

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

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EDITORIAL

I have just returned from visiting the Shetland Sea Canoeing Symposium. It was a long journey as we travelled over land but well worth the effort, even if the 14 hour ferry journey from Aberdeen took 22 hours due to engine failure - still, we got a free lunch!! I met Tom Smith and Pete Bruce and a few others with whom I had paddled out to Papa Stour a few years ago. That was a great trip, caves, cliffs and sea birds galore. This year Kevin & Nickie Mansell were over from Jersey, together with Howard Jeffs and Gordon Brown, Kevin Linklater was the organiser and he and his team had clearly done a great job. Pity Kevin had to go off to the Falklands with his job and actually missed the event. He can rest assured that it was a great success. I asked about future Shetland Symposiums, "Maybe" I was told by Jane. I hope I was able to convert that maybe into a yes. Watch this space!

I have included a press release from Dave Evans as chairman of the BCU Sea Touring Committee which announces the annual STC Symposium and AGM over weekend of 25-27th September. This has been held at Calshot in previous years and as I write there is still a possibility of a sea canoeing event at Calshot on the South coast near Southampton over the weekend 10-11th October.

CLUB NEWSLETTERS

I receive several from all over the world and they are often a source of material for this newsletter. Please encourage your club to send me theirs and I will do a newsletter exchange. Portsmouth Canoe Club offer one of the best letters in the country. Also keep your eyes peeled for any information or news in the general media and cut it out and send it to me. This is why the ISKA newsletter exists.

In my capacity as editor of "Ocean Paddler" I attend an association of Canoe Traders meeting. It was so interesting and I was pleasantly surprised at the emphasis on the production of sound and safe products. Many products have to be tested to British, European and/or International standards. These tests are demanding and explicit and ensures that we all have access to gear that meets stringent standards. It also explains why some gear appears expensive as the research and testing that goes into developing products is far from cheap.

Our expedition to Newfoundland next summer - from Monday 21st June to Friday 2nd July - has gathered a lot of interest. There are some places available so get in touch. The expedition is well supported - all details taken care of, I have an itinerary available to send to you. If you are wondering about your ability, as long as you are able to sit a sea kayak and be a reasonable participant, i.e. can paddle to a fair standard, you will be OK. There is an option to take part in the First North Atlantic Canadian Sea Kayaking Symposium just prior to the expedition, from the 18th to the 21st June 1999.

I am currently working with the Sea Kayaking fraternity in Newfoundland and their tourist board on a really big event in June of the year 2000. We will be inviting the Canoe Trade from around the world to help put on a big Trade Show, a truly international event.

EVENTS PAGE

Remember to let me have notice of any Sea Kayaking event you are planning. I will see it gets included. The more notice I get the better. Sea Kayaking is a rapidly growing sport and the new comers in particular want to know what is available.

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- ISKA Stickers..... .60 pence
- ISKA T Shirts; L, XL, yellow or black.....6.00
- ISKA Sweat Shirts; L, XL, yellow or black....12.00 All prices
- ISKA Woollen ski Hats in yellow.....3.50 UK Sterling
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- "Over & Out" the video by Gordon Brown @.....14.99 Post/Pack.
- ISKA Polo Shirts.....6.50
- ISKA long sleeved T Shirts.....6.50
- Bound 'stand alone chapters from my forthcoming book
- "SEA TOURING - A Manual on Sea Kayaking"
- No 1 Expedition Planning @.....2.00
- No 2 Expedition Medicine @.....2.00
- No 3 & 4 The Sea/Navigation.....4.00
- No 5 History of Sea Kayaking.....2.00

La Niña is coming

IF YOU think the weather can only get better, think again. After El Niño, the phenomenon that has wreaked global devastation in the past year, prepare for the sequel: La Niña.

As governments around the world count the cost in lost lives and wrecked communities of El Niño, scientists warned last week that its sister, La Niña, was almost certainly on the way. The forecast is hurricanes, torrential downpours and bitterly cold weather.

El Niño — a Pacific Ocean phenomenon in which the sea surface temperature rises abnormally — has over the past year unleashed some of the worst weather of this century, with floods in South America, devastating downpours in California, ice storms in Canada and droughts in Africa.

Even Britain seems to have experienced the fallout, with the hottest year on record in 1997 and widespread floods this year.

With El Niño now in retreat, there is, however, little hope of a respite. Dramatic plunges in temperature along a 3,000-mile stretch of the Pacific Ocean herald the onset of La Niña, a reverse phenomenon that can be just as destructive. A series of buoys that collect readings for the American Tropical Atmosphere Ocean Sensor Array (TAO) revealed an 8C fall in just 30 days last month.

"We have never seen anything like this before — we have switched from El Niño to La Niña in just one month. It's quite possible that its dramatic onset is the harbinger that we are in for a wild ride; it's like watching a slow-motion volcanic eruption," said Dr Michael McPhaden, TAO's director.

"The area covered with below normal temperatures now extends about 3,000 miles east-west and a few hundred miles north and south of the Equator. This is a relatively small percentage of the tropical Pacific, but the area covered by the cold water continues to grow, fed by a huge reservoir of cold water just below the surface."

La Niña — which means little girl in Spanish — is the cold counterpart of El Niño — little boy — and historically has often immediately followed its more famous counterpart. It is thought to be less devastating than El Niño, but such dramatic falls in temperature recorded in the Pacific suggest that this time it could be equally disruptive.



While El Niño saw a reversal in the trade winds, with a knock-on effect around the globe, La Niña adds strength to the trade winds blowing from east to west towards Australia and the Far East.

It starts when a huge mass of cold water, stirred by El Niño more than a year before, breaks to the surface in the eastern Pacific. The cooler air caused by the sea change forms rain clouds west, which adds to the strength of the trade winds. The warmer water is driven by ferocious winds towards Australia, bringing higher temperatures and torrential storms.

Thunderstorms and persistent rain over Indonesia last week were being interpreted as another sign of La Niña's imminent arrival, according to Dr Huug van den Dool, chief of the prediction branch of the American government's Climate Prediction Center in Washington. "It is quite likely that La Niña conditions will be in place later this year — things are already shaping up that way," he said.

It is common for La Niña to follow El Niño and it has done so three times in the past 15 years. The severity of El Niño over the past year has prompted concern that there might be a spectacular reverse.

El Niño created a domino effect of disaster around the world. Heavy storms in California destroyed property worth millions of pounds, torrential rains in Uganda triggered a cholera outbreak and floods and mudslides in Peru wiped away entire villages. In Western Australia, massive bush fires spread across an area the size of England, and in Brazil, 13,000 square miles of savannah and rainforest were destroyed by fire caused by drought.

