

Newsletter



of the



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

Aims:

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

editorial

by John Ramwell

Here comes the March issue of the I.S.K.A. newsletter and it is going to be somewhat rushed. Jen & I only got back from our holiday in Canada last Monday and on Thursday - as I was still unpacking - I got a phone call from Raleigh International asking whether I would go sea kayaking in Chile for six weeks. I mean, do fish swim!! So that last few days have been frenetic and among the tasks I wanted to achieve was getting this newsletter out. I am printing it and Jenny will be collating and dispatching so you'll get it whilst I am away.



And then there is the International Canoe Exhibition next weekend. You may recall from my last editorial that I had decided not to attend this year, - but now, after some concessions and persuasion (It's nice to be wanted!) ISKA will have a presence after all.....thanks to Jenny who will be holding the fort. A few friends who I know will be going have agreed to assist so here's hoping for a good show. Of course I am delighted to keep out attendance record up at I.C.E. after all the years we have been going.

There was so much I was going to get into this March issue but I leave at the crack of dawn tomorrow and still have quite a bit to do so please excuse this 'rushed job' and I will make it up in the May ISKA newsletter.

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Check out the ISKA web
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Sea Conditions Rating System

An easier version to handle it

von Udo Beier

Eric Soares presented in „SEA KAYAKER“ (Dec. 1999) a „Sea Conditions Rating System“ (SCRS). It is an important contribution to bring transparency in the difficulties and dangers of sea kayaking. The system will help sea kayakers to get an impression of the sea conditions. Besides the system will facilitate the lessons of sea kayak instructors to teach about the dangers on the sea.

Unfortunately Eric's rating system is a bit too complicated. Furtheron you need for your rating & scouring paper & pencil which at least you will miss when you are paddling and you recognize that the data for your rating are wrong. Therefore I want to suggest some more easier steps to calculate the sea conditions. The roots of my reflections go back to an article („An experienced paddler lost: could he really estimate the difficulties?“), I have published in May 1994 in the ASKC-Newsletter, No.103, the predecessor of the ISKA-Newsletter „Ocean Kayaker“. In this article I presented a similar system to determine a „Degree of Difficulty of Salt-Water“ (DDS).

Introduction

Eric tries to rate 10 different factors:

Tab.1: Sea Conditions Rating System (SCRS) (by Eric Soares)

Factor	Rating Method	Max. Points	Score
1-Water Temperature	1 point for each degree < 72°F	40	
2-Wind Speed	1 point per status mph	50+	
3-Wave Height	2 points per vertical wave ft.	40+	
4-Swim Distance	1 point per 100 m	20	
5-Breaking Waves	30 points	30	
6-Rock Garden	20 points	20	
7-Sea Cave	20 points	20	
8-Nighth	20 points	20	
9-Fog	up to 20 pnts. if fog is dense	20	
10-Miscellaneous	10+ points for other danger	10+	
Total Points =			
Divide total points by 20 to obtain CLASS LEVEL =			

Each factor can get a different amount of maximum points. At the end of the rating all the points will be added up and the sum will be divided by 20. If the result lies under 2.0 you will have sea conditions Class I ... and if it reaches 6,0+ you are confronted with conditions Class VI.

My suggestion: Don't calculate with points and divide them later by 20 to get the Class (I till VI), but work at once how much which factor will contribute how much to a change of the Class.

STEP 1: Bft. minus 2

Start to rate "Wind Speed" in order to get a first, basic impression of the sea conditions you might be confronted during the whole day of your tour. Use the Beaufort-Scala to get the „Basic-Class“ (see Tab.2). The information about the wind speed you can get by a local weather forecast. However

you can check that with a handheld windmeter but consider, the wind speed may vary and is on the sea always a bit stronger than at the place where you want to launch.

Tab.2: Rate the influence of wind speed on sea conditions

Bft. (force)	knots	status mph	„Basic-Class“ (Difficulty)
0-3	till 10 kts.	till 12 mph	I: easy
4	11-16 kts.	13-18 mph	II: moderate
5	17-21 kts.	19-24 mph	III: difficult
6	22-27 kts.	25-31 mph	IV: very
7	28-33 kts.	32-38 mph	V: extrem
8-12	34-64+ kts.	39-74+ mph	VI: limits

Step 1: Beaufort minus 2 = „Basic-Class“

Note: When you are confronted only with wind speed (e.g. force 8: 39-46 mph) Eric would calculate for example: 42 mph = 42 points = Class II (2.1 = 42 divided by 20). Class II means "intermediate difficulty" but I think force 8 creates in reality "nearly impossible conditions" (= Class VI)! What are the reasons why Eric calculates in such a way? Well, he rates a second factor: "Wave Height" (= 2 points per vertical wave foot; that means a 14 feet wave leads to 28 points and to the following increase of the Class: + 1.4 (= 28 : 20)). Because of this factor the degree of Class increases from II to III (3.5 = 2.1 + 1.4). But this is still far too low when you have a wind force 8. However Eric rates a third factor: "Breaking Waves" (= 30 points if waves are breaking; that leads to the a further increase of the Class: + 1.5 (30 : 20)). Only with the help of this third factor you will reach Class V (5.0 = 2.1 + 1.4 + 1.5).

I think this result is still too low. Furtheron this calculation is too complicated and could lead to miscalculation: you have to rate three factors to get one result. Therefore it is recommendable to rate in step 1 only the factor wind speed which is the direct cause of the other both factors wave height and breaking waves. In this way you can get a basic impression of the sea conditions you might be confronted when the weather forecast will fulfill. Furtheron you can recognize how far is the distance to Class VI („nearly impossible conditions“) or to the Class, which you can no longer dominate. Besides you can realize if the sea conditions get worse for you when you will be confronted with further dangers (e.g. breakers, dumpers, boomers, ground sea, overfalls, cross sea, clapotis, tidal race; heavy gusts; wind chill; cold shock, hypothermia; fog, darkness).

STEP 2: Add Special Factors

Look out for further factors which could effect additional difficulties. Rate them and add the result to the Basic-Class calculated in step 1 (see Tab.3).

Indeed, these two steps are enough to get an approximation but not an exact verifiable result about the state of the sea conditions, because the rating system can only be considered as a „rule of the thumb“.

Example 1: When you know the wind speed you will have the first impression of the class of conditions, e.g. force 4 results in Class II. But when the weather forecast calls the wind speed will increase from force 4 to 5, you have to reckon with Class III. If there are shallows (add +1) (= Class IV) and if there are rocks within the shallows (add +1) (= Class V) and if the tide streams

Tab.3: Rate „basic“ and additional factors influencing the sea conditions valid for a special section of a sea tour

Factors	Situations & Problems	Class-Change	
Step 1:			
1-Wind-Speed	(1) wind pressur/waves = stamina, skill	Bft. - 2	
Step 2:			
2-Water Temperature	(2) below 48°F = windchill, „cold shock“, hypothermia	add +1	
3-Wind Character	for example: (3) long fetch/duration, = larger windwaves	add +1	
	(4) offshore wind = flat calm, no waves (dangerous drift off!)	add -1	
	(5) heavy gusts = funneling, fall wind	add +1	
	4-Wave Character	for example: tidal stream (6) with wind = flat waves	add -1
	(7) contra wind = steep, breaking waves	add +1	
4-Wave Character	additional contra: (8) shallows/reef, = breakers, overfalls, „haystacks“	add +1	
	(9) submerged rocks = whirlpool, eddies, breakers	add +1	
	(10) rocks/obstacles, = choppy sea, crash	add +1	
	(11) narrows = tidal race, stopper waves	add +1	
	(12) river or other tidal stream = steep, breaking, plunging waves	add +1	
	breaking waves (wind / swell) contra: (13) contra beach = surf zone, breakers, dumpers, (dangeours launching/landing)	add +1 till +5 (it depends on the height of the waves, the depth of water, the structure of a bay/coast and the slope of the shoal/beach; listen weather forecast and study chart!)	
	(14) cliff/cap/island = choppy cross sea, clapotis		
	(15) shallows/reefs = ground swell, boomers		
	(16) rocks/obstacles = choppy sea, crash		
	(17) narrows = sea with increasing height, breakers,		
	5-Swim Distance	(11) no save place to swim and no friends to help you ; (12) besides: no bombproof roll = risk that re-enter will fail; hypothermia	add +1 add +1
	6-Sea Cave	(13) vague danger	add +1
7-Night or Fog	(14) no visual range = no orientation / slow reactions	add +1	
8-Miscellaneous	for example: (15) dense ship traffic	add +1	
	(16) extremely cold	add +1	
	(17) thunderstorm	add +5	
	(18) shark attacks	add +5	
Sum up Step 1 and Step 2 to get the final Class = Bft. - 2 + corrections			

sea kayaker a special skill-level. If the skills & experiences of a sea kayaker does not reach this skill-level, he should not launch or he should choose a course which requires a lower skill-level.

Example 2: The weather report predicts no wind, flat calm but a swell 7 ft. in the afternoon. When you launch you can enjoy sea conditions Class I (= 1.0 = Bft. 0). When the swell is approaching and you are free of shallows, a rock garden respectively far away of a cliff, cap or reef the Class will not increase. But when you are right over a shallow or in the thick of a rock garden which is located in front of a cliff then the conditions could suddenly explode and the Class would increase up to IV, V or VI („limits of sea kayaking“). It depends of the situation and the character of the swell (= 2 or 20 big waves without or with lull each second, third or seventh wave?) You can not exactly calculate such sea conditions before launching. An experienced sea kayaker must see it or go through. By the way Eric would rate this situation with Class III (= 3.2 = (14 points for wave height plus 30 points for breaking waves plus 20 points for rockgarden) divided by 20) ... or with Class VI, if he considers the rock garden a miscellaneous hazard which he rates with extra 50 points = 3.2 + 2.5).

I hope on the support of other sea kayakers. It should be possible to improve this sea conditions rating system in two directions: easy handling and realistic results.

against the wind over the shallows (add +1) (= Class VI), but if the tide streams with the wind over the shallows (add: -1) (= Class IV). The result: You must expect that just at this part of your tour you could meet "nearly impossible conditions" (Class VI) or - if the tidal stream flattens the sea - only „very difficult conditions“ (Class IV). When you paddel round the shallows & rocks the sea conditions decrease to Class III („difficult“). You see, you will have calculate for each part of a tour its own class-level. And each class-level demands from the

From "Treasna na o'lonnla" or "Over The Waves", the newsletter of the Irish Sea Kayaking Association - Autumn 1999

office forecast for the coming week (<http://www.farmersjournal.ie/weather/index.html>).

