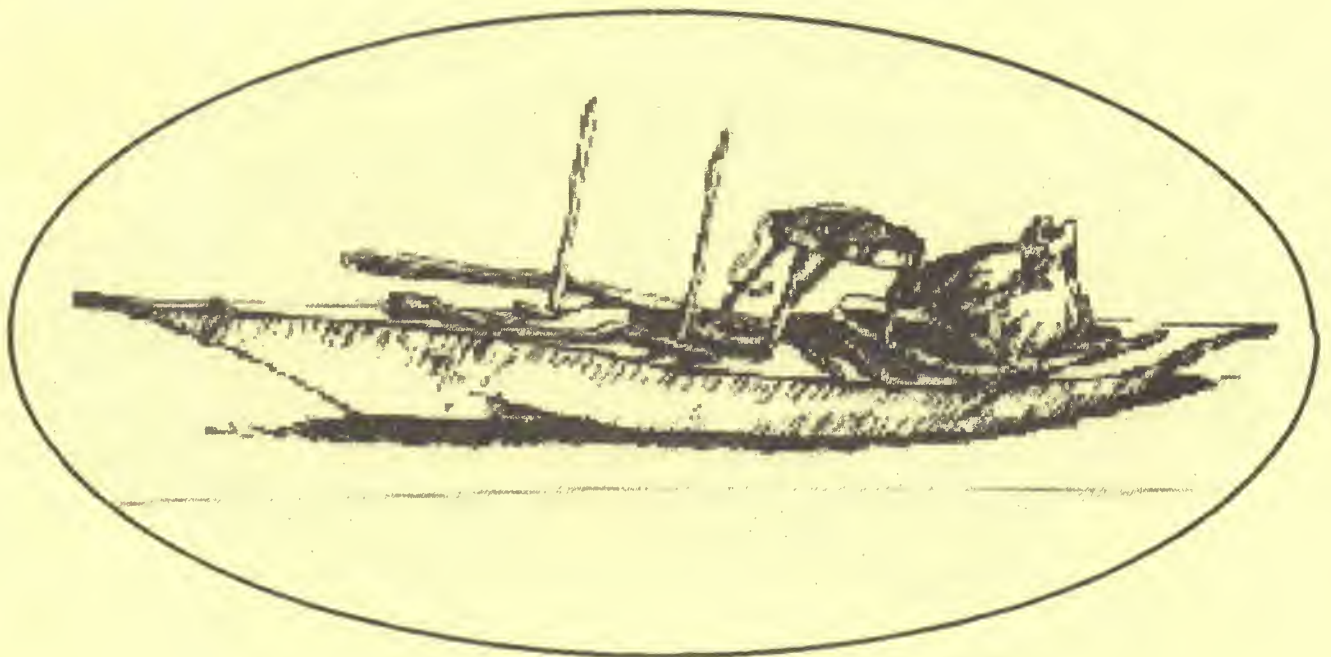


Ocean Kayaker

INTERNATIONAL SEA KAYAKING ASSOCIATION
and NORKAPP TRUST NEWSLETTER

JANUARY, 2000



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

**Aims: Promotion of sea canoeing + Communications
Promotion of events and conferences
Safety and Coaching**

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editorial

by John Ramwell

Well, here we are, into the 21st Century. Who'd have thought it!! Looks like we have some good kayaking opportunities before us, thanks to the Scottish Canoeing Association. See the 'Events Page' for details. I know there are many events planned for by both the Welsh and the English Canoeing Associations (which don't yet exist as such but I suspect will shortly) and so it would be great to include these. The *North West Sea Kayakers Association* are also putting together an impressive calendar, so watch this space. I still think that other areas of the country could easily put together an association like the NWSKA. All it takes is someone to co-ordinate a simple programme and then put the word around. It has worked well here in the NW of the country. Ask Peter Hatt (details in ISKA Directory).

For the first time in 32 years ISKA will not have a presence at the International Canoe Exhibition this February. The organisers have jacked up the costs and I cannot afford it. Pity as I have always enjoyed the experience and I know many of you use the ISKA stand as a focal point. Hey Ho! Renewals for 2000 have really been encouraging. Clearly many of you like the improved layout of the newsletter. If there is an [application to renew form](#) in this newsletter it means you have yet to renew. Unfortunately this will be your last newsletter unless you send me a renewal. I hate losing members and am pleased to report that the % renewal each year is far better than the with average organisation. Must not be complacent!!

Frank Goodman is having this edition off, ie. no Q & A section. If you have any question regarding any aspect of sea kayaking which will give Frank the chance to write one of his interesting responses, then drop it to me by email, snail mail or fax.

There has been quite a bit of interest in what Ric Freeman might or might not have done - see the last two issues of 'Ocean Kayaker'. I hope to have a definitive statement for you in the March issue of this newsletter.

How many of you know about the *Historic Canoe & Kayak Association*? If you are interested in the historical aspect of our sport, then you should contact Tony Ford (see ISKA Directory). I have just received their latest newsletter 'Paddles Past' and it is crammed full of interesting material. One of the major contributors is Duncan Winning OBE - need I say more? My address is, for copy for this magazine:

5, Osprey Ave., Westhoughton, Bolton, Lancs, BL5 2SL and I can be reached on 01942 842204.

Check out the ISKA web site <www.seakayak.co.uk>



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LINDERMAN -BRAY

Hi John,

Sorry that this has taken some time but I have been pretty busy. Thanks for allowing me the opportunity to put the records straight. For the readers who do not know me; I am Peter Bray, who is going to paddle the North Atlantic in the year 2000.

I have had a number of emails from paddlers saying my challenge has been done by Dr Hans Linderman in the fifties. Having read his book, which I found very informative I would like to point out a few things. If these points upset anybody I suggest they rethink their questioning.

(i) Dr Hans Linderman went East to West. I am going West to East.

(ii) Dr Hans Linderman crossed in the South. I am crossing in the North.

(iii) Dr Hans Linderman used sails. I am using paddles.

To me these three points are fundamental differences as regards the crossing of the Atlantic and as such they cannot be the same achievement.

I do enjoy hearing from fellow paddlers but please make it positive and constructive. What Dr Hans Linderman did in those days was a fantastic achievement.

Peter Bray.

<nakchallenge2000@freeserve.co.uk>

Just Another Sunday

by
Duncan Winning OBE

It was just another Sunday paddle. Alee, Austin and I set off from Portencross in calm sunny conditions and headed for Gull Point on the southern end of the Wee Cumbrae where we had our usual escort round, courtesy of the local seal population.

Conditions being excellent we decided to continue westwards and have our drum up at Garroch Head. On route we had a good view of a nuclear submarine picking up speed on being dropped by its MOD police launch escort on clearing the Cumbrae Gap and an oil rig under tow was heading very slowly inward for the Gap.

Callum's hole already had its ration of visitors, no doubt disgorged from the yachts anchored within its arms. There are not many days calm enough to land in one of the smaller bays at the Head without leaving traces of gel coat behind but today was one.

We had the bay all to ourselves. Offshore there were several yachts, their sails hanging limp in the calm air, a large naval replenishment vessel heading for the open sea and the views of Arran were magnificent.

Having fed and watered we embarked once more and continued, with an intermittent seal escort, round to Dunagoil Bay

where we had a chat with a family from Millport in their anchored Drascombe Long Boat before commencing on our return course.

If anything the sea between Bute and Cumbrae was even calmer than on the outward leg and the slow moving oil rig was still heading for the gap, although it was now near enough to hear the straining engines of the three assorted tugs providing the power for her snail like progress.

I became aware of something off to port, lying on the surface, as I watched the something dived and I realised it was a porpoise. Paddling stopped and we three waited patiently as the animal surfaced to breath several times. It did not appear to be in a hurry to go anywhere and neither were we.

Another two porpoise showed further off, to Starboard this time and as we watched them a larger shape surfaced behind them. Much longer and with a small dorsal fin placed well back, it was a minke whale. We paddled gently in the direction the minke appeared to be heading in, then sat and waited.

At first nothing, other than the occasional breathing of the porpoise and their shiny black bodies briefly rolling gently to the surface. Again the minke sounded, heading north some distance beyond Alec's kayak which was lying some thirty feet from my bow. After what seemed like only a few moments the Minke surfaced again right between Alee and me. With only fifteen feet between me and the whale I had an excellent view from its upper jaw, along its grey body to the small dorsal fin before it dived, no doubt having had a good look at me in the interval.

Twice more the minke surfaced fairly close, then went on its way. We heard and saw the porpoise several more times before we resumed our course for the Wee Cumbrae, from where we could hear what sounded like the screaming of a bird of prey. During our encounter

with the cetaceans there were a couple of yachts and a motor cruiser in the vicinity none of the occupants of which appeared to have noticed anything unusual.

Bird life was plentiful with Herring and Greater Black Back Gulls, Eider Ducks, a few Manx Shearwaters and lots of young Shags, some could even be seen swimming under water. No sign of the raptor I thought I had heard, other than a fairly fresh kill of an eider duck on the little bit of shore where we landed on the north west of the island for a break, while we watched the oil rig finally make it to the Cumbrae Heads.

On the paddle, down the east side of the island we were closely followed by one particular seal which seemed intent on playing tig with the stem of my kayak. Crossing back to Portencross we were passed by an odd looking vessel heading up for the Largs Channel. It had a very large swinging boom arrangement mounted on the forecandle to allow unloading of its cargo without the use of shore craneage and its single funnel was situated right at the port aft side of the vessel.

Back at Portencross we loaded the boats on our cars and headed home having enjoyed, _____ just another Sunday.

Of course we were delighted to have seen the minke whale and porpoise but it is worth while noting the advice of whale experts when encountering these creatures who's home we use for our recreation.

These are:-

- * Avoid approaching directly, let them approach you.
- * Avoid erratic movements.
- * Refrain from chasing them.
- * Always allow a clear escape route for them.
- * Move away slowly if they show signs of disturbance
- * Avoid paddling through or between groups.
- * Avoid animals with young.
- * Refrain from calling other vessels to the area.

Book review

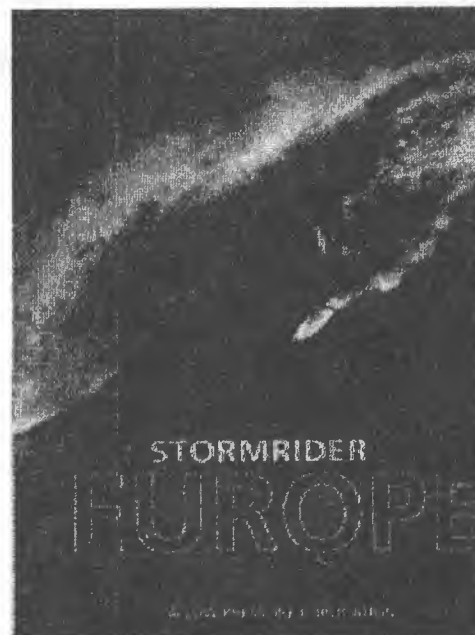
The Stormrider Guide Europe

(Low Pressure, £24.95)

The photograph on the back cover says it all - sets and reps of clean, glassy waves lining up as far as the horizon with nothing but a lone seagull to disturb the peace. Whether you're a die-hard surfer or just the sort of enthusiast who likes to have big posters of gnarly waves on your bedroom wall, this book is hard to put down.

Right from the first page the design oozes quality, and there's heaps of information on how waves are formed and how surf can be predicted based on the weather forecast. Introductions over with, the book is divided into countries, each chapter giving detailed data on every well-known break, complete with off-shore wind direction, wave direction and relevant tides. If this doesn't mean anything, each break is given a detailed description for those who want to read the words 'suitable for beginners.'

Also impressive is the peripheral information: maps of every area are clear and detailed, as are temperature charts, travel times and tables of useful contact numbers. But best of all, and the thing that will draw you back again and again, is the photography. It seems remarkable that pictures of so many breaks can be found all in the same place, and every one shows surf that you might have to wait months for. It's hard to believe that such swells even exist so close to home, but the photograph on the back cover says it all.



Letters



Letter from Pete Bath, Holwell, Dorset.

Dear John,
I never managed to find a Kevlar Nordkapp, so would you please include the following advert. in 'Ocean Kayaker'. My +/- 1980 H.M.Nordkapp was heavy when built and having added an oval hatch, rudder, pump, electric compass light, etc, it now weighs 75 lbs when empty. A new kevlar hull would, to match my present

boat, cost about £2,500 and I cannot see that a lighter boat would be that much better than my present heavy, but all mod cons, boat. So, if I can find a good recent H.M.version then I can start my retirement building a lighter replacement at a reasonable cost.