In western Europe, flooding claimed more than 25 lives and caused more than £100m of damage. In Britain, the south and the east of the country experienced some of the worst flooding this century, claiming five lives and leaving hundreds of people stranded.

Despite the perception that this summer has been unusually wet and windy, the first six months of 1998 have, in fact, been among the warmest on record — with the freak temperatures attributed by some weathermen to El Niño. La Niña could change all that.

If it does get a similar climatic grip on the globe, many of the consequences of El Niño will be reversed, with temperatures falling in Britain and the threat of storms and snow sweeping in from across the Atlantic.

In the United States, the risk is hurricanes. The probability of two or more hurricanes hitting the coast during an El Niño year is about 28%, but that rises to 66% during La Niña, according to the Center for Ocean Atmospheric Prediction Studies in Florida. In eastern Australia, it means a threat of flooding and in Peru there is a risk of drought.

La Niña, however, is not all bad news. The South American fishing industry has in recent months suffered a collapse in its fishing stocks, but these are now likely to be replenished. The cold waters of La Niña well up to the surface of the Pacific from the depths of the ocean, bringing the nutrients that attract marine life. But 12 months from now, that might be considered a small consolation.

La Niña, which could last into the start of next year, affects climates across the globe, bringing the threat of drought to the western parts of North and South America as well as east Africa, and the possibility of flooding to southeast Asia, southeast Africa and northern Brazil. The disruption of jet streams high in the atmosphere also brings unseasonal weather to many other parts of the globe, including Britain.

The cold water in the eastern Pacific and storms over Indonesia should now be followed by heavy monsoons in India in the next few weeks, then an increased level of hurricane activity in the Caribbean, according to McPhaden.

The climatic upheavals across the world are likely to hit Britain. "It's very difficult to say what the exact effects could be because so many factors come into play," said Piers Corbyn of Weather Action, a long-term forecast company. "There is evidence that El Niño had an effect in Britain and Europe and La Niña could also have an impact."

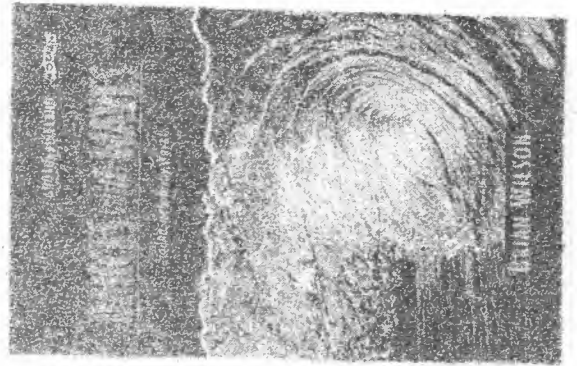
DANCES WITH WAVES

Around Ireland by Kayak

Brian Wilson

Foreword by **Tim Severin**

£8.99 paperback



Dances with Waves has all the ingredients of a great adventure - danger, high drama, narrow escapes, bizarre encounters. On Brian Wilson's gruelling solo 1200 mile voyage round the coast of Ireland his little kayak is lashed by the tail-wind of Hurricane Gusta, bombarded by the incontinent gannets of the Skelligs and almost run down by a ghost galleon off Mizzen Head. Sherkin Island pirates kidnap him for ransom, his boat is claimed as wreckage by the beachcombers of Connemara and he receives an ecstatic welcome from Fungi the Dingle dolphin.

Add to this diversions into sea-lore, local legend, music and history and you have a seafaring yarn that will entertain landlubbers and sailors alike - anyone who enjoys the thrill of a grand adventure.

PRESS RELEASE.

The BCU Sea Touring Committee is running its annual Sea Kayaking Symposium in conjunction with the Cwm Pennant Mountain Centre on the weekend of 25-27th September. The AGM of the Sea Touring committee will be held on 26th September during the symposium. The event will follow the successful format of previous years with a combination of guest speakers, practical workshops, Sea Kayak trial sessions and a variety of coastal trips to suit all abilities.

Cwm Pennant is situated three miles west of Porthmadog and offers a wide variety of Sea Kayaking opportunities within easy travelling distance, including the unspoilt and spectacular Llyn peninsula, Anglesey and the Menai Straits, and the Traeth Bach and Mawddach estuaries. The centre has just reopened after a £180,000 facelift and is hoping to develop and promote Sea Kayaking through a wide range of courses, workshops and expeditions. Cwm Pennant has accommodation for 70 and can be booked by clubs and groups wanting to paddle in the area. The centre is also close to many of North Wales finest White water rivers including the Tryweryn and the Glaslyn, and just 10 minutes away from the popular climbing area at Tremadog. Details of the Sea Kayaking Symposium and general information about Cwm Pennant can be obtained from David Evans, Centre Manager Cwm Pennant Mountain Centre etc or E-mail us for details on cpennant@jbhall.gov.

Reply to: David Evans Chairman BCU Sea Touring Committee.

Tel 01766 530682 or 01702 891429.

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Exxon Says Sound's Just Fine; Others Disagree

In December, some Florida high school students watched an environmental video, "Scientists and the Alaska Oil Spill."

When the video was over, some wanted to know if they had watched a documentary on the 1989 Exxon Valdez oil spill, or a "commercial" for Exxon Oil Co., which produced the video.

The teacher, Ricki Ramond-Sills of Jones High School in Orlando, wrote on her students' behalf to the Valdez Chamber of Commerce last month. It was signed by 72 students who wanted to know how Alaskans and scientists not on Exxon's assessment of the state of the sound, five years after the March 24th, 1989 oil spill.

"We realise there are two sides to every story," the students wrote. "We would appreciate anyone who would please write and inform us of your feelings about the cleanup effort, the quality of fishing and sea life and impact on your daily lives."

The other side to the story is contained in a report called "The Truth About The Exxon Valdez Oil Spill," a compilation of data and analysis presented by local marine experts and scientists not under contract to Exxon.

In summary, the "Truth" document contradicts much of Exxon's assessments; contains statistics that show environmental recovery to be "decades" away; and accuses Exxon of manipulating data and releasing the video in an attempt to "construct a false reality of the situation in Alaska in order to influence public perception."

Exxon spokesman Dennis Stenczuk, declined further comment on the 18-month-old video and said Exxon "stands by" the video which, in summary, says the Sound has recovered from the spill.

"Scientists and the Alaska Oil Spill"

The green and white video case - which includes colour photos of a bald eagle, sea otter and starfish - states, "Learn from the experts who worked behind the scenes on the front lines....Learn how scientists determined the best ways to clean the shorelines. Hear them assess the state of the environment today and its prognosis for the future."

