

# 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. 18

NOVEMBER, 1997

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#### EDITORIAL

Here we are again.....renewal time. For the last few years I have been struggling to keep the cost of subscription static. I know you are going to think that inflation has remained about static so why should he need to increase cost of subs. The facts are that I have retained the cost for many years now and during this time the cost of paper, envelopes, stamps and the rent of the printing machine have risen. As a consequence I am raising the subscription to ISKA by 50 pence to 8.00 pounds. I shall not be increasing the cost of subs to those living beyond the U.K. which means the cost *for everyone will be 8.00 pounds sterling*. I have enclosed a renewal form and early renewal would be appreciated.

I shall wait until after the Canoe Exhibition next February before I print out the ISKA Membership List. This is because I often take quite a few new members at the Exhibition. This time I want to include telephone numbers and E Mail addresses so only include these if you wish me to include them in the Membership List.

I am off to Calshot this coming weekend for the B.C.U. Sea Touring A.G.M. and am looking forward to meeting up with old friends .....and new ones as Dave Evans (the organiser) tells me there are many new faces this year. I shall have a report in the next Newsletter.

Broadstairs on the south coast of England is a nice place to go. I went there with some friends earlier this year and after some kayaking along the shore we thought a swim in the ocean would complete our day. "Not bloody likely", said one of our group. I thought a swim around 'the pole' out in Viking Bay, a marker at the end of the rock pool, topped with a warning triangle was a good idea. "You want to see what the **Good Beach Guide** has to say" I was surprised to see that Broadstairs failed the water quality standard. In fact last year it failed the lowest mandatory level, the legal minimum that is required for bathing waters in Europe.

The three possible culprits causing Broadstairs to be denied a Blue Flag are as follows. some 3.6 km out to sea is a continuous discharge pipe which releases sewage that has had only preliminary treatment, i.e. a quick 'tickle' and sent on its way. In the next bay along from Viking, a combined sewer overflow (CSO) pipe lies some 700 metres offshore. This will only be used



in heavy rainfall when local sewage works may be swamped, but make no mistake about it, CSOs often carry a mixture powerful enough to gag a maggot - raw sewage, domestic waste, fat balls, heavy metals and industrial effluent.

The third pipe is at the end of the pier but this is reckoned to carry only surface run off water. The harbour master told me it often looks like something from the 'Black Lagoon'!!

So these three pipes are probably why Broadstairs is one of the 51 beaches that last year failed to reach minimum EU bathing water standards laid down in 1976.

That is 51 failures from a total of 472 U.K. bathing beaches - an 89.2% compliance with the directive, up from 78.7% in 1992. This sounds impressive, but it was 89% in 1995, which means that last year we saw a minuscule rise of .2%. But look at the sort of beaches e are talking about: Scarborough, Ilfracombe, Blackpool - many prime holiday beaches where technically you should'nt really go near the water. Just like Broadstairs, these are beaches where bathers may well be floating in tandem with less-than-savory companions, and there is evidence that bathing in such waters can make you ill.

The Victorians had great faith in the health-giving properties of the sea, even believing that salt water killed bacteria; hence the engineers went for short outfalls, discharging raw sewage yards from the shore. As the population grew and the pattern of sea use has changed -the Victorians were not big surfers! - in became increasingly apparent that such short outfalls were totally inappropriate,

Incredibly, when the long overdue overhaul of sewage treatment in this country began in the 1980s (principally due to the impetus of the EU Directive and pressure from environmental groups) the Royal Commission on Environmental Pollution came out in favour of longer outfall pipes, i.e. discharging untreated or roughly screened waste into the sea, but from longer pipes.

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I have just heard of the death of one of our long term ISKA members, Alan Offer from Poole in Dorset. Apparantly Alan was out kayaking with some colleagues one evening recently and went to the rescue of one who had capsized. It seems he took a swim himself and was picked out of the water within a short time but was DOA at hospital. I will include more details later.  
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# I.S.K.A. Newsletter

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**From Rowland Woolven,  
Tywyn, Gwynedd,**

Dear John,

You asked in the editorial to Newsletter 16 for thoughts on GPS. In principle I agree with you - you have to know how to navigate before you can get the best out of GPS. (Also, in a mountaineering context, blind reliance on a GPS alone can be downright dangerous; straight lines can lead over cliffs and crags!).

There are, however, two occasions when a GPS would be handy.

a. When working in an area of known magnetic anomaly in conditions of poor visibility. Tony Ford had just such an experience on the west coast of the Queen Charlotte Islands and was forced to coast hug around the back of a bay instead of cutting straight across.

b. Secondly, when engaged upon a major open crossing. A year ago six of us in three Aleut 2s crossed from Whitesands Bay to Rosslare. Conditions were perfect - except for light haze which restricted visibility to about one nautical mile. In any event there is a long section out of sight of

land whatever the met. conditions!

Having done the basic navigation we then used the GPS (a Garmin 40) to track our position and from the half way point we used the known location to make decisions to deviate from the 'dry land planning'. I must admit to some concern when for some time I could not see Tushar Rose light even though I reckoned I should have been easily within visual range. At that stage I began to question whether I had entered the correct datum set and start/finish co-ordinates! The relief in my voice then the haze parted for 20 seconds to reveal the lighthouse was apparently very obvious!

Overall, the main advantage was being able to compare our ground track to our planned track - revealing an unexpectedly strong stream effect pushing us first NE then SW.

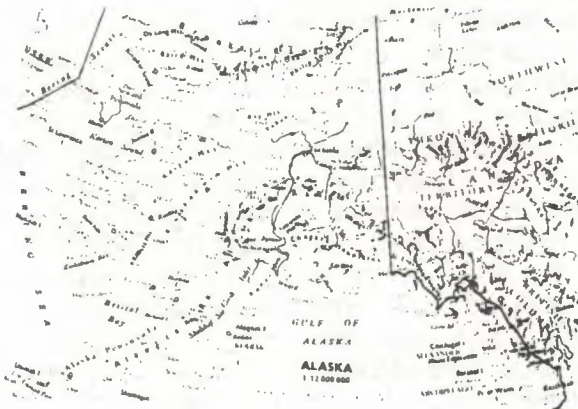
I think they (GPS) have their place - but they have their limitations and just having one does not guarantee safety; after all, the range of the hand held VHF is somewhat less than half the length of the average major crossing!.

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**From Hermann  
Harbisch, Germany.**

Dear John,

This year I paddled



with an old friend using folding boats in the Glacier Bay area of Alaska.

In general the waters are very easy to paddle because the Bay with fjords and inlets is well protected from wind and the waves of the Pacific ocean. For that matter is very easy for beginners to hire sea kayaks at Bartlett Cove for trips into the Bay.

It is possible to start at Bartlett Cove and at three different spots in or near the West Arm of the Bay. Most days a Tour boat passes from Bartlett.

Despite the Bay not necessarily being a particular challenge it is well worth the paddle into as it's splendour is unbelievable; narrow

arms and inlets surrounded by snow capped peaks sending glaciers into the sea, an abundance of wildlife,

especially water fowls, and lots of bears, black bears and brown (grizzly). Three times we had bears in our camp but fortunately they were not aggressive and we had packed and stowed all our food in bear proof containers. The last evening there came two youngsters - grizzlies, into our camp. They were curious and obviously smelling our food. They came so close that I had to use emergency flares to chase them away as shouting and making noise had had no effect. It was the first time in forty years paddling that I had to use emergency flares - and then not to signal trouble at sea!

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**Udo Beier's respond to Oliver Cock's letter concerning:  
"Signals for Sea Kayakers" - (ISKA-Newsletter. No.17/97)**

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In the final edition of "Signals for Sea Kayakers", published in ISKA-Newsletter, No.17/97, you will find an international discussed proposal for some arm and sound signals. The sound signals were integrated in this proposal because especially the North-American Sea Kayakers are used to such kind of signals. The signals are quite easy to remember:

1 short blast:	Attention!	▷ Look at once to the person making the signal.
2 short blasts:	Come!	▷ Gather around me!/Follow me!/Help me!
1 long blast:	Wait!	▷ Wait for me!/Stop paddling!/Danger, keep clear of me!
1 continuous blast:	Mayday!	▷ Distress, help me or inform rescue services!

These sound signals are easy to distinguish, too. The second signal is different to the first one, though I would prefer now to agree for the second signal "two or more short blasts", in the case that you might miss one short blast because wind and sea is roaring and sculls are crying at the same time. By the way the fourth signal is identical with the international agreed sound signal for "Mayday/Distress!": "Continuous sounding of the fog-horn!"

Oliver Cock writes, that "the sound signals .... do not quite agree with the international code by all vessels at sea." He gives some examples:

1 short blast:	I am turning to Starboard!
2 short blasts:	I am turning to Port!
3 short blasts:	My engines are going Astern!
5 short blasts (at least):	Look out!

But there are further examples of sound signals for vessels in sight of one another:

2 long and 1 short blasts:	I intend to overtake on your Starboard side!
2 long and 2 short blasts:	I intend to overtake on your Port side!
1 long, 1 short, 1 long and 1 short blasts:	Agreed! (in response to the above two signals)
1 long blast:	Look out - I am coming!

And for vessels in fog you have to distinguish the following signals:

1 long blast:	Power vessel under way! (every 2 mins)
2 long blasts:	Power vessel stopped! (every 2 mins)
1 long and 2 short blasts:	I am manoeuvring with difficulty!
1 long and 3 short blasts:	Last vessel in tow!
1 short, 1 long and 1 short blasts:	Look Out, I am at anchor!
1 short and 2 long blasts:	Ferry under way!

Finally I know the following danger signals:

1 short and 1 long blasts (5times/min):	Stay away! (e.g. danger of explosion!)
1 long, 4 short, 1 long and 4 short blasts:	Danger!

Oliver Cock's objection is okay. I know some of those blasts, too, because the first three international known sound signals I have once painted on my foredeck to understand them when it is necessary. But what is the alternative? It might be possible to develop sound signals for sea kayakers, which you can distinguish from the above mentioned signals. However I fear the result would be a typ of signal, so complicated, which ist not only a bit difficult to remember but also a bit difficult to recognize, when you will hear the sounds on the sea.

What is the solution? I did not hear ever, that the American sea kayakers were criticized using sound signals which are identical with some international agreed sound signals for vessels, though the meaning is differnt. Therefore I can only argue, the proposed sound signals 1 till 3 are intended only for communication between sea kayakers. These signals must not be used if e.g. vessels could misunderstand them. Independent of this I don't think a sound signal, made by a sea kayaker with his whistle or small fog horn, will be heard by a captain, e.g. going with his vessel through a noisy harbour.