"Wanted: undamaged H.M.Nordkapp with oval rear hatch (A diolen/kevlar hull with rudder would be ideal) Contact Pete Bath on 01963 23546"

From Jim Harrison, 43, Churchfield Court, Walton, Peterborough, PE4 6GB

"For sale: Feathercraft K1 Expedition (yellow deck)
Park Cart / Extensive repair kit / spare hatch covers / spare sponson pod (air tube) / handy pump / Cormorant 225 cm, 4 part paddle by Feathercraft / L.H. split Lendal Nordkapp 218 cm M.crank, G.I.F. N I blades ----cost £3,000 - am prepared to sell at £1,000 - buyer to collect"

THE SEA OF CORTES

by Alf Alderson

Taken from the magazine, "Global Adventure"

The Sea Of Cortes lies between mainland Mexico and the Baja Peninsula. It is one of the richest biospheres on earth.

You don't have to worry too much about big swells and tidal currents on this inland sea (unless the local coromuel or chubasco winds spring up unexpectedly, in which case you just head to shore) but once the resident whales, manta rays, flying fish and sea lions start leaping out of the water literally all around you, mellow and relaxed are not states you'll find yourself in.

Richest water

The Sea of Cortes is the richest body of water on the planet, and it's fast becoming popular with kayakers from North America seeking refuge from the winter cold. I was the sole Brit in a mixed bunch of Yanks and Canucks enjoying a week-long kayak 'expedition' around the islands of Espiritu Santo and Isla Partida, at the south-eastern end of the Baja peninsula. For a week we would be paddling around what John Steinbeck described as the 'burned coast', where virtually all the life is beneath the waters on which we floated. Even the colour of the sea is full of vibrancy -jade green early morning, dazzling turquoise midday, blinding silver in the evening, it radiates energy into the air and onto the shore. As we adapted to waking when the sun

came up, sleeping when it went down and eating when we were hungry, we rapidly became immersed in a truly elemental environment.

Harsh landscape

The harsh and indifferent landscape of sea, sky, rocks, cactus and the ever present pelicans was so far removed from anything we'd experienced before that we couldn't help but develop a wary fascination for their savage ecologies.

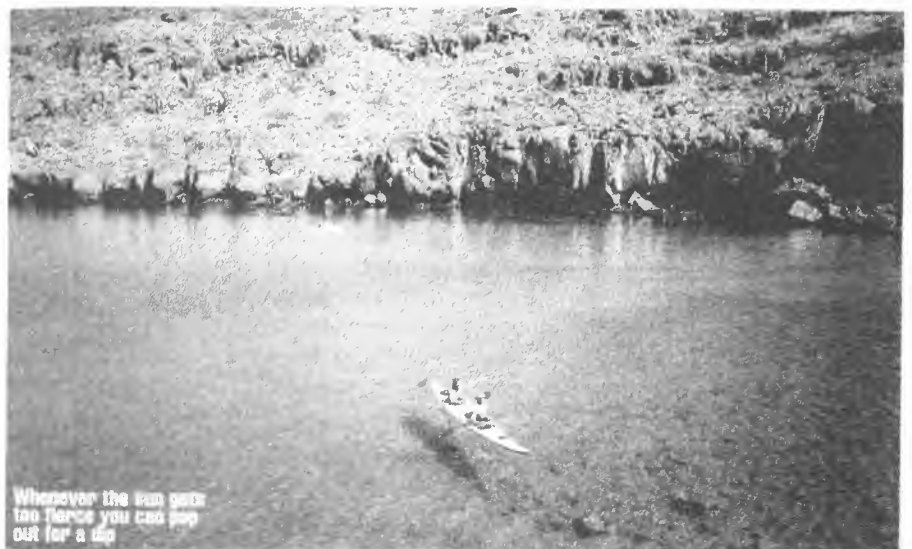
Neither island has permanent human inhabitants and most of the limited number of other residents have either wings or scales.

However, hop out of your kayak, dive six feet down with a snorkel and you can see where all the life has gone - underwater. Over 800 species of fish have been identified in the Sea of Cortes, and there are estimates that the total number may

be as high as 3,000, so once you duck beneath its surface you'll inevitably see a few of them.

The highlight of our trip was swimming and snorkeling with the sea lions off the islet of Los Islotes. The pups can get very inquisitive and will put on a dazzling display of aquatic acrobatics right in front of you, whilst the bolder ones may even climb up and join you on your kayak. The bulls, however, are a different story. Over 12 feet long and weighing several hundred pounds, when you see one heading towards you at a rate of knots you start to worry. One or two people have been given a warning nudge or bite by the more aggressive bulls, but it's usually because they got too close to a harem and were seen as a threat.

The reason the sea lions like Los Islotes is apparent the minute you enter the water - more fish than



Harry Ramsden's on a Bank Holiday weekend. The water isn't very deep - maybe 20 feet - but the shoals of sea lion food are so thick you can scarcely see the bottom. There's every colour on display, from plain silver to yellows and purples that are as acid as a techno-video.

Manta rays

After our visit to Los Islotes we paddled on to our campsite for the night but still couldn't get away from the marine life, as hundreds of manta rays suddenly took to the air around us. In a scene we were to become accustomed to, the rays, travelling in a school, would leap out of the water several feet into the air before landing with a loud flap. Unfortunately they weren't the huge 20 foot wide versions you see pulling Jacques Cousteau and friends along, but smaller 3-4 foot

and April (the best time to visit - summers are too hot) you have to try hard not to see them just offshore, especially on the nearby Pacific coast.

Add to that dolphins in pods of up to 10,000 and various species of porpoise, sharks and turtles and it's little wonder that in 1993 the Mexican government declared the entire Sea of Cortes a biosphere reserve. Despite this, unlicensed fishing by Japanese and Korean boats still poses a threat to many if not all of the above species. Back on the islands life isn't quite so abundant - with less than 10 inches of rain a year and temperatures as high as 40C or more in summer, and rarely lower than 23C in winter, there's little more than lizards and snakes living in any abundance on either Espiritu Santo or Los Partides. You may spot a ring-tailed cat prowling harmlessly around the

edges of your campsite at night or feral goats on Espiritu Santo, and maybe even the black jackrabbits which are unique to the island, but other than that there's not much animal activity. However, what the islands lack in life they more than make up for in

dramatic landscapes. Both are the result of volcanic activity, and in places their burnt red and baked black rocks rise hundreds of feet up from the sea. To walk up into the heart of the islands in the mid-day sun is worth doing once just to experience the kind of intense, energy-sapping heat that can only be found in desert environments. It doesn't just beat down from the sun, but rises up from the ground, and it's not the kind of place you'd want to be hanging around in without a good supply of water and sunblock. However, the searing heat of the day mellows in the evening to a pleasant warm breeze blowing down from the island's interior, ideal for relaxing on the beach with

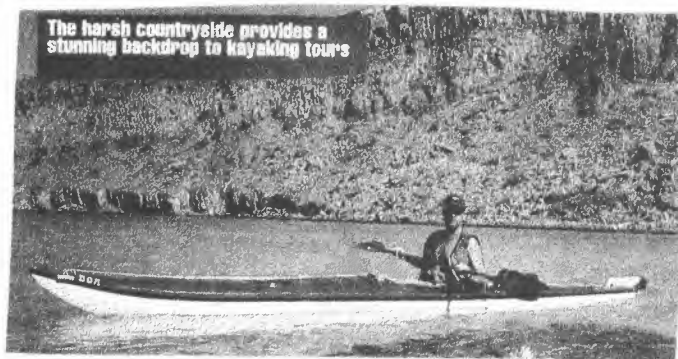
a beer and fresh barbecued fish after a day's kayaking.

A typical day in our boats would consist of breaking camp just after daybreak and heading off for a few hours paddling before it became too hot, then pulling in to the shore around mid-day to escape the worst of the heat (the combination of sunlight, reflection from the water and salt spray that flicks off your paddles and onto face, arms and shoulders means that the opportunity to fry is high)

Around mid-afternoon we'd set off again, and start looking out for a campsite an hour or two before sunset. As you're paddling along you pass beneath spectacular volcanic cliffs, see pelicans swooping for fish, and at any time some sort of fish could come flying out of the water - from the eponymous flying fish to dolphins. Closer to shore you can see way down through the clear waters and watch corals and tropical fish pass beneath your boat (when you take a break from kayaking, snorkeling is a great option and a good way of cooling down)

Hire guides

Depending on your level of fitness and experience it's possible to hire guides and take all your supplies in a supporting panga (a small boat with an outboard motor, usually piloted by local), or you can do the whole thing self-supported. A good expedition kayak has plenty of room for several days worth of food and equipment, there's plenty of extra food right beneath your bum, and once a kayak is actually in motion the extra weight isn't a major problem. Sea kayaking may not offer quite the excitement of, say, whitewater rafting, but it's still a good challenge for most people as well as being about the most environmentally-sound form of ocean transport there is. And in a place like the Sea of Cortes you'll find a sunburnt, elemental world which is as far removed from home as you can get this side of the Moon.



models - although this was probably a good thing. A 20 foot ray landing inadvertently on top of your kayak would sink it like a stone.

The wildlife we'd seen in the space of a couple of hours was nothing compared to what actually lurks beneath the surface of the Sea of Cortes. The southern tip of Baja, some 60 miles south and easily accessible by road from our base of La Paz, is the world centre of big game fishing, with huge numbers of swordfish, sailfish and marlin in the surrounding seas. Various species of whale live or pass through the same area, in particular the California grey whale, and if you're in Baja between December

a *flare* for safety

by
**Les
Allen,
Australia**

We talk regularly about aspects of safety but rarely about a holistic approach to setting up a kayak to survive a disaster. History shows that someone who is prepared properly will generally survive a rescue situation.

Preparation requires some thought and testing. To set up a kayak there are four things you need to take into consideration.

1. **The conditions you will be using survival equipment in.**
2. **How you will raise the alarm.**
3. **How you will pin point your position to rescuers.**
4. **A basic knowledge of how a rescue will be mounted in the area you are in and what rescuers expect of you.**

Conditions

Unfortunately we rarely get into trouble on warm sunny afternoons with flat seas. Two to three metre waves, with a one to two metre wind wave, 30 knot winds and you being exhausted and scared is probably a more realistic scenario. This means your kayak will not be stable and you will have to brace at

the top of waves. The problem with this is you don't have two hands and time things like flares you can light with one hand instead of two will make life easier. You need to work out how you will use the equipment in these conditions. Flares produce lots of hot bits that will burn through a spray deck or worse still if you drop a flare on the spray deck it will burn through very quickly and then you have a burning flare in your lap.

Dropping it overboard does not enhance your survival prospect either. How do you hold a flare and a paddle at the same time so you can brace if necessary, because

Try in rough conditions getting out a flare and holding the flare and paddle blade in one hand with the shaft in the other ready to brace on the windward side.

once you light a flare you have to hold it for a minute which is a long time in these conditions. In fact are flares the best option for sea kayakers? Practise is essential because when you are under stress you may not think logically.

Rough conditions

Try in rough conditions getting out a flare and holding the flare and paddle blade in one hand with the shaft in the other ready to brace on the windward side. If you mess up and drop a flare or capsize it only costs you a flare not your life. Putting survival gear in hatches or areas not assessable from the cockpit is as good as leaving it home.

The other scenario you have to consider is losing your kayak and being left in the water with what gear you have on your person. One thing that most people who have been rescued have in common is that they did not think it would happen to them. Give some serious thought to how you would fair if it does happen to you because you can overestimate survival time in the waters around Australia. That time is reduced considerably in cold waters. By raising the alarm quickly you won't be suffering hyperthermia and have vastly reduced capability when you need to be at maximum alertness to help with your rescue.

Sailing plan.

The best way to raise the alarm on short trips is to log on at the nearest sea rescue group or have some one who knows your sailing plan raise the alarm if you are overdue. This of course does not work on trips. For trips you need equipment like EPIRBs and radios. EPIRB is probably the best way to raise the alarm on long trips as it not only tells the rescuers you are in distress it aids in finding your location. informing police of your intended trip and the fact you have a EPIRB with you is only going to help rescuers identify who they are looking for. Of course the EPIRB must be accessible when you need it. A pocket EPIRB mounted on your PFD I believe is the best place to carry one. Radios in areas where there are sea rescue groups operating they are an excellent means of getting immediate help. You should know where the base station is, basic radio procedure and some idea of the range of your radio. If rescuers know you have a radio it can assist in location your position and condition.