Throughout the 22-minute assessment, the unnamed narrator refers to the spill as the "1989 Valdez oil spill", leaving out the word Exxon and perhaps further confusing those non-Alaskans who, because of the name of the tanker, assume Valdez was environmentally impacted by the spill when, in actuality, its shores didn't receive a drop of oil.

The narrator does, however, use the word Exxon frequently as he talks about how the oil company helped to 'save' wildlife in the aftermath of the spill.

"How are the animals doing?" he asks students nation-wide as they watch a clean, healthy female sea otter frolicking with its new born pup. The next scene shows other clean otters getting a bubble bath at one of the three oiled-animal treatment centres set up with Exxon funds and manned by Exxon - hired workers.

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"Plain dish washing liquid was most effective in removing the oil," the narrator says, adding that 63 percent of the 357 otters captured were returned alive to the sound. Elsewhere in the video, Exxon estimated 1000 otters were died in the spill.

Next the narrator tells students how Exxon helped capture and save bald eagles. The scene shows a woman working with one of the 113 captured birds at a treatment centre.

Exxon says 98 of the 113 birds were released unharmed but mentions no estimate of the number of eagles killed in the spill.

Exxon also boasts of being able to save 'many' sea birds such as murre and gulls.

"Unfortunately, many others died," the narrator says, estimating 36,000 dead sea birds.

"Fortunately, scientists know that the area contains large populations able to overcome these losses."

"And what about the fish?" he asks. "Scientists know from previous observations of other spills around the world that open water fish are rarely at risk because little oil gets into the water column where they live."

Exxon backs up that statement by pointing out that the 1990 Sound pink salmon run - the fish that swam through the spill like fry on their way to open sea - and the 1991 run were two of the largest ever recorded, with the 1991 harvest "so abundant that millions of pounds were given to needy people in the Soviet Union."

"The truth about the Exxon Valdez Oil Spill"

The nine- page report opens with a harsh criticism of Exxon's version of the state of the Sound.

"Exxon has aggressively attempted to trivialise the public's genuine concern for the extraordinary damage they caused to one of the most outstanding marine areas in the world," wrote co-author Rick Steiner, a marine biology professor at the University of Alaska and fisherman of Prince William Sound.

Steiner and Riki Ott, a Cordova environmentalist, scientist and chairwoman of the Habitat Committee of United Fishermen of Alaska, compiled a list of spill-related wildlife damage and casualties, using data from the U.S. Fish and Wildlife service from scientists hired by the Exxon Valdez Oil Spill Trustee Council.

"The irony in all of this is that everything looks OK out there," Ott said. "If you're out in a boat you'll see eagles and sea otters and maybe a whale if you're lucky. But looks can be deceiving. And Exxon is playing on that."

The numbers in the report show significantly more long and short term damage than Exxon's.

Sea Otters: "3,500 to 5,500 killed by acute exposure to oil." (Exxon said 1,000.) Study results released in 1993 show no recovery yet due to higher yearling mortality and 'possible' reproductive problems in sea otters that continue to eat oiled prey, particularly blue mussels.

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Bald Eagles: An estimated 580 killed from exposure to oil. (Exxon didn't mention any eagle mortality.) Studies also show an additional loss of more than 100 chicks but agree with Exxon that the population had begun to recover as early as 1990.

Sea Birds: An estimated 300,000 dead murre. (Exxon estimated 36,000 total sea bird mortality.) The studies found the population has not begun to recover since surviving murre experienced breeding disruptions due to oil exposure, which accounts for an additional loss of 'at least' 300,000 chicks.

Pink Salmon: An estimated 15 million to 25 million 'missing' from 1990 return, and more missing from 1992 and 1993 returns. Studies show high egg mortality in oiled streams in 1989, higher egg mortality in 1990 and 1991, and 'gross deformities' such as clubbed fins and curved spine in larvae from oiled streams.

The report does not contest the high 1991 return mentioned by Exxon, but Steiner said that particular harvest did not navigate properly, which resulted in a mass of salmon holding out in the Sound and returning late, already spawned out, and therefore practically valueless to fishermen.

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Safe Seas Guide Launched Today

Maurice Storey, Chief executive of the Maritime and Coast guard Agency (MCA) today (1st May 1998) published the first edition of the UK safe seas guide, which builds on the Agency's aims to make our seas safer and cleaner.

Mr Storey said:

"Thousands of vessels from all over the world visit UK ports and use UK shipping lanes every year, and we have produced the guide to provide advice and guidance for foreign shipmasters. We will distribute the guide to foreign ships as they are inspected during Port State Control and also on request."

The UK Safe Seas Guide includes:

- Key navigation advice
- Warnings to prevent pollution
- What to do in an emergency
- Contact details for further information

Glenda Jackson, Minister for Shipping, said:

"I welcome the UK Safe Seas Guide. It offers a wealth of advice and information and is part of the MCA's aim to raise awareness about the importance of safe navigation and pollution prevention. The guide contains helpful reminders to shipmasters about where more detailed advice can be found."

The guide has been produced as a direct response to recommendation 50 of Lord Donaldson's report, Safer Ships, Cleaner Seas and is the result of extensive consultation with the shipping industry and environmental experts. The UK Safe Seas Guide may be revised from time to time to take account of users' comments and changes in ships' routing measures.

Ends

Notes to the editor.

1. Lord Donaldson's report, Safer Ships, Cleaner Seas, was published in May 1994. Recommendation 50 called on the government to draw up a brief, simple guidance note covering the main points that masters of vessels are expected to observe in UK waters. It should include legal requirements, information on facilities and services, advice on routing measures, and information on where to find more detailed advice.

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2. There have been two rounds of consultation with the shipping industry and others, including environmental interest groups. The draft UK Safe Seas Guide met with widespread support and the final version has incorporated as many suggestions as possible.
3. Area-specific environmental information has been confined to the established Marine Nature Reserves on the advice of the Joint Nature Conservation Committee (JNCC). Future editions may be updated to reflect any developments.
4. The Maritime and Coast guard Agency (MCA) was established on the 1st April 1998 as an executive agency of the Department of Environment, Transport and the Regions. The Agency has assumed the functions and responsibilities of the former Marine Safety Agency and the Coast guard Agency. It is responsible for the safety of life and shipping at sea (including search and rescue operations) and for the prevention of pollution and the control of pollution incidents.
5. A copy of the UK Safe Seas Guide is available from the Maritime & Coast guard Press Office.

For further information, please contact:

The Maritime and Coast guard Agency, Tel: 01703 329278.

READER'S DIGEST BEACHWATCH '97

*by Julian Parr,
Beachwatch '97 Officer*

Overall results

Beachwatch yet again revealed an unacceptable amount of litter piling up on our beaches. Despite the Merchant Shipping and Maritime Security Act and undoubtedly, but painfully slow, improvements in sewage treatment, over 260,000 items of litter were collected during the survey. Unfortunately this represents an increase of 5% in the density of litter on Britain's beaches.