From: Paul Caffyn <kayakpc@xtra.co.nz>

#### FOR THE ISKA NEWSLETTER

Eric Totty's query about backrests.

Apologies Eric for not responding to your query about backrests in ISKANewsletter 14. Sluggish sea mail to blame. Yes I have progressed on to a different backrest. During training for our Fiordland Expedition in 1977, a few weeks of training without any backrest was crippling my back and I improvised from thin marine ply, four slats linked together with brass eyelets, that extended from immediately aft of the Nordkapp seat to just about the level of the cockpit coaming. The two middle slats were broader than the two outside ones to accomodate curvature of the seat and coaming. Thin closed cell foam mat was glued on to the slats from level with the top of the seat to level with the top of the slats. Rip stop nylon then glued onto the mat partly avoided the sweating/uncomfortable feel of the mat on hot, shorts only days. Later models used brass tack-attached 1" stiff climbing webbing instead of the brass eyelets, and the loop formed by using one length of webbing allowed easy attachment of the backrest to the seat mount - security in the event of an out of boat experience. An early problem of the base of the backrest sliding aft was rectified by glassing four small square-sectioned lengths of wood to the hull.

This style backrest served me well for the New Zealand, Britain and Australian trips. No back problems ever!

The blocks of wood were not needed for the Aussie boat, as I wanted the aft bulkhead as close to the cockpit as possible, to optimize storage capacity in the aft compartment. Thus the backrest lay against the sloping aft bulkhead. Pushing this optimizing storage capacity another step, the Japkapp had the seat extended up to the cockpit coaming thus forming a full, solid, curving, armchair type backrest (and a third bulkhead). And this worked a treat. No back problems during the Japan or Alaska trips.

I will try and explain my rationale for the solid backrest. For short duration kayak racing, K1, K2 etc., a backrest cannot be used because of the leg pumping and back swivelling motion necessary to achieve high speeds - maximum energy expenditure for maximum speed. The races are of short duration hence the back does not suffer. But for long distance, long duration sea kayaking, my philosophy is minimum energy expenditure for optimum speed.

If the lower back is not supported, the abdominal and lower back muscles are using energy to act as a fulcrum for the paddling power exerted by the upper back and shoulders. With a solid fully supporting, backrest, the fulcrum is not the lower back, but the backrest - only the shoulders and upper back muscles are expending energy for the forward paddling motion.

Stuffing sleeping bags behind the seat will achieve a semblance of support; a strap type backrest will achieve flexible horizontal support behind one section of the back, but take my word for it, the kindest support for your back is a full, solid backrest.

In New Zealand, four of the largest fibreglass sea kayak manufacturers all incorporate the solid seat/bulkheads in both singles and doubles for two reasons, additional buoyancy gained and paddler comfort.

I am not aware of what changes/improvements have been made to seats and bulkhead placement for the past 16 years in Britain. If British sea kayak manufacturers are still producing seats without solid backrests, then British paddlers are suffering dark age torture. Only consumer demand will make the change if the manufacturers won't.

Paul Caffyn

#### **Kayaker crosses Bering Strait** 9/6/97

A noted Japanese adventurer has succeeded in crossing the Bering Strait by kayak, a 53-mile trek that is part of an ambitious 30,000-mile journey. The Japanese Consulate said Yoshiharu Sekino, a Japanese doctor and explorer, completed the crossing Aug. 11 in a kayak made of walrus intestine. Sekino departed from the northwest Alaska town of Wales on July 31, the consulate said. Sekino's travels began in Chile in 1993 and will take him more than 30,000 miles north through the American continents and across Europe and Asia to reach the cradle of civilization in eastern Africa. Sekino plans to finish the journey in 2001, the consulate said.

## RESCUE TECHNIQUES

### Paddle Float Self Rescue

by Grant Rochfort  
Natural Highs Kayak School

You have fallen out of your kayak and cannot roll; your best technique for self rescue is probably the paddle float.

Your first priority is to hang on to your kayak and paddle.

With your rear hand hold onto your paddle and grasp the near side cockpit coaming with your front hand in relation to the kayak. Kick hard with your legs and punch your front hand straight up into the air to right the kayak. This technique helps keep the cockpit clear of the water while it is turning over and minimises the water left in the cockpit when the kayak is righted.

Now put your front arm under a deck bungie directly behind the cockpit. You want the bungie on the inside of your elbow. You are now free to use your hands without fear of being separated from the kayak.

Making sure you're in front of the paddle. Slide the paddle float over one end of the paddle and inflate. Often inflation is enough to hold the float onto the paddle. However with some high aspect (skinny) blades you may need to tighten the strap to prevent the float coming off. I have my float attached to a length of bungie which I don't have to take off during a rescue, as it is easy to lose your grip on the float in rough or windy conditions.

Once the float is securely inflated on a blade of the paddle you will need to slide the other blade under the paddle float straps. This will be easier if you keep the power face of the blade down. Slide the blade under both sides but no further. The further the outrigger (paddle float) is away from the kayak the more stable it will be when you climb back in.

It is a good idea to preset the length of the paddle float straps to suit the paddle you are using before leaving the

shore. If your boat is not fitted with paddle float straps you can put some on yourself using a couple of lengths of cord or alternatively you can use the declines or deck bungies on your boat. If you have strong hands it is possible to do the rescue by clamping the paddle shaft to the rear of the cockpit with your hand.

Now that the paddle float is set up you have to get yourself back in the kayak. Facing the back of your kayak place your outside hand halfway down the paddle shaft and your other hand on the centre of the back of the cockpit rim.

Aim yourself at the rear hatch and using your arms to lunge and your legs to kick belly flop onto the rear deck. In this position it will be possible to bend your legs and put them inside the cockpit. It is important at this stage to keep weight on the paddle shaft otherwise you will just capsize to the unsupported side.

Keeping your weight on the paddle shaft and your body position low, gently rotate your body around into the normal sitting position.

If it is rough get your spray deck back on and pump out the cockpit before removing the outrigger and carrying on with your trip.

Grant Rochfort

### TX RESCUE

by Grant Rochfort

In the first part of this rescue description I will describe what to do when every one is in the water. Then I will describe the normal assisted TX rescue. The example I will describe is a party of two. I will call my paddlers Alex and James.

After securing their boats and paddles, James and Alex have decided that Alex will get back in her kayak first as she is stronger and will be able to assist James to get back into his kayak.

The upturned hulls are side by side and Alex is next to her kayak. James

is on the opposite side of the hulls next to his kayak. Alex passes the paddles to James who jams the blades under the deck bungie on his boat to get them out of the way. Alex forms a T shape with the 2 kayaks and she lifts the bow up onto the upturned hull of James's kayak. James assists Alex by pulling her kayak from the opposite side.

Once Alex's cockpit is clear of the water and has drained, the kayak is turned over.

James now reaches across his kayak and holds onto Alex's cockpit rim while Alex climbs back into her boat. To climb back into her boat Alex holds her cockpit rim, lunges with her arms and kicks hard and belly flops across both boats.

Face down, she slides her legs into the cockpit and turns over. Then Alex secures her spray skirt.

*From this point I am describing a normal TX assisted rescue.*

Alex asks James to pass her the paddles and then she secures them under her front deck bungie on the opposite side to James.

Alex asks James to go to the front of her kayak making sure he holds on the whole time he is making his way to her kayak. Alex is now going to lift the front of James's kayak onto her deck. It can help balance the lifting if James hangs off the opposite side of the bow to his kayak. Hanging off the front of Alex's kayak has the effect of sinking Alex's bow a little and this makes it easier for Alex as she does not have to lift the kayak as high to get it on her deck. Alex will need to keep James's kayak angled in front of her to make lifting easier.

Once Alex gets the bow of James's kayak onto her deck most of the water drains out of the cockpit because of the bulkhead just behind the seat in James's kayak. Alex doesn't drag James's kayak across any further but instead waits for the bulk of the water to drain then lifts the bow high making sure the cockpit is clear of the water before turning it over. Because



Alex kept the cockpit clear of the water it now has very little water in it and won't need to be pumped out when James gets back in.

Alex now turns the boat around by holding James's bow and twisting at the waist.

She turns the boats so the front of James' kayak is pointing towards her rudder. Alex places her near hand on the near side front of James' cockpit and the other hand on the far side front of James's cockpit. Alex ensures she has a good grip and leaves a little gap between the boats.

Alex talks to James, "James, I want you to come up between the boats facing me. Yep that's good. OK now put your hands one on the front of my cockpit rim and the other on the back of your cockpit rim. Right now lie back and put one foot on my boat and one foot in your cockpit. OK when I count to 3, I'm going to squeeze the boats together and you're going to lift yourself up. 1,2,3, lift!"

With that, James lifts and Alex squeezes. The boats are now securely under James and he has a secure platform while he slides back into his boat and puts his spray skirt back on.

It's a good idea for the first paddler back in their boat to talk as it helps keep the other paddler calm and also helps with the teamwork and timing involved in the rescue.  
Grant Rochfort

## High Speed Catamaran Service - Sea Paddlers Be Aware

**T**he following information has been received via the Harwich Haven Authority. Harwich Harbour and approaches. Mariners are advised that a large High Speed Ship, the 'Stena Discovery' commenced scheduled service on 2nd June. In service the full speed of this vessel is in excess of 40 knots, and the approach to Harwich will be via the North Shipwash and the Shipway, entering the Harwich Deep Water Channel in the vicinity of the Shipway Buoy. From No 1 Channel Buoy the speed will be progressively reduced, but will still be in excess of that of vessels normally encountered. Fishermen trawling in the Southern part of the Shipway and approaches to Nos 1 and 2 Buoys must take particular care and keep Harwich Haven Operations well advised of their presence in accordance with existing Fishermen's code. Yachtsmen should avoid crossing ahead of the HSS, and must not cross astern closer than 250 metres, (two lengths of the ferry), because of the large volume of high velocity water being pumped out by the water jets. Within the harbour the catamaran will conform to the speed limit of 8 knots. During the outward passage, once clear of the Cliff Foot Buoy speed will progressively be increased. Normal routing will be through the Shipway for both inward and outward passages, but other routes may be used if necessitated by weather and/or operational reasons. Daily scheduled arrival times at Harwich International Port are 0955 hours and 1850 hours, with sailings at 1050 hours and 1930 hours. All vessels should monitor the Harwich Haven Operations Service on VHF Channel 71 to be advised of the movements of this vessels.

