing he had ever done. I think that this was also true in my own case, at least until '93 and the Scillies trip. although the distance was only about half, the differing 'commitment' there was simple. You could miss.

Fear and courage mean different things to each and every one of us. To me, courage is discovering that frogs legs are edible! In Tim's case though, I have no idea what, if anything, he may be frightened of. Possibly nothing, but I doubt that. Similarly I do not know what he regards as brave, although I know he has canoed in big waters, rivers and sea; from Iceland to the Corryvreckan. He will have his own recollections of this thoughts as we set off on this trip, but my guess is that to him that's all it was, 'a trip'.

For me though this was much different; it meant yet another commitment. It was to be a test to see if I could actually 'go'. One physical manifestation of the problem has often been the increasingly sleepless nights prior to any such trip. Despite 'no commitment' having been made, by Thursday we both knew it was 'on'. On the Monday of that week I had slept little more than 2-3 hours. On the Tuesday things improved when I had a reasonable nights sleep, say 5 hours, but on Wednesday that was again not the case. On Thursday I had gone to the doctor (I should have done it sooner) to seek some sleeping tablets, and he gave me (for #5.50) three 10mg Stilnoct, with instructions to take only one!!

The same evening, 13th June, Tim and I were due to meet a guy from a local Diving Club to borrow their marine frequency emergency radio. At that same meeting we agreed that, despite how good the weather might be, if I didn't sleep that night, the trip was off! I was home by 10.00pm and did as I was directed and took one tablet, was asleep by about 1030 and woke again by 0200hrs. I lay there thinking, "well, that's it then, the usual format now is for me to be awake until it was time to rise and so the trip's off! After all this, do I want the decision to rest on me not getting a few hours sleep?"

I took another tablet and was asleep again by 0230 until 0500 hrs. I reckon I had 6 hours sleep, but all of it deeper than normal. I believe that, from an entirely personal point of view, that second tablet was the deciding factor. It would have been so easy to ring Tim and say the trip was off.

At 1030 hrs we canoed away from the beach at Soldiers Point

Paddle Signals For Sea Kayakers

- An international attempt to find a set of standard arm and sound signals for sea kayakers -

When you go on a sea kayaking tour all members of a group should stay within voice communication of each other. But is this possible? You can not always talk at conversation volume due to wind and wave noise, compounded by distance. Therefore it is important before you start a tour along the shoreline or off shore to agree with the members of your group on the set of signals to be used. We think the set should be limited only to a basic standard of signals, which are fundamental for communication between members of a group. In 1996 and 1997, several sea kayakers of different sea kayaking clubs - spread all over Europe and the world - contacted one another and discussed this problem. We all agreed that sea kayaking is becoming more popular around the world. Added to this, more and more groups of sea kayakers consist of persons from different countries. Therefore we think it is time to select a set of few uniform signals, which one can handle and remember easily, and what is more, be able to use even in difficult conditions. You can see the result of our work in the survey on the following page. - As a matter of point, there are 11 basic sea kayaking/canoeing books, written in English, but only one, Randel Washburne's "The Coastal Kayaker's Manual" mentions three whistle signals, developed by the "Association of North Atlantic Kayakers" (ANorAK), and three arm signals, which, more is the pity, these having been recommended by American white-water kayakers.

The signals in the survey say something about "Attention!", "Come!", "Wait!", and "Distress - Mayday!" Indeed one could find other signals for these. It is however important to have signals which can be used by any kayaker, advanced or beginner, and in any situation; i.e. force 1 to 7 winds, in a tidal race, or among breakers.

Of course, there might be other informations which one may wish to signal, e.g. "Raft Up!", "Are you OK?", "I need eskimo rescue!" But don't forget that we want only to suggest a set of some few basic signals, which are important for group communication, and not a special "sign language" of sea kayakers for every eventuality. The "Tsunami Rangers", an US-American sea kayaking association of advanced sea kayakers, has developed 42 hand signals (see: "Bay Currents" (Dec. 1991), a newsletter of "The San Francisco Bay Area Sea Kayakers" (BASK)). All of these signals are interesting, but who is likely to be able to learn and memorise them?

Getting back to our proposed set, Signal No.4 ("Distress") should only be used when a sea kayaker face a life-threatening situation, which can not be dealt with by other members of his group. This signal signifies "Distress at Sea"/"Mayday". Using this signal denotes that you require immediate assistance from anyone who can give it, and that the Coast Guard (SAR) should be notified that assistance is sought. Up to the present time, there exists no specified "Distress" arm signal for sea kayakers. Having said this, however, the International Collision Regulations (IRPCS, Colregs, KVR) recommend the following: "Raise and lower slowly and repeatedly your arms outstretched to each side!" (see inset in No.4). This is a world wide well known signal, which each sea kayaker should keep in mind, in the event he needs help in a life-threatening situation. The question is, what should he do when sea conditions are such that he do not dare to lay down his paddle in order to wave with his outstretched arms? We think Signal No.4 is an equivalent "Distress"-Signal which is very similar to the outstretched arms! Contact your local Coast Guard and other bodies and inform them about this new arm signal, which only is suitable for the sea kayakers!




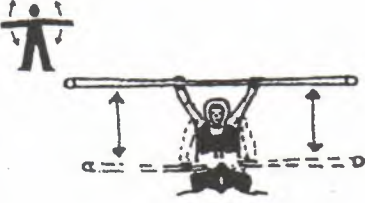
The signals of the following page have been discussed among: Didier Plouhinec (Association Kayak de Mer du Ponant, France), Udo Beier, Christian Harms, Barbara Fink and Bernhard Hillejan (Salzwasserunion-SaU, Germany), Sergio Cadoni (Il Kayak da Mare-IKdM, Italy), Kâlêraq Bech (Qaanat Kattuffiat / Grønlands Kajak Forbund, Greenland), Christian Gabard (Paris-Kayak International-PKI, France), Tony Ford (SaU-Germany, International Sea Kayaking Association-ISKA-England), John J. Ramwell (ISKA-England), Ian Miller (Scottish Canoe Association's Touring Committee, Scotland), Olof Ahlsten (Kanothklubben Ågir/Uppsala, Sweden), Peter J. Carter (Australian Board of Canoe Education, Australia), Chuck Sutherland (Association of North Atlantic Kayakers-ANorAK, USA), Penny Wells (San Francisco Bay Area Sea Kayakers-BASK, USA), J. Michael Watts (Ontario, Canada), Toni Albert i Puig-Serra (Kayaking Costa Brava, Spain), Adrian Pol (Asociacion Kayakistas Marplatenses, Argentine), Michael Dundalski and Bernd Schildwach (Deutscher Kanuverband-DKV, Germany), Dirk Lademann (Landeskanuverband Schleswig-Holstein, Germany), Peter Nicolai (Nanuk, Germany), Edmond Thomas (Kayak de mer du Léon-Kameléon, France), and Andy Wurm (Kiwi Association of Sea Kayakers-KASK, New Zealand).