Facts and figures

As before, items produced from plastic made up the bulk of debris, and, at over 57%, represent the highest proportion recorded during any Beachwatch survey. Furthermore, the 12 most common litter items made up 65% of the total item count, with the top six items (plastic pieces, plastic rope and cord, plastic caps and lids, crisp and sweet wrappers, polystyrene pieces and cotton bud sticks) representing 46% of the total items recorded.

Four sources were identified as major contributors to the quantity of litter on UK beaches: direct littering by recreational beach users (34.4%), shipping (14.2%), fishing (11.6%) and sewage outfalls (8.5%). This percentage contribution of items attributable to tourists is an increase on previous years. Proportions of shipping waste and fishing debris have remained relatively constant. Sewage related debris (SRD) comprised 8.5% of the total, the lowest proportion recorded since 1993. As in Beachwatch '96, cotton bud

sticks made up over 74% of the SRD items recorded. The quantity of sewage related debris other than cotton bud sticks recorded per km surveyed has also decreased on previous years (1997 - 34/km; 1996 - 46/km; 1995 - 107/km; 1994 - 62/km).

A high price to pay

The results indicate that there are large accumulations of marine litter on beaches in the UK. Wildlife continues to be at risk, especially from persistent plastic items. Local communities, which rely on the marine environment for their livelihood through tourism, fishing and recreational watersports, also pay a high price. This is not only through lost revenue from ghost fishing, and a possible decline in tourism, but also the cost of repeated clean-ups, which have been reported to run into millions of pounds.

Responsibility

Plainly, we need to make determined efforts to reduce pollution at source. While the Society campaigns for local authorities, water authorities and government to play their part to reduce and clean up debris, every member of the public must also accept responsibility to minimise their impact and support measures taken by government and industry to reduce pollution at source. Only then will coastal communities, wildlife and other beach users realise the full benefits of a clean, litter-free marine environment.

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A FEW BAD DAYS AT SEA

1st Officially Registered Solo Circumnavigation of the Whole of the British Isles By Sea Kayak - Report No.1

A short diary / report of my jaunts in my kayak this summer, during my first attempt at the above titled expedition - after these events I have now 're-grouped' and am off once again at the end of March 1998.

Tuesday 3rd March 1998.

I travelled down to Dorset to do a little talk in my old School that morning. The wind was so strong I had to stop several times to re-tie my kayak to the car!

The idea was to say a little about the trip then let the pupils look at the kit and sit in the kayak. This went well but the most common question asked was, "Aren't you afraid of dying?" and all of the pupils showed the most interest in my mountain bike crash helmet.

One boy (who used to be in the Sea Cadets) picked up my VHF radio, set it to chan 16 and proceeded to call the local coast guard. Harry wasn't annoyed but I was, still I used the situation to do a radio check. The battery was then removed for the rest of the day.

I left the boat at the school and took the rest of my kit back to do one last final check.

Wednesday 4th March.

A day of nerve racking boredom, except for two hours of packing, un-packing and re-packing last thing at night.

Thursday 5th March. The Start.

On the way back to Dorset I received a text message asking me to contact Portland Coast guard ASAP. I phoned and they informed me of a South-westerly force 8 increasing and told me in not so many words that I will not be starting my trip until Monday 10th.

Dilemma point. I had arranged to do this start with Mr. Miles and the boys at school, The Youth Service, Local Press etc. To cancel would be hard. Still we continued to Dorset knowing I wasn't going anywhere this week.

I arrived at school to find the minibus loaded with kit, kids and my kayak. We headed to the Marine Training Centre on the Coast. The weather was bad. I loaded my boat up with kit - this was far too much, the back of the boat was just level with the surface of the water and was obviously not going to perform well in a following surf like this. I couldn't sort it out now because the boys had to be back at school, it's only a staged start so I'll sort it out tonight - I thought.

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We all got in the water for a group photograph, then Mr. Miles and the boys left me at the end of the reed beds and I paddled out into the wind. It hit me like a brick. I turned and faced downwind and surfed on 18inch breakers all the way out of the harbour in 10 minutes flat (1.5km) I rounded the spit and headed out to Christchurch Bay. Holy Shit!! I was now running into the full force of the wind, paddling with the current, through 6 foot breakers for as far as I could see. I kept a log of my progress by counting the groynes on the spit, after paddling 0.5 km in 2 hours I decided to call it a day and headed for a safe place to pitch my tent up in the shadow of a hill. It then started to rain and it rained non stop until 2230 Saturday night.

Friday 6th March.

Force 8 gales South-westerly, heavy rain - Not a day for camping on the beach but that's all I did. Not a single paddle stroke!!

Saturday 7th March. A day playing in the surf.

Force 8 gales South-westerly, heavy rain - Another day not for camping on the beach. So I didn't. I got up and went to the main beach where the breakers were all over 6 feet, some as high as 10 feet, I looked at them for a while thinking that what I was about to do was totally suicidal, but also rationalising that now was the perfect time to get the feeling back for large dumping surf in a long narrow boat. I launched into the surf, much to the amazement of the people on the beach.

I headed for the first wave and caught it just as it was breaking at its highest point, this wave seemed to go on forever. I rode up the face of the wave until my hips were level with the crest, and on leaning forward brought the nose of the kayak back down into the sea. This must have almost been a 14 foot drop for the nose. The nose plummeted hard and deep into the water only to pop up immediately out again to be swallowed up by the face of the next wave. Straight up and over again with another heart breaking take off, and a boat breaking landing. Seven of these waves I rode through until I was in a position to ride over a six foot wave comfortably without any of the dramatic walls. I paddled a bit further out until I was in a comfortable position to turn the boat around.

I looked at the shore line to find it 250 metres away and the waves breaking on it were not very friendly. I went in rudder and skegg up, loosing all steerage that wasn't gained by leaning the kayak on to an edge. I paddled in backwards using fast forward paddling on the approach of large breakers, then suddenly I was on the beach. The second time I just enjoyed the roller coaster ride. After about an hour I decided to try landing forwards.....big mistake! The sea came in so fast at the breakers I was accelerated from standing still in a hollow to racing on the face of a breaker. This became easier and after a while I was leaning so that my shoulder was practically in the water and I was getting a right old soaking and loving every minute of it.

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After a while I leaned too far, capsized and ended up in a 'no win' situation with the boat running naturally in line with the breakers. I popped my spraydeck off so I could get out and straighten up when I got swamped by a breaker, me and my cockpit. I got in and moved just enough water to let me pull it up onto the beach again.