Using the Internet for weather and wave forecasting

By Conor Murphy

Scruffy explains the weather

I know very little about meteorology. But Scruffy Loftus, my Geography teacher, explained the Coriolis effect pretty well to me twenty years ago.

1. Low pressure areas are wind sinks.
2. The earth spins at about 1000 m/hr at the equator and decreases to 0 m/hr at the poles.
3. Like a man jumping from a moving train (Scruffy's analogy), winds blowing towards the poles will veer in the direction of the earth's rotation i.e. west to east while winds blowing towards the equator will veer in the opposite direction. Effectively that means they will end up to the right of the point they were aiming for. The net effect is an anti-clockwise spiral towards the low pressure centre or depression.

The effect works for Ocean currents too - the North-South California current that passes San Francisco is drawn Westwards causing an upwelling of freezing water that pours into the bay with every tide. Hot air hitting this saucer of cold water turns into fog which rolls spectacularly across the city until it reaches natural mountain barriers. You can read more about ocean upwelling at <http://www.occan98.org/cacoasl2.htm>

All depressions except those formed at the equator will consist of a cold wind from the North and a warm wind from the South. A depression therefore contains a warm and a cold front which may eventually meet as the warm wind rises and spirals over the cold. The warm air turns to cloud and rain as it is cooled behind the cold front.

Predicting the weather

The Farmer's Journal is posted on the web on Friday mornings with the MET

The Sea area forecast - a rant

Completely understanding the MET office sea area forecast requires a good knowledge of Irish geography and meteorology. Do not even attempt it without having a current weather chart with each station plotted.

Pressure tendency describes the change in pressure over the past 3 hours according to the scale:

- 0.0 - 0.4 hPa/3hr = steady
- 0.5 - 1.9 hPa/3hr = rising/falling slowly
- 2.0 - 3.4 hPa/3hr = rising/falling
- 3.5 - 5.9 hPa/3hr = rising/falling rapidly
- 6.0 hPa/3hr + = rising/falling very rapidly

Even if you had all that committed to memory, you'd still never be able to tell the weather from a falling barometer at Erris Head so I don't know why they bother.

completely understanding the MET office sea area forecast requires a good knowledge of geography and meteorology

"Here is the forecast from Erris Head to Rossan Point to Carlingford Lough and the North Irish Sea". You don't have to be a meteorologist to know that 99 days out of 100 the weather at Erris Head will bear no relation to the weather at Carlingford Lough.

The forecasts on RTE especially the farming one on Sunday are of course excellent.

Will the met office ever get a web site ?

Predicting waves - much easier

Waves are formed by strong winds blowing in the same direction for a period of time. A static hurricane will generate enormous waves (as Dennis and Floyd did recently for the Florida coast). A deep depression holding static in the region of Iceland will also generate great waves off the North and West coasts of Ireland. Waves are easier to predict as they are slow to lose their power or change



direction.

<http://www.nws.fsu.edu/buoy/uk.html>

Buoys

This is a clickable picture of buoys in our waters which send their data every hour. I have found this to be by far the most valuable tool for short term sea-swell prediction. There is a free service called surfmail (<http://www.surfinfo.com>) which will send you an email or a message to your pager every time a chosen buoy exceeds a chosen threshold wave height and or period. In this way I have been able to record the maximum recorded wave heights over the past 12 months.

The biggest was last November:

Surfmail for User: conormurphy,
User ID: 3531

One of the following buoys has exceeded your threshold for surf

Based on Offshore Data at 16Z Nov 27
Buoy Id: 62108

Min Height (ft): 13
Actual Ht (ft): 34.448
Min Period (s): 9
Actual period(s): 13.000

Buoy Id: 62105

Min Height(ft): 10
Actual Ht (ft): 13.123
Min Period (s): 8
Actual period(s): 8.0000

Whale's Tails and Glacier Cocktails: Sea Paddling in Southcoastal Alaska

by Tom Pogson

Southcoastal Alaska includes the region of the state that extends from the Copper River Delta, near Cordova, west along the coast of outer Prince William Sound, the Kenai Peninsula, across Cook Inlet, to Kodiak Island and the eastern portion of the Alaska Peninsula.

Where to start? This region is where the north Pacific Ocean and the Gulf of Alaska's backs are broken by the rugged coastal mountains. Tremendous coastal ice fields cascade to the sea. Five species of wild Pacific salmon flood streams and lakes each summer. Humpback whales, Orcas, Dall's and Harbor porpoises, Black and Grizzly (Brown) bears, Steller's Sea Lions, Harbor seals, Minke whales, all-white Beluga whales, Sea and River otters, extensive sea and shore bird populations, and abundant coastal marine life to support all of the above biota all thrive in this marvelous region.

If I listed the species of birds in the region, we'd be here all day, and you would be bored. Suffice it to say that many will seem familiar: Pigeon Guillemots, Black Oystercatchers, Kittiwakes, Puffins, Common and Thick-billed Murres, Gulls (several species), and that's not even addressing the impressive land-bird fauna: most obviously the healthy Bald Eagle populations.

There are very few sea paddling destina-

tions on the Planet where you wonder if a wild salmon will be landing on your deck, the breath of a Humpback Whale raises the hair on the back of your neck, two species of Puffins buzz about your boat, a tidewater glacier booms in the distance, and a sea lion, a sea otter and a river otter dodge your kayak as you round a point into yet another breath-taking and beautiful bay. All in the space of a minute. Oh, and as if that weren't enough, as you head for the beach to camp that evening, you can scoop a piece of ancient, high-density compressed glacial ice under your deck-lines to cool your favorite appre-paddling beverage.



Abundant wildlife, stunning scenery, an extensive coastline, and access from a variety of locations (Cordova, Valdez, Whittier, Seward, Homer, and Kodiak) make the region a sea paddler's paradise. Thousands of North American paddlers enjoy cruising the thriving waters each summer - the paddling season doesn't really begin until winter starts to lose its grip on the beaches in mid-late May, and the autumn storms discourage all but the hardiest of paddlers by mid-September. If you come in the heart of the season, be prepared to deal with healthy insect populations, not unlike (I'm led to believe) the onslaught I would be subjected to on the coast of Scotland. Impervious clothing and head nets or "bug-jackets" are a premium bit of kit. Having some pyrethrum (pik) to bum around the cooking area can be a real blessing as well. How does the saying go? "Better living through chemistry?"

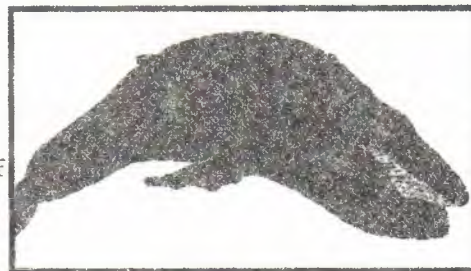
The mere mention of Alaska brings to mind biting cold, throngs of wild caribou, moose, whales, glaciers, fantastic mountains and extensive fauna - with extremely long hours of daylight. The sun can be above the horizon up to 18 hours - even in Southcoastal Alaska. Having good

waterproofs is important, because it does rain in summer - no it does not snow (at least not at sea level in Southcoastal) - and the rain is sometimes accompanied by high winds - so a solid rainproof tent leads to comfort and "camp happiness".

There are numerous sea paddling outfitters in each of the launch points for southcoastal Alaska - search the web, or check Sea Kayaker Magazine for listings. Fly to Anchorage International Airport, and use a hostel, B&B, and bus service to make the transition and get to your selected launch town. Unsupervised rentals of kayaks are usually possible for experienced paddlers, but best make arrangements in advance, in the peak of the season equipment is in short supply. Many outfitters will supply ancillary gear such as dry-bags, rain gear, wellies, and more. In most coastal towns there is a healthy "water-taxi" population to speed you away from the dock to your own remote destination as a start point to your sea paddling journey. Water-taxis may not be for the budget-paddler, but they do offer a useful service.

For some of you that have a preference for British-style rudderless sea kayaks, you might be disappointed, and you have few options. British-style kayaks are becoming more popular, but are still far in the minority.

There must be some biological reason why the Humpback Whales and large



seabird colonies are concentrated near the regions of extensive coastal glaciers, but I don't know what the reason is. I'm just glad that, even in the wake of the Exxon Valdez oil spill, their presence and abundance in southcoastal Alaska draws me like a fly tobutter.

For more information, don't hesitate to contact me: Alaska Canoe Base, P.O. Box 3547, Homer, Alaska 99603, phone 907.235.2090, email: tomp@alaskapaddler.com.

The following two articles are taken from "SEA CANOEING", the journal of the Tasmanian Sea Canoeing Club, with grateful thanks

First Aid Equipment

Mark Howard

MBBS

Questions:

- Do you carry a first aid kit for every kayaking trip?
- Do you have sufficient first aid knowledge to deal with kayaking accidents?
- Is your first aid kit up to date since you last used it?

Maybe it's time to have a serious review!

First Aid Kits

Any first aid kit is only as good as the user's skills. Fundamentally, skills and items should match contingencies.

St John Basic Outdoor kit:

- * bandaids 25 (brown elastoplast sticks better on wet hands)
- * triangular bandage (can roll to form straps for splints if you have more than one)
- * stainless steel scissors (fine, sharp points most useful)
- * stainless steel tweezers (eg. for splinters)
- * alcohol swab (small bottle of metho : water @ ~ 7:1 is more useful, +cotton wool balls)
- * pea-less whistle (best to keep this on PFD)
- * adhesive tape (~5m, of ~2cm width as above)
- * wound dressings(absorbent ~10cmpad)
- * bandages, stretch, 7.5cm, 5cm (to secure dressings)
- * bandage, crepe 10cm, (non-stretch, for strapping, also to apply pressure)
- * safety pins (great indicators of leaks in

your first aid bag)

- * space blanket (reflective anti heat loss)
- * pencil & paper (for final messages, if you haven't done a first aid course)
- * disposable gloves (protect you, protect them)
- * paracetamol tabs (1 sheet)
- * gauze swabs, 7.5x7.5cm, a few packets
- * small disposable towel (clean surgical field)
- * HOD adherent dressings 10cmx10cm
- * Re-sealable plastic bags (for amputated digits etc)

I would add:

- * Guedel airways two sizes (very helpful for maintaining airway patency but it's best to get a doctor, nurse or suitably qualified person to show you how to use them)
- * haemostat (a small clamp stronger than tweezers, can secure bleeding vessel)
- * exposure bag (in combination with sleeping bag & space blanket, for hypothermia)
- * plastic vial of saline (a needle hole in the base , a squeeze, and debris can be washed from eyes)
- * a few 21G needles (great for splinter removal)
- * inflatable limb splints (or other materials, such as closed cell foam)

There are a number of other items of equipment and drugs which would be good to have for remote location first aid kits if you have the appropriate training to use them. If you are not a paramedic or a doctor it is probably best to stick to variations of the above, plus drugs which are available without prescriptions. However, a doctor can authorise the use of appropriate prescription drugs for inclusion in a remote area first aid kit.