August 24th, 1997

Sea Kayakers' Paddle Signals

Before you start a tour, agree with the members of your group on the signals to be used. Note that Signal 1 - 3 are intended only for communication between group members, and must not be used if other persons could misunderstand them as distress signals. Signal 4 is a genuine distress signal. - Group members should be aware that inexperienced sea kayakers are not always free to look around for signals, or to lift the paddle from the water to make signals, when wind and sea conditions are rough. Paddlers may have their own problems, and may therefore not react immediately to signals.

- (sound signals: short blast = about 1 second; long blast = about 5 seconds) -

<p>1) Sound Signal (e.g. horn, whistle or cry exceptionally: white flare)</p> <p>▷ <u>Pay attention!</u> Look at once to the person making the signal, and wait for visual signals.</p>	<p style="text-align: center;">ATTENTION! (one short blast)</p> <div style="text-align: center;">  </div>
<p>2) One arm upraised</p> <p>▷ <u>Gather around me!</u> (This signal should be reserved for the group leader. Everyone is to paddle to the leader including those ahead.)</p> <p>or</p> <p>▷ <u>Follow me, this is the way!</u> (When made by another group member - e.g. a scout, away from the group - other group members should follow, because he has found safe passage or place to land, camp, rest etc.)</p> <p>or</p> <p>▷ <u>Help me, I need assistance!</u> (A swimming paddler makes this "Come/Help!"-Signal by holding the paddle vertically and waving it from side to side repeatedly.)</p>	<p style="text-align: center;">COME! (two short blasts)</p> <div style="text-align: center;">  </div>
<p>3) Paddle held horizontally over the head</p> <p>▷ <u>Wait for me!</u> (When made by any group member, e.g. a slower paddler.)</p> <p>or</p> <p>▷ <u>Wait, stop paddling!</u> (When made by a paddler at the front wanting to stop the group, e.g. in case of some difficulty, or to prevent disturbance of wildlife.)</p> <p>or</p> <p>▷ <u>Danger, keep clear of me!</u> (If the group leader or scout subsequently points to left or right with the paddle or arm, you should paddle in that direction and await further signals.)</p>	<p style="text-align: center;">WAIT! (one long blast)</p> <div style="text-align: center;">  </div>
<p><u>Only for communication with non-group-members:</u></p> <p>4) Paddle held horizontally and moved up and down between head and deck repeatedly</p> <p>▷ <u>Mayday! Help me or inform rescue services!</u> (This signal has the same meaning as redflares or red rockets. It is an addition to the international recognised distress arm signal: Slowly and repeatedly raising and lowering arms outstretched to each side" (see inset). - Give this signal only if you face a life-threatening situation and none within your group can help you and you are not able to make one of the other distress signals.)</p>	<p style="text-align: center;">DISTRESS - MAYDAY! (one continuous blast)</p> <div style="text-align: center;">  </div>

This proposal has been discussed among: D.Plouhinec, Chr.Gabard and E.Thomas (France), U.Beier, Chr.Harms, P.Nicolai, M.Dundalski, B.Schildwach, D.Lademann, B.Fink and B.Hillejan (Germany), S.Cadoni (Italy), K.Bech (Greenland), T.Ford and J.J.Ramwell (England), I.Miller (Scotland), O.Ahlisten (Sweden), P.Carter (Australia), Ch.A.Sutherland and P.Wells (USA), J.M.Watts (Canada), T.Albert i Puig-Serra (Spain), A.Pol (Argentine), and A.Wurm (New Zealand). (August 24th, 1997)

Coastguard found to be not liable for negligence

THE emergency services occupy a special place in most people's hearts.

We rely upon these men and women to protect and help us when through sheer bad luck, or even our own stupidity, we are in danger.

They are certainly not in it for the money and very often put themselves in dangerous situations for our benefit.

So, they are generally well respected — even road-ragers will pull out of the way for a flashing blue light.

But what do we think when they get things wrong? Should the emergency services be held liable for the carelessness of their personnel?

This is a separate issue from whether individuals should be prosecuted, disciplined or fired for neglect of duty.

In our increasingly litigious society, do we now think that the emergency services should pay damages if they fail to find us, save us or rescue us?

In most circumstances, the answer is a resounding "no".

This question was answered by Mr Justice May last month in relation to a claim brought

By Philip Parry

against the Coastguard for allegedly conducting a search and rescue operation negligently.

In March 1993 a party of eight children and one teacher was taken on a canoeing trip with two instructors at Lyme Regis.

The party got into severe difficulties, the canoes sank and a number of them became separated.

Eventually, between five and seven hours after the party was due to have returned, all were rescued.

Tragically, four of the children died and the other members of the party suffered severe hypothermia and shock.

Claims (which appear now to have been settled) were brought against the canoe centre, which in turn sued the secretary of state for transport as being responsible for Her Majesty's Coastguard.

The centre claimed an indemnity against, or a contribution towards, the settled claims.

It was alleged that the Coastguard owed the party of canoeists a duty of care, and that it conducted the search and rescue operation it undertook negligently.

The secretary of state successfully applied to strike out the claim on the ground that it disclosed no reasonable cause of action.

In other words, on the facts pleaded, the claim was bound to fail because the alleged duty of care could not be sustained in law.

In order to establish the existence of a duty of care the centre argued that there was a sufficient relationship of proximity between the Coastguard and the party of canoeists such that it was reasonably foreseeable that a search and rescue operation conducted without all due expedition, care and skill would result in the canoeists suffering injury, loss and damage beyond that which they would otherwise have suffered.

There are two previous decisions which have held that the Coastguard did not owe the plaintiffs a duty of care: *Skinner v secretary of state for*

transport (unreported, 21.11.94) ('*Skinner*') and *Hardaker v Newcastle Health Authority and Others* (unreported, 8.3.96) ('*Hardaker*').

The starting point is that the Coastguard owes no statutory duty of care to individuals, whether under the Coastguard Act 1925 or otherwise.

In *Skinner*, the judge considered previous policy and Home Office cases: The police owe no duty of care to members of the public for the way in which they carry out their duties of investigation and the prevention of crime.

Only if a policy commissioner's decision is such that no reasonable police commissioner would arrive at that decision will an interested person have recourse to judicial review.

In those circumstances, there cannot be readily inferred an intention of the common law to create a duty towards individual members of the public.

Similarly, it seems there is no duty owed to individuals to respond to a specific emergency call.

The judge felt it was evident

that no support could be derived from these cases for the case against the Coastguard and held that there was no duty of care upon the Coastguard.