Two methods

Flares are not ideal for raising the alarm as you have to be lucky enough for some one to be looking in your direction and then for that person to raise the alarm. Flare sightings would not be considered proof that some one is in distress and a full scale operation may not be immediately implemented. Flares are better kept for pinpointing your position to rescuers. I would recommend always having two methods of raising the alarm every time you paddle in the ocean. This is not difficult to do and as quoted manytimes is very cheap insurance. Pin pointing your position to rescuers it is amazing how difficult it is to find a small boat on a big rough sea. Some of the very fortunate survivors have stories of recuers being so close, but not seeing them and moving on. We only hear about the ones who are

eventually found and will never know about the ones who were'nt..

Your survival plan must have proven means of showing your position to rescuers in your vicinity. The best means are ones that are continuous and don't require manual operation or have infinite useful life so they can be operated over and over again. I will look in detail at some of these items but you will have to decide which ones you can carry and use on your boat, as storage is the biggest problem facing the sea kayaker.

Signal mirror

This is probably the most basic and best all round signalling device. They have proven very successful in past rescues and of course have an unlimited life. On sunny days a flash from a standard 3 inch by 5 inch mirror can be seen for 10 miles and will generally be seen up to 50 miles depending on atmospheric conditions. Mirrors will also work on overcast days and moonlit nights but with a reduced range. There are many types of signal mirror available and the best type for kayaking are non breakable, preferably floating with a lanyard attached.

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Sights are also an advantage. For those people who carry a pocket EPIRB the GME model has a heliograph on one side of the EPIRB. On the down side the flash of a mirror is restricted in early morning and late afternoon to an arc facing the sun. Applying mirror usage to kayaking in rough conditions highlights one problem you don't find on a boat. Signalling behind you is impossible and the time it takes to turn your kayak in rough conditions it could be too late to signal.

Markers

Dye markers are not ideal in rough conditions as they tend to break up quickly. The US Navy has replaced their dye markers with the Sea Rescue Streamer. This is a floating plastic streamer 40 ft or 25 ft long. It is compact (the size of a sunglass case), unbreakable and continuous. They can be seen at night with night vision goggles. They are not good for ships but work well for aircraft. They are not available in Australia yet but I do have details on where you can buy them. Battery powered lights are not ideal for sea kayaks. They are fine for night paddling but anything that relies on ordinary batteries is not reliable enough for safety. You can get strobe lights with lithium batteries that are designed for safety but are only visible for 5 miles in ideal conditions. The humble flash light is better than all the strobe lights as the directed beam can be seen easier than the diffused light of the strobe. In fog however the strobe is very efficient. My personal belief is the limited space available to the sea kayaker can be better utilised with other signalling devices.

Pyrotechnics are required by law and have both advantages and draw backs. The draw back is the time they last for, they weigh a lot, take up room and can be dangerous to operate in difficult conditions. These faults aside they are good for both ships and aircraft and have a

proven record of pinpointing survivors positions. All flares have a use by date but how the flare is treated will determine its life more than time. All flares need regular inspection and have to be stored correctly if you want them to work when needed.

Corroded off

One of the stories I was told was of two divers who broke down coming home from Rottnest W.A. and when they went to use the rocket flares the firing mechanism had corroded off. This I believe is not an isolated incident. Smoke flares are required by law in Australia and are only effective during the day. Hand held smoke flares last one minute and the floating canisters about three minutes and produce far more smoke. The range of a smoke flare is about two or three miles and are easier to see from aircraft than ships. They should only be used to pinpoint your position to a rescuer that is in sight as the smoke breaks up very quickly in moderate or strong winds. All flares must still work after immersion in one metre of water for two hours. On the local market there are two types of ignition mechanism. One requires a striker to be passed over an ignition point the other to pull a cord on a sealed ignition point. I have never used either but from a theoretical point of view I would much rather a sealed unit I can light with one hand than an exposed striker I need two hands to operate. . Canisters take up far more room but they do have the advantage of being thrown down wind on a lanyard and float without being held. Hand held flares do drop hot bits and require holding down wind for a full minute. This can be a problem in a kayak. Red flares are also required by law in Australia and are effective during the day and night. Red flares have to burn for one minute with not less than 15,000 candela which makes them visible for 5 miles in daylight and 10 or more miles at

night. Like smoke they should only be used when the rescuer is in sight or an aircraft is heading your way and about 10 miles off. Also like smoke you can get hot bits and they need holding for one minute so practise how you would use them in rough weather.

Rocket flares are by far the best flare for attracting attention and are required by law in Australia when you are over 5 miles from shore. The legal flares fire to 300m and burn for 40 seconds at 30,000 candela. This makes them effective in day and night applications with a range of 24 miles at night and 8 miles for day. Rocket flares especially during the day are more visible to ships than aircraft. If aircraft are directly overhead they may not see a rocket flare. Rockets don't drop hot bits but they do have a recoil. If you hold it above your head you might get a smack in the head when you fire it.

Not toys

The other problem is the potential to shoot the paddler near you. If you do it could be fatal as these things are not toys and go off with a big bang. Not ideal play things for

kids. You can get small pocket rocket flares that don't comply with the legal requirements because they only go 80m high and last for 6 seconds. Figure 3 shows one that is locally available and very small. It has a firing pen that clips onto the flare and has a pull back firing mechanism that can be used one handed. The advantage of these is you get 8 shots and they take very little room.

Whistles are invaluable for attracting your mates when you are separated. Three blasts on a whistle will travel far more than your voice and uses less energy. You can also paddle and whistle at the same time.

Will You Survive ?

This article is not designed to put you off paddling because if you prepare your boat so you can raise the alarm, can pinpoint your position and practice with your gear in rough conditions you will probably survive. If you don't your prospects are not good as you are totally reliant on good luck.

Setting up your boat is not difficult and I will help anyone who is having problems. Remember none of the people who get rescued thought it would happen to them.

This article is not designed to put you off paddling, if you prepare your boat so you can raise the alarm, can pinpoint your position and practice with your gear in rough conditions you will probably survive

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PUMPS

BY ANDREW EDDY

Abridged version taken from NSW Sea Kayaker No 35 July 1998)

Damn, it just happened, the unthinkable! You've capsized in the ocean, you've done a wet exit. Now that you've in the water, hanging on to the kayak and your paddle, what are you going to do? You have choices: you can re-enter and roll; you can climb into the cockpit over the stern deck; you can pull out that paddle float, or inflate the sponsons, and put into action what you refined in the lagoon at the beach.

Regardless of the method that you use

to get back into the kayak, you still have a flooded cockpit. When you are upright and in the boat, that water will slosh around, out of time with your motion. The same condition that capsized you will still be there. With all that water moving around, inside and outside your kayak, you probably won't have as much control of your kayak as you want. You must get that water out.

In some kayaks, it may be possible to empty the cockpit before you roll the boat upright, just by pushing the stern

down in the water. Those boats may have a cockpit pod (like the Puffin) or a podded seat (like the Arctic Raider and its siblings) or a cockpit sock (like some folding boats). These boats have lower-volume cockpits. But if the kayak is loaded with gear, you won't be able to empty the cockpit in this way. The kayak is already too heavy.

Try it with your own kayak; see if it is possible to empty the cockpit by pushing the stern down and then climb back in.

Now, how do I get that water out?

From the NSW Waterwaif's Safe Boating Handbook: "The following lists ... minimum safety equipment... [for] boats 6 to 8 metres.. • bucket - minimum 9 litres, with rope lanyard. • bilge pump - minimum 45 litres per minute - optional"

Well, the waterways regulation on bailing out a 5 metre boat doesn't look all practical. Try getting that two gallon bucket between your Knees! Try storing it afterwards! there must be a better way of getting that water out.

TYPE	PROS	CONS	NOTES
Bailer	<ul style="list-style-type: none"> ●simple, handy ●can move large volumes, with the right wrist action ●you can bail out a friend in need ●required by law 	<ul style="list-style-type: none"> ●can be hard to get a 9 litre bucket between your legs ●any bailer could be hard to use in a small cockpit ●requires an open cockpit - no spray skirt . 	<ul style="list-style-type: none"> ●useful last-ditch back up to a pump system ●use a cut down plastic bottle with handle
Sponge	<ul style="list-style-type: none"> ●simple, handy ●can remove that last drop of water, sand and mud 	<ul style="list-style-type: none"> ●only moves small volumes ●requires an open cockpit - you must sponge out water while waves are washing in >you can only keep one hand on the paddle - maybe enough to stay upright, but not enough to get away from trouble. 	<ul style="list-style-type: none"> ●good as a supplement to a pump system ●little capital investment !
Hand operated pump	<ul style="list-style-type: none"> ●cheap ●you can pump out a friend in need ●you can pump out a flooded compartment other than the cockpit 	<ul style="list-style-type: none"> ●they don't float - until you glue on some closed cell foam and a lanyard ●requires an open cockpit - you must pump out water whilst the waves are washing in ●you can't paddle at all, and may have trouble staying upright while you use both hands to pump ●you will need the support of a friend 	<ul style="list-style-type: none"> ●useful for helping out others in the group

Deck mounted hand pump	<ul style="list-style-type: none"> ● can pump water with the spray skirt on ● someone else can pump you out while you raft up ● can move a good volume of water ● do not need to be fitted out for the paddlers leg length ● some methods of fitting allow you to pull out a hose and pump out some else's boat ● low maintenance ● hard to leave at home 	<ul style="list-style-type: none"> ● require one hand off the paddle - you can brace but not paddle out of danger ● some models or fitting locations require the paddler to twist around in the cockpit, reducing stability. ● some models, with detachable handles allow you to lose the handle! ● may require custom fibreglass work to recess the pump into the deck, therefore they are potentially expensive. 	<ul style="list-style-type: none"> ● an older style of doing things, popular in 9older British boats. ● more expensive, plus fitting costs.
Foot pump mounted on the forward bulkhead or a foot plate	<ul style="list-style-type: none"> ● can pump water with the spray skirt in place ● can move a good volume of water ● you can brace and paddle out of trouble whilst pumping out the cockpit. ● hard to leave at home 	<ul style="list-style-type: none"> ● needs to be fitted to the boat ● needs to be fitted to the paddler 	<ul style="list-style-type: none"> ● more expensive and need to add fitting costs ● recommended for low maintenance, ease of use and efficiency
Fixed electric pump	<ul style="list-style-type: none"> ● some models (eg. Rule 100gph) can move enormous amounts of water very quickly ● even the smaller 350 gph pumps are very effective ● you can brace, paddle out of trouble whilst pumping out the cockpit ● fairly easy to fit ● hard to leave at home 	<ul style="list-style-type: none"> ● requires some maintenance - occasional checks for corroded wires/terminals ● batteries need to be recharged before a trip. 	<ul style="list-style-type: none"> ● recommended for high volume and ease of use
Portable electric pump	<ul style="list-style-type: none"> ● portable ● hands free -pump while you paddle out of trouble ● you can pump someone else's boat - one model even fits into the smallest hatches ● some run on D cells 	<ul style="list-style-type: none"> ● you must open the spray skirt to sue the pump up and open the spray skirt to switch the pump off ● the commercial one with D cells pumps slowly but surely ● check the batteries ● they don't float until you remove the steel base plate 	<ul style="list-style-type: none"> ● the commercial kinds are not especially expensive ● make you own
Dinghy self bailer	<ul style="list-style-type: none"> ● cheap & simple to fit ● can move a good volume of water, especially with a vortex generator plate and while under sail 	<ul style="list-style-type: none"> ● ineffective unless paddling fast - upwind you might/will sink ● as soon as you stop the boat floods again ● you must open the spray skirt to turn it off 	<ul style="list-style-type: none"> ● surf lifesaver's boats stopped using them in preference to electric pumps

Towing-towing-

by
**Mike
Emry
Australia**

There are several problem situations in which a kayak may have need of a tow.