Bits And Pieces for Kayaks And Kayakers

by Oliver Fientchel

What type of kayak should I get, fibreglass or plastic?

Well there's been a lot of talk about what type of boat construction is the best for Tassie waters. Traditionally, fibreglass has been dominant, most likely due to the ease of access to a range of club moulds and the relatively cheapness of materials for constructing your own kayak. The availability of Adrian Dean's "Greenlander" design which has been highly popular and the enthusiasm of Tassie paddlers is no doubt the reason for the enormous wealth of knowledge in fibreglass design and construction in the state.

Before the onset of plastic (Tupperware, called by some) kayaks, fibreglass construction held up very well to a wide range of conditions such as general wear and tear to rock and big surf landings, along with the odd boat falling off the roof rack. Sure, they break in half every now and then when your'e in the wrong spot, but then, I have recently heard of a few plastic boats bending as well.

In the past few years, the kayak designs and hydrodynamics have improved dramatically (due to a flourish of kayak activity in NZ and the States). Outdoor and watersport stores in Hobart have gradually increased their range of sea kayaks and are now selling them at competitive prices.

So, how do you decide? Here's a short checklist of pros and cons.

Fibreglass kayaks

One of the best advantages for building one's own kayak is that you can tailor it to specific construction lay-ups and fit-out designs to suit your own personal needs. There is a wide range of commercial to homemade fittings from compressed foam seats to designer sails available. Also, technical advances such as break-down kayaks and high volume expedition kayaks that are not yet readily available in commercial designs.

Fibreglass kayaks also have very hydrodynamic lines and are quite sleek

through the water. Technically, fibreglass kayaks have the superior ability to be repaired in the field, an advantage over plastic kayaks. Most fibreglass kayaks have a better layout with seat and bulkhead placements, ie, there is often much wasted space in plastic kayak cockpits and the bulkheads are often placed to suit the extremes of human sizes thus wasting valuable storage space.

With fibreglass kayaks, one can with a little skill, cut out bulkheads and refit them to maximise space, drill holes for deck fittings and then refill them if you've drilled in the wrong spot. Resurfacing a hull after long term wear and tear is only a morning's work and you're back on the water again (this can't be done with plastic boats and they DO wear out). All in all, fibreglass gives you a far greater degree of flexibility and this will be one feature you will be most happy with if you intend to take up kayaking seriously.

Examples of kayaks available in fibreglass:

Touring/Weekenders:

Greenlander 2 and 3, Dean Double, Mirage, Mirage double, Pittarak, Pittarak double, Rosco, Rosco double, Sea Leopard.

Weekenders:

North Sea Tourer, Nordkapp.

Note: There are more makes and models available if you look.

Some kayaks are built with kevlar (hull only or hull and deck) and this can also make them extremely tough and very light as well. Check this option out and compare prices before you buy.

Plastic kayaks

Early plastic designs such as the Puffin were aimed for the commercial touring and consequently were very sluggish due to poor hydrodynamics (but very stable). Popularity in the sport has prompted manufacturers to bring out sleeker kayaks with competitive performance in the recreation scene. So, if you're intending to become a kayaker who wishes to have a low maintenance kayak to be used once every now and then, plastic may be a serious consideration. It is very tough and durable with some of the new types of plastic compounds available. These types of kayaks are also becoming lighter, making them much easier to handle out of the water. Plastic handles rock landings well and generally doesn't mind being

dropped off the roof rack, but paddling in rock gardens and snagging oysters or barnacles often will leave shavings of plastic behind. Most of the newer designs have good water tight hatches, suitable rudders but often are limited in foot peddle systems.

However, until the quality of layout design improves, plastic in my opinion is second best.

Examples of kayaks available in plastic:

Touring:

Puffin, Apostle, Magellan, Sea Lion, Scimitar.

Weekender:

Seeker, Vesper.

Estuary:

Spectrum, Voyager.

Surf:

Pegasus.

Building your own

If you have the time, the patience and enjoy the satisfaction of building your own vessel, or simply need to cost-cut, building a kayak is an option to get you on the water. However, there are some draw backs.

You need to do some organising such as lay-up volunteers (tempted with pizza and beer which by now is nearly obligatory), arrange a suitable shed to house the mould with space for construction, and one also must be prepared to get covered and smell to a certain degree of fibreglass. And sadly, one must also be stuck inside for a period of time (usually a summer) while everyone else is out paddling in sunny weather.

Some tips to make building easier:

Build with other builders. This can share the lay-up labour and provide encouragement during different stages. Get an experienced kayak builder (bribes may be needed) to supervise lay-up and help give advice with joining and fitting out. There are now some easy joining and fitting out techniques around. Organise a kayak that you like the deck fitting layout of and copy from that. Get an organic filter gas mask, dust masks, lots of latex gloves and some old clothes, this will make it more enjoyable.

Materials:

Technology is taking off in kayak

construction in Tasmania. Materials range from fibreglass using polyester resin to high-tech carbon fibre and kevlar construction using a vinyl ester resin (see issue 34). There's a whole range of different glass products that can be used for your personal design. Many retailers will also give you the option of kevlar in the hull but at a greater cost.

Costs:

A fibreglass Greenlander fully kitted out comes to around \$700 (if you've done a reasonable job, your resale price is around \$1400). Nordkapps and North Sea Tourer are slightly less because they are smaller. Commercial Greenlanders are around \$1800.

Commercial plastic kayaks are around \$2000.

Shop around, you may get a good price.

Final advice

Paddle as many different kayaks as you can noting important aspects such as:

- *Seating (if you paddling all day, you need a good one),
- *Rudder and foot peddle/brace system,
- *Deck line placement,
- *Hatch watertightness,
- *Storage space and buoyancy,
- *Kayak handling such as stability and how easy is it to paddle and turn with the rudder up.

One of the most important abilities for a kayak is,- can you get back into your boat from the water unassisted if you have tipped over and no one is around? (called a self rescue which is nearly impossible in a single Pittarak with-out paddle floats or kayak stability tubes).

for sale

Nordkapp HM in good condition. Spraycover and compass included £250.00
Tel: 01271 760088
ask for Mike Wood

The I.S.K.A. Buyer's Directory 2000: Sea Kayaks* (Single)

by U.Beier (Germany), Chr.Gabard (France), J.Ramwell (United Kingdom) and S.Cadoni (Italy)

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

Remarks.....

* In this survey there are only single sea kayaks, which you can buy in Europe, which have a length over 435 cm and at least two bulkheads (or similar: e.g. pod). With few exceptions the hull is made out of fibreglass or Diolen/Kevlar or Polyethylene (PE) or Polyethylene-Sandwich (PES) or Plastic-Sandwich (PS) (e.g. „Royalex“). The technical data are based on informations given by the manufacturer or local dealer. When the data are written in „italics“, then they are approximated. The autores or other persons have found them out.

1 Circa weight of the sea kayak with minimal equipment. The weight of a full equiped kayak will be higher, especially when the weight given lies under 25 kg. When the weight of a kayak is written in „italics“, it is the rough weight of a sea kayak with all its equipment (e.g.: bulkheads, hatches, toggles, deck fittings, deck lines, compass, pump, rudder or retractable skeg).

2 Rounded dimensions of cockpit: L (=length-inside), W (=width-inside), Hfi (=height-front-inside), Hro (=height-rear-outside); TB (=thigh brace).

3 The sea kayaks specified in this survey are assorted by volume, because for the „normal“ sea kayak (longer than 460 cm and not wider than 62 cm) the volume is more important than the length! If you want to know, which volume is acceptable for you, use the following „rule of thumb“: The volume of a sea kayak is okay, when the weight (figure) of the kayak (inclusive weight of body, equipment and luggage) lies rough between 30% and 60% of the total volume (figure) of the kayak. – By the way, the data of volume, written in „italics“, is not always identical with the data you can find sometimes in the leaflets of the manufacturers or local dealers because sometimes there are problems to specify the volume. The data about the volume written in „italics“ are obtained by determining the amount of water (in litres) that swamps in the hull (fore/mid/aft).

4 The volume of fore/mid/aft depends on the position of the bulkheads. Some producers accept the wishes of the kayaker.

5 Dimensions of the hatches (inside edge): R (= round hatches), O (= oval hatches), otherwise (= rectangulare hatches).

Equipment (Standard or optional).....