There is "no enforceable private law duty to respond to an emergency call, nor, if they do respond, would they be liable if their response was negligent unless their negligence amounted to a positive act which directly caused greater injury than would have occurred if they had not intervened at all" (*OLL Limited v secretary of state for transport*).

He did, however, go on to say: "Naturally the Coastguard will be under a duty of care if they undertake any activity which involves creating danger, such as the putting of one of their own vessels to sea but, in their ordinary function of watching, listening and co-ordinating a search and rescue, the Coastguard owes no legally enforceable duty of care to any member of the seagoing public even in an emergency."

He felt that the same result would be achieved by considering whether there are any considerations which ought to negate any duty which exists.

It would not be in the public interest for Coastguard resources to be spent defending actions for negligence in respect of its watching, listening and rescue co-ordination functions.

In *Hardaker* the judge considered that there was not a sufficiently proximate relationship between the Coastguard and the plaintiff giving rise to a duty of care.

The making and receipt of a distress call did not involve the assumption of a duty to rescue the plaintiff.

Moreover, the judge felt that there were strong public policy grounds for refusing to recognise such a duty to a private individual.

In the present case, Mr Justice May also reviewed a Court of Appeal decision concerning the liability of the fire brigade in three separate cases, *Capital and Counties plc v Hampshire Council* [1997] 2 All ER 865.

It was held:

(1) The fire brigade is under no common law duty to answer an emergency call for help and is not under a duty to take care to do so.

(2) Where the fire brigade

itself, by some positive negligent act, substantially increases the risk, thereby creating a fresh danger, albeit of the same kind, the plaintiff can recover.

(3) By taking control of rescue operations, a senior fire officer is not to be seen as undertaking a voluntary assumption of responsibility to the owner of a property on fire, whether or not the owner relies upon the fire brigade.

(4) As a matter of public policy, the fire brigade should not have the benefit of public immunity where by its own positive action it had created or increased the danger, as where in the first of the three cases had negligently ordered a sprinkler system to be turned off.

We do of course rely upon the emergency services.

In considering "particular and general reliance", the courts have accepted, for example, that a lighthouse authority owes a duty not to extinguish a lighthouse without giving reasonable notice.

The duty is generated because an expectation is created in mariners that the light will

warn them of danger. However, Mr Justice May's view was that a particular duty such as this, derived from a specific expectation publicly induced and relied upon, that the light will not be withdrawn without notice, is very different from a general duty upon the Coastguard to conduct search and rescue operation they may undertake without negligence.

Mr Justice May's decision is not being appealed, and so it seems for the time being that it is settled that the emergency services have not only our respect but also immunity from the attack of our lawyers.

There will, no doubt, be those who believe that this represents an unwelcome lack of accountability (maybe the surgeon who is liable for negligently operating upon a patient whose injury might not have necessitated surgery but for the carelessness of the emergency services).

But it is submitted that despite, perhaps, some initial misgivings, public opinion will for the most part favour this series of decisions.