I went for a sauna and to the cinema in town. I came out at 0030 and to my surprise there were no rollers, just 6 inch breakers lapping up the beach. I hoped the weather had changed and maybe tomorrow I could get a reasonable paddle as I am already 45 miles behind schedule.

Sunday 8th March.

What a day, the sun shone and the sky was blue, or that's how it seemed compared to the last three days. There was still 4 foot of breaking swell and it was overcast, however the wind had dropped to a force of 2-3 Easterly.

I launched the kayak, it handled like a submarine due to all the kit in it, the nose was not even half way up the face of a steep wave before breaking through, and carrying me with it.

I had paddled about a mile when I met up with Mr. Miles in the prearranged meeting position. The first thing I said to him was lets land so I can dump some weight from my kayak. We landed and I started to dump all the unnecessary kit. Half my clothes so I had one of everything instead of three, all my food and equipment except for one tin of beans and a spoon and saucepan.

We got back on the water after a cup of coffee and the difference was amazing, I had gained 3 inch of beam and the boat responded to a flick of the hips.

I paddled the full length of the bay and after stopping for lunch with some surfers (who thought I was mad after they had picked up my boat to move it on to the beach) off Bournemouth Pier. After lunch I paddled towards the Swannage headland, this was a days total of 15 miles and when I landed on a quiet beach I was happy with the distance. I radioed the Portland Coast guard who told me the forecast to be 5-6 gale force South-westerly winds, increasing to gale force 8 on Tuesday 10th, and forecast to stay until Sunday 15th. He advised me not to paddle after Tuesday and to keep in constant radio contact. This was not good news.

Monday 9th March.

I got up with the turning of the tide at 0800 and had eaten and packed the boat up for 0900. I reached the rip-tide at Handfast Point by 1000. The current was running at 2 knots against my direction until I reached rip-tide where the current was 3 knots. I met the rip-tide at half its full height running on a spring tide breaking at 4-5 feet, it didn't look nice!!

I pushed into the rip but due to the weight of the boat and not enough forward momentum I didn't break through the uppermost point and that is when the trouble started. I manoeuvred but my kayak showed no response, I was

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throwing out support strokes like there was no tomorrow..... there nearly wasn't!

I wasn't 5 feet off a sand beach and at the bottom 150 drop with vertical cliffs and rocks surrounding it. I rolled and got back up, 20 feet further to sea I rolled again, I was thinking that if I didn't do something radical people would be buying flowers for me! I started to skull harder than ever towards the base of the cliff with the intention of doing some sort of landing. I felt the rear of the kayak strike an underwater rock, I was then picked up by a rip-tide at an angle of about 45' at this point my rudder got stuck in a rock and I was over again. I tried to roll but this was not happening, after 3 or 4 attempts I was just trying to get some air and I knew I would have to get out of my kayak to have a chance of surviving.

I popped my spraydeck off and reached the surface of the water holding my boat and taking a deep breath in. Then a rip got the front of my boat, spinning the front end round fast, throwing me in the rocks bum first and the boat on top of me.

I sat on the rocks for a bit gathering my thoughts before heading off to a beach. I was still very shook up even at the 30 minute ride to the beach. I reached the beach safely and thought about the years paddle up ahead, this was one days paddle, to be honest, which ever way I look at it I am not sure whether I am up to a year of this.

Tuesday 10th March.

I had a long lay in and got up when the rain stopped at 1130. I walked into town, caught a bus to Wareham and a train to Weymouth. On arriving at customs I was shown round and had a chat with the boys. They were more than a little concerned with my trip and as far as they could see I had left out one piece of equipment, a support boat. We chatted and after my time with the coastguard I headed back for Swannage, phoning my parents on the way arranging for them to pick me up later.

The Revised Expedition.-attempt No 2.

So after a bad attempt in Dorset I am now putting my support vehicle together. However, due to time lost I am now intending to start from the Isle of Skye at the end of May 1998.

I will be travelling in a clockwise direction at around 20 miles per day.

Rick Freeman

INTERNATIONAL YEAR OF THE OCEAN

1998 as you have no doubt heard has been designated International Year of the Ocean and a number of national and regional meetings are being organised to allow marine conservationists, scientists and industry to express their points of view on issues concerned with the sustainable development of the oceans.

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STRAITJACKET

By Peter Bray, Brookwood, Surrey.

Fresh from canoeing around the UK with a blindman and getting ready to fly off to Nepal to assist on a University kayak expedition over the Christmas and New Year. There was a letter on my desk asking if I was interested in an English Channel crossing by Klepper (this is a canvas folding double kayak). I phoned the team leader and agreed to meet him for a more leisurely chat.

The idea was to get at least four kleppers and their crews across the Channel. The crews were a mixed bunch of paddlers, ages ranged from 25 to 67 and from all different walks of life. I was asked to put together a training programme, kit list and to oversee all training. A number of people asked to join the crossing. We decided to run three weekends training, the first was a safety weekend which everyone who showed an interest had to attend. The format was to cover everything that could possibly go wrong (this was done on the UK challenge and worked when needed). So the first thing was the capsize drill for a single boat, the drill is totally different from a normal kayak (you have a canvas and wooden frame boat and not GRP/plastic). Once everybody had completed this it was time for every boat to capsize at once, again the drill to right the boats in an all-in situation is different. We would have a safety boat on the trip so we practised drills using the safety boat, this ranged from towing to everyone getting out and on to the safety boat. The first weekend was just outside Brixham in Devon, the weather was kind to us and we managed to get a good paddle in. We were not so lucky the second weekend, the weather turned to a force 9, not ideal for going out let alone paddling, so we practised our capsize drill in the harbour at Lyme Regis and then went for an interesting paddle on the river Axe in Seaton. The crews learnt the power of the wind and that you must work to get anywhere. This was all done in a safe area. Before the third weekend we had another weekend in Southsea and the weather was force 4, we paddled along the coast for a short distance and back. This is because it would be where the third weekend would start from. That was to do a navigation trip to Ventnor on the south side of the Isle of Wight, spend the night and paddle back the next day. I missed this weekend because I took a group sea kayaking on the South Wales coast (I still have to work for a living). I still get told how much fun they had and that I missed a great weekend (how many times have you heard that).

Everything was ready for the big day, we had the go ahead from the French, hotel and vehicles with drivers sorted out, brand new kleppers and all kit ready, fingers crossed the weather would be kind.