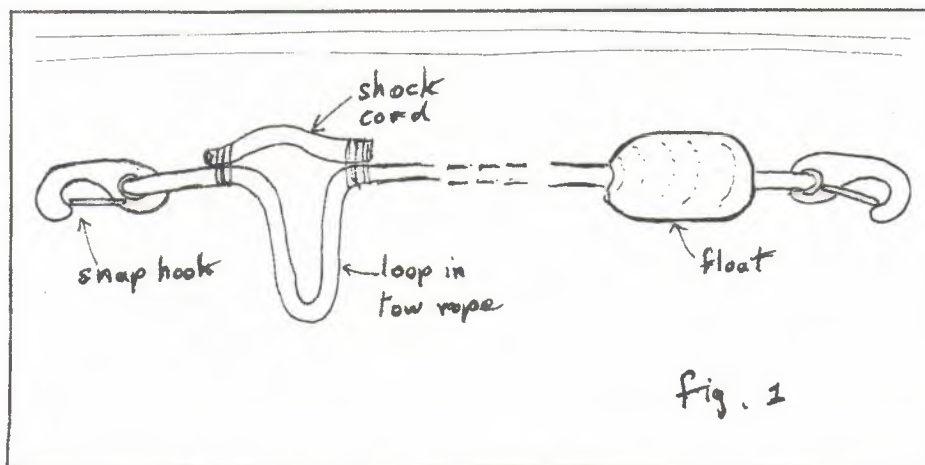
1. Some kayaks/kayakers have difficulty holding a course under some wind/sea conditions, particularly when paddling partly but not directly into a stiff wind. The paddler is able to move their kayak forward with adequate speed, but can't maintain the required direction. A tow line attached to their bow cures the problem the towing boat doesn't actually tow but merely keeps the towed boat on the desired heading.
2. A person has tired, and either needs help to reach the destination or is holding up the group and in danger of dispersing it. He is still able to paddle but needs assistance. One or two other paddlers can hook onto his bow and provide that assistance.
3. A paddler has become sick, most probably sea-sick, and is either unable to paddle or to paddle effectively. This covers a very wide range of possibilities, from mild illness that can be covered as in 2. above, to the person that is so completely incapacitated that they have to be held upright in their kayak. The victim then need another person rafted along side to physically

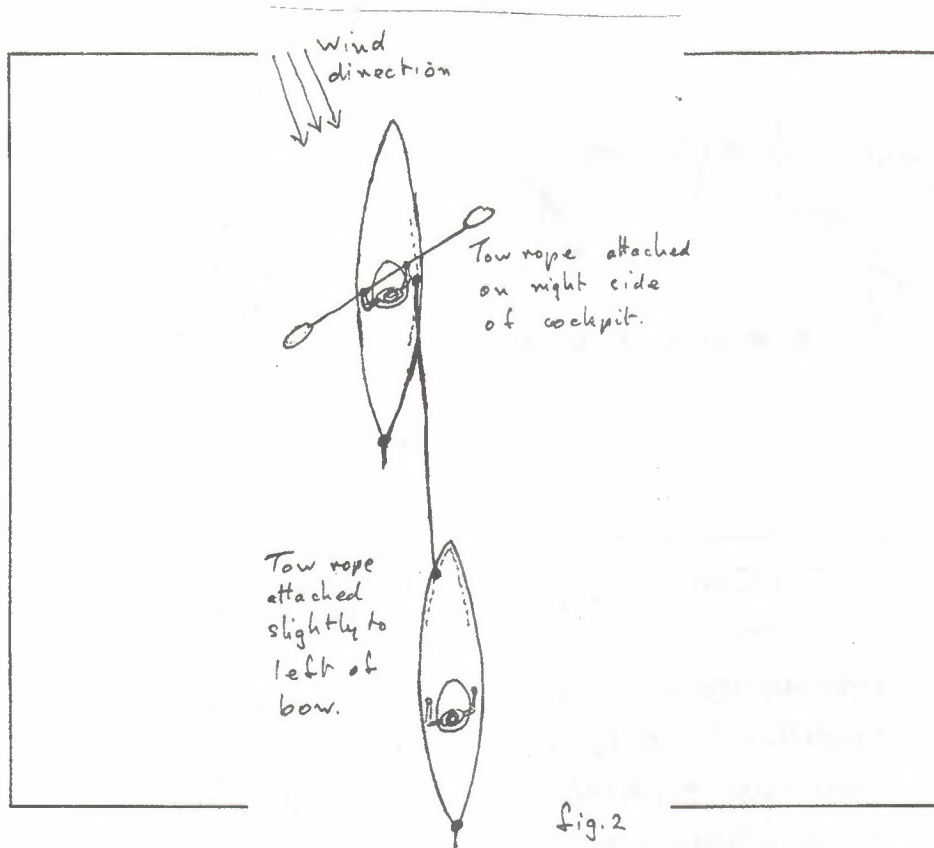
The Club very strongly encourages every paddler to carry a tow rope on their deck, about 7 to 8 metres long, of synthetic floating rope with a snap hook (a hook with a spring loaded keeper to prevent the rope unhooking if the rope falls slack) at each end.

hold them upright (and provide moral support). That person is then also unable to paddle so both need to be towed.

People often feel embarrassed at being towed or at being offered a tow. That is understandable but unfortunate. It may be that a paddler can reach the destination on his own, but if the group becomes spread out as a result, or if the other paddlers have to mark time waiting and become cold, the tow may be the best and safest answer for all concerned. Where motion sickness is the problem, that is not the paddler's fault some people are more susceptible than others.

I will describe two approaches to towing. The first is the one that has been traditionally used by the club and which I will call the Long Tow. The other is one that I have experimented with and which has been discussed elsewhere but which





as far as I know, has not been used here in a real-life situation. I will call it the Short Tow.

THE LONG TOW

The Rope:

The Club very strongly encourages every paddler to carry a tow rope on their deck, about 7 to 8 metres long, of synthetic floating rope (6 mm ski rope with a breaking strain of 300 kg wt) with a snap hook (a hook with a spring loaded keeper to prevent the rope unhooking if the rope falls slack) at each end. It is desirable to include a short length (about half a metre) of very heavy elastic shock cord to remove the jar when a slack cord snaps tight, and if you want to be fancy you can attach the shock cord across a loop of the tow rope as in fig. 1, so that the rope acts as a backup should the shock cord break or deteriorate in the sun. The length is a compromise. If the rope is much shorter, the boats end up too close

in anything but calm conditions; if much longer, the rope becomes unwieldy and too prone to tangling. If you are towing someone in the open sea in large swells, a much longer rope is required and it can be made up by clipping two ropes together.

Floating rope

The floating rope is less likely to tangle in kelp or underwater objects, and you can see where it is when it's slack. There are various designs of snap hook available from the shipping chandlers, the cheapest brass ones tend to have sharp edges in the jaws that can catch in the strands of the rope it is worth getting small stainless steel hooks with no sharp edges. As a refinement, I like to add a small fishing-net float to the towee's end of the rope next to the hook it keeps the hook at the surface if it is dropped in the water, and also makes it easier to throw the end of the rope to another person.

The stowage needs to be thought

out carefully. It needs to be readily accessible, stowed in such a way that it is unlikely to tangle but can pay out freely when one end is attached to another boat. I carry mine in a narrow canvas sheath attached to my deck line just to the left of my cockpit (details were published in the June 1986 issue of this magazine) where I can watch it.

Some paddlers find that it puts it in the way of their hand when paddling and prefer to carry it across their boat behind the cockpit, but there it is out of sight and tangles are much harder to cope with. Veronica is using a river-canoeist's style throw bag behind the cockpit which is less compact but can easily be transferred to the front deck for use. Each method has its good points you decide which suits you.

River canoeists commonly tow boats from a belt attached around the waist. In sea kayaks, I regard that as folly. Veronica and I were towing in large swells off Flinders Island from our double, both boats laden with several weeks of food and gear. The towed boat surfed down a swell until it was along side us then slipped off the wave, the same wave picked us up and swept us away. The rope snapped tight and broke. If that rope had been around my waist there would now be two of me.

One Tower, one Towee

If Jan is to tow Jim, then Jan clips one end of the line onto the bow of Jim's boat, the other end will already be clipped onto Jan's deck line adjacent to her cockpit where it is both visible to her and easily accessible. Jan will paddle away, the rope will pay out and the tow will be under way. If Jim is merely tired as distinct from incapacitated and is still able to paddle, the rope will often fall slack but will remain afloat and visible and if Jim is embarrassed at being towed, the

minimally projecting rudder will always be an advantage.

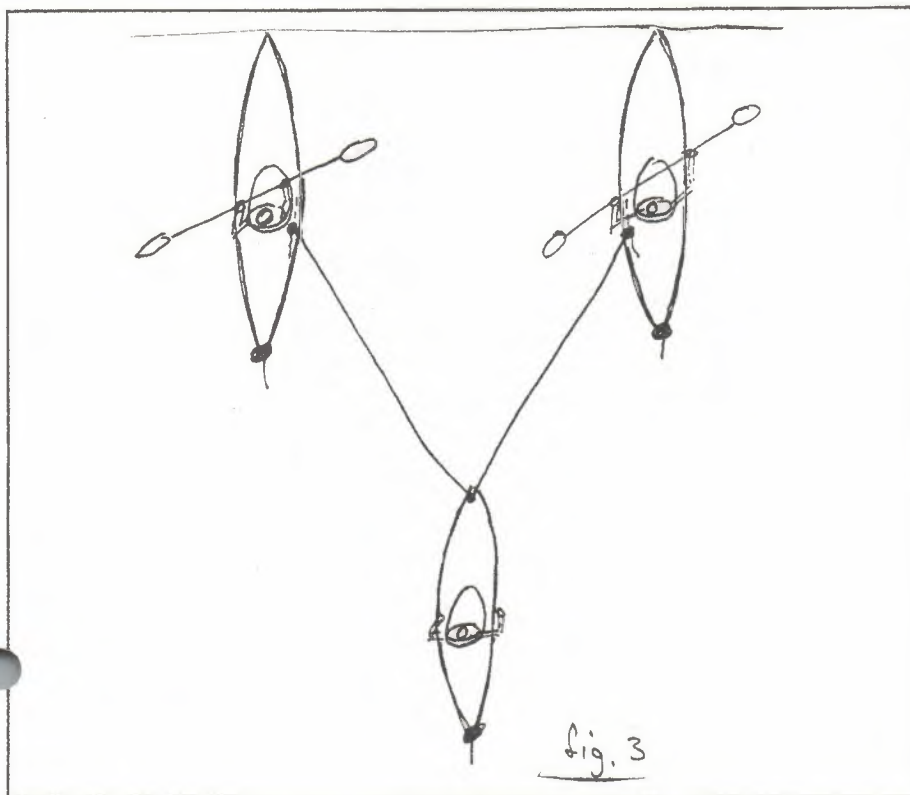
Two Towers, one Towee:

Where the towee is incapable of helping significantly, the tower will have a lot of work to do. If a second helper, Jo, is available, then she can hook her tow line on to the bow of Jan's boat to form three in line. This is unsatisfactory for several reasons:

1. Jan is effectively imprisoned she cannot disconnect herself from the train of kayaks without calling Jo back to unhook her, completely interrupting the lowering process.
2. Communication between the three is difficult in windy conditions it may not be possible to shout 8 metres, let alone 16.
3. Visibility for Jo is poor Jim is not only 16 metres away but is part hidden behind Jan.

It is far preferable to tow in a 'V' formation, as in fig. 3. Jan and Jo can talk to each other easily, watch each other easily, and Jim is much more easily watched and communicated with than when there is only one tower. Tow ropes catching on deck cargo are now unlikely to be a problem.

However the attachment points chosen on the towers' boats are now more critical. If Jan's boat is on the left, she will have the tow rope attached to her right deck line. If it is attached too far forward, it will pull her bow to the right towards Jo and she will have to fight that constantly with her rudder and her paddling; if too far back, she will be steered the other way. The correct position to attach the tow rope is such that the direction of the tow rope aims approximately at the centre of the boat, as in fig. 4. This is not an exact formula (it depends a bit on the shape of the boat and its weight distribution), a bit of experimentation will quickly find the best spot, but it will normally



incentive to keep that rope slack can be remarkable.

Most of us carry something on the back deck, even if it is only a break-down paddle, and many of us have rudder assemblies that project above the deck. Both are liable to catch the tow line. This problem is minimised by towing from the side of the cockpit, not a point on the centre line of the boat.