Hello, we can't be far from civilisation



### 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.

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Via de'Macci 7  
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# Sea Coaching and the Skeg by Drew Delany

## Background

- 1 Boat design is a compromise of numerous criteria: speed, stability, manoeuvrability.
- 2 Once built, the boat shape is fixed - but the sea/wind conditions are variable.
- 3 Some boats will turn:
  - Into or away from the wind, called 'weathercocking'.
  - Sideways to the waves, called broaching
  - Head up into, or run down waves.
- 4 Forces will act along the sides of a hull and the theoretical mid-point of these forces is the Centre of Lateral Resistance. (CLR).
- 5 If we wish to modify the performance of the boat we need to modify the CLR.
- 6 Raising or lowering a skeg (or rudder) will achieve this.

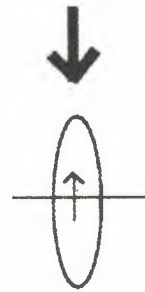
## Skegs: Pros and Cons

- Pros:** Increased range of control  
Helps avoid Repetitive Stress Injury
- Cons:** Extra resistance slows the kayak  
May offend the kayak design purist  
Control lines add to deck clutter  
May jam - up or down  
Skeg box restricts hull storage space

## Coaching Points

- 1 Working with a variety of boat designs within your group can be dangerous when conditions become challenging.
  - Some boats may weathercock, others broach, and the result is the dreaded 'starburst' of paddlers.
- 2 Take advantage of variety to run 'try a boat' - encourage students to swap throughout sessions.
- 3 Remember to check that skegs have been raised, especially when coaching sweep strokes, draw strokes, stern rudder, back paddling, and when rock dodging or landing.
  - But do suggest experimentation. Try strokes without the skeg, skeg half down, and skeg fully down.
- 4 Perhaps the stroke most frequently performed badly by Star Test and Coaching award candidates alike, is the hanging draw (especially in gp kayaks). The consistent demonstration of bow rudders suggests that paddlers have not explored just where along the side of their kayak the CLR is located. A sea kayak will mask this inadequacy, but of course with a skeg the situation changes again. Once you have coached the performance of a sustained glide with the boat displaced sideways without the skeg, suggest repeating the exercise with the skeg. Feedback from trainees will indicate that they have found that the blade needs to be planted further back when the skeg is down.
- 5 In windy but smooth conditions - ie an offshore wind - paddling parallel to and perhaps only 2 yards off the beach, stop paddling and glide. Does the boat run straight? Repeat the exercise and this time paddlers with skegs drop them as they stop paddling. The difference should be striking.
- 6 Moving offshore - now the underlying principle of skegs is that they will aid the boat to turn away from the wind. Correctly used they will take the strain out of correcting while forward paddling.

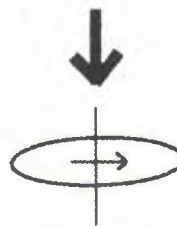
a Paddling upwind skeg has no real effect



b Paddling cross upwind boat wants to turn into the wind. Lower skeg slightly and boat tracks perfectly.



c Paddling crosswind, boat wants to turn upwind. Lower skeg half way. Boat tracks straight.



d Paddling 'broad reach' boat wants to turn upwind. Lower skeg three-quarters way to track straight.



e Paddling dead downwind skeg reduces manoeuvrability of boat and enjoyment of surfing.

Experiment: If paddling as in diagram b drop skeg three-quarters way and boat will want to track as in diagram d.

7 Experiment with your turning strategy.

- a For a right turn edge on the left, bow rudder on right, followed by edge on left and sweeps on the left.
- b for a right hand turn lean on the right and do reverse sweeps on the right.

Students should be able to give feedback that in (a) turning strokes were forward of the body - ie further from the CLR so more effective as levers. Also, the edge out of the turn allowed the skeg to slip through the water.

(b) is a favourite sea kayak strategy - but consider the implications of the skeg. In gp boats and most sea kayaks the CLR is approximately under the paddler, hence the usefulness of a sweep behind. But the whole point of a skeg is that we move the CLR backwards. If we understand this we realise that reverse sweeps, starting almost next to the CLR, have negligible turning effect. Also, by leaning while reverse sweeping the skeg is being forced to 'lock' in the water, resisting our sweep.

8 Experiment with the effect of the skeg on eddy line spins - a highly effective sea kayak manoeuvre all too seldom taught.

9 In breaking waves experiment, skeg up or down. The ideal is after the 'break' when the long run on the soup gives the paddler time to think, and analyses performance. (Somehow, immediately before and during the break the concentration seems to be focused elsewhere !)

Incidentally, this whole area of activity is called 'practising beach landings', unless you're a Surf Coach in which case no doubt it may develop into a surf session. In either case, safety rules apply, especially with sea kayaks. Your students should find it easy to adopt the classic 'bongo slide' without the skeg, and with the skeg should be able to turn back onto a straight run.

A graphic illustration of this is if you have access to surf skis.

10 A 'low tech' skeg can be achieved simply by modifying the boat-loading fore and aft. Beware though that this does limit your options if the wind shifts.

11 Finally check that your students have locked-up skegs before sliding boats on/off trailers !



# THE HABITATS DIRECTIVE, MARINE SACs AND THE UK

*Dr Dan Laffoley,*

**T**WO YEARS have now passed since the government's consultation took place over the list of sites proposed as marine Special Areas of Conservation (SACs) around the UK coast (see *Marine Conservation* Vol.3 No. 6) and a further three years since Member States signed up to the Habitats Directive. Progress has been made by government, with a significant number of sites having now been sent to the European Commission in Brussels (figure 1). Such sites are now afforded increased protection, thus triggering action by the statutory nature conservation agencies and many other organisations to work together, within the procedures laid down in the Directive and by the UK government, to manage these internationally important sites for their wildlife habitats and species. Such actions are involving an ever widening circle of individuals, organisations and departments. It is therefore timely to remind ourselves about the Habitats Directive, what it is intended to achieve and to record some of the substantive progress which has been made both nationally and on individual sites.

The Habitats Directive originated in 1992 and is intended to help bring into force the Bern Convention on European wildlife and habitats. It has been signed up to by all the European Union Member States and currently much work is being undertaken throughout Europe to ensure its successful implementation, with several countries, such as Belgium, Denmark, Italy and Greece, making more rapid progress than the UK and other countries in putting the necessary measures in place. As it is a Directive, countries are required to take the specified measures to meet its objectives.

Within the UK, the Department of the Environment, Transport and the Regions is taking the lead on ensuring its satisfactory implementation. English Nature has been involved through the Joint Nature Conservation Committee in providing advice to the Department on the selection of possible sites in England. We have undertaken an extensive consultation process on these areas, with numerous meetings with local and national interest groups. During that time much has happened to put in place the framework and necessary processes to deliver this extensive UK network of 34 marine protected areas\*, covering nearly 20% of our

coastline. Now, with some sites having been sent to the European Commission, we are starting work, alongside the other statutory conservation agencies, on developing conservation advice for those who are responsible for managing these areas.

It is worth considering what this whole exercise aims to achieve. The aims of the Habitats Directive are to establish an international series of protected wildlife sites across the whole of the European Union, and thereby maintain biodiversity through the sustainable management of living resources. The wildlife sites will be called Special Areas of Conservation (SACs) and, together with Special Protection Areas designated under the Birds Directive, will form a series known as Natura 2000.

SACs will be introduced in the European Territory of each Member State including their Territorial Waters. These sites, when they are set up, will cover wildlife habitats and species listed in the back of the Directive. Of those listed, several habitats and species are marine examples and occur in the UK. The 'habitats' include a mixture of large physiographic features such as estuaries, with their complex mosaics of wildlife interests, and large shallow inlets and bays, through to more specific habitat types such as subtidal sandbanks with their characteristic range of species and subtidal reefs with their dense populations of animals and communities such as kelp forests. The marine species include both the common and grey seals and the bottlenose dolphin.

One particularly important aspect of the Directive is the non-negotiable timetable within which it must be applied by all Member States – it must be adhered to or the EU may well take out penalties against countries that fail to keep to it. The Directive was adopted by Member States in May 1992. From that date each country had two years within which to introduce the necessary domestic legislation to allow it to be implemented in their country. In Britain the necessary legislation was approved by Parliament in the autumn of 1994. The UK then had a further year to tell the Commission which of their sites qualify for the Natura 2000 series. It is important to stress here that as a part of this stage the UK government decided voluntarily to consult over their possible sites, and to complete that process, before agreeing any sites with the European Commission. Once sites have been sent to Brussels they will then be discussed with the Commission and other Member States. A final list of European sites will be decided by June 1998 but patchy submissions from Member States means that this step may be subject to considerable delays. It is likely though that a partial list will be agreed next year.

Each Member State will then have until 2004 to designate the sites chosen. It is a long process and some countries are not meeting this timetable. Actions are being taken by the Commission against these countries which include France, Germany and the Netherlands.

One of the main questions often asked is what will the Directive mean in practice at sea, for sea users and people living adjacent to these areas. The answers lie in the Directive. The Directive is very much about maintaining, through wise use, the wildlife and their habitats that we will have within the Natura 2000 series. In particular the primary aims of the Directive are to maintain biodiversity and maintain a favourable conservation status (essentially keeping what we have and increasing areas of habitats or numbers of species when appropriate) of the habitats and species involved. The net effect of all this being that the quality of individual sites should not decline through poor management, nor should the diversity of habitats or species on sites decline through the effects of man. However, it is also clear in the Directive that socio-economic factors should be taken into account throughout the process.