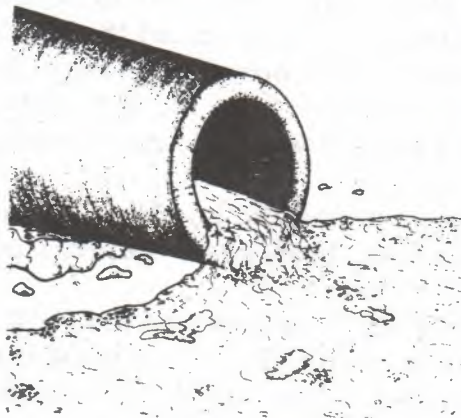
On the 1st August the team of 8 paddlers, 2 drivers and 2 safety people, turned up in Dover. 2nd August 0500hours we woke up, had a good breakfast and sorted out personal kit for the kleppers and the road party who would meet us in France.

The weather was on our side, we made our way to St. Margaret's, put the kleppers together and loaded our kit and everything into them. We then waited for the safety boat to join us. The tide came in and we still waited for it to join

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us. The safety boat turned up 45 minutes late and then we set out for France. First task was to cross the ferry lanes and then watch out for the shipping lanes. The Channel is like a great motorway with traffic going North and South, then you have the centre reservation then the shipping goes East to West. The English Channel is one of the busiest shipping Channels in the world. Our kleppers being dwarfed by each passing tanker, then the fun ride through their wash. The safety boat had radar and was in communication with both the French and UK coast guard. Halfway across, the hotel where we were to stay in Calais called to see if we were still intending staying. The weather was fantastic, accompanied by a rolling sea. It was a very enjoyable and uneventful crossing with us landing in Wissant 7 hours later. Once ashore we packed the kleppers away and drove to the hotel to have a well earned glass of wine. The following day we drove back to Dover and went our separate ways. In all we raised over £2000 for charity. Straitjacket would like to thank the following companies for their help.

Nobel Denton for supplying up to date weather forecasts;
Caledonian Medical for supplying the safety boat;
Manor print for the letter head;
Sea France for the return trip on the ferry (and also a Norwegian shipping company for the two vehicles and all the fuel).



GOVERNMENT COMMITTEE CALLS TIME ON SEWAGE POLLUTION!

In February, another of MCS's campaigns met with great success, when a Committee of MPs delivered a report calling for an end to the needless pollution of our coastal waters by sewage. The report on Sewage Treatment and Disposal by a House of Commons Environment Sub-Committee, drew on evidence from water companies, scientists, regulators and NGOs including The Marine Conservation Society and Surfers Against Sewage. Calling time on the dumping of millions of litres of raw sewage into the sea, the Committee has recommended:

- Tertiary treatment for all sewage discharges by 2002
- High Natural Dispersion Areas 'opt-out' to be scrapped
- NO rise in water bills to pay for improvements
- Long-term investment to be required of water companies
- More active pursuit of environmental objectives by the Environment Agency
- Prior warning for bathers about polluted beaches and bathing waters
- Combined sewer overflows to operate once in 20 years.

The Committee has also demanded that the water industry regulator, OFWAT, be given a specific environmental duty.

The Report will add weight to MCS's ongoing campaign to stop the dumping of raw sewage at sea and protect the health of bathers and water sport enthusiasts from sewage related illness.

Caribou Kayaks and the Craftsman

Michael Morgan

Why anybody should want to study historical kayaks is probably a mystery to those interested in modern-day canoeing. Surely the skin and bone method was fine for someone fetched up on some god forsaken shore waiting for the invention of glassfibre and kevlar but now the modern age is upon us, why bother with the past. The kayak making industry is quite rightly preoccupied with safety standards and reliability of manufacture and the thought of someone making, let alone paddling, a sea kayak made of lathe and canvas, fills them with horror. And yet the true essence of kayaking was perfected in an age when making things that you needed was the norm not the exception. Getting something right on a bleak Arctic coast not only made you more comfortable, it allowed you to live longer, an incentive then as now, and it bred craftsmen to meet the challenge of the day. And what craftsmen! The standard of the woodwork on museum kayaks and paraphernalia is usually good and often outstanding. What you see are tools for survival made by someone who apprenticed under a master who in turn has received knowledge from many generations before him. An unbroken tradition of excellence.

I make these observations from the standpoint of a practising craftsman myself. I am a Luthier, violin making and restoration being my trade. It is a trade that cannot be learnt quickly and one's search for perfection is prompted by other Luthiers that examine your work for any weakness. In restoration, the miracles that are performed on smashed violins by the masters of the trade can only be seen to be believed and their skills come from long years at the bench making mistakes and trying hard to get it right next time. It calls for an obsessive mentality, a form of madness, to deal effectively with the minutiae of restoration. Getting it nearly right is never good enough. We look to the early masters of the seventeenth century for our lead and hope to emulate their artistry. However, not all their secrets have come down to us. Guaneri del Jesu violins sell for millions of dollars and sound wonderful, but hidden in the backs of these violins is a tiny conical hole that only just exits under the varnish. It is filled neatly with a matching cone of wood and was obviously put there by the maker and yet we do not fully understand the reason for it's being there. As you might imagine there have been one or two explanations put forward over the years by makers aware of it's presence. What we have here is a break in the tradition. If the Guaneri family had not faltered then maybe today Del Jesu's great-great-grandson would be the possessor of his tools and his knowledge.

It is comforting to work in a trade where constant striving for excellence is not thought to be obsessive or an oddity. The Egyptians had whole villages dedicated to housing and training artisans in their various disciplines. To a young Inuit lad being born to a family of kayak makers no other future could be imagined other than a life learning his father's skills. In one way I am rather envious of the boy's opportunities to tap into centuries of development and knowledge both practical and inferred. Certain truths are passed unaltered down the centuries and become the core knowledge, implied and never spoken. When the teaching system falters, the silence is deafening.

So we have in our museums the result of all this industry, King Island, Aleutian, Cape Espenburg, Copper, Caribou, Greenland, all beautiful, a tribute to a resourceful race of people. All things pass and our Egyptian artisans are long gone, yet their carvings in black basalt are still powerful, brooding and majestic. The kayak age has been left behind like the age of the horse in Britain that left the British pub full of horse brasses unloved and unpolished. If there was a pub to be found on the Aleutian Islands I'm sure it would be full of paddles. Luckily, we have the very real contributions left by the kayak masters in our museums.

I'm a sea paddler myself and make copies of museum boats when time allows. Without a master to steer my efforts, the kayaks clang off the production line into a void. No words of praise, no gales of derision at my clumsiness, nobody to paddle with to test the speed of the boat, just another kayak. Nevertheless I am always pleased with the boat and enjoy it when I get it on the water.

In 1995 I was asked to survey a kayak at the British Museum in London. It was a kayak of the type found in the Foxe Basin area and could possibly have been collected at Igloolik by Captains Lyon and Parry in 1924. Friends and patrons of the museum, Mr. and Mrs. Sosland graciously donated the funds to allow the project to proceed and in November 1995 I was in London ready to carry out the survey.