Ref.-Nr.	Title; Abstract;	Author/s	Published	Pages
General Themes				
ABL Instruction and Training: (f) group leader training; (k) Eskimo roll training; (n) night paddling:				
ag	The Coaching Scheme - Home and Abroad. Safety must not be disregarded. Worldwide training and safety standards to be installed	Goodman, Frank	AS 15/97	3
ki	The Under-the-Wave Surf Roll. To avoid getting beat up on my way out through big surf, I have adapted to sea kayaking a technique used by long board surfers	Dutton, Steph	SyAp97	2
n4	Into the Night. Tips & Tales for Paddling after Dark. Ears are eyes in the dark. Groups: Count off every few minutes. Explore area in daylight first. Light rules	Schumann	SyJn97	4
ARP Paddler's Equipment				
4g	The toggle string. A rope loop with 4 knots 10 cm from each other and a toggle at the 2-rope-end, Total length 60-70 cm. 2 drawings. Invented by	Plouhinec, Didier	AS 15(97)	1
4j	An Old Idea Reborn. The "BackUp" roll-up aid is based on Eskimo roll-up aids. Manufacturer: Roll-Aid Safety Inc. of Vancouver. Price \$120. CO2 cartridge \$10	Walsh, Tim	SyJn 97	3
BBE Kayak design, building, repair; (e) History; (s) special constructions; (v) performance testing/evaluation:				
ek	The earliest paddling excursion (from Sea Paddler Feb. '96). Engineer Canham from London paddled in 1830 via Cherbourg, Alderney, Jersey to Portsmouth	Ed.	QQ 3/96	1/2
eL	Exploring the Greenland Kayak Style. Studies of many Inuit kayaks reveals uniformities in spite of separation in time and space of builders. Which and why?	Winters, J.	QQ 3/96	3
em	Kayak in a Box. Description and survey of the 19th century Iglulik kayak "resurfaced" in 1994 in the British Museum. Photos, drawing	Arima, Eugene	SyAp97	4
sr	One of a Kind. 4 Unikate: 2,50-m-kayak for small apartments; plywood "Tred Avon" (SySu94); single according to SyFa94; 7-m-Alcut triple "uluxtax" (driftwood frame)		SYDc96	1
v6	Mathematical Performance Prediction. The history of the KAPER Program, a result of cooperation between John Winters and Matt Broze	Winters, John	SyJn97	1
BSK Sea kayaks				
3q:	Naming Names, or Why Don't You Like That Boat? A Paddler's pros/cons in view of different sea kayaks. His favorite: Current Designs Solstice GTS	Foodman, G.	AN 5/96	2
3r:	An intermediate user's guide to the PITTARAK Expedition. weak points and fixes: rudder control; longer Toggle loops; quick access netting; sail added	N.N.	ST 24(96)	2
3s	Kayak Reviews: Sprinter (Ocean Kayak, 5,15*0,51; 362 ltr; 28,6 kg. rot. PE, open); Anadyr (Janautica, 5,30*0,56; 385 ltr; 23,6 kg. glassfibre)	Cunningham et al	SyOk96	6
3u	Kayak Reviews: Capella (P&H; 5,04*0,565; 359 ltr; 27,5 kg. rot. PE), retr. skeg; Inuk (Rob Feloy; 5,51*0,51; 350 ltr; 26 kg; glassfibre)	Cunningham et al	SyAp97	6
3v	1. Auf Probefahrt (G): Oland (Pietsch & Hansen; 5,30*0,55; ca 325 Ltr, integr. rudder). 2. P.S.: about hatches and layup	Beier, Udo	SK 57+58/97	3 1/2
40	ISKA-Marktübersicht '97 (Buyers' Guide): 160 sea kayaks sold in Europe, ranging from 233 to 568 ltr. Dimensions, features, manufacturers addresses	Beier, U. et al	SK 58/97	4
41	Kayak Reviews: Magellan (Dagger, 5,08*0,58; 412ltr; 27 kg; EXL PE.); Navigator, Guide Ed. (Seaward; 5,14*0,60; 404ltr; 28,4kg; glassfibre)	Cunningham et al	SyJn97	5
BUS Book and Literature Reviews				
1o	2 Reviews.: Victoria Jason, Kabloona in the Yellow Kayak / Don Starkell, Paddle to the Arctic. Both were partners during most of the NW-passage	Broze, Matt	SyAp97	2
GGP Open water paddling				
2j	Escorting an Open Water Swim. Understanding Open Water Swimmers. Remember that they can barely hear you and they can't see very much	Bymes, Barbara	BC 5/97	1
2k	Long-Haul Packing. Heaviest items near to the center and as low as possible. Lightest items to the ends. Secure gear in the cockpit by net	Knapp, Andy	AS 14(97)	1
2L	Shore Sense: Finding the Path of Least Resistance. Quick access to shore, eddy currents, fog; wildlife viewing; wind; unfriendly shoreline features	Riesberg, Lon	SyJn97	4
MED Paddling and Health				
34	Ein etwas anderes Urlaubserlebnis (G) A somewhat different holiday tale. La Réunion: Doctor (Neurologist) catches Leptospirosis. Last minute diagnosis	Diel, André	KM 5/97	1
NAV Navigation				
19	The World In Your Hands. GPS receivers. History, functions, use. Prudent kayakers will use a GPS as a complement to, not as substitute for traditional navigation	Torrens	SyAp97	4
RBU Rescue and Survival				
2ci	"Peter Carter's letter, on the subject of rescues, ... aroused me to put the pen to paper". Response to RBU 2c and remarks on bulkheads and hatches	Hutchinson, D.	AS 9(96)	2
2ej	Oh dear... A response to the responses to "Over... and Still Out?" Remarks on "Fin vs Rudder"	Carter, Peter J.	AS 12(96)	2
2o	Reentry British Style. Rescued remains in the same place throughout the rescue, can retain original hold of rescuer's deck line until back in her/his seat. 7 photos	Foster, N.	SyOct 96	3
2of	The Rapid-Approach Eskimo Rescue The job of the rescuer is to get there fast! The job of the rescued is to get used to waiting. "Parallel" rescue. 4 photos	Foster, Nigel	SyDc96	2
2oi	In Defense of Paddle Float Rescues. If you can't be back in your kayak in < 90 seconds using an outrigger paddle-float rescue, you need more practice, ...	Broze, Matt	SyAp97	1
2oj	Rescue at Telegraph Cove (Vancouver I., Canada, B.C.). Rough sea, ebb tide, 60 knot winds. Participants' reports of capsizing and last-minute rescue	Keller, Keith	Sy Ap97	5
2p	Anmerk'gen z. Regionalen Sicherheits-Training (Greven, Ap 97, G). Partner rescue: Simple = sure. T-emptying & parallel re-entry. Eskimo rescue. About pumps	Hillejan. SK	58(97)	1
2q	Rescues (from Introductory Sea Award notes). Minimalist (minimal effort) rescues. General points; Flip & Pump R.; Wedge R.; Re-entry (Head/Feet First)	Carter, P.	IN 29 (1997)	2
2r	Eskimo Rescue Technique. Avataq Roll, Bow Rescue, Paddle Bridge R., Storm R., "T"-Rescue, Greenland piggyback rescue (hypothermia)	Heath, John + Ducette, V. A.	SyJn 97	5
SIC Safety				
48t	A Lapse of Attention. When the pencil, not secured, was lost the search for the spare pencil ended up in what was near to a catastrophe	Cunningham, Chris	SyAp97	2
4c	Fragen und Antworten zum Thema "Angst" (G). How to cope with fear. Activation. Reactions. What can be done? Golden rules. The trip leader	Beier, Udo	KS 3/97	3
4f	Safety Signals for Kayakers - an attempt to find a standard range of hand signals for sea kayakers. Proposed by	Plouhinec, Beier, Hillejan, Cadoni, Gabard, Ramwell, Ford	AS 15(97)	2
4h	Comments to 4f: Objective ... achieve a globally recognized ... sign language ... understood by ALL boaters. Kayakers in difficulty will not give/see signals	Sutherland, Ford	AS 16(97)	7
TEC Technics and Do-it-yourself				
2t	Inventor's Night. Great ideas presented at April BASK meeting: Loading aids, paddle extender, paddle blade cover, drying gear for booties + gloves, &, &	Reed, J.	BC 5/97	1
UHL Nice and worth reading:				
1d	Farewell to Phyllis. Anglesey, Rhoscolym Bay: The ashes of 91-year-old Phyllis shall be scattered where the ashes of her husband are waiting	Foster, Nigel	SyAp97	2
UNF Incidents, Accidents and their Causes; Sea; Still water; Traffic:				
g0	Sea Kayaking Incident Report (17.07.96). Parliament cave (Anglesey): Lurching sea kayakers surprised by huge surf waves generated by STENA high speed catamaran		AS 12(96)	1/2
g1	The Lyme Bay Canoeing Tragedy + the Criminal Law. Mgg director of OLL Ltd sentenced to 3 years imprisonment; Company was fined £60.000	Geary, Roger	AS 12(96)	3
g3	Accident at Muir Beach: A Safety Report. 3 paddlers, cliffs, surf, capsizes, boats damaged, repairs (only one had duct tape on board), re-entries. Lessons.	Higgins, Mike	BC 6/97	1
Paddling areas				
ASI Asia: China:				
...	Puchingers Reisen: China - Abenteuer süß-sauer (G). Two men paddle inflatable kayaks. "No-name" rivers. Much touristic detail; two river-trips. Info	Puchinger, Sepp	KM 5/97	8
BCP od Czecho-slovakia:				
d6	Birds and Beer in the Black Triangle. Paddling the River Labe, sightseeing Prague and other Czech towns	Haines, John W.	SyAp97	6
BRI Great Britain, (f) England; (f) Ireland; (q) Crossings:				
f2	Anglesey. From a swedish point of view. Highlights of a circumnavigation with Nigel Foster Foster (August 1995, see UHL 1d)	Mentzing, Karin	AS 14(97)	2
ie	An Emerald Isle to Starboard. Rounding Ireland. Highlights: Rabbit Island, Skellig Islands, Rathlin Sound	Duff, Chris	SyJn 97	7
q1	You make your own luck, part one. Irish Sea crossing E > W (Holyhead-Dun Laoghaire), 14.06.96. Planning; first half of the trip. Ideal conditions	Chamberlin, John	AS 15/97	3
q2	You make your own luck, part two. Second part of the trip, from darkness into light. Whole distance 60 (N?)M; 16 h. Flat sea	Chamberlin, John	AS 16/97	3
FIN Finland's coast:				
äg	Kolumbus kam auch nicht bis Indien (G). Continous rain stopped a planned trip from Helsinki to Stockholm at Hangö. Route description, info	Jankowski, A.	KM 4/97	4
ITA Italy:				
1f	Von Venedig bis zur Pomündung (G). A four days trip on the channels and the lagoon of Venice, visiting Chioggia, Albarella and the Po Delta lighthouse	Traub, E.	KS 2/97	3
KAN East coast, (a) Great Lakes and eastward running waters; (p) Pacific Coast:				
as	Québec's Mingan Archipelago. Limestone Islands in Gulf of St. Laurent. Natural sculptures. Photos, maps, information	Boily, Guy	SyOk 96	4
at	The Saguenay in May. 4 days trip from St-Rose du Nord to the mouth on the St. Lawrence Seaway. Wind, rudder repair. Standing wave where tide meets the river	Allard	QQ 3/96	3
atf	Return to the Bay. Places we think we already know hold secrets only revealed by taking time to go back	Dyer, Tim	QQ 3/96	1
ati	Symphony of Fire in the Rain. Best place to look at the July 3 fireworks is on the water	Maunsell, Catherine + Wolfenberg, John	QQ 3/96	1
pii	Georgia Straits threatened. US nuclear warships are still allowed to carry out their manoeuvres in the strait	Nota, Bruna	QQ 3/96	1
MSA Central and South America; Central America:				
11	Bahama Trauma. Well prepared crossing from Florida to Cuba, in spite of bad weather well executed till Anguilla Cay, ends in prison as victim of the drug war	Rowe, Sean	SyOk 96	7
NWG (k) Norway's coast and fjords; (s) Spitsbergen:				
kf	Inselhüpfen (G). From Kristiansand to Arendal and back (200 km; 10 days). Cars parked in Hirtshals (Denmark). Photos, Information	Beier, Udo	ND 4/97	3
s7	Hello, Friends! Circumnavigation, July-August 1996. Group of three. Belugas, polar bears (far fewer than expected). Last quarter stormy	Fesler, Doug + Jill	AS 14(97)	2
USA, Inland waters				
2a	Les Voyageurs sans Trace - The DeColmont-DeSeyne Kayak Party of 1938. 3 French paddle 1938 Green/Colorado River in 3 folding double kayaks	Webb, Roy	SyDc 96	6
2b	The Good, the Bad and the Briny. Kayaking the Great Salt Lake (Utah) Put-ins, spots of interest, hazards. Photos, map	Webb, Roy	SyAp97	6
gb	Paddling in New Hampshire. AMC workshop. "Canoeing, Camping and Photography". Androscooggin River. Lake Umbagog; Magalloway River	Geller-Geld, Bonnie	MP 4/96	1/2
gc	The Big Chip. Wisconsin's Chippewa Flowage boasts over 200 mi of shoreline, 17,000 acres of water, 140 islands, countless coves + inlets. Easy access, free campsites	Holm	SyDc96	4
Kanu-Information Joachim Hermann Egmatingerstr. 11 D-85653 Aying phone: +49-8102-748629; Fax: +49-8102-748630				