It also helps if the towee deliberately keeps slightly out to that side of the tower ie. if Jan has the tow line attached to the right side of her cockpit, then Jim will keep his boat slightly out to the right of Jan, rather than dead astern. Jim must not apply a significant amount of rudder to do this if he does, he will make Jan's work very much harder.

In most conditions it is satisfactory to clip the rope onto the bow of Jim's boat, and this is usually the most convenient procedure. However, if instead of attaching

the tow rope to Jim's bow, it is attached to his left deck line a short distance back from his bow as in fig.2, Jim's boat will automatically keep to the right. But don't overdo this by taking the attachment too far back, as Jim will then end up pointing substantially out to the right, and be much more difficult to tow.

Having Jim's boat slightly out to one side also aids Jan, because it is easier for her to look around and check that all is well.

If you are paddling into the wind, then the wind's direction will dictate which side to place the towee. The arrangement described above would be appropriate if the wind is slightly left of dead ahead, as shown at the top of fig.2.

If the wind is to the right, then Jan should tow from her left side and Jim should keep slightly to the left again to keep the rope clear. In rough conditions, it may be impossible to plan the tow so tidily, and a clear back deck with a

mean that the rope should be attached to the deck line a little behind the cockpit. My experience is that the position is not unduly critical (I have always clipped the rope onto the deck line just ahead of the nearest convenient loop fixing the line to the deck) but it may be more critical on boats without rudders. If you have to use a lot of rudder to maintain your heading, then the position needs to be changed.

If a third tower is available, one option is for her to clip on to Jan or Jo's bow, but that is unsatisfactory for the reasons for the reasons discussed in the in-line tow. She will not be able to fit between Jan and Jo because with 8 metre tow lines, the three will be too close together to paddle. One option would be to paddle between Jan and Jo but use two tow lines clipped together to stay ahead of them I have not tried that arrangement, but I am wary of having too many boats and ropes close together in anything but calm conditions. In general, I would recommend that a third paddler simply stay in the vicinity, watch John and perhaps talk to him, and then swap places regularly with the two towers, a procedure which is now very easy and can be done without breaking the lowering process.

Two Toweers:

Where a paddler is severely incapacitated, it may be necessary to have someone along side them at all times, holding them upright. That person will then be also unable to paddle, both have to be towed. If the conditions are severe and there are only three in the group, they may well be in serious trouble. The sick person and his assistant will have to have their bows tied together and both be towed as a raft, using the methods described above. It is important that the bows not be tied closely together as this will make their

sterns stand out and make them very much harder to tow.

An appropriate method would be to tie a loop (eg with a figure-8 knot) in the middle of a short (1 to 2 metre) length of cord, tie the ends of the cord to the two bows, then the tower can hook their snap hook into that loop see fig 5.

The short cord might be improvised from one of the boat's bow lines, alternatively the cord described in the 'short tow' below is ideal.

The assistant will be able to hold the boats together by the deck lines in one hand, and use the other to assist the patient provided conditions aren't too rough. If they are, they're in trouble.

A better arrangement is shown in fig. 6 by attaching the rope slightly back from the bows, the boats will naturally lie parallel. Whether or not this is convenient will depend on the situation.

The Short Tow:

I first came across a description of this tow in South Australia's Investigator Canoe Club magazine, many years ago, and recently it has been discussed in the U.S.'

Sea Kayaker magazine for October 1998, where it is called a 'rafted tow'. (I don't like that title because our traditional long tow' sometimes involves rafting up also, as described above). This tow is almost unknown here though I have practised it, I have never used it seriously and publicising it is the main reason for this article.

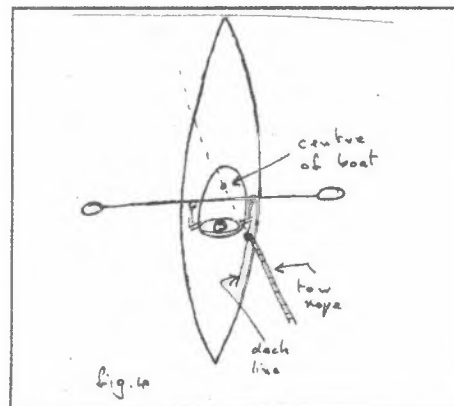
If the victim needs direct physical support from another person, and there are only two people in the group, there is no one left to do the lowering. If there are only three in the group, that third person is going to have a hard time. The short tow makes it possible to give substantial help to an ill paddler when there are only two or three people in the entire group.

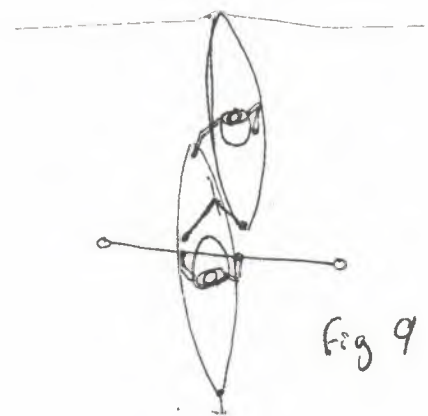
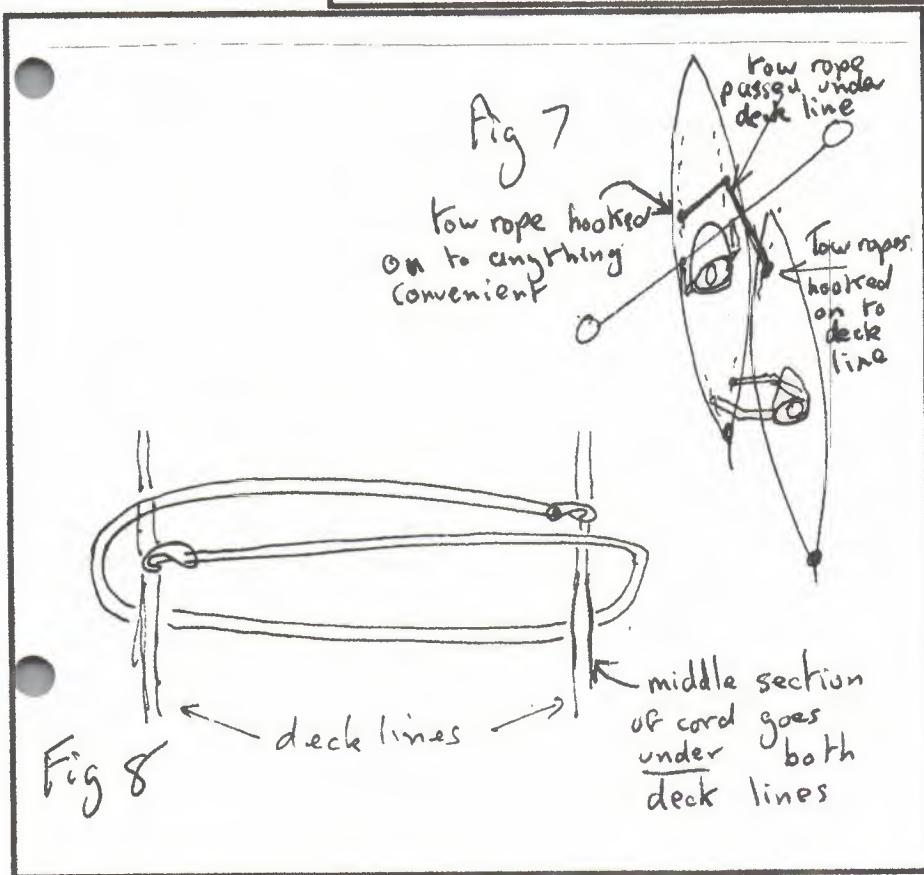
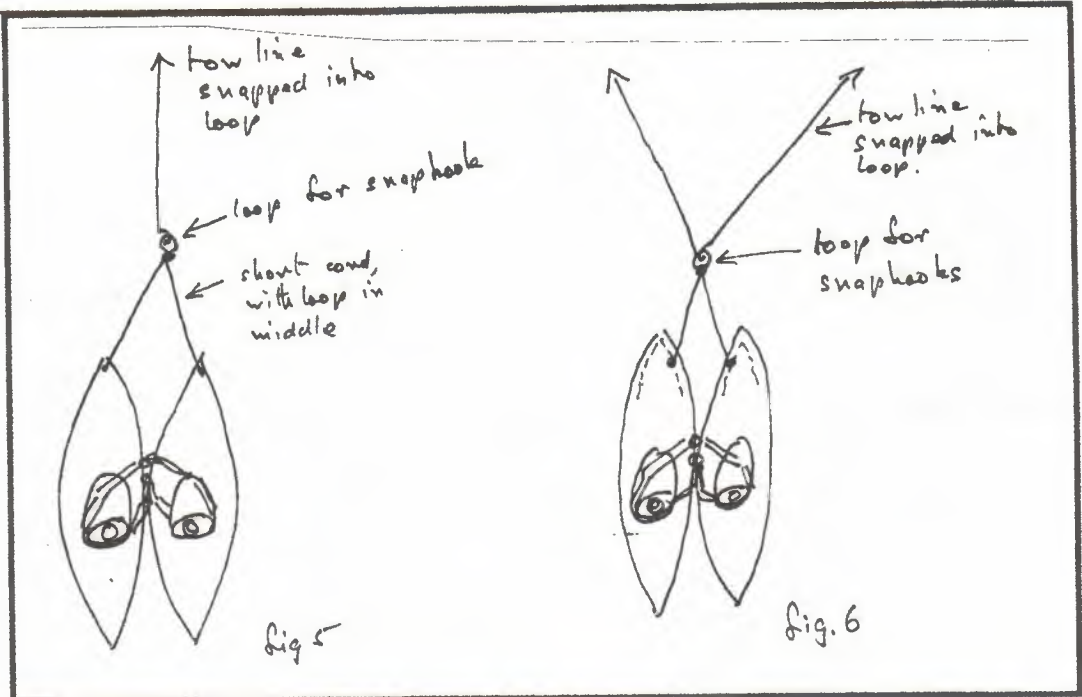
The Concept:

Jan is going to rescue Jim. Jan ties the bow of Jim's boat to her right-hand deck line at about the front of her cockpit, or a little ahead of it. She won't be able to reach Jim from that position, but he can lean across the stern of her deck just ahead of her rudder and get support from it. She can paddle normally on her left and usefully (if not normally) over the bow of his boat on her right. Depending on his condition, his boat can be moved forward a bit so that he can partly lie on her back deck, or he can sit upright and merely place a hand on her rudder assembly for stability, in which case she can paddle almost normally. If a third person is available, that person can hook onto Jan's bow with a normal long tow.

Comparison:

If the victim can be trusted to keep their boat upright, then I would always prefer the long tow the tower can paddle freely. If conditions are so severe that two kayaks can't raft together, and the victim can't stay upright, then the victim is in trouble neither a short nor a long tow is going to save him. If rafting up is possible and the victim's condition is very serious, and there are plenty of people to tow and rotate the towing, then allocating one person to supporting the victim and using the long tow is the way to go. If the person needs support and there is only one other paddler available, the short tow is





the only choice. If the victim only needs something on which to support themselves rather than being supported, then an assistant providing a short tow in conjunction with one or two others on long lines would be appropriate.

The details:

When a kayak is towed freely by its bow, it automatically follows the tow line. In the short tow, the towed boat is not free it is in contact with the towing boat. The trick in setting up a good short tow is to ensure that both boats are pointing in the same direction once under way, and that requires careful selection of the attachment points on both boats. If Jim is being rescued and is on Jan's right, the rope should be clipped onto Jim's left deck line about 80 to 120 cm back from his bow she will have to experiment to find the best position then be passed under Jan's deck line somewhere a short distance ahead of her cockpit, then cleated off somewhere convenient on her deck.

1. The point of attachment to Jim's boat is important. If too far back, Jim's bow will tend to pull out to the right. If too close to the bow, the bow will be held in and the stern will stand out to the right. Getting this wrong doesn't stop the tow working, it's just more difficult.
2. The length of 'free' cord between the boats is important too short and the boats will be held tightly together with a lot of scraping and scratching, too long and Jim's boat will not be held along side making it harder for him to get his support.
3. The attachment point to Jan's boat determines how far back Jim's boat will lie, and is also affected by the length of cord that has been chosen.
4. For safety, Jan needs to be able to disconnect the rope quickly and easily if anything goes

wrong. That precludes tying Sea Canoeing boats together with an arbitrary piece of string. I am also unhappy with a very short cord with snap hooks on each end, clipped directly onto deck lines if the tow rope is taut, the clips can be very difficult to disconnect. I like a slightly longer line, a snap hook on one end goes onto the towee's deck line behind an appropriate deck line loop, I pass the cord under my deck line just ahead of a deck-line loop, then bring it back towards me and hook it onto anything suitable eg. a sailing cleat.