1: with integrated retractable rudder;	18: with hatches à la Valley or similar;
2: with sea-trim-rudder à la Valley;	19: with hatches secured by straps or similar;
3: with traditional river-rudder;	20: with hatches secured by an inner tube of a bicycle;
4: with skeg-rudder;	21: with hatches secured by a central screw-mechanism;
5: with retractable skeg-rudder;	22: with screw hatches;
6: with retractable skeg;	23: with fitted compass;
7: with retractable centreboard-skeg;	24: with spare paddle recess;
8: with hinged rear rudder;	25: with recessed water bottle;
9: without skeg/rudder;	26: with three bulkheads;
10: with pod;	27: bulkheads, deck fittings, toggles and pump are not standard;
11: with half a pod (seat bulkhead);	28: with recessed place for a small container (e.g. for flares, tow line);
12: with fitted electric pump;	29: with deck made in plywood;
13: with fitted hand or foot pump;	30: with elastic bulkheads (e.g. foam, thermoplast);
14: with different fitted pumps to choose from;	31: hull with chines;
15: with foam in the top of the bow and stern;	32: divisible in two sections (a) or three sections (b)
16: with special rear bulkhead to minimize cockpit-volume;	33: keyhole-cockpit
17: with special watertight containers built in alongside the cockpit;	

Modell	Dimensions	Cockpit	Volume/Displacement		Hatches	Manufacturer
	LxW,Weight cm;kg ¹	LxW,Hfi/Hro cm ²	Total Litres ³	Fore/Mid/Aft Litres ⁴	Fore/Aft (LxW) cm ⁵	(Equipment) / = or

Folding-(Sea)-Kayaks:

Greenlander	500x59;25	92x39;?/?	?	with air tubes and without bulkheads	F: Nautiraid (3;31)
Pouch-Eski	520x58;25	66x44;30-25/25	ca.400	without bulkheads	D: Pouch (2;31)
Khatsalano S	532x60;22	79x39;30/27	<i>ca.313</i>	with air tubes and with sea sock	CDN: Feathercraft (2;9;31)
Klepper	450x72;27	112x41;38/35	ca.370+70T	with air tubes (T) and without bulkheads	D: Klepper (3;31)

Volume Class „Small“ (S): till 300 Litres

→ typical attributes: smaller windage / wetter ride / tighter cockpit

→ fitness: smaller storage and weight carrying capacity / good for a weekend-tour / ideal for a smaller/lighter kayaker

Slipstream	490x56;22	74x41;??;TB	226	???	R:24/R:20+0:42x28	CDN: Current D. (6;18;26)
Endurance	468x65;18	73x41;29/27	233	041/129/063	e.g.: R:18 / R:18	I: Qajaq (7;14;18/19;23)
Kaylhoa	474x55;?	69x38;29/24,5	245	038/140/067	R:18 / 0:41x23	I: Qajaq (9;14;18;23)
Txingudi	547x52;23	63x41;25/21	253	055/130/068	R:18 / 0:41x23	F: Patrice (18+22)
Godthab	522x52;20	55x41;30/23	268	050/140/078	each: 41,5x23-16	D: Lettmann (9;13;21;30)
Scimitar (PE)	462x58;23	81x44;29/26;TB	269/350 (?)	<i>036/160/073</i>	<i>34x22-11 / 45x31-15</i>	UK: Perception (3;19;30)
Shore Line Jun.	485x54;19	62x37;26/23	270	045/160/065	R:23/R:18+ 0:41x23	F: Poly (2/6/9;13;15;18/19;26;28)
Rumour	490x51;23	57x38;27,5/?	270	090/120/020+040	41x23/R:18+41x23	NL: Water (6/9;13;18;23;26;31)
Anas Acuta	523x55;24	57x38;29/21	275	060/135/080	R:18 / 0:41x23	UK: VCP (2/6/9;14;18;23;26;31;32)

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Modell	Dimensions	Cockpit	Volume/Displacement		Hatches	Manufacturer
	LxW; Weight cm; kg ¹	LxW; Hft/Hro cm ²	Total Litres ³	Fore/Mid/Aft Litres ⁴	Fore/Aft (LxW) cm ⁵	(Equipment) / = or
Volume Class „Small“ (S)..... (continued)						
Fuego	485x55;24	68x40;26/23	275/250	050/145/080	R: ? / 50x28	UK: NSH (2/6/9;14;19;23)
Sirius S	518x52;27,5	56-66x39;28/24;TB	ca.275	070/115/090	R:24/R:20+0:44x25	UK: PH (2/6/9;14;16;18;23-26)
Kitiwec (I)	537x56;25	69x40;26/24	280	055/136/021+068	R:18/R:18+0:41x23	I: Qajaq (6/7;14;18;23;26)
Avocet (PE)	488x55;26	76x40;30/23,5;TB	281	050/160/025+047	41x23/R:18+41x23	UK: VCP (6;13;18;23;26;30)
Ligue de Bret.	520x58;23	61x37,5;26,5/26	289	046/164/079	R:18 / R:18	F: Plasmor (14,18)
Natsuk	480x62;25	63x42;28/25	295	050/170/075	R:18 / R:18	F: Plasmor (18)
Langeoog	554x54;21	49x38;30/27	295	060/150/085	R:18 / R:18	D: Weiterer (9;14;18;23)
Isl. of Sardinia	522x53;28	69x37;29/24	299/282	055/160/024/060	R:18/R:18+0:41x23	I: Qajaq (2/6/7;13;18;23;26)
Godthab XL	530x54;23	71x42;30/25	ca.300 till 316(?)	050/160/085 till 055/174/087(?)	0:41x23 / 0:42x30	D: Lettmann (1;13;18/21;30)
Iroise	485x58;18	67x41;26/24	300	050/175/075	R:18 / 0:41x23	F: Contre Courant (18;29)
Shore Line Sen.	483x58;20	67x40;27/22	300	050/175/075	R:23/R:18+0:41x23	F: Poly(2/6/9;13;15;18/19;26;28)
Pintail	523x56;24	57-80x40;29/22;TB	300	070/140/090	R:18/R:18+0:41x23	UK: VCP (2/6/9;14;18;23;26; 32;33)
Volume Class „Medium“ (M): 301–350 Litres.....						
Avel Dro	516x58;23	72x42;30/28	304	050/164/090	R:18 / 0:41x23	F: Plasmor (13;18;23)
Kentzal	499x58;22	69x37;28/27	304	072/174/058	R:18 / 0:41x23	F: Cayak (18)
Kitiwec (F)	537x56;25	63x42;25/23	305	050/170/085	R:18/R:18+0:41x23	F: Plasmor (2/6/7;14;18;23;26)
Ponant	516x58;18	65-84x39;28/20	305	051/164/090	R:18 / 0:41x23	F: JF-Kmer (1;13;15;18;23)
Sirius M	518x52;23	56-71x38;31/26;TB	305	055/150/100	R:24/R:20+0:44x25	UK: PH (2/6/9;14;16;18;23-26)
..... with rudder	514x52;30	56-71x38;31/26;TB	305	070/130/100	R:24 /R20+0:44x25	UK: PH (2;14;16;18;23-26)
Esquimau	513x54;22	60x40;33/29	305	060/155/090	R:18 / R:18	F: Feuillette (2;14;18;23)
Ulysee	504x62;20	77x42;??	305	060/165/080	??	F: Plasmor (?)
Inuk	550x50;25	52x42;30/21	ca.305	070/135(?) /100	R:18 / 0:41x23	UK/P: Kirton(2/3/9;14;18;23;26)
Orca (PS)	473x57;24	84x40;29/26	ca.310/258	036/121/101(?)	R:18 / 0:41x22	UK: Pyranha (3;9;19)
Meridian (UK)	512x56;22	73x38;27/26	ca.310	050/150/110	R:18 / R:18	UK: NSH (2/6;14;18)
Asiak	500x57;25	78x41;29/26	ca.310 till 358(?)	050/155/100 till 060/190/108(?)	40x24-17 /51x33-25	D: Lettmann (1;13;21;30)
Phylleas	460x60;20	60x44;29/26	310	056/196/058	R:18 / R:18	F: Cayac (18)
Nordkapp	545x52;24	57-76x?;30/26	310	070/140/100	R:18 / 0:41x23	UK: VCP(2/6/9;14;18;23;26;32)
Greenlander	537x53;24	Round;44;??	310	080/140/090	R: ? / R: ?+R: ?	GB: Denni (6/9;14;18;26;31;32)
Ysak (PE)	509x60;24	73x39;24/25	312	???	R:23/R:18+0:42x29	UK: Outdoor (18;26)
Capella (PE)	504x56;27	73x43;31/25;TB	315	055/170/090	22x20 / 34x33	UK: PH (2/6;14;18;23;30)
Capella (GFK)	518x56;24	70x40;33,5/26;TB	315	055/170/090	R:24/R:20+0:44x25	UK: PH (2/6/9;14;16;18;23-26)
Meridian (USA)	488x56;22	80x42;33/19	ca.315	061/152/102	R:18 / 0:41x23	USA: Dagger (2;18;23)
Seeker (PE)	488x60;27	86x46;33/19	315	038/144/133	??	USA: Dagger (2;19;30)
Apostle (PE)	518x60;32	81x43;26/25;TB	315	064/171/080	R:25/R:18+0:41x27	USA: Dagger (2;19;26;30)
Marathon S.S.	547x52;16	64x41;29/17	317	072/135/110	R:18 / R:18	F: Patrice (22)
Viking (I)	530x52;28	77x42;??	318	051/165/034+068	R:18/R:18+0:41x23	I: Qajaq (2/6/7;13;18;23;26)
Baikal	510x60;21	67x40;27/21	320	055/170/095	R:23/R:18+0:41x23	F: Poly(2/6/9;13;15;18/19;26)
Viking (FIN)	498x56;19	58-75x39;30/26	320	060/d160/100	R:24 / 0:42x30	FIN: Kajak-Sport (2/6;14;18)
Appel-Eski	500x64;21	83x45;33/24	320	060/160/100	R:18 / R:18	D: Diez (2/3;13;18+22)
Neptune	498x58;22	69x39;28/26	320	070/140/110	R:18 / 0:41x23	F: Feuillette (2;14;18;23)
Neptune Exped.	495x61;23	69x40;29/27,5	320	070/140/110	R:18 / 0:41x23	F: Mack (13;18)
Caribou S (US)	541x55;22	80x43;??	320	???	0:36x20 / 0:41x22	CDN: Current D. (2;19;31)
Sealution (PE)	502x56;26	74x39;32/33	ca.325	???	34x18-10/34x24-18	USA: Wilderness (2/9;19;30)
Eskimo Côtier	513x60;23	63x41;28/22	325	060/165/100	R:18 / 55x35-28	F: Patrice (19/22)
Polar	500x55;?	68x40;27/23;TB	ca.325	075/145/025+080	0:39x19-13 / R:20 + 0:49x28-21	UK: NSH (2/6/9;14;19;26;31)
Oland	530x55;23	75x40;27/25	ca.325	070/155/100	R:18 / 0:41x23	D: Pietsch (1;12;18;23)
Orion	518x61;24	73x40;30/26;TB	330	055/150/125	R:24/R:20+0:44x25	UK: PH (2/6/9;14;16;18;23-26)
Icefloe	508x61;24	58-73x40;32/28	330	055/150/125	R:24/R:20+0:44x25	UK: PH (2/6/9;14;16;18;23-26)
Skerray (PE)	514x58;25	55-70x40;32/24;ST	330	060/170/100	R:18/R:18+0:41x23	UK: VCP (6/9;14;18;26;30)
Skerray (GFK)	518x58;25	55-80x40;31/27;ST	330	060/170/100	R:18/R:18+0:41x23	UK: VCP (2/6/9;14;18;23;26; 32;33)
SolsticeGTS-low	540x56;24	74x41;31/23	ca.330	060/170/100	0:37x20 / 0:45x31	CDN: Current (2;19)
Silhouette	540x54;24	60x38;26/?	330	100/135/045+050	41x23/R:18+41x23	NL: Water (6/9;13;18;23;26;31)
Skua	550x52;25	57x47;??	330	???	R:18 / 0:43x25	E: Fun-Run (6;13;18;26)
VKN Svalbard	535x55;22	50-73x38;31/25	333	060/160/038+075	R:18/R:18+0:41x23	NL: KCB(2/6/9;11-15;18;23;26)