Fourth Scottish Sea Kayak Symposium

By Tom Smith.

The Scottish Sea Kayak Symposium is now an established part of the calendar, alternating with the Jersey symposium on the late May Bank Holiday weekend. Like Jersey it takes place on an island, but a very different one. The Scottish National Water Sports Centre is situated near the ferry terminal on the island of Cumbrae, facing the town of Largs on the Ayrshire coast. In many ways the Firth of Clyde is an ideal venue for an event of this kind. It is readily accessible from most parts of the country, offers a range of interesting trips in the immediate area, and the Water Sports Centre, more used as they are to dinghy sailors and windsurfers, go to considerable lengths to make us paddlers feel welcome. Finally this is the area where sea kayaking started in Scotland, and the home of probably our strongest sea kayaking club, whose members are well to the fore in the organisation of the event.

This was my third Scottish symposium so I had a good idea what to expect. I arrived early on Friday afternoon, well before the crowd, and in perfect weather. After settling in, and expecting to be busy over the next few days, I set off to paddle round the island anti-clockwise, passing on the way a number of other early arrivals going the other way. Friday evening was spent meeting up with old friends over a meal and a beer in Millport, then around the already busy campsite.

Saturday was my busy day. I was programmed for a slide show on Shetland and a seminar on basic navigation shared with Dave Grant. The weather was again perfect so there were maximum turnouts for the outdoor practical sessions, while the indoor sessions were much quieter. My slides were well received by a small but appreciative audience. In the afternoon Dave and I transferred our navigation session to the grass in front of the Centre, with some success. Meanwhile there was something approaching a carnival atmosphere on the beach, with as many as 80 kayaks on the water at a time, and the biggest selection of demonstrators I've ever seen in one place.

Saturday night's keynote lecture featured two guests from Auckland in New Zealand, who had much of interest to tell about the growing kayaking scene there, plus a terrific slide show about the Auckland Islands, which proved to be a very long way from the city of that name, and to have about as much in common with it as St. Kilda has with London. There followed the now famous ceilidh, much to the amazement of many of the first-time visitors from south of the border. Thanks to the splendid new dining room at the Centre, which doubled as a bar, there was a lot more room for socialising than in previous years.

Sunday again dawned fine, unless you had a hangover. Fortunately I was feeling fine as I had booked myself into Derek Graham's session on self-rescues. This proved so popular that Donald Thomson was drafted in, and the group split in two. To my mind sessions like this represent one of the best aspects of the symposium format - the chance for the ordinary paddler to learn about an advanced topic directly from one of the leading practitioners, in this case someone who is at the leading edge of thinking and practise.

Sunday afternoon I had set aside to try some of the demo boats - in particular the new Nordkapp Jubilee, which was proving exceptionally popular. If the level of interest here is anything to go by Valley and Knoydart must be on a winner. Unfortunately my birthday has been and gone this year, so it will just have to be Christmas.....
By evening those unfortunates who had to work on Monday were on their way home, and the rest of us settled in for a scholarly treatise on Inuit history from Tony Ford, or a convivial evening in the bar. Some of us tried to do both with some degree of success.

Monday morning saw the survivors spreading themselves around the remaining events. Yours truly was down to share a session on towing with Graeme Bruce. As it turned out Graeme conducted an excellent and well-prepared session while I lent what support I could. Then after lunch it was time to pack and go - in my case to Edinburgh before heading home, but for around fifty participants it was up the west coast to Arduaine for a week of paddling in the Firth of Lorne.