The extra friction involved in going around the deck loop means that the hook at the towee's end can be disconnected much more easily. The original Investigator Canoe Club article described fitting special jam cleats to the deck specifically for lowing. So far I haven't felt the need to go that far, but maybe I'll change my mind once I've used the method in a real-life rescue.

The arrangement is shown in fig. 7.

You do need a short piece of rope, the normal tow rope is too unwieldy. I use a piece of heavy terylene cord with a stainless snap hook at each end. The length (including hooks) is chosen to equal three times the distance between the deck lines just ahead of my cockpit. This allows for easy stowage, as in fig-8. (note that it is important that the middle third of the cord goes under both deck lines, then both ends go over the deck line before being clipped onto the far deck line. Wrapping the cord around the deck lines in any other way is likely to lead to a full turn around the deck line and a jam if you try to use it in a hurry. This cord doubles as a paddle park (unhook one hook from the deck line, wrap it once around the paddle shaft, hook it onto itself, then drop the paddle in the water) and is a generally useful accessory eg. for extending the bow rope when tying up the boat on a beach, tying two

boats together for a rafted long tow as described previously, or just booking two boats together while one occupant goes for a swim.

Variations:

The Sea Kayaker article describes a variation of the short tow which I haven't tried: of pushing the victim's boat backwards, its bow attached to the side of the rescuer's boat near his cockpit, the victim leaning on the rescuer's bow, facing the rescuer, as in fig.9. The rescuer has to paddle over the victim's bow, as before.

The victim has to hold the rescuer's bow out to the side at just the right distance so that the boats are parallel, otherwise the victim's bow will act as an enormous front rudder. The arrangement has the nice feature that the two people are facing each other. I have some misgivings about this method with a seriously ill paddler, and for travelling long distances, but will try to avoid prejudging it.

Finally, it's one thing to talk about these methods, but there is no substitute for experimentation and practice. The need to organise a tow usually occurs with little warning, and for both victim and rescuer, familiarity with equipment, methods and problems will make things easier when the need arises. Do you have suitable ropes at hand? Are you confident they won't tangle? Can you stow them again ready for re-use in a rough sea? (That's a hard one.)

Go out and practice!

Taken from "SEA CANOEING", the journal of the Tasmanian Sea Canoeing Club

The Mystery Tour . . .

by
Chris &
Harry
Simpson

My wife Chris and I were considering joining Ron Mather on what was described in the Scottish Canoe

Association calendar as a "Mystery tour".

On investigation he said he planned to start at Crinan and camp at Glengarrisdale on the west side of Jura. "Aye right Ron" as we say. This entailed going through Corryvreckan, a notorious tide race at the north end of Jura.

For those not acquainted with the area it is worth noting what the West Coast Pilot says: "From whichever direction you are considering approaching Corryvreckan you must be sure that conditions are suitable for the passage, and unless you are certain of this, avoid it." and this guidance is intended for yachts. The tide race extends 6 miles to the west of Jura. Definitely not a place to be on a bad day'

Before Corryvreckan is the Dorus Mor which is a tide race that runs off the end of Craignish point at up to 8 knots. I thought it would be a good exercise to go through the planning of the trip, even if we didn't go. There is a lot of information available to help plan such a trip and see whether it is possible or foolhardy. The most important information is the

weather forecast for the period and beyond if possible. A four-day forecast is available on Ceefax but is inevitably one of the last pieces of information and a lot of planning can be done in advance. Oban tide tables indicated that the weekend of 1st/2nd August was right on the first quarter of the moon. Good. This means it is Neaps with tides running at half their Springs rate.

High water (Oban) on Saturday 1st August was 11.31 GMT or 12.31 BST. Even on Neaps, paddling for two days in the area means ideally that we wish to travel with the tide

"From whichever direction you are considering approaching Corryvreckan you must be sure that conditions are suitable for the passage, and unless you are certain of this, avoid it."

for as much of the time as we can and to know whether we can have a long lie or have to be up at the crack of dawn.

Flood tide

The West Coast Pilot indicates that the flood tide in the Dorus Mor runs northwards and westwards, beginning about +0430 Oban (-0010 Dover) at Springs and +0515 Oban (-0015 Dover) at Neaps. This is not immediately obvious as stating that the flood begins +0515 after high water at Oban takes a little bit of getting used to. Oban is further north and I would expect the flood to start before high water. Similarly the ebb runs south and east about -0145 Oban (+0515 Dover) at Springs, -0100 Oban (+0600 Dover) at Neaps.

All is revealed in the Admiralty Tidal Stream Atlas. Unfortunately the diagrams are referred to Dover and Ullapool but indicate tidal direction and strength for each of six hours before and after high water. High water Dover on Saturday is 05.42. The flood starts at 05.27 at the Dorus Mor. The West Coast Pilot states that you should plan to be at the Dorus Mor at or just before the tide turns northwards.

Grey dogs

OK so ideally we need to be at Craignish point at 05.00 a.m. on

Saturday morning. This is not practical! The Ordnance Survey map 55 covers the whole area. The West Coast chart by Imray is useful for drying heights and location of tide races and rates. Working back from Corryvreckan where we need slack water to cross the great race puts us there at 17.30 or 15 minutes before the flood starts. It takes a good hour to get from the Grey dogs round the back of Scarba to Corryvreckan so we are at the entrance to the Grey dogs at least an hour and a half before that. (16.00) This puts the Grey dogs in the last hour and a half of ebbing. It is about 8 miles (14km) from Crinan to the Grey dogs so we need two hours plus stops.

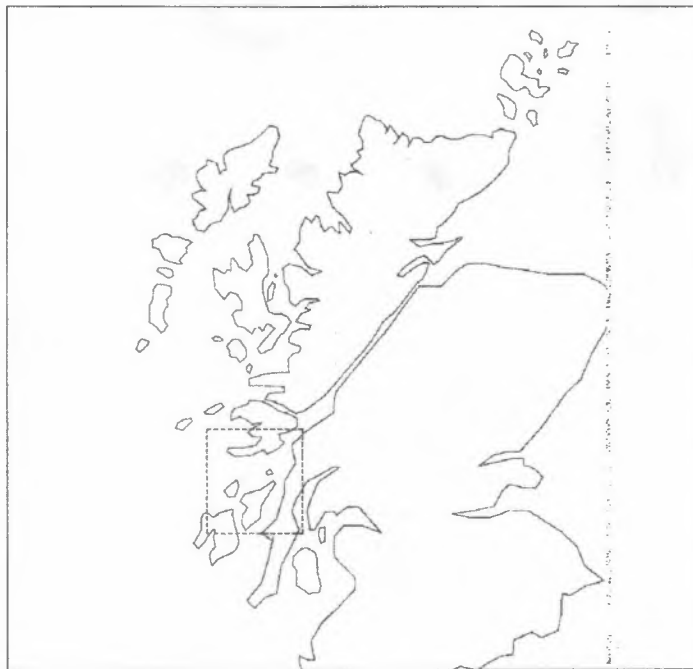
All of which means we need to start at the latest by 13.00 or have longer breaks if we start earlier. For the Sunday high water (Dover) is 06.55 making the ebb at 12.55, so an easy start at say 11.00 or there about for the return trip through Corryvreckan.

These were the calculations that I made that said it was possible and to be aware of, especially in Corryvreckan. Plan B was to head south to the McCormack islands if the forecast was unsuitable. Saturday morning at 8 o'clock saw nine of us gathering on an absolutely beautiful clear day with a bit of wind out of the north. The forecast was good enough; we were going for it. We were all packed and ready to go before 9.30.

Morning coffee

We headed for Craignish point and encountered a little bit of the end of the flood off the north end of Garbh Reisa and a little at Craignish point. We then headed for Luig

stopping for morning coffee at the north end of Reisa Mhic Phaidean. Making our last minute comfort adjustments prior to moving on we



were rewarded with a clear view right through the gulf of Corryvreckan. Nearing Luig we veered over to the east coast of Scarba.

**Saturday morning
at 8 o'clock saw
nine of us
gathering on an
absolutely
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day with a bit of
wind out of the
north.**

Within minutes we saw an otter, a Roe deer and fawn, a buzzard and a couple of seals. We stopped for lunch at 12.45 and were told that the island is used for training borstal offenders, so if we saw any young men we were for the off. Fortunately we didn't and we also failed to find the old chapel that was marked close by on the map. We set off after a lazy lunch and looked for the chapel. We eventually found the graveyard with gravestones dated 1773, but no chapel. All of this meant that it was 15.30 as we sneaked into the Grey dogs and it was going some. At a guess 4 or 5 knots, but against us. We all managed to sneak up the north side of Scarba and break through

two or three little promontories that the tide was running around. Coming out of the Grey dogs we saw an otter lying sleeping on the water, which we thought at first was dead. We got very close before it suddenly realised we were there and disappeared instantly. It was then a leisurely paddle down the west coast of Scarba, with few landing places and very rugged.

As we approached Corryvreckan itself Ron suggested that as it would be at the end of the ebb we could go in and have a look to have a better idea for Sunday. It became noticeably more lumpy as we went round into the gulf about 17.30 and some ventured further in than others. As we crossed the gulf and approached Eilan Mor we could see that it had not stopped running and there was a race with spray flying off the waves as it rushed along. Christine was busy taking photographs and Ron came back and said that we really didn't want to get caught up in the race.

Lumpy run

We had a lumpy run down to Glengarrisdale bay where we intended spending the night. We had covered 18 miles and come through the Dorus Mor and Grey Dogs against the tide and crossed the main stream of Corryvreckan. We deserved a rest and looked forward to dinner and a camp fire. We were starting to unpack when Ron came over and said he had caught the shipping forecast. It was wind S-W, force 5-7 in Malin. Discussions of the various options, including running with the ebb, at midnight, in the dark were considered (and rejected). We eventually agreed that we all needed something to eat and would set off at 20.00 and see if we could get through against the flood which would have been running for almost three hours. If we thought we could not make it we would stop in the Bay of Pigs and take our chances on Sunday. The water was calm on our return and the sun was starting to go down on a beautiful orange sunset.

Going like a train

Ron paired everyone up as a precaution should we have any problems. We edged our way forward into the gulf, all the time expecting the worst. Each little promontory we expected to be washed back and it did not appear. Ron even paddled out on his own a bit into the stream to see if it was moving. We were beginning to think that we had the tides all wrong and that it was slack water. We got through the Bay of Pigs bugging the Jura shore and just as we thought we were through Ron passed back the message that we were going to have to work a bit. It was going like the proverbial train in the middle. We still managed to make fairly easy headway.

Ron then said we would need to cross the stream to the Scarba shore at some point, as we would head for the south end of Luing to camp. We had to make our way over through eddies and the main stream to the far shore. Only the very last little promontory caused us any problem but we all got through.

Although it was running fast there was no significant turbulence. A quick break in the sheltered bay at the south east corner of Scarba helped the adrenalin slow down and we all looked forward to the prospect of a bed for the night.

The stars were out

We crossed over to Luing in the dark. The stars were out and the moon gave us plenty of light to enjoy a beautiful night paddle. We pulled into the south east corner of Luing at 22.45, pitched the tent and had a swig of whisky. It never tasted so good. Some of the group managed to cook an evening meal but Chris and I just crashed. We had covered 28 miles and been on

the water including stops, for thirteen hours. Must be getting old or something (Sunday was overcast with just enough wind to keep the midges off).

To Crinan

The morning forecast had delayed the onset of the force 5-7, but it was coming. With this comforting thought we set off at 11.00 over to the mainland heading down the coast to Crinan. We stopped for lunch at the head of Loch Beag with a beautiful view over to Corryvreckan.

After lunch we headed for the Dorus Mor at about 13.30 with the tide. We could see a fisherman's float pulling against the tide, obviously in an eddy, and took the point wide to avoid the full force of the stream but still finding it pretty bouncy. Out in the middle of the Dorus Mor it was very lumpy indeed with whitecaps everywhere. To make the most of the day we paddled up into loch Craignish and round the Island Macaskin before finally heading back to Crinan at about 16.00. In conclusion, it is vital that the spadework is done before a trip of this nature so that the necessary decisions can be made with the best information. Despite my best guess it was Ron's knowledge of the area that took us through against the tide, which I would not have thought possible. All in all it was a fantastic weekend that we would not have missed for the world. It was suggested that Ron rename the mystery tour as "the scenic route from Crinan to Luing."