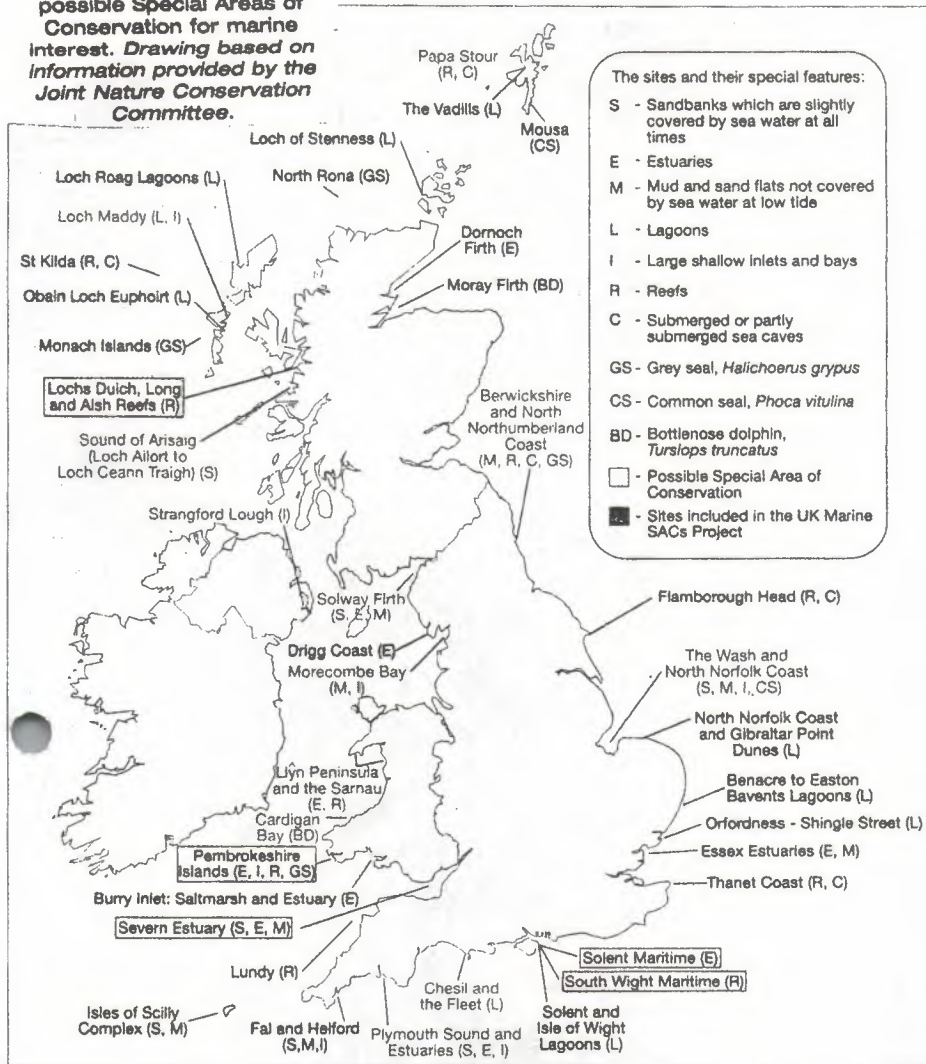
To achieve this the Directive contains four management aims which Member States shall observe when implementing the Directive on individual Special Areas of Conservation. The first is that management should be appropriate, i.e. related to the ecological requirements of

the wildlife habitats or species for which the site has been designated. This will clearly vary widely depending on the habitats or species involved. It is something that can only be tackled at a site specific level. An illustration of this is the solitary corals that occur on subtidal reefs within Lundy Marine Nature Reserve in the Bristol Channel. Our sites and those of the Nature Conservancy Council before us, over a decade or more, have shown that these are extremely slow growing and very rarely reproduce. So much so that individuals knocked off the rocks today will not be replaced perhaps within our lifetimes. Clearly areas of dense coral growth are therefore highly sensitive, and management is taking account of this. A similar approach may be appropriate in parts of other SACs. That is clearly one extreme. The other may be species on subtidal sandbanks, frequently disturbed by natural processes, where sensitivities will be much less.

The second aim relates to what needs to be managed as a result of the introduction of



**Figure 1: Candidate and possible Special Areas of Conservation for marine interest. Drawing based on information provided by the Joint Nature Conservation Committee.**



the Directive. The Directive is concerned only with those activities that will cause a significant effect on the habitats or species for which the site has been designated. Two important points immediately arise from this. The first is that the Directive is not about stopping everyone doing anything within sites. It is only concerned with managing those things that are not compatible with maintaining the international conservation interest of the site. The presumption is therefore for continuing use in these areas. Clearly this presumption will need to be confirmed for each marine SAC - there is due process to be gone through - but what we are really about here is maintaining the status quo. If an activity is causing significant damage to a site then it will need to be looked at in detail and decisions will need to be taken. The second point relates to finding out, for an individual site, what activities fall into the 'significant' category. Some are obvious such as gross water pollution, others less so. English Nature and the other statutory conservation agencies have a legal obligation under the new legislation to advise on this. We believe though that this aspect can only be achieved effectively for marine sites in discussion with all existing management bodies who have the legal responsibility for them.

Another management aim relates to the last point and concerns the scope of activities that need to be considered. The Directive is not just concerned about the more obvious direct effects on the wildlife interest within the site. It also includes indirect effects. These may be inside the site or from outside the site boundary but to fall within the terms of the Directive such effects must be significant. In terms of indirect effects, within a site these may for example be the food sources of a species, whilst effects from outside the site may relate to coastal processes. For example, coastal defences causing loss of sediment to, or even erosion of, the wildlife habitat. Another example might be smothering of the seabed from increased amounts of sediment in the water.

The fourth and final area in the Directive relates to monitoring and surveillance. The government is required to make regular reports back to the Commission on the success or otherwise of the implementation of this Directive and steps taken to protect the wildlife on individual SACs. It will therefore be necessary to do work to see how successful the UK is at implementing this Directive. It is early days, however, and far from clear at the moment how marine sites will be monitored. We have some experience of this type of work for detailed monitoring, and also with Sea

Fisheries Committees for mapping of habitats and species on the seabed, and all this will need to be adapted and expanded. This is something we are working on with the JNCC and the other country agencies. Ultimately the UK needs this information in order to report back to the commission on whether the sites are in the same condition, or are perhaps better or worse than when this whole process started.

Within English Nature we have responsibility for advising on 15 of the 34 UK marine sites. To do this effectively we have put various internal structures and procedures in place, and assisted with developing the Regulatory and policy framework from government for implementing this Directive. We now have staff dedicated to SAC work in all our coastal local teams with a marine SAC on their patch. Extensive training and workshops for those staff, and those from our partner authorities, who

also have responsibility for implementing the Directive, continues apace, to try and ensure that we are all prepared for the new responsibilities placed on us. We are concluding an ambitious survey programme to produce basic information on the extent and distribution of habitats and species which supplements the invaluable information collected by the Marine Nature Conservation Review over the last decade. This is often being undertaken with the help of partners such as Sea Fisheries Committees. Such information is required to effectively manage these sites, as it enables activities and other operations to be related to the extent of the different conservation interests within site boundaries. Together with the other country agencies and with the help of the Crown Estate we are also investing in a joint three year programme through the University of Newcastle to develop cost effective broadscale seabed mapping techniques. This will help us to report on these sites, a single one of which can cover nearly 80,000 ha of sea and wildlife habitats.

The most ambitious project that we are involved in, however, is the UK SAC project. This £4 million programme equally funded by the European Union's LIFE programme and by the country agencies, JNCC and the Department of Environment and Heritage (Northern Ireland) will enable additional funding to be spent on marine SACs and, in particular, allow a wide range of organisations and individuals to be involved in the process. The overall aim is to develop management schemes on 12 of the sites through to the stage of being ready to implement by 2001. Careful choice of sites (figure 1) will ensure that maximum opportunity exists to learn about implementation under a wide range of situations and circumstances. Not only should

this help the UK in putting marine SACs in place but it will also be an invaluable opportunity for other European countries to benefit from our experiences.

While significant progress is being made, many challenges await us over the next few years. Answering questions, for example, on how sites will be monitored, what form conservation advice for each area should take and how to interpret terms such as 'significance', 'integrity' and 'cumulative effects' are all areas that I am sure will occupy the minds of not just the conservation organisations but the wide range of people now involved in working to implement the Directive.

These are both historic and interesting times for marine conservation in the UK as a network of sites is being established. Implementing this Directive will occupy us for some years to come and with many other opportunities lying just around the corner the pace of change shows little real sign of diminishing. Perhaps a fitting contribution to the Millennium celebrations will be real and significant progress on establishing a marine protected area network in this country that so many people have waited so long to see.

*This article is modified from an abridged version of a recent presentation made to the Annual Meeting of the Shellfish Association of Great Britain.*

#### **THE NATURE OF THE 35-FOOT SAILING CANOE LIBERDADE (LIBERTY), ACCORDING TO CAPTAIN JOSHUA SLOCUM, HER BUILDER**

Seaworthiness was to be the first and most prominent feature in our microscopic ship; next to this good quality she should sail well.

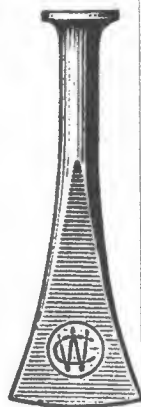
Her dimensions being—35 feet in length over all, 7½ feet breadth of beam, and 3 feet depth of hold, who shall say that she was not large enough?

Her model I got from my recollections of Cape Ann dories and from a photo of a very elegant Japanese sampan which I had before me on the spot, so, as it might be expected, when finished, she resembled both types of vessel in some degree.

Her rig was the Chinese sampan style, which is, I consider, the most convenient boat rig in the whole world.

#### **TAKE YOUR TIME AND PAY ATTENTION, SAYS ADRIAN NEISON**

Generally the boats suitable for an amateur to build are those which do not require such a display of skill as is shown by the professional builder; but even these, which we may call the higher class of boats, are not beyond the amateur's reach if he will give the subject the necessary attention; but most are in too great a hurry to finish their job, or are too fond of trying to make things "do," so that they destroy the harmony of the whole structure by want of care in small particulars.



#### **TOOLS USED BY THE SHIPWRECKED CAPTAIN JOSHUA SLOCUM TO BUILD THE 35-FOOT SAILING CANOE LIBERDADE ON A BEACH IN BRAZIL**

Axe                      Adze  
2 saws                  ½-inch auger  
¾ and ⅝ auger bit  
2 large sail needles, converted to nailing bits  
Punch                  File  
Homemade square  
Compass made from 2 splints of bamboo  
Chalk line  
Powdered charcoal for chalk  
Heated piece of jackstay iron to burn large holes  
Clamps jury-rigged from sections of crooked wood



#### **DIFFICULTY IS ONLY IN THE MIND, ACCORDING TO R.D. "PETE" CULLER**

To the man who has never done it before, a boatbuilding project looks big and difficult. The more you think about it the worse it seems, when actually the hardest part is making a start. Once you start, one thing follows another in the natural order of boatbuilding, none being really much of a chore. It's just thinking of the whole pile of steps at once that makes the job seem so much of a mountain.