One of the outstanding features of the Scottish Symposium is the warm welcome and genuine support of the National Water Sports Centre, not to forget the excellent food. They really seem to like having us, despite the attendance of around 180 being something like four times their usual. Another key factor in the Symposium's success is the tight-knit organising committee, who clearly get on well with each other, and all seem to pull their weight. In Shetland we are well into the planning for our own symposium, to happen in July next year. It's sure to be a very different event from the Scottish Symposium, but if it goes half as well, and the weather is half as kind, we'll be happy. It was a great weekend and thanks again to Matt, Gordon, Duncan and the rest of the team for inviting me. See you all again soon I hope.

TIDAL STREAM ATLAS of the SOUTH DEVON COAST
(From Plymouth to Exmouth) - Compiled by Mike Fennessy.

ISBN 0 9530656 0 X

Its good to see this little gem back in print. First published in 1978 it gave me great insight into the world of tidal streams and their effects in conjunction with natural features and more importantly, upon me as a canoeist. Collated by Mike Fennessy, (a former BCU Sea Coach) who is still held in high regards by many sea canoeists in the South West this is one of the few nautical publications covering this area with the small craft user in mind.

Presented in A5 format the third edition follows the same easy to understand layout as the preceding publications. 13 chartlets represents tidal states relative to HW Devonport with tidal steam arrows of varying sizes reflecting their strength and direction. Detailed inserts also indicates tidal conditions in the ports of: Plymouth, Salcombe, Dartmouth and Teignmouth. More importantly, for the sea touring canoeist, similar inserts show tidal states off Berry Head, Prawle and Start Point.

Mike's *Explanatory Notes* on factors effecting tidal conditions, the little snippets of information and helpful tips makes this one of the best publications a canoeist could buy.

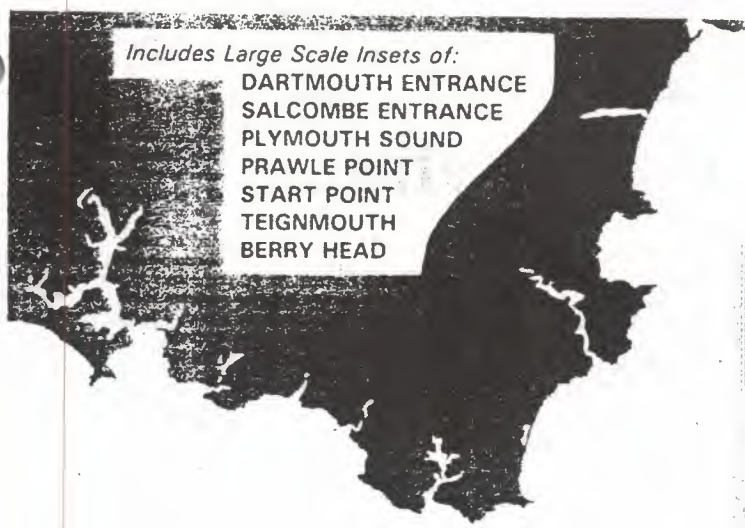
A sister publication: Tidal Stream Atlas of South Cornwall Coast (Penzance to Plymouth) compiled by the same author is also available.

Both are in paperback format, priced at £6.30p each and obtainable by post from: Sea Chest Nautical Bookshop, Queen Anne Battery Marina, Plymouth, PL4 0LP, Tel: 01752 222012.

PS. Mike advises me he is currently working on a real-time simulation of the Atlas for PC use and a general book on tides and tidal streams. I wonder if any manufactures have produced a dry bag which will accommodate a laptop yet!

TIDAL STREAM ATLAS
of the
SOUTH DEVON COAST

(from Plymouth to Exmouth)

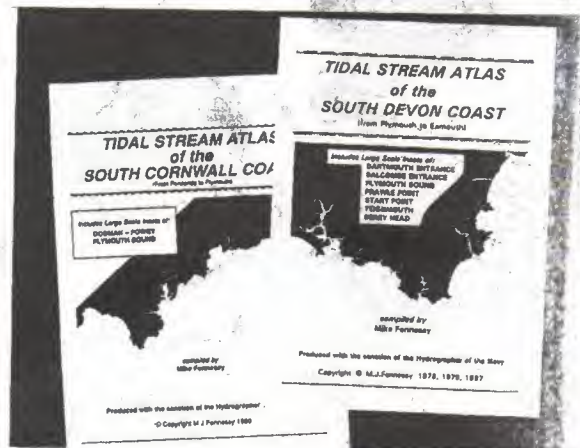


compiled by
Mike Fennessy

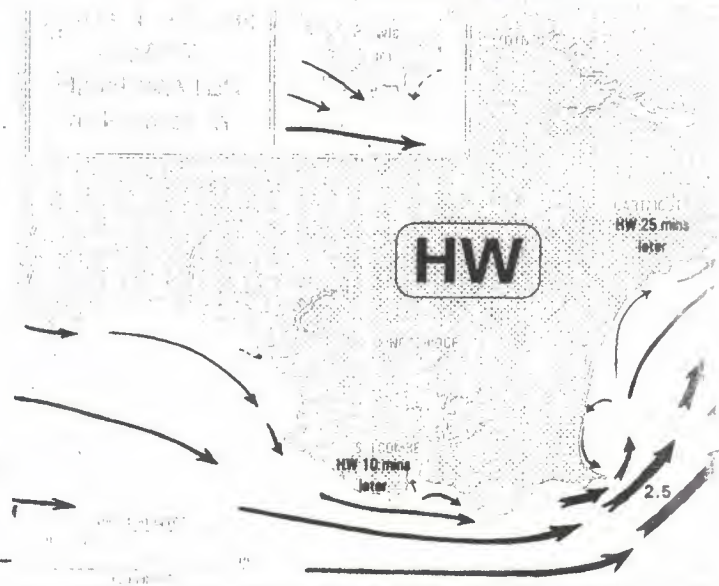
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Nautical Bookshops, Dive Centres



Published by Coastal Research 01752 226676



FOR
SALE

I am wishing to sell my Aerius 2000 Klepper folding kayak. You may well know the canoe which is a single 12 ft 6" long canoe which folds into a backpack.

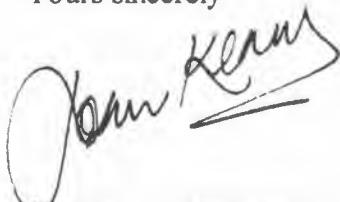
It is approximately three years old and is in good condition.

It takes about 12 minutes to assemble.

I am open to offers of perhaps £500 or would be happy to consider a part-exchange as I wish to acquire two fibreglass canoes.

I look forward to hearing from you if this is likely to be of interest to any of your members.