(01/00)

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Modell	Dimensions	Cockpit	Volume/Displacement		Hatches	Manufacturer
	LxW; Weight cm; kg ¹	LxW; Hfi/Hro cm ²	Total Litres ³	Fore/Mid/Aft Litres ⁴	Fore/Aft (LxW) cm ⁵	(Equipment) / = or
Volume Class „Medium“ (M) (continued)						
Outlander	488x59;7	73x39;30/25;TB	335	060/145/130	R:18 / 0:41x23	UK: PH (2/6/9;14;16;18;23-26)
Calypso	515x55;29	68x40;26/24	ca.335	060/175/100	40x19 / 50x28	UK: NSh (2/6/9;14;19;23;26)
Ocean	513x60;25	63x40;29/23	336	062/171/103	R:22 / 54x34-26	F: Patrice (6;14;19+22;25;27)
KSU Noctiluca	505x55;22	50-83x38;30/24	337	060/160/047+070	R:18/R:18+0:41x23	NL: KCB (2/6/9;11-15;18;23;26)
Catchiky C.H.	535x54;25	63x41;27/25	338	054/280/104	0:41x23 / 0:41x23	F: Plasmor (14;18)
Narval	515x55;22	67x40;27/25	340	055/180/105	R:23/R:18+0:41x23	F: Poly(2/6/9;13;15;18/19;26;28)
Mariner	515x55;21	61x37;28/25	340	055/180/105	R:18 / R:18	UK: NSh (2/6/9;14;18;23)
Squale	580x50;18	64x40;25/23	340	070/160/110	R:12 / R:18	F: Polyform (2/6/9;13;15;18/22)
Baidarka	514x52;25	58x39;??	340	080/150/110	R:18 / 0:41x23	UK: PH (2/6/9;14;18;23;26)
Magellan (PE)	503x57;30	82x41;29/23;TB	340	064/196/080	R:24,5 / 0:41x27	USA: Dagger (2;19;23;30)
Atlantis (PE)	523x59;32	66x48;37/23	ca.340 (?)	064/196(?)080	R:24,5 / 0:41x27	USA: Dagger (4;19;30)
Point 65°N	525x57;23	75x40;??	340	???	R:18/R:18+0:41x23	S: Point (3/6/9;18;26)
Horizon 3	495x60;25	????	340	???	0:?? / 0:?? / 0:??	UK: AAD (2;19;26;32b)
Surviver	520x55;24	55x40;??	ca.340 (?)	???	R:18/R:18+0:41x23	NL: Bloem (1/6;14;18;23;26)
Cormoran	540x56;23	62x51;??	340	???	0:43x25 / 0:43x25	E: Fun-Run (6;13;18;23;26)
Looksha IV(PE)	520x57;27	79x45;28/29;TB	345	055/185/105	0:30x20 / 0:37x26	CDN: Necky (2;19;30;31)
Sealion (PE)	500x57;28	82x41;32/26;TB	ca.345	057/169/080 (?)	R:23 / 0:44x26	USA: Perception (3;18)
Sirius L	518x52;24	72x41;35/29;TB	345	060/180/105	R:24/R:20+0:44x25	UK: PH (2/6/9;14;16;18;23-26)
Nisee	543x53;26	70x42;34/28	345	080/165/100	R:18 / 0:41x23	D: Diez (9;13;18;31)
Anadyr	530x55;24	69x42;??	ca.346	???	??	I: Janautica (9;22)
Hanseat	525x58;20	71x43;31/27	347	057/195/095	0:41x23 / 0:42x30 or: 42x23-16 / R:20 / 42x23-16	D: Lettmann (1;13;18 or 21; 26;30)
Gulfstream	518x59;24	73x39;??	347	???	R:24/R:20+0:42x28	CDN: Current D. (6;18;26)
Umiak	560x48;19	62x38;31/25	350	special design	special design	D: Meier (4;13;18;30)
Barzol	540x54;20	63x36;27/24	350	060/190/100	R:18/R:18+0:41x23	F: Plasmor (18)
Esploara	530x52;23	86x40;28/26	350	060/200/090	R:18 / 0:41x23	D: Francesconi (2;18;23)
Kontiki Sen(PE)	515x59;24	83x42;31/26	350	064/180/098	R:24 / R:24	F: Rotomod (18;30)
Skyros	530x58;23	67x40;27/22	350	065/175/110	R:23/R:18+0:41x23	F: Poly(2/6/9;13;15;18/19;26;28)
Nordkapp Yubi.	550x54;25	55-80x40;32/25;ST	350	085/160/105	R:18/R:18+0:41x23	UK: VCP (2/6/9;14;18;23;26; 32;33)
Drakken	540x56;25	83x46;??	350	???	0:43x25 / R:20 + 0:43x25	E: Fun-Run (6;13;18;23;26)
Volume Class „Large“ (L): 351-400 Litres						
Romany	489x54;24	82x39;32/23;TB	353	087/170/096	R:24 / R:18+R:24	UK: Dennis (2/6/9;14;18;23;26)
Looksha S (PE)	438(!)x58;25	79x44;28/28;TB	355	050/195/110	0:28x20 / 0:35x25	CDN: Necky-(2;19;30;31)
Kialivac	560x53;25	68x42;28/22	355	065/190/100	R:18 / 0:41x23	F: Plasmor (18)
Nordstern	550x57;26	78x41;29/25	ca.360 till 414(?)	060/177/120 till 069/210/135	40x24-17/51x33-25	D: Lettmann (1;13;21;30)
Ijji MH	560x57;24	62x40;28/24	360	065/180/115	39x20/R:18+41x23	F: Poly (6/9;15;18/19;26;28)
Super-Malik	520x58;22	98x40;33/28	360	075/165/120	0:35x21 / 0:35x21	S: Clifford (3/6;14)
Habel III	530x60;30	75x40;29/27	ca.360	080/160/120	42x20-14/40x26-21	D: Pietsch (1;12;20;23;24)
Vyneck	545x51;24	57x83;??	360	110/140/050+060	41x23/R:18+41x23	NL: Water (2/6;13;18;23;26;31)
Extreme (low)	573x53;22	74x41;??	360	???	0:37x20 / 0:41x22	CDN: Current D. (2;19)
Arctic	525x58;26	78x41;30/26	ca.361 till 420(?)	052/194/115 till 065/220/135(?)	40x24-17/51x33-25	D: Lettmann (1;13;21;30)
KSU Heliaster	535x55;22	83x45;29/22	363	073/160/045+085	R:18/R:18+0:41x23	NL: KCB(2/6/9;11-15;18;23;26)
Sea Tour (PE)	480x63;26	89x40;29/28;TB	364	072/180/112	0:44x26 / 0:42x30	D: Lettmann (1;13;18;30)
Chinook (PE)	488x61;25	80x43;??;TB	367/295 (?)	047/148/100	R:14 / 45x35	USA: Perception(3/9;19+22;30)
Caribou	533x60;24	78x42;32/28	370	060/200/080 (?)	R:23 / R:23	S: Aquanova (8/9;12;15;18)
Caribou IC	533x60;24	78x42;32/28	370	ca.080/120/ca.110	R:23 / R:23	S: Aquanova (8/9;10;12;15;18)
Tümmler	548x52;22	70x40;31/26	370	062/192/116	44x15 / 44x25	D: Claub (6;13;17;19)
Yukon E	505x55;22	83x45;31/26	370	065/190/115	30x21-17 / 38x32-26	D: Prijon (2;13;19;31)
Kyook (PE)	457x62;26	80x44;31/31	370	055/205/110	0:27x18 / 0:36x26	CDN: Necky (2;19;30)
Narpa (PE)	503x60;27	79x43;30/31;TB	375	060/195/120	0:27x16 / 0:37x26	CDN: Necky (2;19;30)
Buccaneer	530x55;22	65x39;28/24;TB	ca.375	090/170/115	40x19 / 50x28	UK: NS-2/6/9;14;18/19;23;26;31
Legend	543x53;25	57x38;26/22	375	115/150/050/060	41x23/R:18+41x23	NL: Water (6/9;13;18;23;26;31)
Eclipse (PE)	521x57;31	82x43;28x24;TB	ca.375	???	0:?? / 0:??	USA: Perception (2;19;30)
Squall (PE)	500x56;28	75x41;??	375	???	0:32x20 / 0:45x32	CDN: Current D. (2;19;30)
Seayak (PE)	485x58.5;30	73x38;30/27;TB	380/355 (?)	042/228(?)110	44x22-14 / 44x30	D: Prijon (2;13;19;30;31)
Baidji GH	560x57;24	73x41;30/27	380	070/190/120	39x20/R:18+41x23	F: Poly (6/9;13;15;18/19;26;28)
Kreta	550x64;23	82x45;31/30	380	080/180/120	R:18 / 0:41x23	D: Diez (2/3;13;18+21)

(01/00)

For corrections contact: J.Ramwell (UK), U.Beier (Germany), Chr.Gabard (France) or S.Cadoni (Italy)