The kayak had been laid out on a flat plywood bed that served as a measuring datum. It looked rather sorry for itself with a drooping broken nose and the dust of centuries clinging thickly to the interior. Being used to seeing cellos in similar conditions and knowing what wonders can lie underneath, I wasn't too dismayed.

As I got used to looking at the kayak, the lines became more apparent and the workmanship started to gleam out from under the grime. Rot had started to set in and many ribs and stringers had crumbled and were loose inside. The gunwhales had set in twist and the broken stern post leaned drunkenly to the starboard side.

The sealskin covering was torn in many places and allowed glimpses into the interior which helped the understanding of the construction. Braided sinew and baleen were used for lashings and where the wood was solid so were the lashings. The mahik which supports the front of the coaming was missing and the coaming itself had collapsed down onto the front deck. The coaming was rotted away in parts and the route that the braided sinew took through the holes was plain to see. The holes let into the inside of the coaming had a square cut counter sink to them that allowed the skin to pull up into the holes neatly, avoiding the rucking up that might have been expected. The scarphing was neatly done at the rear of the coaming.

The rot that had set in allowed me to look at the broken pieces and see details that would otherwise have stayed hidden. A stringer that came out had been scarphed and sewn together. On the skin side the stitches were set into tiny recesses to avoid abrasion and the whole thing done with great precision. The faces of the scarph mated perfectly and the joint was successful despite the long passage of time.

Another lovely touch that almost avoided detection was the rib construction in the seat area. These ribs were covered with a plank that had been put there to strengthen the kayak at some time in it's conservation at the museum. A rib had broken away and

in trying to replace it I was able to see how the maker had left a raised area in the centre to take a seat. The cross section in the middle was egg shaped with the pointed end flattened off, the rib then bending off up to the gunwhales indistinguishable from the other ribs. The knife cuts forming the blend from the flattened egg shape to ordinary rib were plain to see and still crisp. It was another example of attention to detail above and beyond what could have been expected for a successful outcome.

At the rear horn there was a portion missing allowing construction to be observed. There were extensions to gunwhales, keelson and deckridge that came together to form the horn. The keelson had been feathered to an end just at the break and the horn part that was missing may have consisted of just the gunwhale extensions.

The extensions were lashed to the gunwhales using baleen, the gunwhales themselves were tied together using a heavy sinew passing through a pair of holes in each member.

The horn at the front was intact but had been broken and had been taped up. It was a tight triangular bundle comprising gunwhale and keelson extensions and the lines issued smoothly from the gunwhale line. In my drawing I have set the stem horn to where it looked comfortable on the original. Any kink between the gunwhales and extensions would have been awkward to construct and I propped up the broken stem to make the line look smooth before measuring. This kayak does not display the "jogged up" stem horn as seen on other Caribou type kayaks so the angle of the broken stem horn is debatable but the rear horn's angle looks to be incontestable. It is interesting to conjecture about this kayak's heritage and wonder if the jogged up stem planted on top of the gunwhale was a result of declining standards or was the smooth horn extension an improvement on an existing type. I admit to a preference for the smooth sheer line on this model.

The stringer and rib construction was carefully done. The rib was squared and placed in a square mortice and then pinned. The stringers and keelson were tied to the rib through small holes in the longitudinal members so that no sinew was rubbed between wood and skin. It was difficult to see how the lashing was achieved but on the keelson the tie ran longitudinally with the fixing alternating from one side to the other as it passed down the hull in a zig-zag.

Thwarts were set into rectangular or square mortices, all except the mahik and backrest which were set into notches and pinned from above into the gunwhale.

The gunwhale showed no signs of being scarphed amidships, at least, and showed signs of toolmarks on the inner face of adze or curved knife. It is possible that planks for gunwhales could have been traded from European ships at this time. The gunwhale reduces from 130 mm amidships to 35 mm at the ends. On the drawing it can be seen that the lower edge is fairly straight, the reverse sheer being induced from the top by carving. The overall feel of the boat is very solid and workmanlike. There are illustrations of them being carried on the head and not under the arm which seems to indicate a weight to be reckoned with. Deck fittings have been lost apart from a deck line just forward of the cockpit. A metre short of the stern there is a provision for an implement rest that passes through the gunwhale at 45 degrees exiting onto the deck.

There was the remains of something solid in the port side hole that may have been a short stick as opposed to a deck line. These sticks appear on contemporary illustrations.

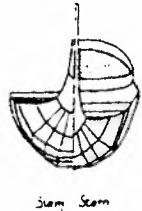
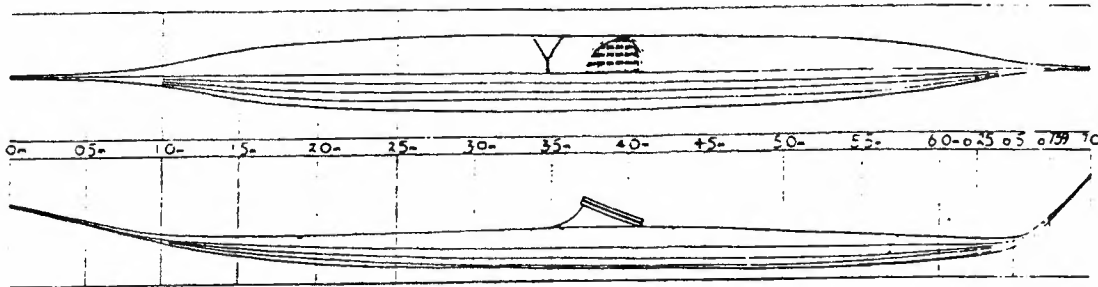
Working in the noisily air controlled boat pen and the fume laden interior of the kayak left me little energy at night to sample any of the jazz in London. Being a jazz bass player myself, the pilgrimage to Ronnie Scotts was left to another time but I was able to meet a friend of mine who works in a prominent violin house in London. There I paraded my latest viola to the luthiers there for their criticism and had the rare privilege of seeing some master instruments as a comparison to my work. It is a problem working in isolation in the Welsh valleys that your work becomes set in the wrong direction so the London shop and the wonderful instruments were a breath of fresh air. The violins and violas with their different pattern of arching and shape showed the strong sense of individuality that marks out the best of makers and it wasn't difficult to contrast the instruments with the kayaks and their very strong concepts.