Yours sincerely



JOHN A B KENNEDY
Managing Director

Address :- 6 Beaverbank Office Park
Logie Green Rd.
Edinburgh, EH7 4HG
Tel 0131 557 3233
Fax 0131 557 1122



Brian Averell

- Ban wet bikes from all forthcoming EU Special Areas of Conservation (about 20% of the UK coastline) and from all beaches monitored under the EU's 1976 bathing water directive (about 450). Channels should be created at least 300 metres from the low-tide mark. At other beaches, estuaries and coastlines, they should be kept within zoned areas.
- Inland, wet bikes should be banned from all rivers, reservoirs and lakes within our national parks and Sites of Special Scientific Interest (where a right of navigation exists, a speed limit of 10mph should be imposed).



- Wet bikes should be registered and users require display prominent identification, pass a national proficiency test and show a certificate of insurance covering third-party damage.

Wet-bikers who flout speed limits on Loch Lomond have been warned that they face prosecution if they continue to annoy local residents and other water-users. Last weekend, traffic police armed with roadside radar guns joined park rangers to patrol the loch on high-speed launches. Eleven offenders, including four wet-bikers, were caught exceeding the 7mph speed limit that is effective within 150 metres off the shore. Each received a warning.

The police campaign is thought to be the first of its kind in Britain and will encourage other local authorities, who say their own by-laws aimed at curbing wet-bike abuse are not being properly enforced. Chief

Loch and key plans

Superintendent Ronnie Hawthorn, of Strathclyde Police, promised that the patrols on Loch Lomond would continue throughout the summer, particularly at weekends, when up to 5,000 boats use the loch.

"Each of the three boat crews reported that by the end of the day there had been a marked improvement in the behaviour of loch users," said Hawthorn. "The problems are caused by only a minority of wet-bikers, but we are determined to show them that we will not tolerate their behaviour. Where appropriate, we will press for prosecutions."

Hawthorn said that the

crackdown was launched after complaints by residents and boat owners. Local press reports have linked aggressive and unruly behaviour among wet-bikers with drug abuse. Some loch users say they have been scared off the loch by speeding jobs. Mr D Fleming, of Derby, said: "I was camping on the shores of Loch Lomond and a group of youths were on wet bikes until the early hours of the morning, then again from 5am. I have not been back since."

David Cooke, of Stirling, who has seen wet-bikers chase swans and use marker buoys for slalom races, says:

"Traditionally, children from our sailing club have learnt to sail in Loch Lomond, but I would be loath to let my children learn in an environment made dangerous by these machines."

● A new survey of local authorities suggests that many have no powers to curb the activities of wet-bikers. The findings appear to contradict an assurance last week from Glenda Jackson, the transport minister, that national legislation is not needed because local authorities are best placed to deal with offenders.

Half of all councils on the

Welsh coastline told rescuers they had no by-laws governing the use of power watercraft, despite persistent complaints about wet bikes.

Last week, Jackson returned to back The Sunday Times Campaign for Safe Waters, saying compulsory national registration would be difficult to impose and police.

Programme-makers also found that not a single wet-biker had been prosecuted in Wales in the past three years. Y Byd ar Bedwar, the Welsh language current affairs programme, will tomorrow launch a mother's campaign for the national registration of motorboats and wet bikes after her 10-year-old son was almost killed in a motorboat accident at Mynydd Nefyn, Gwynedd, while playing in shallow water.

GERMAN INTERNATIONAL SEA KAJAK ADVENTURE

Heinrich Roling
Schlosstr. 15
79211 Denzlingen

Tel. 07666/8233

Dear friends,

after Ile de Ré, Scotland, Sweden and France: now Germany in 1998. We, the Germans, want to invite you to take part in G. I. S. K. A. '98 and to visit the 'Ostfriesischen Inseln' in the west of the German North- Sea.

We are going to paddle for about one week in the beginning / middle of June '98, it depends on the tides and the holidays in Germany.

If you are interested, give me a sign; afterwards further informations will follow in November 1997.

Best regards,

Remember France: 10 o'clock, in the boat, on the water !!

ENVIRONMENT AGENCY GETS TOUGH ON BATHING WATERS - BUT ...

The Environment Agency has written to water companies with a new policy to improve the treatment of sewage discharges affecting bathing waters. The new policy requires water companies to employ either higher standards of conventional treatment and discharge from outfalls well away from bathing waters, or very high standards of treatment followed by ultraviolet light disinfection at outfalls near bathing waters. This sounds promising on the surface, but looking deeper at the policy, there is a shortfall - the policy does not apply to all coastal sewage outfalls affecting bathing waters which are already in place. The policy applies to planned water company sewage treatment schemes that as yet have no discharge consent; schemes required under the Urban Waste Water Treatment Directive that affect bathing waters; discharges identified as causing the failure of mandatory standards at bathing waters; and schemes judged likely to contribute to the failures of Bathing Water Directive standards. The policy is, however, a positive move, but the Marine Conservation Society campaign will continue until all coastal sewage outfalls receive secondary treatment and UV disinfection and the higher Guideline standards are met, ensuring cleaner seas for all users.



El Niño threatens Britain's weather

IF YOU thought the weather has been bad, prepare for worse. El Niño, the Pacific Ocean phenomenon that influences global climate, is about to make an appearance, threatening storms, droughts and high winds around the world. Britain is unlikely to escape.

Scientists have detected one of the greatest climatic disturbances for 50 years. Sea-surface temperatures in the Pacific, which cause El Niño, have risen this year at a faster rate than ever recorded.

The phenomenon could result in droughts in Australia and Africa, heavy rains in the United States and South America and even more changeable weather than usual across Britain this winter.

As the temperatures rise, easterly trade winds and ocean currents of the tropical region of the Pacific are predicted to flip into reverse, causing havoc for global weather patterns.

Scientists do not know exactly why El Niño — Spanish for the baby Jesus — develops, but its effects are well documented, especially at Christmas. Heavy rains fall in Peru and the southern United States, droughts hit Brazil and eastern Australia and normal weather patterns become more unpredictable around the world.

Abnormal warming on the surface of the central Pacific generates huge volumes of warm, moist air that disrupt the normal flow of the jet streams. A theory that underwater volcanoes fuel the warming has been

discredited. However, research suggests that that man-made global warming caused by the build-up of greenhouse gases may be worsening the effect of El Niño.

Weather buoys and satellites used by the American National Oceanic and Atmospheric Administration have detected a 4C rise in Pacific temperatures during the past few weeks.