#### **BUILDING THE BOAT IS ONLY ONE PART OF THE PROBLEM, AS ROBINSON CRUSOE FOUND OUT**

One would have thought I could not have had the least reflection upon my mind of my circumstances while I was making this boat, but I should have immediately thought how I should get it into the sea; but my thoughts were so intent upon my voyage over the sea in it, that I never once considered how I should get it off the land.



# Abel Tasman

Jan.-97

By Sandy Ferguson N.Z.

I'd had a letter from Karin in Sweden. I passed on the information asked for (names of rental companies in N.Z.) and eventually had a phone call.

The usual; a visitor coming to paddle. I'd probably try and arrange a trip on the harbour, before suggesting further trips. We met and I immediately suggested a week away paddling, I'd sighted her though her paddling skills were unseen. Anyway, it was summer and a good excuse to get away again.

I'd previously arranged for a week off work just in case, so it was only a matter of throwing the kayak on the roof rack and then wracking my brains as to where I could find a skinny boat for a choosy paddler.

That she paddled a Legend at home and had built a skin boat, should have warned me she knew what she was doing, despite her protests to the contrary.

I couldn't find any Nordkapps and the Looksha at the nearest rental place was already booked out for the weekend, but Brian kindly changed that and John (the original hirer) had to make do with a Narpa, he could suffer.

As we'd had to pick the boat up on Saturday morning, the rest of the day was spent leisurely driving the 400 km up to Nelson. Stops for photos, lunch beside a river and a climb up to the lookout above Lewis pass.

The next day we bought some more food, some wine and headed out to Marahau, to the start of the Abel Tasman National Park.

The park mainly lies in a north/south direction and there was obviously a southeaster blowing on the other side of Tasman Bay, as the normally flat sea off Marahau Beach had surf on it. Small by most standards but noticeable for this beach.

Out in the bay there was about half a metre of swell with one or two a bit bigger, near a metre. Enough to lift the boats along.

We cut straight across to the first point and from there followed the shore (to make it more interesting) and I let Karin take the inside running, to play around the rocks and cut through them myself if I dared - me having a glass boat and she a plastic.

What with an unhurried start (that means

late) and the fun of following close to the coast, we stopped for lunch just before Observation Beach and quite a way from my usual lunch stop.

We had it to ourselves, though later on a few more kayaks landed nearby.

The next stop, hoping the tide was still high enough, was into the Torrent Bay lagoon.

Usually I go up the river but this time the tide had already dropped too far for that, so we landed on the left hand shore and waded across the river to get to the Park's track. From there it was a fast jog up to Cleopatra's Pool, a pretty rock pool in a forest surrounding.

"Cleopatra" in rock form, lounging on the edge of the pool.

On returning to the kayaks, we found the tide had already left the small channel below them, having dropped a couple of feet in the short time we were away.

It was a matter of dragging them to the nearest water as soon as possible, out the entrance and across the bay to North Head.

There's a small bay around the corner that I often use and it's normally empty. It was and we landed, stripped the boats and went for a swim, just in time before a guided group appeared. They set up tents and a cooking fly, while we retired to the beach for a quiet dinner, before climbing over the hill to walk around Frenchmans Bay lagoon, checking the birdlife and the little creeks.

We returned to brew a cup of tea, to sit and watch the stars before bed.

Though we were never up or away early, we were already packing before the other group surfaced. A group that had a short distance to go and needed some way of using up time.

A little rock-hopping and we were at Sandfly Bay and the entrance to Falls River. The southeasterly swell still running in giving us a surfing run in the entrance as the inrunning tide shot us into the lagoon.

We weren't the only ones as a couple of singles (Storms) from the North Island were ahead of us as we paddled up the river to the suspension bridge and the end of the navigable part of the river.

A double (Amaruk) with a couple of Americans were coming up as we retraced our way out to the entrance. Here the water was pouring in through the narrow entrance, probably at about six knots. Certainly more than we could paddle out against. But it was fun sneaking up the little back eddy and then

shooting out into the current to be shot back into the lagoon, heaving hard to miss the rocks on the other side.

Eventually we all tired on the game and joined the double on the back beach. My suggestion of tea or coffee was greeted with the suggestion that they'd supply the "real" coffee for the boiling water. They were a couple from Vermont, he not unwilling to go back to skiing there. Karin was only too happy to be where she was, a long way from the ice and snow of Sweden.

Meanwhile, the other two singles was dragged over the sandbar.

By the time we'd finished eating and drinking, the tidal flow had slackened enough to paddle out against and we escaped, headed for Mosquito Bay and a quick circuit of its lagoon, before heading on to look at Arch Point and Tonga Quarry for lunch. A table in the shade, then photos of the carvings in the cave.

Straight out after lunch to Tonga Island and the seals. Poking into the little rocky bays and nooks. Looking at the pups, while they looked at us or got fed-up and went back to playing with each other.

It was getting late in the afternoon as we headed on up the coast. Too late (tide too low) for Shag Harbour, but soon enough to think of camping.

There's a little bay - Fallen Pine Bay - north of Shag Harbour, that no one uses and the tide was still high enough to land in it. Rocks appear an hour either side of low tide.

We spread wet gear in the little bit of sun left (the bay faces east with a cliff behind) before a swim - Karin swam and I got damp.

This bay has a stream at one end and this time when I went to get water, there were no seals hiding under logs to surprise me, or me them.

I flattened the sand for a campsite, poured the wine and cooked a meal.

This was definitely a "cruisey" trip and three kayaks had gone past next morning, before we were at sea. Along the rocky coast, The Pinnacle, Cottage Loaf Rock, Breton Cove and then into Canoe Bay, where taking what appeared to be an easy slot, following Karin, I got the surge totally wrong and ended up on a rock, desperately hanging on to it to stop rolling over. A deep V-éed hull not being the thing to have in a situation like that. Karin came back to assist and we carried on dodging through the narrowest channels, my deck now showing red with blood from my fingertips.



We took a straight line across Awaroa Bay, standing out to sea a couple of kilometres, as my original idea of curving inwards to pick up any counter current didn't appear necessary as we had a light breeze with us on the straight run.

Anapai seemed a good place for morning tea, tucked in beside the rocks for shade.

A short run from there to Separation Point to meet a double and their guide from the new company working out of Takaka. He knew me though it was the first time we'd actually met.

Around the point, there are flat topped rocks, each with a seal though the occupants changed as the bigger seals ousted the smaller. It was definitely getting near lunchtime, so we headed straight for Taupo Point, only rock-hopping as we entered the bay and before rounding the point; the large bush covered headland, joined to the mainland by a high sand peninsula.

We ate and lay in the sun before exploring the area that was once the site of a Maori village. There was a stream for washing salt laden clothes and toilet, amongst the trees.

We finished with a late afternoon tour of Wainui Bay, eventually paddling through the mussel farm on the far side and watching the harvesting before sprinting the two and a half km back to camp - certainly a good workout to drum up an appetite. The speed of our crossing showed that it had been a real effort to be so slow as to take all of three days to get this far.

Next morning it was a little cloudy but it soon lifted as we slid the boats ("walked" them) down the sandy lane, cleared of rocks generations ago by the original inhabitants for their canoes, to the water. Again sneaking through the reefs and rocky islets, crossing Whareatea Bay, a couple of early swimmers on the beach, round Separation Point and down the coast. This time heading into Totaranui for minor supplies (if they had any).

The surf dumps on the steep sand beaches of Abel Tasman. I designed my cockpits, years ago, to make leaving and landing on that coast easy.

There was a little surf, barely a foot high, as Karin hit the beach, realised she'd forgotten to release her sprayskirt, remove her camera from under her legs and be ready to make an arrival.

At least a 9.5 for inelegance as she rolled over while I made one of the best landing of the trip. Feet hitting the sand at

the same time as the bow, catching the bow rope in one swift sweep and pull. Sometimes one makes it and sometimes fate stabs you in the back.....

We lunched under the trees and went for a walk to the DOC office.

They had potatoe crisps and coke and also film, Karin having already used enough to hike up Fuji's shares for a year.

Then on down the coast, hopping through the rocks, sweeping along the beaches just on the edge of the surf. Totaranui Beach, Goat Bay, Waiharakiki, across the entrance of Awaroa Inlet and then its beach to the east end. The end where the path to the restaurant starts. I did say this was a "cruisey" trip?? Coffee and cake for afternoon tea.

We paid for it. All of a kilometre of hard slog into the wind -full stomachs noting the strain- before the run to our little bay, Fallen Pine Bay, still waiting for us and undisturbed.

We took stock of our situation. The wine was getting low. So low that it would only be enough for that night!!!

Another lazy start and rock-hopping along the coast, with a stop at Tonga Quarry to again photo the cave and have a cup of tea. Arch Point, then Mosquito Bay, just scraping round the inner side of the island, to eventually stop at North Head Bay for a swim and lunch, sitting in the shade in the corner of the bay. As we finished, a guided group came in. Time to dress and start paddling again.

Round the corner to poke in the caves in Torrent Bay. For anyone passing, there's a pair of sunglasses off the entrance to one of them. We skimmed the island off Pitt Head and landed in Te Pukatea. A walk to Pitt Head for photos, looking up the coast to where we'd been, then on down the coast and round the corner for the run home. Karin managed again to get round the little island in Watering Cove, a sign that we would probably still have plenty of water at Marahau. The coast seemed surprisingly deserted.

Had the day-trippers all gone home?

On the run past Appletree Bay, Karin was surging ahead of me, obviously the lighter boat catching the little waves better and it wasn't until we were half way across the bay to Marahau Beach, that the Seaward showed its ability to surf, the waves by now being at least an inch higher.

We timed it right. Just enough water to get on to the beach, by the road, where it would be easy to unload and carry the boats up to the car.

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A day later we'd driven down the West Coast to camp at Punakaiki, known for its pancake rocks and blowholes.

Of all the time I've been there, I've never seen the sea so flat. When we dropped in for a cup of tea with Paul Caffyn the next day, he was complaining about how hard it was to find decent waves to kayak-surf on.

We cooked dinner -the best I'd done for the trip so far- and then went for a walk to see the rocks.

Karin ran out of film and when we returned to the car, I couldn't resist the temptation to paddle out to the rocks.

I punched out through the small surf and crossed the bay, noting the swells, small they seemed. I cautiously paddled round the stack until, on the south side, I sat and watched. WHERE did THEY come from!!!!????

A set went through to the south of me, spray lifting from their tops as I watched the backs of them disappear towards the beach just out of sight further round the rocky stacks. It meant I'd better keep my eyes open. No wonder I'd felt uneasy. Probably not just the fact I was paddling an empty boat for the first time for a week.