Also at the museum were some very fine paddles, some I managed to measure. One particularly nice paddle had a definite feather in the blades. It got me wondering about the spiral growth in trees and the results of splitting out the wood for a paddle from such a log. The feathering would automatically be there for you to work with. I have copied a feathered paddle from the South Shields museum that certainly was carved into shape and that works very well. It is the one surveyed in John Brand's Little Kayak Book. Paddle carving is wonderful work but ruins you for anything else. When I had the museum paddle in my workshop to copy, I felt very keenly the spirit of the original craftsman watching my efforts as I slavishly copied the complex planes of his masterpiece. Perhaps a folk memory of some distant ancestor was at work telling me that my life depended on getting that paddle right. I have yet to copy the lovely feathered paddle from the British Museum but I know it is going to be a delight.

From the measurements taken at the museum I have prepared the drawings, taking out the twist from the corpus, setting the broken stem in place and reconstructing the missing stern. My interpretation is open to discussion but I think a good replica could be attempted from the results that I herewith submit.

I have just finished a copy of the Lowie museum iqyax and one fine February morning saw us setting off from a rocky cove in West Wales to paddle out to an island across the notorious Jack Sound. This particular day it was a pussycat and the baidarka moved smoothly with some large rocks inside as ballast. The island itself is wrenched from the rocky coastline and set out apart from the world by the swirling tides. At one time it supported a small community but is now the haunt of gulls and puffins. Some strenuous paddling brought us to the first haven from the tide race and we were grateful to pull into the bay to rest awhile. A large splash just behind me showed that we were not alone and sure enough there on the beach was a large colony of seals. The bull seals did not like us around and constantly reared up to remind us to stay away. The sun shone on this timeless scene and I knew that my efforts had not been wasted. The skin boats recreated a moment that could have been five millennium in the past and without the pressing needs of the hunter to spoil the moment, I allowed myself the indulgence of enjoying the iqyax and the seals and the sunshine while the afternoon slipped by.

We swapped kayaks at sea to avoid landing the skinned boats on the rocks and to give my paddling colleague some extra leg room and we paddled back across the sound to the waiting cars and the drive home. Luckily in Wales we have a kayakers paradise on our doorstep and this coastline is just two hours from my home in Llantrisant. The time may come, after the apocalypse, when the Welsh coastline will again be hunted by men in skin boats but in 1997 it was a pleasure to see the two white boats moving silently across Jack Sound in Pembrokeshire.



Stern Stern

Station	0	0.5	1	1.5	2	2.5	3	3.5	4	4.5	5	5.5	6	6.5	7	
Breadth	2.5	2.1	1.25	3.04	4.02	4.55	4.80	4.80	4.70	4.54	4.25	3.66	2.52	1.70	1.13	0.48
Depth	2.3	3.2	6.0	12.4	18.3	21.5	24.3	26.2	26.8	24.6	20.9	15.4	10.8	6.0	2.2	
Keel to Base Line	6.88	5.78	4.50	3.68	3.17	2.93	2.79	2.64	2.62	2.54	2.53	2.59	2.94	3.20	3.80	5.58
Curvature Station	10	18	37	55	73	91	114	126	132	117	100	78	55	40	25	

© Iglulik Inuit Kayak
British Museum
Q94 AM2

Actual Length 6.739 m
Max Beam 4.80 m
Max Depth 0.268 m

Surveyed and drawn by Michael Morgan etc

From the Sea Canoeist Newsletter

SUBJECT BAIDARKA'S
from Simon Bridger

Further to our conversation at the Coast-busters, could you put the following information in your newsletter

We are presently gearing up to make some Aleutian skin Baidarkas and would like to hear from anyone who has constructed a skin boat or is interested in doing so.

We are arranging to have aluminium extruded, and obtain skins, jigs, tools, and other materials, for building baidarkas in the style of George Dyson.

We have plans for 3 different boats which we will construct, a 6.6m double, a moderate width single and a very narrow single.

Anyone who is interested in buying a skin boat should also contact us as there may be one or two for sale.

We are also planning to have a skin boat play day to try and get as many different types out on the water. So if you have any of various folding types be in touch.

Anyone who is interested can contact myself: (021) 623-402
or Tim Longson (09) 8496374.

New Zealand

7th Irish Sea Kayaking Symposium

This year's symposium will be hosted by Tollymore Mountain Centre and will be held on 23-25th October at Bushmills Education Centre. Any of you who attended the 1995 symposium in Ballycastle know that Oisín Hallissy's organisation skills are second to none. A good weekend is guaranteed!

The weekend will consist of workshops on

- Technology (EPIRBs, GPS, VHF)
- Sports injuries
- Food nutrition
- Boat handling skills
- Trip planning
- Environmental
- Surf competition
- Incident management and wilderness first aid

There will also be full and half day trips in the area, demo boats, trade displays and slide shows. Further info from Oisín in Tollymore on 013867 22158 or book with Diane on 01232 381222, ext 255. If dialling from the Republic, prefix these numbers with 08. More in the next issue.

Hi John,

I now have an E-mail address if you would care to amend the records.. I hope you are having a good summer and are out on the water as often as you would wish.

Things are getting into gear at Maine Island Kayak Co. as the first flood of visitors start to appear heading up to Maine for lobster, sea kayaking and such.

We recently wrapped up our annual 'Guide training Course' offering slivers of wisdom and expertise to those contemplating life in a sea kayak. As per usual, I spend a lot of time in the water trying my hardest to think up more exotic rescue scenarios for folks to deal with. It's fun, perfect antithesis to the dry daily lectures on 'Rules of the Road' or whatever but thank God for dry suits! I've already done a fair bit of paddling this season with weeks on Vinalhaven and Isle Au Haut both rugged granite islands offering a glimpse of what life must have been like before we all got fat and complacent.

The pre-season chores of boat inspection and repair seem to be a right of passage marking the season's as they turn. I enjoy working on kayaks in the quiet of the boathouse looking out over Casco Bay with the swallows returning to build their nest up in the eaves. The blast on the horn as the island ferry pulls away from the adjacent dock and the ever present background blatter of lobster boats as they lay out the trap lines across the bay. (did I say quiet?) Thinking about it, this place is never really quiet especially on Sunday afternoon during the summer when the local bar has a reggae band playing out on the deck. Our clients starts to put a little rythm into their paddle strokes as we glide back underneath the dock after a day on the water.

Ha....a land of contrasts.

Phil Daligan

Did you know? - every day

- 300 million gallons of sewage are discharged into UK coastal waters.
- 5 million items of waste are thrown overboard from ships.
- 1,000 Dolphins and 3,000 Sharks are cruelly killed by drift gill nets.

and every year

- Three times more rubbish is dumped into our oceans than the weight of fish caught.
- 1 million seabirds and 100,000 marine mammals and sea turtles suffer cruel deaths from entanglement in, or ingestion of, plastics.
- 100 million sharks are killed, many just for their fins.