Modell	Dimensions	Cockpit LxW;Hfi/Hro cm ²	Volume/Displacement		Hatches Fore/Aft (LxW) cm ⁵	Manufacturer (Equipment) / = or
	LxW;Weight cm;kg ¹		Total Litres ³	Fore/Mid/Aft Litres ⁴		
Volume Class „Large“ (L): 351-400 Litres (continued)						
Romany Expl.	538x55;24	82x39;??;TB	380	105/160/115	R:24 / R:18+R:24	UK: Dennis (2/6/9;14;18;23;26)
Fighter	500x59;22	73-87x41;??	385	085/170/130	R:18 / 0.41x23	S: Clifford (3;14;18)
SolsticeGTShigh	540x56;25	74x41;??	385	???	0:37x20 / 0:45x31	CDN: Current D. (2;19)
Artisan 2000	556x56;23	55-75x41;32/29	390/343 (?)	070/205/115	R:24 / 0:42x30	FIN: Kajak-Sport (1/6;14;18;32ab)
Amrum	550x55;24	75x40;33/32	390	100/165/125	39x18 / 36x26	D: Pietsch (1;12;20;23)
Looksha II	610x51;21	75x41;31/29;TB	ca.392	???	30x19-23/37x26-22	CDN: Necky (2;19;30;31)
Touring E1	502x61;25	83x42;32/25	395	053/194/131	R:20 / 0:42x30	D: Helmi (2;18;23;25;30)
Zoar (PE)	490x62;27	80x45;??	395	060/215/120	??	CDN: Necky (2;19;31)
Storm (PE)	518x61;29	83x45;34/26	395	065/220/110	0:32x20 / 0:45x31	CDN: Current D. (2;19;30)
Belouga 1	509x68;28	83x44;26/21	395	075/200/120	R:18 / 0:41x23	F: Plasmor (14;18)
Skerray XL	538x61;25	69x41;??;ST	395	075/200/120	0:41x23 / 0:41x23	UK: VCP(2/6/9;14;18;23;32;33)
Måsen	530x60;24	96x42;37/31	395	100/150/145	33x25 / 54x32	S: Clifford (3;19)
Seagull	530x60;23	96x42;??	395	100/145/150	33x25 / 54x32	FIN: Kajak-Sport (2/6;14;18)
Avalon Vivian.	581x55;24	86x46;??	400	090/195/115	0:41x23 / 0:42x30	FIN: Kajak-Sport (2/6;14;18)
Extreme (high)	573x53;22	74x41;??	400	???	0:37x20 / 0:41x22	CDN: Current D. (2;19)
Solstice GT-low	540x62;25	79x41;??	400	???	0:37x20 / 0:45x31	CDN: Current D. (2;19)
Volume Class: „Extra-Large“ (XL): over 400 Liter						
→ typical attributes: higher windage / drier ride / wider cockpit						
→ fitness: larger storage and weight carrying capacity / good for a tour lasting several weeks / ideal for a heavier/larger kayaker						
Nordnes SK	525x58;?	(large) ????	ca.400 (?)	095/-?-/135	??	N: Nordnes (3;19)
Hasle Ex (PES)	520x60;24	79x40;30/28	401	069/221/111	R:26 / R:26	N: Hasle (4/9;13;22;30)
Sealion (PE)	523x57;27	83x43;30/26;TB	ca.405 (?)	057/169/080 (?)	34x21-10 / 44x30-20	UK: Perception (3;19;30)
Calypso Mono	475x61;24	68x41;29/26	405	075/200/130	40x28 / R:18+50x30	F: Polyf. (2;13;15;18/19;26;28)
Seagull Offshor.	530x60;23	96x42;??	410	100/150/160	33x25 / 52x32	S: VKV (8;19)
Habel II	528x60;32	76x40;32/30	410	100/160/150	42x20-14 / 40x26-21	D: Pietsch (1;12;20;23;24)
Aquilla	575x57;25	76x42;33/26;TB	420	090/180/150	0:41x23 / 0:41x23	UK: VCP (2/6/9;14;18;23;26)
Nomad (PE)	508x58;29,5	142x61;33/32	420	100/200/120	22x42 / 29x50	F: Plastimo (2;19;30)
Express	500x56;21	75x40;34/31	ca.420	special design	special design	D: Meier (2;13;18/20;27;30)
Fuchs	510x66;20	86x48;34/34	420	???	R:15 / R:22	PL: Hanord (9;22)
Seagull Ocean	530x63;25	96x45;??	430	060/210/160	25x33 / 53x35	S: VKV (8;19)
Thema	550x57;26	83x42;??	430	ca.070/220/140	??	D: KSK (5;13;18)
Expedition	573x57;25	74x41;??	448	???	0:37x22 / 0:46x31	CDN: Current D. (2;19)
Seelöwe	520x60;21	83x40;34/31	450	090/180/180	special design	D: Meier (2;13;18/20;30)
Explorer	500x65;27	92x47;32/28	451	098/195/158	0:44x26 / 0:42x30	D: Lettmann (1;13;18;30)
Solstice GT-high	540x62;25	79x41;??	452	???	0:37x20 / 0:45x31	CDN: Current D. (2;19)
Garkast HK-1	580x55;25	58x39;??	ca.460 (?)	135(-?-/155	R:24 / R:15(?) + R:24	S: Svärdsklöva (6;18+22;26)
Muktuk	520x60;21	75x40;30/28	469	special design	special design	D: Meier (2;13;18/20;27;30)
Sitka	538x55;25	79x41;34/27;TB	ca.475	121/195(?) / 159	41x23/R:18+41x23	USA: Dagger (4;18;23;26)
C-Trek	566x59;29	81x42;28/25	490	130/190/60+110	41x23/R:18+41x23	UK: Kirton (2/6;14;18;23;26)
VKN Skarabe	560x59;24	59-77x42;31/26	568	146/207/65+150	R:24 / R:18+R:24	NL: KCB(2/6/9;11-15;18;23;26)
Sea kayaks with incomplete data (The manufacturers are not able or willing to give more exakt informations about the data of their kayaks!)						
Eskia	497x61;25	70x38;??	?	???	R:?? / R:??	D: Bavaria (3/9;13;22)
Eski Robbe	525x62;17	77x41;34/27	?	???	R:18 / 0.41x23	D: Neumann (4;18)
Kodiak	520x61,28	90x44;26/31	?	???	0:56x23 / 0:53x34	D: Prijon (2;19)
Shark	446(!)x56;19	84x42;??	?	???	R:18 / 0:41x23	E: Omei (2/9;14;18)
Inuit	510x57;21	64x41;??	?	???	R:18 / 0:41x23	E: Omei (6/9;14;18)
Mini Esquimau	445x53;18	?	?	-??	- / R:18	F: Mack (18) (for children)
Hoedic 2000	515x60;20	69x40;26,5/40	?	???	R:18 / 0:41x23	F: Mack (6;13;18)
Ulysee (PE)	480x60;25	75x41;??	?	???	??	F: Plasmor
Alto	518x51;?	???	?	???	??	F: Polyform (3)
Skybou	502x58;20	66x45;??	?	???	R:18 / 0:41x23	F: Quest (13;18;23)
Svalbard	525x56;35	???	?	???	R:18 / ?	N: Fritid (3;14;18+19)
Echo	488x54;26	???	?	???	0:??/R:??+0:??	NL: Watermark(6;13;18;23;26)
Shadow	545x58;?	???	?	???	41x23/R:18+41x23	NL: Watermark (14;18;26)
Fire	530x54;23	???	?	???	R:18 / 0:41x23	NL: Nova (6/9;14;18;23)
Flame	575x54;?	???	?	???	R:18/R:18+0:41x23	NL: Nova (6/9;12;18;23;26)
Azores	490x58;?	97x43;31/25	?	???	38x23-14;?	P: Nelo (2;19)
Amassalik	500x58;?	42x67;30/25	?	???	R:24 / 0:42x30	P: Nelo (2;18)
(01/00)	For corrections contact: J.Ramwell (UK), U.Beier (Germany), Chr.Gabard (France) or S.Cadoni (Italy)					

Modell	Dimensions LxW;Weight cm;kg ¹	Cockpit LxW;Hfi/Hro cm ²	Volume/Displacement		Hatches ForeAft (LxW) cm ³	Manufacturer (Equipment) / = or
			Total Litres ³	Fore/Mid/Aft Litres ⁴		
Sea kayaks with incomplete data (continued)						
Diamante Blaze	430(1)x57,20	75x40;27/22;TB	?	???	R:18 / 0: 42x23	UK: Mega (2/6,13,18)
Seasure	532x56;22	????	?	???	?	UK: Mega
Huntsman	510x57;25	????	?	???	??	UK: McNulty
Kodiak	510x57;25	????	?	???	??	UK: McNulty
Svalbard	525x56;25	????	?	???	??	UK: McNulty
Alaskan	548x59;34	????	?	???	??	UK: McNulty
Islander	480x54	????	?	???	???	UK: PH (6;14;18;23;26;)
Spitzbergen	580x52;25	85x40;32/30	?	???	R:18 / 0:41x23	UK: PH (3;13;18)
Millenium 174 (PES)	527x57;27,5	86x43;??	?	???	??	USA: Old Town (2;19;30)
Millenium 160 (PES)	486x55;25,5	86x43;??	?	???	??	USA: Old Town (2;19;30)
Carolina (PE)	450x75;28	81x45;??	?	???	R: ? / R: ?	USA: Perception (2;18)
Baja (PE)	469x57;23	????	?	???	R: ?/0: ?	USA: Perception (4;18)
Viscaya (PE)	495x60;26	????	?	????	0: ?/R: ?+0: ?	USA: Perception (2;18;26)
Eclipse (PE)	523x57;29	????;TB	?	???	0: ? / 0: ?	USA: Perception (2;18)
SealutionXS/PE	442(1)x59;25	76x38;??;TB	?	???	0:39x23 / 0:48x33	USA: Wilderness (2/9;19;30)
Sealution (PE)	500x56;26	76x40;??;TB	?	???	0:36x19 / 42x25-21	USA: Wilderness (2/9;19;30)
SealutionXL/PE	520x60;27	78x45;??;TB	?	???	0:30x25 / 40x32-28	USA: Wilderness (2/9;19;30)
(11/99)	For corrections contact: J.Ramwell (UK), U.Beier (Germany), Chr.Gabard (France) or S.Cadoni (Italy)					