There is a large surge pool, almost 100 feet wide by 50 deep. I crept under its arch, probably 20 feet above my head, watched the pool change to a cauldron and left before it got worse. The slot next to it looked calm enough as I cautiously probed it. Then, as the light was dimming, paddled back to the pull-out.

I headed in towards the beach. Stopped and watched the swells roll through, telling myself that there was no hurry; wait. Eventually, either because they had rolled through or impatience, I headed in, watched a bigger one appear behind, broached for its approach, braced, reached out and failed to lean far enough.

"#%□&!%\*#&", too much secondary stability (or wine at dinner) !!

I hung upside down thinking about why, and why the world was wet and what should I have done, when my feet met the sand and I realised it was time to walk. What do you mean, setup for a roll? I had rolled up, just forgotten to take the boat with me!

Anyway, it annoyed Karin that all that running from the rocks was to no avail and I'd "stuffed it up" without photos.



From: Paul Caffyn <kayakpc@xtra.co.nz>  
To: J Ramwell <jramwell@provider.co.uk>  
Subject: paddling  
Date: 13 October 1997 06:58

Goodbye John

sounds like you had an excellent trip to Newfoundland. That area has always appealed to me after reading Farley Mowat's book 'The Boat that wouldn't float'. Thanks for John Brand's address - I will write as we are about to commence the survey on the King Island kayak.

FOR THE NEWSLETTER

I am only days back from a circumnavigation of Grand Terre, or the main island of New Caledonia. Two of us flew our Nordkapps from New Zealand to Sydney, and onto Noumea. My mate Conrad's boat was wrapped in plastic and foam like a big condom, and with his short hair, NZ passport and military bearing - French Customs must have thought it was a mission to avenge the sinking of the Rainbow Warrior - they put his boat through their baggage X Ray machine. What a sight!

Twas a 23 day, 550 mile trip in a clockwise direction, commencing from Noumea. As expected, we jumped onto an escalator of strong south-east trade winds on the lush east coast and then had to head butt into them for the arid west coast section. With 3.30am starts, we managed to crank out 20 miles in the dark and dawn, before the old trades came away on the nose.

The east coast scenery is just like on the front of the travel brochures - tall, waving coconut palms, golden coral sand beaches, crystal clear, azure blue seas, and coral barrier and fringing reefs. The photograph for the brochure was taken on a calm day some 17 years ago when the trade winds took a breather. There was some muttering about the influence on El Nino having its effect already in the Pacific with the strong winds.

Highlights on the east coast were tower karst rising out of the sea near the town of Hienghene, sheer razor sharp, flutings of ancient limestone towering above the sea and called appropriately for a French Protectorate, the towers of Notre Dame. And just to the north, waterfalls cascading and falling for over 300m to sea level; here we paddled up river to the first cascade, moored the boats and clambered up the spray shrouded rocks to the base of the highest waterfall. Magic! Big following seas on the East Coast and broad expanses of boat scratching fringing reefs led to challenging paddling; working in with the tides and careful observation for the narrow guts in the reef. The surfing rides were awesome with the following seas, but a torment for my surgery weakened abdominal muscles.

Our meetings with the kanaks were superb, despite warnings from a French lass who when sailing a hobicat had been shot in several areas (not her body!). We were invited to stay a night at the village of Oundjo, where fishing provides the staple economy. We had arrived on a Sunday morning at 10am, after another 3.30am start, in time to listen to beautiful harmonized hymn singing from the church. We joined one of the village elders for local grown lunch - all bar the kayak bread (long skinny loaves of French bread with a funny name) was produced in the village - and in the afternoon watched the men playing French bowls and the ladies playing cards.

Near Balade, where Captain Cook was the first white maritime explorer to land, we met two local kanaks who took pity on our thirst and shinned up a tall coconut palm to drop a heap of green coconuts. To date we had been only tackling the already dropped brown ones for the milk and meat. With ease they trimmed the tops off the green coconuts for long refreshing drinks of milk. And on their advice, we waited several hours for the ambulance to arrive - it had been converted into a mobile shop - and stock up on tobacco and loaves of kayak bread.

The sea life was prolific - turtles, sea snakes, sharks, stingrays and colourful reef fish. The yellow banded sea snakes, termed Tricot Rayes, gave me the heebie jeebies, they were so prolific. And they are amphibious. So warnings to zip up the tent flaps were strictly observed. They have been known to slither into tents and into occupied sleeping bags! Although the toxin is as venomous as any snake toxin in the world, very few New Caledonians have been bitten.

The only bad guy, who is a master of disguises, is the deadly stonefish, and solid soled sandals or plastic sandals are recommended for walking not only on the reefs but the sandy zones of the intertidal zone. Only after trying to identify the stonefish in a Noumea aquarium did I realize the brevity of my walking around barefoot in shallow water. All that could be seen poking through the coral sand were two carefully camouflaged eyes and a mouth!

All in all, a challenging trip with a great companion, with no major dramas. I am awaiting the return of my photographs now to make sure it wasn't a dream.

Paul Caffyn

# SEA KAYAKING WORLD CUP



July 1997

To  
Sea Kayaking enthusiasts  
World wide

Dear Paddlers

The Sea Kayaking World Cup invite teams of 4 paddlers to enter in this inaugural event that show-cases the skills and attributes of the sport. Staged over 10 days between October 5th to 14th 1998, the Sea Kayaking World Cup offers paddlers from around the world the opportunity to test their skills in a pristine tropical environment - Manus.

Manus Province is Papua New Guinea's most remote group of islands situated just 2 degrees below the equator. This group of 168 islands, atolls and coral cays is rich in flora and fauna, cultural and war time history and crystal clear water ways.

The Sea Kayaking World Cup will be staged in and around Seadler Harbour with many of the races encompassing the surf breaks on the outer islands, ship wrecks from WW2, coral reefs with 150ft visibility, lagoons, dense tropical rainforest, limestone caves and Japanese WW2 tunnels

The Sea Kayaking World Cup races are challenging and demanding. Teams must be competent sea kayakers with a good fitness level and a real sense of adventure and team spirit.

The Sea Kayaking World Cup will be awarded to the team accumulating the most points. Novelty events are interwoven into the 10 day program and include a Traditional Canoes Race and Sports Challenge Day. Both these events involve the local communities and have separate award giving ceremonies

The following information booklet and brochure can provide you with further event details and includes a Team Nomination Form. Only 50 teams from around the world can enter and we invite your club, association or organisation to Nominate a Team to represent your country at the 1998 Sea Kayaking World Cup

Should more than 1 team nominate from each country, the Team Nomination Forms will be assessed by the Official Sea Kayaking World Cup Committee and Teams will be confirmed in January 1998.

For further information, please do not hesitate to contact myself or our friendly staff.

Kind regards

Lee Porter  
Team Coordinator  
Sea Kayaking World Cup

More information available  
from John Ramwell, ISKA.  
Send S.A.E.



Air Niugini

Sea Kayaking World Cup Office: P.O.Box 448 Lorengau, Manus Province, Papua New Guinea

PH: 675 4709 450, 675 4709 452 FAX: 675 4709 448 EMAIL: Rase@bigpond.com

INTERNATIONAL PRESS-CUTTING BUREAU  
224-236 Walworth Road,  
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Extract from

The Express - London  
(Circ: 1,199,254)

24 SEP 1997

## Policeman dies as canoe outing ends in disaster

A POLICEMAN died and two colleagues were injured last night after capsizing on a canoeing trip at sea.

The 43-year-old officer, who has not been named, was airlifted to Poole General Hospital after falling into the sea off Swanage, Dorset. He later died.

Two other policemen in a double canoe paddled to shore to raise the alarm and directed coastguard teams during the 30-minute operation in which the Portland coastguard helicopter was scrambled and two lifeboats were launched from Swanage at

### EXPRESS REPORTER

7 pm. A local fishing boat, which received a broadcast for help, quickly got to the scene near Old Harry Rocks and rescued a man from the relatively calm waters.

The helicopter pulled a second man from the water before picking up the man from the fishing boat. It flew them both to Poole hospital where the surviving man was treated and later released.

The crew of the paddle steamer, MV Waverley, spotted a third man and the lifeboat was diverted to rescue him. He was

taken to Swanage Hospital suffering from unknown injuries.

"We don't know what they were doing there, they may have been training," said coastguard spokesman Mark Clark.

"The men in the single canoes were believed to have been experienced and wearing buoyancy aids."

The men were all believed to be part of the Dorset police firearms unit. Coastguard officials believe two of the men may have capsized after going to help their colleague who had already turned over.



# Come rain or shine

Want to know what the weather's going to do tomorrow? Here are some tips on how to spot changes and be your own forecaster

Forecasters use state-of-the-art computer models, combined with data collected from all over the world, to predict weather for the next few days. But although they may be quite accurate, on average, over wide areas, they cannot tell you for sure whether it is going to rain in your town this afternoon.

In fact you may be able to do just as well. Your own observations can help you predict what the weather is going to do next in your own area. You cannot turn into a fully-fledged meteorologist overnight but, by looking carefully at clouds, and noting

wind direction and temperature changes, you can make a reasonable guess.

Britain has some of the world's most interesting and variable weather.

Air masses from the polar areas and the tropics, from the Atlantic and continental Europe, can all meet over Britain. The fact that Britain is surrounded by sea means that temperatures can vary considerably from day to day and place to place. It also means that we never suffer the extremes of temperature which are normal in the middle of a big land mass.

Most changes in the weather arise when *depressions* – areas where the air pressure is lower – pass overhead. Depressions are linked to *fronts*, the line where a warm air mass meets a cold one. Low-level and surface winds blow around the

depression (anti-clockwise in the northern hemisphere), while high-level winds are less affected.

As any depression and its associated fronts passes overhead there is a similar pattern of change – so if you can identify where the nearest depression is and where it is going, you can figure out what is going to happen next.

Try observing the difference between the surface wind, where you are standing, and the high-level wind where the clouds are moving. Stand with your back to the wind and look up at the clouds. If they are moving from left to right the weather will

normally deteriorate in the next few hours, as a depression is about to pass over you.

If the clouds are coming from the right-hand side, the weather will normally improve in the next few hours, as the depression has passed. If the direction of the upper clouds is parallel to the surface wind, moving either from your front to your back or vice versa, there is unlikely to be any change in the near future.