Despite my best guess it was Ron's knowledge of the area that took us through against the tide, which I would not have thought possible

. . . it was a fantastic

—Harry & Chris Simpson

From **Tim Bar**
 Guildford
 Surrey

Dear John,

I enclose an article I have written about a sea kayak trip in the Mediterranean made last March by Omer Singer (of Terra Santa Sea Kayak Expeditions) and myself which you may be interested in publishing.

Omer Singer (of Terra Santa Expeditions) and I are particularly keen to try a new expedition this March 2000 going from Kos down to Rodos. This article is partly intended to find any one interested in such a trip.

I look forward to hearing from you,

Yours faithfully,
 Timothy Bar

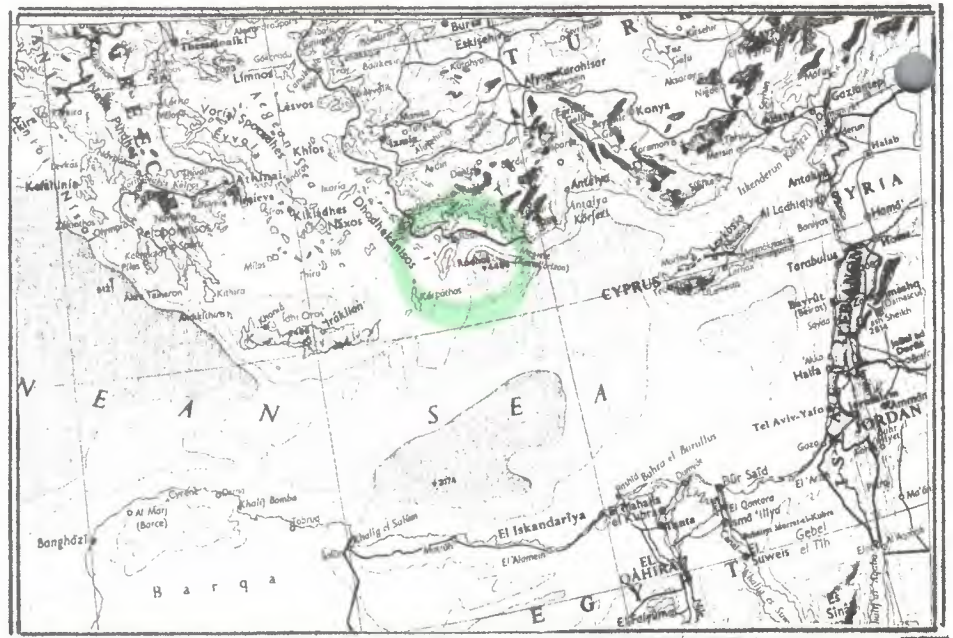
Telephone: 01483 244 514 (day)
 01483 825691 (night)
 Email: tim.bar@uk.gases.boc.com

A CIRCUM- NAVIGATION OF RHODES - MARCH 1999

As always I had carried forward holiday into the New Year. I had to take this by end of March or lose it. I was becoming a little desperate when I found an advert in Ocean Kayaker magazine for Terra Santa Sea Kayak Expeditions based in Israel. Why not I thought? So I sent an email - "What have you got?" A quick response lead

to a series of emails where I tried to find out the background and training of the leaders and what expeditions they had planned.

It turned out that Omer Singer, one of the 2 partners, had close links with Nigel Dennis' operation in North Wales and used his boats. Hurdle one seemed to be overcome. Then I needed a 2 week trip. Going that far for one week is no good in my view. So developed an expedition to circumnavigate Rhodes taking in the history as we went. Omer had several others coming from Israel. We planned to meet February 27th at Rhodes air-



port. Omer was coming by Ferry from Israel with the boats. I flew via Athens.

I met Omer at the airport. First bad news - the couple from Israel had had a car accident and one was suffering whiplash injury so they could not come. Omer wanted to do the expedition as he wanted to reconnoitre the island for future expeditions of shorter duration so we went anyway. Second bad item of news was that I had forgotten my sleeping mat - yes, the ther-

marest - how could I?; and Omer - who normally brings one for his clients - had not brought the spare this time. But he had brought a second sleeping bag! Oh! dear.

The weather, which can be warm but slightly changeable with rain at that time of year was set good however. Omer had arrived earlier that day and found a passable taverna for the night in the old town - much the best place to stay in Rodos the capital which is right at the Eastern end of the island. You can tell it was cheap as the shower was just a nozzle pointing into the middle of the bathroom. It worked

ok though. Over supper of fresh fish we discussed the trip, kayaking and how we would manage without a second sleeping mat. The plan was to go clockwise round the island as the southern coast is much nicer than the northern coast for the most part. It would also shelter us from any of the traditionally strong northerly winds in these parts. The beauty of going in March is that there are almost no tourists so you can really appreciate the island and its history.

The next day we stocked up with provisions and used the beach in front of the castle walls in the inner harbour to load up and launch. It was warm with clear skies. We started just after lunch and aimed to do a short hop of 10-12 km to Thermes Kallitheas. Everything went like clockwork and we arrived at Kallitheas about 4 pm. It is in fact the site of an old Italian spar which was left to decay but is now being renervated Greek style - slowly. It was a great place to stay and when we arrived there several Greek families out for a Sunday afternoon. We camped on the little beach and had a fire in the evening. We looked round the old buildings which must have been wonderful in their day - this place was for rich Italians.

The next morning saw more sun and calm seas. Our first destination was Mt Tsampika - an old religious hermits monastery at the top of a prominent headland which had terrific views all the way along the southern coast. It was an hour's walk from the beach to the top and well worth it. From there we paddled a little further and camped on Tsampika beach under a row of new hotels. It was deserted and the man in charge did not mind at all that we camped on the beach. We found a taxi and headed off into the the island to look at some springs which were said to be worth the visit. They were not. We decided to walk back to the beach and took supper at a taverna about 6 pm whilst were still 3 km from camp.

Next morning saw more sun and calm seas. Our breakfasts were either muesli or porridge with coffee/tea. After about a week I realised that Omer had difficulty eating my solid porridge to which

was added sultanas and raisins. To make the muesli we mixed skimmed milk powder to muesli and added water. Mix well and it is excellent. I use Tesco skimmed milk as it has some vegetable fat added which makes it very palatable.

Already the sun was so strong that we were applying factor 15 sun cream. Omer had a sun hat which looked as if it had cross bred with a sombrero. You really needed it. We paddled down the coast exploring the beaches and coves. We found one beauty in Malona bay and stopped for lunch. Whilst we were there three Greeks came to fix the beach shower - two scoured the beach and dabbled in some fishing whilst one sort of did something to the tap - this took all of two minutes. After an hour chatting and enjoying the sun they left. On most beaches there are showers most of which were working. Only cold water - but they were fine if you wanted a quick fresh water rinse. The sea in the first week was quite cold but after a week's strong sun warmed up remarkably in the second week, warm enough to swim.

The third night we spent in Lindos. This is one of the best places on the island. The fort is truly amazing. We slid into the beach on the east side at about 5pm after a thrash into a stiff breeze along Vlichia Bay. We met an American hippy on the beach who had been on the island for some years and married a local - although this was not turning out too well for him at that time. He helped guide us to finding an excellent room for £10 for the night with hot shower. We dined well that night and at 8am next day we sorted out to visit the castle

before breakfast walking through the narrow atmospheric streets in the early morning sun. We had the fort to ourselves and spent until 9:30 exploring it and taking pictures. We then had a lazy breakfast and returned with kit to the boats. We spent an hour in the harbour playing in the boats and practising some rolling and support strokes. I had not been in kayak for 12 months so I welcomed this opportunity. After a second breakfast on the beach we headed off south.

This stretch of coast has long beaches which must be hell in summer but were deserted for us. We stopped several times to snack but realised that the weather might be changing so pressed onto the next sight 5 km passed Plimiri. We arrived just before dusk. The beach was passable and we camped on a bank of dried seaweed to make life more comfortable for me minus sleeping mat. The weather cooled somewhat and we thought it would rain. We lit a fire on the beach which was welcome warmth. Next morning it rained slightly for about 20 minutes at 6am. This was the only rain we had in the whole fortnight. Soon the sun came out and it was back to sun cream and hats.

The south end of the island is much the best as it is more remote and picturesque. It was at this time that Omer suggested I take a much wider grip on the paddles. I had been suffering from severe aching/burning sensation in my trapezius muscles almost since the start even though I keep very fit - never had I experienced this before. The new grip did the trick and improved my paddling no end. We rounded the southern tip of Rodos at midday on the 5th day. The little premonitory is in fact an island with a shallow causeway

connecting it which is under about 2-4 feet of water. The beach is very deep here and we stopped to pick up water at the local taverna which meant a long walk. After crossing through the causeway we stopped on the little island for a walk up to the top and were rewarded with great views of the headland and mountains behind it. No one around - we had it all to ourselves and the sun was just great.

We headed on after lunch going North East now. We paddled 5 km up the coast and then decided to make a 3-4 km crossing to a little island called Chtenia. The sea was lumpy and rolling and I was still not used to paddling a kayak without skeg - Omer's kayak's don't have skegs. The advantage is that there is more space for gear. Fortunately Mr. Dennis' boats have a good keel at the back and it was a manageable issue (just). I suppose I should paddle more often. Chtenia was a fascinating little piece of rock - narrow and long - and sculpted by the sea. It looked as if it was made from coarse aggregate crushed together. The action of the sea was having its effect. There was only one landing spot. A stiff scramble to the top gave great views of the north coast and the mountains. The shore line has no real landing spots from the southern tip right up to the shore line below Monolithos so this was a committing paddle. That day we arrived on the beach at Fourni just as it was getting dark after a 36 km paddle. The longest distance I have ever paddled - was I just tired or what!

The camp sight was good, right under a smooth vertical rock face which was great to lean against - but no shower on this beach. We

decided that the next day we would walk to Monolithos, about an hour and a half walk (2.5 km) up a steep path through a pine forest which then wound its way gently uphill along side the escarpment of a ravine to this little village facing west tucked under the lee of a mountain called Akramytis. The walk was great and we stopped under tree to drink water and breath in the forest. In the village we found the only restaurant and had a fine lunch sitting just out of the sun (too hot outside). We also found a tiny store and bought some bread and other provisions including water. Omer inquired at a little hotel - prospecting for future trips with clients who wanted more comfort. We walked back down by the road after lunch in order to visit a magical little castle stuck on a pinnacle of rock. It has no name on the map. Yet again we enjoyed a wonderful spot free of tourists - the views were inspiring in the deep sunlight of a Grecian spring.

We walked on down to the boats and decided to move 10 km along the coast at about 4 pm paddling round a little island called Stoggylo to a little bay just before reaching Armenistis point. The beach was shallow and of pebble but behind an old wall at the back of the beach was a field of flat short grass. We camped here and had a fine fire but I blotted my copy book by sitting down on the makeshift seat at the wrong point and spilling half the supper. It was the best camp of the trip so far. In the middle of the night we heard a boat in the tiny bay but it soon went away after a while. We did not get out to investigate.

Next day - day 7 - we paddled north wards round Armenistis

point and stopped for a snack and to visit a remote pirates castle - more like a large keep but it may have been more extensive in its time. Reaching this was slightly awkward - the landing beach required a short 10 metre scramble up a rock face (which looked more difficult than it appeared) to reach a path to the castle. Omer swam round and scrambled out of the water further along. This was too cold for me. The castle was fine and you could climb into the lower entrance room. The authorities prevented anyone from climbing up inside although with some rope this could have been done.

We continued up the coast exploring the first real caves we found on the island and then rolled up on a south facing beach with a taverna leading onto it. Yes - you guessed right - we lunched on calamares, fresh bread, salad and beer. We were the only ones there until a local turned up on a fancy motor bike. Peeping out from under the willow trees on the edge of the beach the views across to some small islands off the north coast was picturesque in the bright sun. We had to go there.