Manufacturer/Importer.....	
AAD (UK)	Andrew Ainsworth Designs Ltd. - 76 The Green, Twickenham, Middx TW2 5AG (UK)
Aquanova-Kajakers AB (S)	Torslanda (Sweden)
Bavaria - Boote (D)	H.Bösch - Gewerbegebiet 12, 83093 Bad Endorf (Germany)
Bloem - Kanocentrum (NL)	Arend Bloem - Bowlvej 1; 1531 MD Wormer (The Netherlands)
Cayac (F)	La Centrale du Kayak - 2, rue Michelet, 94700 Maisons Alfort (France)
Clauss GmbH (D)	Manfred Clauss - Marienstr. 10, 67063 Ludwigshafen (Germany)
Clifford, Lars (S)	Kajak & Kanadensare - Fornminnesvägen 7 B, 26731 Jonstorp (Sweden)
Contre-Courant (F)	c/o Jean-Pascal Le Han - 76, Boulevard Jules Verne, 44300 Nantes (France)
Current-Design (CDN)	10124 McDonald Park Road, Sidney, B.C. V8L 5X8 (Canada) <www.cdkayak.com> → Import: Wavecrest J.Rostock, Danziger Str. 20, 10435 Berlin (Germany) → Dealer: Helmi-Sport - Eilvese an der B6, 31535 Neustadt a. Rübenge (Germany) <www.helmi-sport.de>
Dagger (USA)	Dagger (USA) - www.dagger.com → Import: Mobile Adventure - Bridge Works, Knighton Fields Rd. West, Leicesters LE2 6LG (UK)
Dennis-Kayaks Ltd. (UK)	c/o ASSC - Porthdafarch Road, Holyhead, Gwynedd, N.Wales, LL65 2LP (UK)
Diez - Bootswerkstätte (D)	Koblener Str. 13, 65582 Diez/Lahn (Germany)
Feathercrafts-Products (CDN)	1244 Cartwright Street, Vancouver, British Columbia, V6H 3R8 (Canada)
Feuillette (F)	Base de Beaulieu - 1, rue Franche l'Etang, 45630 Beaulieu sur Loire (France)
Fresconi-Canoe (D)	Kanu-Outdoor, Schöneberger Str.1, 37085 Göttingen (Germany)
Fritid, E. (N)	Mjøndalen (Norway)
Fun-Run (E)	Canos y Kayaks - Apartado 298, 09400 Aranda de Duero - Burgos (Spain) / eMail: fun_run@teleline.es
Hanord (PL)	Hanord (Garenja Boote), ul. Benzynowa, 80-158 Gdansk (Poland)
Hasle, Arne AS (N)	Vestre Ringvej 1, 1800 Askim (Norway)
Helmi-Sport (D)	Eilvese an der B6, 31535 Neustadt a. Rübenge (Germany) <www.helmi-sport.de>
Inuit - Kanusport (NL)	Suidwal 9, 4341 CG Arnemuiden (The Netherlands)
Janautica-Tekno-Sport (I)	21, via del Commercio, 20040 Befusco (Italy)
JF-Kayak-Mer (F)	J.-F. Jehl - 2, rue du Château, 30420 Calvisson (France)
Kajak-Sport OY (FIN)	Matti Valonen - Tohkantie 6, 27100 Eurajoki (Finlandia)
KCB - Kanocentrum (NL)	de Biesbosch / J.v.Fluis - Calandstraat 26, 4251 NZ Werkendam (The Netherlands)
Kirton-Kayaks Ltd. (UK)	Marsh Lane, Crediton, Devon, EX17 1ES (UK)
Klepper - Faltbootwerft (D)	H.S.Walther GmbH - Klepperstr. 18, 83026 Rosenheim (Germany)
KSK - kanu-sport (D)	Klein-Impelmann - Weseler str. 12, 46519 Alpen (Germany)
Lettmann-Sport GmbH (D)	Franz-Haniel-Str. 53, 47443 Moers (Germany)
Mack	25, avenue des Peupliers, 35520 Cesson Sévigné (France) - www.mack-kayak.com
M.A.R. Kayaks / Nelo (P)	Travessa da Arribel, Pavilhao 5, Mosterior, 4480 Vila do Conde (Portugal)
McNulty (UK)	Corstorphine Town, Commercial Road, South Shields, Tyne & Wear, NE33 1RZ (UK)
Mega Sports (UK)	(UK)
Meier (D)	Paddel-Meier - Heinrich-Osterath-Str. 256, 21037 Hamburg (Germany)
(01/00)	For corrections contact: J.Ramwell (UK), U.Beier (Germany), Chr.Gabard (France) or S.Cadoni (Italy)

Manufacturer/Importer (continued)	
Nautiraid (F)	Z.I., 53480 Vaiges (France)
Necky-Kayaks (CDN)	110 Riverside Road, Abboatsford, B.C. V2S 7P1 (Canada) → Import: KAGO Elements - Achtern Barg 1, 22885 Barsbüttel (Germany) <www.kago-elements.de>
Neumann, Willy (D)	Kelsterbacher Str. 76, 65479 Raunheim (Germany)
Nordnes - Batsport (N)	5000 Bergen (Norway)
NSh (UK)	North Shore - Tanton Hall Farm, Stokesley, Middlesbrough, Cleveland TS9 5JT (UK)
Nova - Werft (NL)	Factory 10B, 16589 AL Zwaag (The Netherlands)
Omei - Canoas & Kayaks (E)	C/Sagasti, 30 - 20100 Lezo / Guipúzcoa (Spain)
Outdoor Leisure Supplies (UK)	Unit 5, Lôn Parcwr Ind. Estate, Ruthin, Denbighshire LL15 1NJ (UK)
Patrice (F)	5, rue de Orangers, Port de Plaisance, 64700 Hendaye (France)
Perception (USA)	Perception (USA) - ww.kayaker.com → Import: Perception Kayaks , Bellbrook Business Park, Uckfield, East Sussex, TN22 1QU, England (UK)
P&H Manufacturer Ltd. (UK)	Station Road, West Hallam, Derbys DE7 6HB (UK) <www.phcompany.co.uk>
Pietsch & Hansen (D)	Dorfstrasse 5a, 25852 Büttjebüll (Germany) <http://home.t-online.de/home/PH-Sportboote>
Plasmor (F)	Z.A.St. Léonard Nord, 56450 Theix (France)
Plastimo (F)	Plastimo S.A. - 15 rue Ingénieur Verrière, 56100 Lorient (France) - E-mail: plastimo.france@eurobretagne.fr → Import: Plastimo UK Ltd , School Lane, Chandlers Ford Industrial Estate, Eastleigh, Hants S053 4DG (UK) E-mail: sales@plastimo.co.uk
Point 65°N (S)	Styrmanng 23, Box 24088, 10450 Stockholm (Sweden) <www.point65.se> → Import: 6 rue Monsigny, 75002 Paris (France)
Polyform (F)	Z.A. La Mongervalaise, 2 - 35520 La Mézière (France)
Pouch-Boote GmbH (D)	Bitterfelder Str. 24, 06774 Pouch (Germany)
Prijon-Vertrieb GmbH (D)	Innlände, 83022 Rosenheim (Germany)
Pyranha-Mouldings Ltd (UK)	Marina Village, Prestion Brook, Runcorn, Cheshire WA7 3DW (UK) <www.pyranha.com>
Qajak-Sea Kayaks (I)	Resinetro - Via de Nobili 16, 60010 Brugnetto (AN) (Italy)
Old Town (USA)	E-mail: feedback@otcanoe.attmail.com
Quest-Composites (F)	Paas du Moustoir, BP 216, 56402 Auray / Crach (France)
Rotomond (F)	Z.I. Jean Malèz, 47240 Bon Encontre (France)
Svärdsklova (S)	Nyköpings Kanotcenter, S-61193 Nyköping (Sweden)
VCP (UK)	Valley-Canoe-Products Ltd. - Private Road 4, Colwick, Nottingham NG4 2JT (UK)
VKV (S)	AB Vituddens Kanotvarv - Kanotvägen 2, 59338 Västervik (Sweden)
Weiterer, Udo (D)	Kreuzstr. 9, 28203 Bremen (Germany)
Watermark (NL)	J. van Leeuwen - Kuipersweg 13, 4338 PH Middelburg (The Netherlands). There are rumours, that Watermark will no longer produces sea kayaks.(?)
Wilderness-Systems (USA)	1110 Surret Drive, High Point, NC 27260 (USA) <www.wildsys.com> → Import: Bavaria Boote - H.Bösch, Gewerbegebiet 12, 83093 Bad Endorf. (Germany)
(01/00)	For corrections contact: J.Ramwell (UK), U.Beier (Germany), Chr.Gabard (France) or S.Cadoni (Italy)

J Ramwell

From: "John Chamberlin" <JohnSea@btinternet.com>
To: "John Ramwell" <JRamwell@provider.co.uk>
Sent: 17 February 2000 12:59
Subject: Ric - 'Conclusion' article?

A Mystery Trip

Part 3 - Conclusion?

An investigation into '**The First Person to Paddle Solo from John O'Groats to Land's End by Sea Kayak**', by 'Sir Richard Van Freeman, FRGS'

John E. Chamberlin

My investigation into this trip began in late 1998, following a throw-away comment(*) by Ric Freeman at the Midland Canoe Club AGM. Since then, John Ramwell and I have sought to establish the truth about Ric Freeman's claim to the 'record' of having been '**The First Person to Paddle Solo from John O'Groats to Land's End by Sea Kayak**'. We have published two articles in this ISKA magazine, 'Ocean Kayaker' (July and September 1999), and in this third one I intend to summarise the evidence and close the subject.

The issue has always centred on integrity, primarily that of our sport - sea kayaking - and how it was affected or possibly compromised by Ric Freeman's claim. Through the second half of 1999 and the early part of this year we have made many attempts to engage Ric in sensible dialogue about his claim to the 'record' of his John O'Groats to Land's End kayak trip, but with little constructive progress. It has been left, therefore, to investigation, and sometimes conjecture, to form an overall view of the credibility of his claim - a 'balance of probabilities'.

It is important to do this, I believe, for the reasons already stated in previous issues, but it is also to do with a 'record' being available for the first person to legitimately claim it; whether that be the ascent of Everest (still in doubt!), the number of pickled eggs consumed at one sitting, or a John O'Groats to Land's End trip (walk, pogo-stick, one-wheeled bike, or sea kayak). I believe the latter is still up for grabs, and I'll say why.

Whilst John Ramwell is a co-signatory to this article, it is only fair to state that the bulk of the *research* has been mine. If anyone wishes to challenge any aspect of it, or seek evidence or clarification, it may be done through Ocean Kayaker, via John Ramwell.

What follows is of necessity a precis of the available 'evidence' but before continuing I will point out that not all of it is directly related to the claimed 'record' trip. However, it

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is all related to Ric Freeman and his 'solo round Britain' excursion that began in March 1998, and therefore I suggest is relevant to his overall integrity. On that, I also suggest, we can base his credibility:

1. On Ric Freeman's 'business card' (circa 1997) he is styled, 'Sir Richard Freeman'. I have found no evidence yet to support his claim to a Knighthood and/or Baronetcy. He has always 'refused' to answer this.

2. In a number of articles and other documents Ric uses the suffix 'FRGS' (Fellow of the Royal Geographic Society'. It has been confirmed that Ric was never a 'Fellow' of the RGS.