The Latin names of clouds (see photographs, right) can seem off-putting but in fact they are named by their height above the ground, or by their form or a combination of the two. Classically fluffy or lumpy clouds are called *cumulus*, layer clouds of the sort which give an overall grey sky are called *stratus* and feathery clouds, which only occur at high level, are called *cirrus*. Cumulus can join to make *cumulostratus*. Clouds at medium level are called *altocumulus* or *altostratus*. Clouds which are bringing rain (or snow) have *nimbus* added to their name.

## Weather patterns to watch out for

### Jet-stream cirrus

Long broad banners of high cloud, usually running from west to east, indicate that gales may blow up in the next 8-15 hours

### Anvil-topped storm clouds

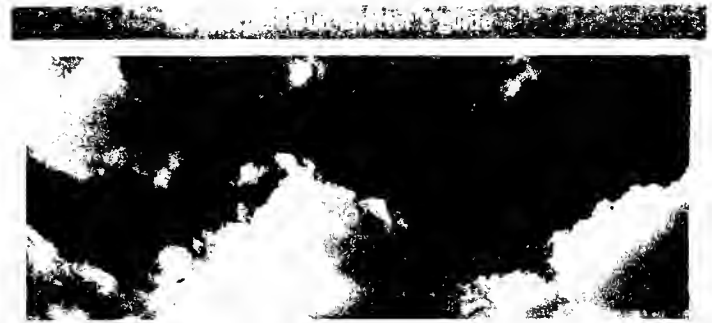
The biggest cumulus clouds rise up thousands of feet until they flatten out at the top. If they are surrounded by other clouds and you can see a rolling motion inside the clouds, a thunderstorm is probably imminent. If they are isolated in an otherwise fairly clear sky and the day is cool, you are more likely to see a series of showers.

### Red sky at night

If there are clouds overhead which can be illuminated by the setting sun, but to the west where the sun is setting the sky is clearer except for puffs of cloud where rainclouds are clearing up, then the weather will probably improve – with a clear, cold night ahead.

### Fog and mist

Sea fog being blown onshore by a sea breeze can arrive in a matter of minutes but can clear almost as quickly. Fog and mist patches inland in the evening, with almost no wind, indicate a calm night with little change.



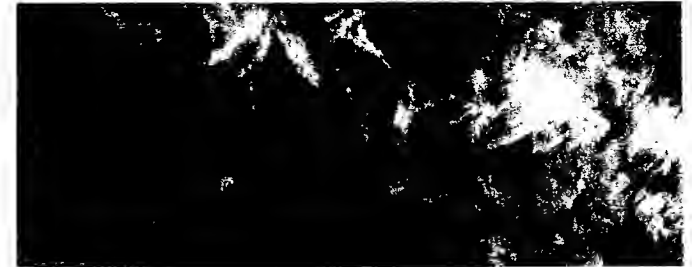
Cumulus

Fluffy or lumpy clouds; when scattered, an indication of settled weather



Cumulonimbus

Heavy clouds bringing rain now or within the next few minutes



Cirrus

Feathery ice-crystal clouds, useful for showing high-level wind direction



Stratus

Lowest level of cloud, often thin enough to make a halo round the sun

# SURF SAFETY

from Goodies Library

(Kayak Yak, No.111, April 1996)

Following proper protocol for Landing and Taking Off In the Surf can make this necessity of kayaking much safer. Although there are some differing views, a generally accepted procedure for getting groups (two or more) on and off the shore is as follows... To land, the strongest and most experienced paddler scopes out the beach break from as close a position as is safe, sneaks in when the sets are at a low, on the back of a wave (optimally), pulls his boat well up on the beach, securing it and the paddle. The second strongest/most experienced paddler will be the last one in and now has the responsibility of preparing others for their entry. He lets the paddlers know who is next, instructs them in appropriate landing techniques for the - particular situation, based on observations of what worked (or didn't) for the first person on shore, and assures that the next paddler knows the signals the person on shore will use.


To get each successive paddler safely on shore, the first paddler returns to the surf line, watches for the next small set, and motions for the next paddler to begin an approach using an accepted paddle or arm signal. If he sees that the paddler should backpaddle to avoid being swept in by a wave or to make better timing, he will motion a back paddle or a stay there motion. Finally, the first paddler will motion the next paddler on in, encouraging him to make a real commitment to the landing. When the boat lands, the first paddler secures it by holding the grab loop or deck lines until the paddler makes a safe exit, with his paddle safely in hand, and is standing securely. Both bring the boat to a safe position on the beach.

This continues until all paddlers (the second strongest going last) are safely on shore. The first and strongest paddler is in the best position to assess the situation and guide others in, having done himself and being in the best viewing location, but each paddler must be responsible for his own landing. Paddlers should not attempt simultaneous landings, especially close together on the shore line, to avoid boats hitting each other or the paddlers, should one person capsize (unless the surf is so small that landing is really trivial). Although landing together seemingly affords some people more emotional comfort, it removes the opportunity for the partner to assist in the landing should something go wrong.

## Surf Safety from page 9

Taking off requires a similar procedure in reverse. The second strongest paddler leaves first, with the guidance of the strongest. The strongest then directs others to leave, one by one, using a voice command, after assuring the spray skirt and any deck gear is securely fastened and pushing the paddler off or steadying the kayak in a rip or cross current, this is helpful. Each paddler will watch the visual paddle commands of the second strongest paddler who will guide them to the rendezvous point, since voice commands from the shore leader can only be heard at the minute of launch because of the surf noise. The second strongest gathers the paddlers together and assures they are well out of the surf zone and don't drift back in during the procedure. The first paddler finally leaves, making sure all equipment has been collected from the beach. All take a moment to get settled in and comfortable and head on their merry way.

The Spring 1987 issue of Sea Kayaker magazine has a great article by Eric Soares and Wayne Haack covering this and other surf zone procedures. Read it for much more detail. We cover some of the concepts here because many members don't get Sea Kayaker and recent events and telephone calls indicate this topic to be a current concern to local paddlers.





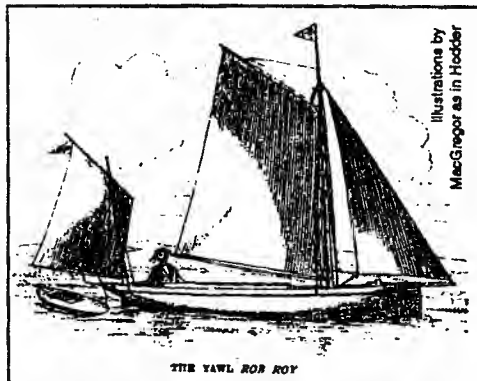
# REFLECTIONS on ROB ROY

## Carol Davis enjoys a biography of John Macgregor

I have to confess I rarely read the titles on the Editor's half of the connubial bookshelves but in the case of Edwin Hodder's biography of John MacGregor, published in 1894, I was hooked before I had finished the first page. The 16 page Select List of Books Devotional and Practical at the back of Hodder's book is an indication of the moral and religious tone which pervades the work, but for all its sugary Victorian sentiment real flesh is put on the bones of a character most present-day canoecists know only as the shadowy founder of their sport. Religion played an important part in MacGregor's life; as Hodder says, it "was woven, web and woof, into the whole texture of his character". He was also blessed with an extraordinary capacity for sheer hard work, mental and physical. The speed with which MacGregor planned, executed, wrote and lectured about his canoeing trips, while keeping his many charitable irons in the fire, is astonishing - as also is the speed with which printers and publishers brought out books in those days before computerisation! In his preface Hodder claims "My object throughout the following pages has been to draw a true portrait of a Man who exercised a wide and still-spreading influence by his courage, perseverance, reverence, and buoyant hopefulness; whose character may be summed up in one word - Manliness, in the fullest, freest sense - physical, moral, and spiritual." In drawing his portrait Hodder also succeeds in giving an intriguing glimpse of the social history of the nineteenth century. John MacGregor's association with boats began at a very early age; in 1825, when just five weeks old, he was rescued from the lifeboat of a burning East Indiaman in the Bay of Biscay. His father, then a major in an Army regiment bound for service in India, and his mother were also saved from the wreck, which claimed nearly a hundred lives. After a horrendous four days in the overcrowded brig which had effected the rescue, the survivors

were landed at Falmouth. The experience did the child no lasting harm and neither was it the last time his life was in peril at sea. Army life was a constant round of postings so young John pursued his growing passion for boats in a variety of locations. At Kingstown Harbour, near Dublin, he used his pocket money to hire a little iron cutter on Saturday holidays until the owner was satisfied that John could cope with the boat single-handed. Confidence, however, rushed ahead of caution and John was tempted outside the safe limits of the harbour. The peak halyard broke and before he was able to do anything about it he was close to sinking in the boisterous seas. Fortunately, he was rescued by a yacht and the flooded cutter towed ashore. MacGregor was twenty, studying at Cambridge, when he began his writing career with articles for Punch and Mechanic's Magazine. He wrote around fifty pieces for the latter, including items on sailing. He used some of the proceeds of his early writings to contribute to the Ragged School Union, a movement for which he became a tireless champion. He appears to have had an instinctive empathy with children (and dogs - a succession of canine pets bore the name 'Rob') and it was largely through his persistence that many homeless, poor boys were found respectable and relatively lucrative employment as shoe-shine boys on the streets of London. Although MacGregor qualified for the Bar and practised in London, he had so many other demands on his time, charitable works, evangelism and travel included, that it is no surprise he made

no great name for himself in his profession. Before going to Cambridge he had harboured a youthful ambition to be a civil engineer and in his professional capacity he was able to combine this interest in science with the Law by specialising in patent work. He wrote several books on patent law and although his name does not appear on the publication, MacGregor was also responsible for the three part compilation published by the Patent Office in 1858 on 'Specifications relating to Marine Propulsion (excluding sail)'. He was praised by, among others, Sir Joseph Napier for his "conspicuous ability" in preparing this text, the research for which inspired further delving in German and Spanish libra-



Illustrations by MacGregor as in Hodder

THE YAWL 'ROB ROY'

ria in pursuit of material for a paper entitled 'The Paddle and the Screw from Earliest Times'. MacGregor's writing output was prolific and touched on a wide range of subjects. His first major overseas tour, July 1849 to March 1850, took him to Greece, the Holy Land and Egypt. Two books resulted; 'Three Days in the East' and 'Eastern Music', a dissertation in musical notation on the national songs of the countries he had visited. In July 1858 MacGregor departed for a visit to Canada and the United States. This extensive tour was followed in 1859 by another epic expedition, this time to Russia and points east.