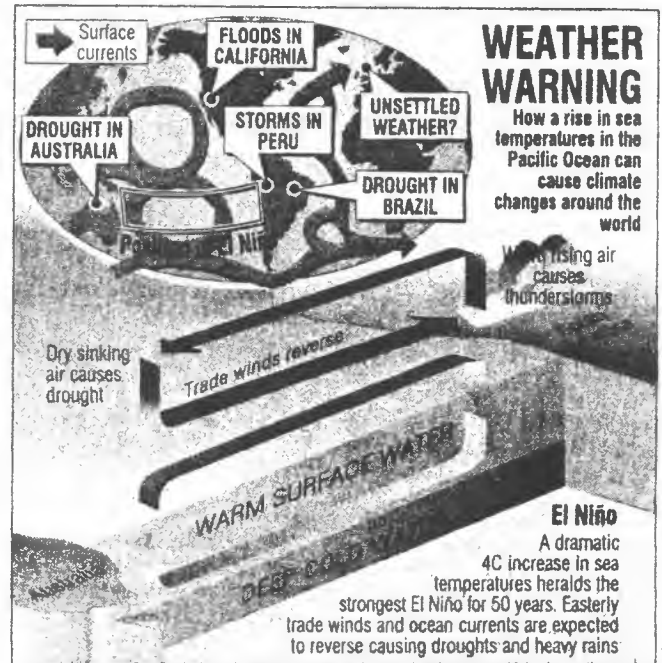
Dr Randall Dole, director of the administration's climate diagnostics centre, said the impending El Niño could be unprecedented: "For this time of year it is already one of the biggest events in the past 50 years. We have never seen anything develop so quickly."

It is still too early to make predictions about the effects of this year's El Niño on global weather patterns, but Dole said they were likely to be significant. "An event of this magnitude will undoubtedly have an influence on the global climate, including Europe. We may be able to get better predictions later this summer."

Dr Michael Davey, an expert on El Niño at the Meteorological Office's Hadley Centre for Climate Prediction, said Britain could suffer even more changeable weather if the Pacific temperatures continue to rise. "It is building up very rapidly. It is the fastest we have seen," he said.

Even if Britain escapes the worst effects this winter, experts are predicting a rise in the price of tea, coffee, cocoa and sugar as tropical crops suffer from droughts or heavy rains.

Tea and sugar suppliers fear a strong El Niño could reduce production by as much as 20% because of droughts in Africa



and southeast Asia. Peru has already declared a state of emergency in many of its cocoa-producing regions because of the threat that heavy rains will ruin crops.

The most intense El Niño in recent years was in the early 1980s. It destroyed crops worth billions of pounds around the world, and affected livestock and property in the United States, Latin America, the Far East and Africa. South Africa was reduced from a significant regional grain producer to an importer of more than 1.5m tonnes of corn.

More than 100 people died in bush fires across Australia and a further 1,500 deaths were blamed on the effect. However,

the most devastating El Niño on record was between 1939 and 1941 — it was blamed for a famine in Bengal that killed hundreds of thousands.

Some effects of El Niño are already being felt.

The tea crop in Kenya has been reduced by 20% because of drought, which has also severely affected agriculture in Jamaica and other Caribbean countries.

The Australian government believes the value of its agriculture will be reduced by 5% next year.

Peru's preparatory state of emergency for disasters expected this year has been declared in nine out of its 24 regions.

Snippets for Iska.

Bunkhouse - Tarbet - Loch Nevis,
Knoydair. Converted chapel
sleeps 8 cost £1.50 p.p. per night
excellent refuge, suitable for
kayakers and those seeking the
solace of Knoydair. Warden
Frank. a jovial host. (June 1997)

9, Undercliff Road, KENDAL, LA9 4PS

1/7/97

Dear John,

Another very interesting issue of ISKA News. Your remarks about Sea Mist reminded me of an experience some years ago off the North coast of Anglesey near Point Lynas when I was caught in a similar predicament. The mist seemed to envelope us suddenly without warning and we very soon lost all sense of direction. Without a compass we would most likely have paddled away from the shore, or round in circles. Fortunately the mist soon cleared and we were able to see Point Lynas and get our bearings. But it was a salutary lesson and I never venture out without a compass.

Paul Caffyn's article on Offshore Winds was particularly interesting and very readable. His excellent style of writing is always very readable, understandable, easy to follow and very informative. It appeals to my simple mind as at school many years ago, in the sixth form, I went over to the Classics having found higher mathematics and science quite beyond my comprehension.

Dr Sutherland on Visual Safety Signals makes a valid point that in real situations those in difficulty will not take their eyes off the nearest waves regardless of prior rhetoric. It follows therefore that it is up to the leader, or the more experienced members of the party to, keep an eye on those at most risk and to act

Maine Island Trail had a personal interest to me as my sister and her husband lived on Little Chebuque Island in that chain for some years. (He was a farm manager there). They then retired to the mainland before returning to U.K. where they both died. Their son, Paul, my nephew, however still lives on the mainland with his wife and family at Trenton, Ont., but returns to Maine for his annual holiday - and for the lobsters - and hopes to retire there. Is there any possibility of your persuading him to give a more detailed account of the 'Island Trail'? I feel sure it would be very well received as it is just the kind of long chain of off-shore islands that would appeal to the sea-kayaker. Could you let me have his address as it does not appear in the latest membership list?

I trust that all is well with you and Jenny and that you are enjoying your retirement and the freedom that goes with it.

Best Wishes,

Eric (Torry)

Phil Daking:in

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HEATHROW AREA. (WILL TRAVEL)

From Oliver Cock, Woldingham, Surrey.

19th June, 1997

Dear John,

I do agree with Pr.Udo Beier's letter of the 21st April with regard to signals made by canoeists and kayakers at sea.

But I must confess myself muddled over the numbers that he refers to. Presumably these numbers are those in the table given in your Newsletter No 15.

But the sound signals which Udo gives do not quite agree with the international code by all vessels at sea. These are quite simple:-

- 1 blast : I am going to starboard
- 2 blasts : I am going to port
- 3 blasts : My engines are in reverse (NOT, please note, that I am going backwards)
- 4 blasts : I am not fully in control. Please keep well clear.

It is to be noted, however, that there are various variations on these in various ports. This Dr. Beier's single blast meaning, "I am under way" clashes with mine above. It is a special signal for New York Harbour and may not be understood elsewhere.

Another variation that I can give you is on the River Thames. Here, because of the congestion of traffic, the first thing to do before any manoeuvre is to get noticed. so boats give four blasts to make everybody listen, and then the blast appropriate to the manoeuvre that they are about to carry out. Thus four blasts, a short gap and then two blasts means, "Here am I and I am about to go to port".

There is one more point that I would like to make which I learnt when all the water sports were trying to work out a sensible routine. When we fired various distress signals at sea, very few people on land - or anywhere else for that matter - took a blind bit of notice! Having been told by H.M. Coastguards that firing a gun was a distress signal, we tried firing a maroon. This had the desired effect of making people turn and look. We then fired the appropriate distress signal, flare or smoke, and the rescuers began to take action. Paynes Wessex make a very good hand held maroon which I think every leader of a sea expedition should carry.

Yours sincerely,
Oliver Cock.

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