We continued on to Kamiros Se and found a 2 bed room for the night. Next day we paddled north west to Alimia. We stopped half way across on a tiny island called Makry and by chance found the only landing point - a shallow cave where we could just get out and sit on some rocks. Being damp and chilly in this spot we quickly continued on to face a stiff breeze (about Force 4) as we paddled across to Alimia and down and around into the big bay on this island. As we entered the bay we saw a white building right at the bottom of the bay. On arriving we

discovered that this had been an Italian submarine base in WWII. The old officers quarters were left as a refuge for fishermen with solar lighting in the rooms and mattresses for sleeping on. There were about 4 rooms and a kitchen, some old chairs and tables outside and two cats. It was slightly dusty and run down but were were not choosy. There was a party of 3 Greeks from the capital Rodos on a trip - and they invited us for a supper of fresh fish soup in the "kitchen". We had a long talk about the traditional enmity of Turks and Greeks which I had never picked up before.

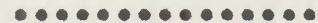
After a fascinating night we crossed the next day to Halki. This was a tough 10 km crossing in a Force 5-6. What made it ok was that the sun was shining bright and it was warm - in the UK it would have been raining, cold and misty. We had a floating stop mid-way under the lee of a little rock and then pushed on to the main island to stop for lunch on a beach. The fisherman anchored off the beach looked somewhat puzzled as we rolled up in our little boats. Early afternoon found us in Halki - and what a great spot. This island was on by pirates who had a fort on the top pass. This was suddenly abandoned for unknown reasons and they returned with kit to create the only town on the island in this bay facing south, superbly protected from the prevailing north winds. This town is unlike many other Greek villages - it has Italian style buildings off much better state and many are being renovated and it is very pretty. It also has the highest building in the Dodecanese, a church tower about 150 feet high. We found a room for 2 nights. Force 6 was forecast the next day so we decided to take

a rest. In fact the Harbour Master, who had almost nothing to do, invited us for lunch the next day. After walking up to visit the pirates castle, we bought 2 bags of beer at the local shop. The Harbour Master and his team of two cooked barbecued fish with fetta cheese and bread.

Next day we had a choice of circumnavigating Halki or continuing back to the main island. This was my call and I got it wrong - I should have gone for the round Halki trip but instead decided to push on. The next three days were unremarkable relative to the rest of the trip, with stops at Kamiros Scala again and then a camp at Soroni before rounding the northern most point to arrive at Rodos. When we arrived at the launch beach the scene had changed. The US navy was anchored off the port and a cruise liner was docked in the outer harbour. Tourists had appeared and the old town was waking up to a new season.

I recommend this trip. In mid March the weather should be mostly sunny - we had 13.5 days of sun out of 14. The trip is not meant to be a remote "hairs on your chest" job but a chance to mix and match camping with Tavernas whilst soaking up the history of the crusades in a quiet time of year. The main castles are spectacular and the fort in Rodos would fit the Tower of London into one corner of its moat, it is that big. It brings home the true extent of that 13th century folly. Go for the trip round Halki and arrange to finish at Kamira Scala with transport back to Rodos. There are opportunities for 20-30km crossings to Tilos and Simi north and east of Halki.

In March 2000 Omer and I are trying to arrange a trip starting in Kos or Kalymnos and hopping south between islands no more than 10km apart (except at the end when a ferry may be needed) to finish at Rodos from Simi either by ferry or by one last 20 km crossing or to finish at Kamira Scala via Tilos and Halki. Terra Santa Expeditions can be contacted on terrasanta@hotmail.com. If anyone is interested in talking to me please email tim.bar@uk.gases.boc.com or phone 01483 825691 evenings.



*Letter from Nigel Williams,
27, Hodcombe Close,
Eastbourne, Sussex, BN23 8JA*

Dear John,

.....I would like, through your magazine, to ask if anyone in the Sussex/Kent area wants to get together for day trips (or longer). They should give me a ring on 01323 460471 or drop me a line at the address above.

Alternatively, if there is a club in this area that 'seriously' specialises in sea canoeing, I would be pleased to know.

*Sincerely
Nigel Williams*

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YEAR 2000

DATE	EVENT	ORGANISER
November		
Sat. 18th Sun. 19th	Lake District: 2 Lakes Tour Ullswater & Windermere	Nigel Longworth Stag Cottage Melmerby, Nr Penrith Cumbria, CA10 1HB 01768 881066
December		
Sat. 16th Sun. 17th	Loch Etive	Robert Hill 7, Alton Way West Kilbride, Ayrshire, KA23 9JJ 01294 822473
Sun. 31st	Y2K Farewell Paddle Loch Earn	Drew Manzie, 15, High Rd, Paisley, PA2 6AP 0141 887 2401
<p><i>All the above events are being provided by the Scottish Canoe Association. Do contact the organiser for further details and to ensure the event will happen. You also need to check that your own experience matches the event.</i></p>		
May/June		
Sat. 27th May to Fri. 2nd June	5th European Sea Kayaking Symposium	Kevin Mansell 01534 45936 <kmansell@itl.net>

These event pages will be posted on the ISKA web site <www.seakayak.co.uk>. Ensure your event gets ISKA promotion.....let me have the details a.s.a.p. here at ISKA



John Ramwell, FRGS MRIN
5, Osprey Ave, Westhoughton
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 <jramwell@provider.co.uk>
 <www.seakayak.co.uk>

YEAR 2000

ISKA EVENTS

WORLD WIDE





YEAR 2000

ISKA EVENTS

WORLD WIDE

DATE	EVENT	ORGANISER
January Sat. 1st	Millennium Morning Meander Clyde Estuary	Ian Webster, 29, Renshaw Rd, Bishopton Renfrewshire. PA7 5HN 01505 863885
Sun. 23rd	January Jaunt. Duck Bay to Dumbarton	Drew Manzie, 15, High Rd, Paisley, PA2 6AP 0141 887 2401
February Sat. 12th	Loch Leven (Glencoe)	Ian Webster, 29, Renshaw Rd, Bishopton Renfrewshire. PA7 5HN 01505 863885
Sun. 13th	Loch Etive (Bothy accommodation Friday & Saturday)	Ian Webster, 29, Renshaw Rd, Bishopton Renfrewshire. PA7 5HN 01505 863885
Sun. 27th	February Freezer Loch Lubnaig	Drew Manzie, 15, High Rd, Paisley, PA2 6AP 0141 887 2401
March Sun. 5th	Tay Estuary	Mike Dales, Beautyfield House, Aberargie, Perth, PH2 9NF 01738 850776
Sat. 18th Sun. 19th	Loch Awe (Log Cabin accommodation)	Joe Donaldson 97, High Street, Bonnyrigg Edinburgh, EH19 2ES 0131 663 0360



YEAR 2000

DATE	EVENT	ORGANISER
August		
Sat. 19th Sun. 20th	Firth of Clyde	Tim & Linda Godfrey 43, Coil Gardens Dreghorn, Ayrshire, KA11 4EA 01294 216273
Sat. 26th Sun. 27th	Craignish	Peter Lamont Glenburn Luing, by Oban Argyll, PA34 4TY 01852 314376 <peterlamont@hotmail.com>
September		
Fri. 1st Sun. 3rd.	Round the Isle of Bute	Roddy McDowell 1, Clarendon Court High Road, Port Bannatyne Isle of Bute, PA20 0PP 01700 503126
October		
Sat. 21st	North Berwick	Ian Miller 42, Victoria Ave., Milnathort Kinross, KY13 7YE 01577 862600 <ianmiller600@hotmail.com>
November		
Sun. 5th	'Canal Crawl' from Linlithgow	Drew Manzie, 15, High Rd, Paisley, PA2 6AP 0141 887 2401



YEAR 2000

DATE	EVENT	ORGANISER
July Tues. 11th Fri. 14th.	Following the Symposium Guided trips - Shetland	Tom Smith Sunshine Cottage Bridge End Burra, Shetland 01595 859647 <tom@televiradio.demon.co.uk>
Fri. 14th to Mon. 17th	Shetland Islands Papa Stour get-together	Kevin Linklater Waltham, Ireland Bigton, Shetland, ZE2 9JA 01950 422325
Sat. 15th Sun. 16th	Dolphin spotting - Moray Firth	Bill Coppock 13, Melville Terr. Edinburgh, EH9 1LY 0131 667 6872
Sat. 22nd Sun. 23rd	Loch Sween	Robert Hill 7, Alton Way West Kilbride, Ayrshire, KA23 9JJ 01294 822473
August		
Sat. 5th Sun. 6th	Fife Coast	Ian Miller 42, Victoria Ave., Milnathort Kinross, KY13 7YE 01577 862600 <ianmiller600@hotmail.com>
Sat. 5th Sun. 6th	Sound of Islay	Ron Mather 11, Redwood Cresc Bishopton, Renfrewshire, PA7 01505 863694



YEAR 2000

DATE	EVENT	ORGANISER
Sun. 26th.	Loch Lomand from Tarbet	Ian Webster, 29, Renshaw Rd, Bishopton Renfrewshire. PA7 5HN 01505 863885
April Sat. 15th	Loch Awe	Sandy Donald 15, Smeaton Ave, Torrance Stirlingshire, G64 4BG 01360 622541
Sun. 16th	Kerrera	Sandy Donald 15, Smeaton Ave, Torrance Stirlingshire, G64 4BG 01360 622541
Sat. 22nd Sun. 23rd	A Weekend based at Coldingham	Tim Camell Milldown Cottage, Coldingham. Eyemouth, Berwickshire, TD14 5QD 01890 771262
Sat. 22nd Sun. 23rd	MacCormaig Isles	Jim Weir 6, Turnberry Drive Bridge Of Weir Renfrewshire, PA11 3HD 01505 613048
Sat. 29th/Mon. 1st May	Mallaig/Loch Horn	Mallaig & District Canoe Club c/o Tony Laidler Dalrigg, Acharacle, Argyll, PH36 4JX 01967 431696
May Sat. 6th Sun. 7th	Lochs Caolisport & Sween	Lynne Walker 41, Cammesreinach Cresc. Hunters Quay, Dunoon, PA23 8JZ 01369 702607



YEAR 2000

DATE	EVENT	ORGANISER
May Sun. 7th	Historical Tour of Great Cumbrae Island	Jim Weir 6, Turnberry Drive Bridge Of Weir Renfrewshire, PA11 3HD 01505 613048
Sat. 13th Sun. 14th	Luing & Seil	Hugh Kerr 14, Brierrrie Ave Crosslee, Houston, PA6 7BQ 01505 612687
Sat. 20th Sun. 21st	Introduction to Sea Touring (2 one day trips from Ganavan, Oban)	Ron Mather 11, Redwood Cresc Bishopton, Renfrewshire, PA7 01505 863694
Frid. 26th. to Tues. 30th.	Jura / Paps of Jura	Mike Dales, Beautyfield House, Aberargie, Perth, PH2 9NF 01738 850776
Sat. 27th Sun. 28th	Firth of Forth-- Island hopping	John Young 21, Craigleith Drive Edinburgh, EH4 3JT 0131 539 2756
June		
Sat. 3rd Sun. 11th	Round the Isle of Mull	Joe Donaldson 97, High Street, Bonnyrigg Edinburgh, EH19 2ES 0131 663 0360
Sat. 17th Sun. 18th	Loch Lomand	Garnock Canoe Club c/o Dave Clegg, Garnock Swimming Pool, Kilbirmie, Ayrshire 01505 683304



YEAR 2000

DATE	EVENT	ORGANISER
Sat. 17th Sun. 18th	Introduction to Sea Expeditioning	Alan Hunter 40, Morar Cresc Bishopton, Renfrewshire PA7 5DZ 01505 862085
Sat. 17th Sun. 18th	Caithness Cruising	Bob Silverwood Shepherds Cottage Barrock Mains Lyth, wick, Caithness 01955 641367
Wed. 21st (Evening)	Millennium Midsummer Madness Loch Lomand	Drew Manzie, 15, High Rd, Paisley, PA2 6AP 0141 887 2401
Fri. 23rd to Mon. 26th	Sound of Arisaig/Small Isles	Mallaig & District Canoe Club c/o Rory Stewart 25, Alnachan Gardens Spean Bridge Inverness shire PH34 4ET 01397 712419
July		
Sat. 1st Sun. 2nd	Gigha	Ian Webster, 29, Renshaw Rd, Bishopton Renfrewshire. PA7 5HN 01505 863885
Fri. 7th to Mon. 10th	2nd Shetland Sea Kayak Symposium	Tom Smith Sunshine Cottage Bridge End Burra, Shetland 01595 859647 <tom@televiradio.demon.co.uk>