Aboriginal boats seen on these two trips seem to have given MacGregor the first inkling of the idea for his famous canoe trips, but it was not until 1865 that the idea became reality in the shape of the canoe 'Rob Roy'. No specific explanation is given for the choice of name that has become synonymous with decked canoes, but it does appear to have been a nickname bestowed on MacGregor himself from babyhood and as the great-grandson of a chief of clan MacGregor it is not too surprising he should choose to honour the clan hero.

MacGregor had regularly written accounts of his travels for the weekly newspaper 'Record' and his first, European river and lake hopping trip in 'Rob Roy' was no exception to this established formula. By the time he returned to London in October 1865 his exploits were already famous and his book 'A Thousand Miles in the Rob Roy Canoe', published in January 1866, consolidated this fame. The book was favourably reviewed in The Times, MacGregor read a paper on the canoe to the Institute of Naval Architects and by April a second edition of 'A Thousand Miles' was in print. A month later a third edition was needed! Several more editions appeared over the following years and into the twentieth century, making it one of the best known canoeing titles of all time. On 16 May 1866 the keel of the second 'Rob Roy' was laid. A few weeks later he was off on his second canoe trip in a boat a foot shorter than the 15ft original 'Rob Roy'. He returned from the tour of Norway, Sweden, Denmark and Germany on 29 September 1866 and before Christmas 'Rob Roy on the Baltic' was on the bookstalls! MacGregor's exploits drew not only awe and admiration but no little condemnation from rowing purists, one of whom scathingly remarked that "as the constrained position of the legs produces continual cramps, it would be an improvement to have the legs amputated"! MacGregor was more than a match for his critics and as one who had travelled in every kind of boat from Trinity eight to a gentleman's luxury yacht he was quite adamant in his preference for the pleasures of canoeing. This did not preclude his acquiring a 21ft, three ton yawl, confusingly also named 'Rob Roy'. His

three and a half month trip in this resulted in 'Voyage Alone in the Yawl Rob Roy', which he wrote between late September and 2 November 1867. The yawl cruise had been partially prompted by the interest shown in his previous books by the Emperor Napoleon III of France, who decreed that a boat exhibition should be part of the Exposition Universelle hosted in Paris. MacGregor kept his yawl on the Seine for a fortnight and had a hand in organising the first ever Regatta during the festivities.

Boating had now taken such a hold on MacGregor's life that he resigned his commission in the London Scottish Rifle Volunteers, which for nine years had engaged much of his time. Luncheon with the Prince of Wales was one of the entries in his crowded diary for January 1868; the Prince had consented to be Commodore of the Canoe Club, which MacGregor had founded after his first trip in the original 'Rob Roy'. The Club was going from strength to strength and staging regular events such as chases and sailing matches. MacGregor's diary entry for 4 April 1868 indicates that eight men in canoes attended the University boat race. The Royal Canoe Club, as it became in 1873, still exists, of course.

During these early months of '68 MacGregor was occupied with making improvements to the compasses used in lifeboats and with his usual endless round of charitable works but by September, with another newly built canoe, he was heading for Palestine and Egypt. Hodder suggests that the book which chronicles this trip, 'Rob Roy on the Jordan', was MacGregor's finest effort and he quotes liberally from it. It would appear that all MacGregor's religious, philanthropic and sporting energies converged in this last of his boating titles, which had attracted 2,000 advance orders before its publication in 1869.

Five thousand copies sold within two weeks. MacGregor was a man of forthright beliefs and was not shy of propounding them. In his opinion "a comfortable boat, like a shoe or a coat, must be built for the wearer and not worn down to his shape". He also passionately believed that a traveller had a duty to be circumspect in his words and actions in foreign lands so that others could also enjoy the hospitality and friendliness afforded to him. MacGregor seems to have led a full social life but Hodder declares that both family and friends were somewhat taken aback when, at the age of 43 and apparently a confirmed bachelor, he suddenly announced his intention to marry Annie, the daughter of Admiral Sir Crawford Cuffin, K.C.B. The newly-weds moved into a house on Vanburgh Park Road East, Blackbeath. In due course they had two daughters; one wonders if their father ever took them canoeing.

How much time MacGregor had in his later years for boating is unclear. His involvement in the education of the poor took precedence during the 1870s over his many other commitments to charitable causes and he eventually gave up his rather ephemeral legal career to concentrate full time on voluntary work with the School Board. By 1889 his health had broken down after a lifetime almost entirely free of illness. A sea cruise was recommended but had to be abandoned when it became obvious it was having just the opposite to the desired effect. MacGregor and his family moved to Boscombe, near Bournemouth, where he died on 16 July 1892. ↓



SHOOTING THE RAPIDS IN FULL SAIL IN THE GALLE NEAR KEENEN ON THE JORDAN, SEP., 1869

## The Optimus III 'Ker Stove

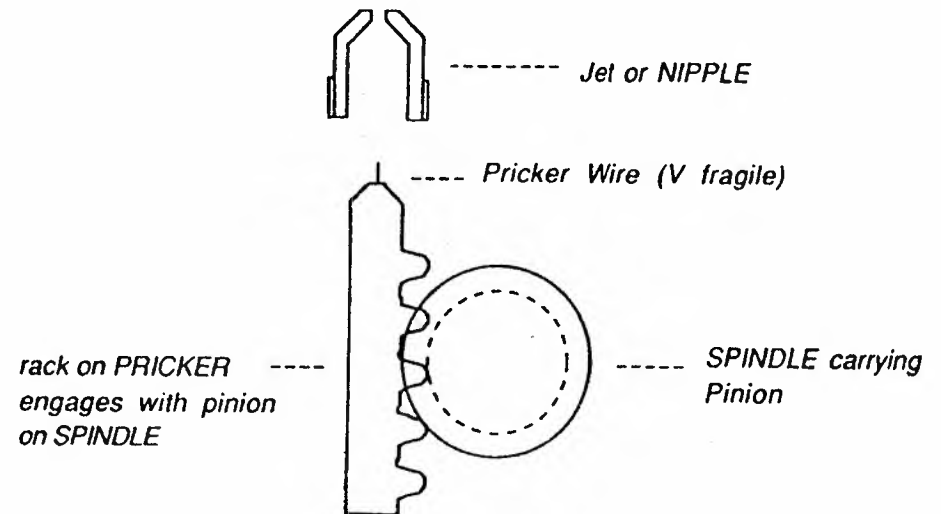
This was a much cursed piece of equipment, but was excellent in its way because it is simple and fairly robust, YE's and leaders alike who are only familiar with Gaz or Trangia stoves find them slow, over-complicated and fiddly. In December '93 I was given one in order to become expert in its workings and maintenance, and I quickly discovered that it could not be primed (pre-heated to working temperature like starting a car on 'choke') with paraffin. This means that a separate volatile priming fuel must be used in the priming tray. I have to say that the thought of YE's confusing meths or petrol priming fuel with paraffin and the consequent 'whoof' as one of them went up in smoke had me worried. The 'healthy alternative' of tubes of Optimus priming gel is fine for a couple of days but they are wickedly expensive and easily trodden upon and so a simple solution was required.

Paraffin will light and prime successfully with a wick, and so I decided that what was required was a permanent wick which would enable paraffin to be used for priming straight from the fuel tank, and to locate it permanently in the priming tray. I made one from 1" glass tape (as used in making Glass-Fibre mouldings), wound it into a 'doughnut' and installed it by removing the priming tray, placing the wick and replacing the tray. Although it gets quite sooty after a few lightings, it does not degrade. The trial stove was lit 120 times over the course of the Christmas vacation and worked well at the end of the time with the original wick. The whole stove does get much sootier than with gel or meths, but it's safe and convenient. In practice, because it became available, we did in fact use meths for priming, keeping paraffin as backup in case we ran out. A reel of glass tape was taken and stoves modified in the field.

**ALTERNATIVE FUELS:** Optimus seem keen to jump on the 'multifuel' bandwagon and equip new stoves with conversion kits to enable them to run on petrol or meths in addition to Paraffin. I tried all of the options exactly as per instructions and then cautiously broke the 'rules' to see how different fuels worked using the various jets and sleeves in unconventional arrangements. Recommended setups for petrol and meths didn't work too well, so I reverted to trying petrol in a stove set up for Paraffin; it lights easily and runs well, but is noticeably cooler, as it also does with meths. A number of boiling-time tests were carried out and it always worked best with paraffin, but this is also quite the most difficult to light.

**TRAINING:** I ran a basecamp 'masterclass' for leaders in stove maintenance and they in turn passed this on to YE's. The Fires that established a routine for maintaining their cookers and built up their expertise in stripping them had a much less torrid time than those that never really got to grips with the relatively simple mechanics of the thing. Some fires continually struggled with recalcitrant stoves and, in an emergency situation in rough conditions, might have been hard pushed to find a reliable one with which to save their bacon. They ought to have watched the Deputy Chief meticulously take each one apart, clean it thoroughly, modify it slightly, re-assemble it carefully, and glow with pride as it in turn glowed wonderfully! There is just nothing like experience!

STAINPS AND TUBING... The stove is prone to damage by heavy-handed use, particularly the spindle and the pricker which can strip their rack and pinion in a moment. Prickers can be changed by removing the nipple and winding it out with the spindle, but stripped spindles require the removal of the Gland Nut and a good pull with a pair of pliers to get them free. Re-installation of the pricker is tricky: turn the spindle clockwise until it is snugly tight, closing the fuel valve, drop the pricker into the hole so that the teeth are lined up with the rack, turn the spindle anticlockwise until the pricker is seen to 'ride' on the teeth, turn the spindle clockwise and the pricker should be drawn down into the body of the cooker. If correctly installed with the nipple in place, from fully closed to fully pricked should be half a turn on the control knob. The cooker will not run efficiently without the pricker ... I tried it!



Virtually all maintenance can be carried out with the tool provided which also doubles as the flame-adjusting knob in routine use; in addition a pair of pliers or small 'mole' grips will enable total stripdown.

I would recommend the following scale of spares to be carried:

2 Spindles	2 Gland Washers	6 Prickers
4 Nipples	2 Tank retaining screws	2 Pump washers
1 Fuel tank cap washer		

The stove is not ideal, but it is still the best group-use six-week expedition stove on the market.



APPLICATION TO RENEW/JOIN AS A MEMBER OF THE INTERNATIONAL  
SEA KAYAKING ASSOCIATION FOR THE YEAR 1998.

Membership runs from January through to December. Joining mid  
year incurs same subscription costs but back dated newsletters  
are included.

Cost of membership, not withstanding geographical location, is  
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**See overleaf for ISKA Shop**

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