3. Ric's comment (*) at the 1998 MCC AGM - that he was accompanied round Land's End by the RNLI, but that it was 'too rough' for them to take any photographs - has been categorically refuted by the RNLI's local (Sennen) Hon. Sec., who said that, '... this lifeboat station had no contact with Mr Freeman or his kayak ...'.

4. The Dorset 'accident' (day 2 of his 'circumnavigation') was supposed to have incurred, 'kit losses ... in excess off £1,000', reimbursed by N. W. Brown of Cambridge. I am seriously sceptical as to why these 'losses' were never mentioned in the reports on that stage of his trip, and I am defeated by the logic of how it may have happened at all. Ric states he did 're-insure' those items with N. W. Brown. I believe he didn't.

5. We have made a more than reasonable number of attempts to see Ric's 'Log' - which he states has some '75,000+ words' - but without success.

6. There are discrepancies between Ric's published accounts and the Land's End and John O'Groats 'End-to-End Club's' application form ('No. 503') concerning Ric's 'start' and 'finish' dates. His articles state he started on '23 July' and finished on '14 September' (1998), whereas the application form (in Ric's own hand) states '22 July' and '12 September', respectively. I also have a hand-written postcard from Land's End, postmarked '14 September', but with the boldly hand-written date, '12 /9/98'. Whilst this may be just 'trivia', I believe this sort of detail is fundamental to credibility and should not be wrong.

7. The 'overheard conversation' (in three of Ric's articles) between the ferry 'Sea Princess' and the Dover Port Authority never took place. Ric says he 'made this up', it was 'poetic licence'. I say that's not good enough, he just lied.

8. Ric says his actual 'rate of daily paddling' (on the days he paddled) was '25.75 miles'. I make it '31' - minimum! - from information Ric has supplied. This gives Ric the benefit of the doubt in many instances; for example, it excludes the '5' (or '7?') 'days out' at Plymouth, which would then make it '35 miles per day', etc. Remember, on top of this he was having to 'shunt' his 'van' each day!

9. He said he did not take any 'charts', instead he used a 'road map', but, like the 'log', has never let us see it.

10. Ric claimed 'sponsorship' money from his kayak 'sponsor', when he had not completed the trip - ie the '**1st Officially Registered Unsupported Solo Circumnavigation of the British Isles by sea-kayak**' - for which he (claims he) had gained that sponsorship. This claim was for '£999.49', but he later claimed that this had (directly cost (him) £1,500!'. Why?

11. He has repeatedly claimed 'Guinness Book of Records', as though he already is (or is to be) in it. However, the truth is that he's on their 'database', for possible future consideration. Look in the next edition?

12. I looked at the 'Titchmarsh' day(s) in some detail, picked randomly, but also because I had the HMCg ('THCG') log extracts. Billed (in *Canoeist*) as the 'Toughest part' - 'Orford Ness' to the 'Thames Estuary'; the day was actually from Dunwich to Jaywick (3 miles south of Clacton; some 44 miles?) - my main query related to how his 'van' became to be at Titchmarsh Marina at '1529' (THCG log)? Peeling back the layers on that day alone raised a number of questions. We asked just one (No. 20) in the July 1999 Ocean Kayaker. Ric's answer missed the point and just took the piss.

However, the THCG log entry shows no paddling towards Southend-on-Sea until 19 August, so the whole of the 44 miles(?) from Dunwich to Jaywick was completed on the 18th of August, according to those entries - and that includes, presumably, all the returns for the van and the driving. Whichever way you look at it, it was a long day.
Log?

I think some of Ric's other 'bounce paddles' would also stand greater scrutiny - eg the Wash, and back, then the drive round; that's a 30+ miles paddle, plus a 70(-ish?)-mile drive, plus another '11' - '16' miles paddling to maintain the daily average? Again, a sight of the 'log' could possibly have sorted this.

13. I think the five articles in *Canoeist* - Oct. '98 to Feb. '99, inc. - make interesting reading. If you can't recall them, dig out the five mag's and see what you think? For example, the second of those - 'Part 2, Taking Stock', November edition - had a copy date of 20 September, about a week after Ric had made his decision *not* to continue his '**1st Officially Registered Unsupported Solo Circumnavigation of the British Isles by sea-kayak**', yet this and the next three reports were still submitted under the title, '**Solo round the British Isles**'. Reasonable, or not?

Conclusion

My overall view is that Ric Freeman most probably did paddle much of the mileage between John O'Groats and Land's End, some time between 22 July and 14 September, 1998, but not all of it. He should be given credit for what he did. My doubts on the rest are based on that 'balance of probabilities', taking into account all those issues mentioned above, and many more. I have hard evidence for every item raised.

I believe that Ric Freeman has falsely claimed his 'record' to be '**The First Person to**

Paddle Solo from John O'Groats to Land's End by Sea Kayak', and that by doing so has brought the sport of sea kayaking into disrepute. I believe also therefore that this 'record' is still available - although 'Guinness World Records' will still hold Ric's registered claim - and that anyone wishing to do this trip ('solo') should then submit their claim to Guinness, citing this documentation as evidence.

Unless we (John Ramwell or myself) receive further correspondence on this subject - from Ric Freeman or anyone else - the matter is now deemed closed. Thank you.

Tel. 01270 841346 (home).

WIGGO COTTAGE,
135, Main Rd.,
Wybunbury,
Nantwich,
Cheshire,
CW5 7LR.

10.02.2000.

Dear *John,*

You may have been wondering what has happened to that old fool who goes paddling the Severn for the RNLI, well, here he is. I've decided on a more appropriate venue this year if my courage does not fail me and weather and tide permit. This year it will be the Menai Challenge. I plan to paddle the straits from near Puffin Island at the North end to the South channel, perhaps even on to Newborough, depending on conditions. I am not sure yet how long it will take because I have not enjoyed a practice run of the course for several years but I reckon the 19 to 22 miles should take about 4 hours if I don't make a pig's ear of the tides.

If anyone would like to sponsor me I shall be grateful. Money could be sent directly to the RNLI, NW Region, 18, Half Edge Lane, Eccles, Manchester, M30 9GJ or myself, 'honest doc Schur' (ask the RNLI if you doubt my integrity. I may be a boatman but I have nothing to do with Ships). Company on the jaunt would be much appreciated but I am used to ~~long~~ paddling if there is no-one out there, 'person' enough to take the challenge and make a race of it! I plan to run the gauntlet on 29th or 30th April when I have consulted the tide tables.

Yours sincerely,



(Dr. PAUL SCHUR)

Circumnavigation of Jura and tour of neighbouring islands

30 May 1999- 5 June
1999.

Simon Phipps

The North-West Sea Kayaker's annual tour began at 10.05am on Sunday 30 May 1999 when the group of eight left Arduaine camp site, south of Oban, in sunny, calm conditions. The broad aim of the trip was to spend about a week circumnavigating Jura, camping from the kayaks.

The first day we passed through Grey Dogs, the narrow strait between Scarba and Lunga, which, despite a reputation, had only a few minor standing waves. In the afternoon we explored the Garvellachs, a chain of uninhabited outlying skerries and spent our first night camping amongst the remains of a ruined monastery with even older beehive huts. The setting, the evening light and the panoramic views towards Scarba and Jura were magical.

Second day took us to the Gulf of Corryvreckan, a stretch of water about a mile wide, between Scarba and Jura with a fearsome reputation. I assured Ian in advance that I wouldn't do any bird watching and Adrian promised not to stand up in his kayak during the crossing. In the event, conditions were so calm that we both broke our promises. On the return, towards the end of the trip, conditions were similar and I was both impressed with Ian's timing in getting the group to Corryvreckan at the safest times and disappointed that there were no rough water or whirlpools to negotiate.

In the next two days we paddled down the west coast of Jura to Loch Tarbert, crossed the Sound of Islay before making the six mile crossing to Colonsay. Conditions were calm and there were several porpoises and plenty of sea birds to

watch, Ian claimed to see a Minke Whale when my back was turned. Throughout the tour the wildlife was never far away.

Wild goats roamed Colonsay and Jura and several members of the group saw Otters. Less welcome were the midges which plagued us whenever the wind dropped. The highlight for me was a pair of highly vocal Great Northern Divers off Islay. Their call is likened to manic laughter and I thought it was one of the group at first

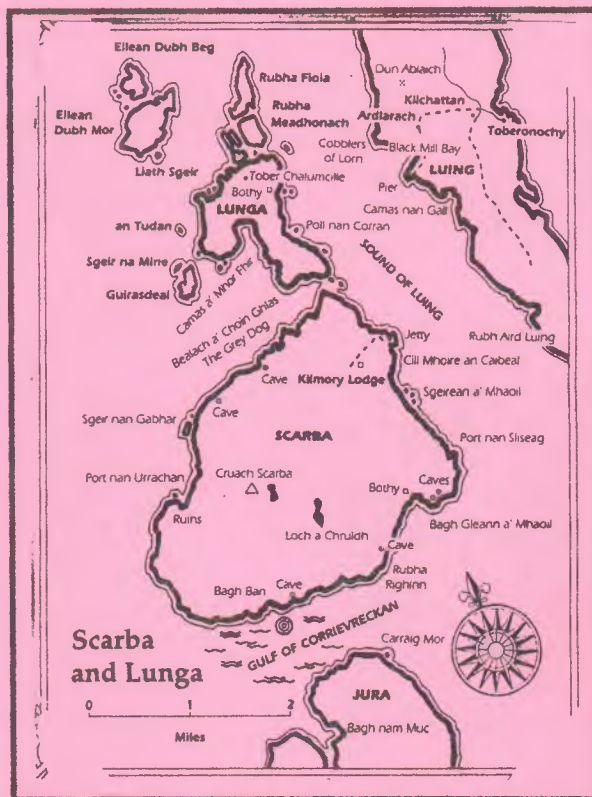
Colonsay turned out to be a civilised place with a hotel and tea shop. Most of the group succumbed to the lure of these attractions but Ian, Simon and I completed the circumnavigation of the island before joining the rest for the return to Islay. The western coast of Colonsay was wild with rocky coast and breaking swell, Ian and Simon bugged the rougher water near the coast while I stayed further out paddling through rafts of auks.

During the return from Colonsay the weather broke and we experienced rain and showers for the rest of the tour. The sea was calm, the winds were light and conditions remained ideal for paddling but not for camping. On one remote campsite at the northern end of Islay we enjoyed continuous rain and intolerable midge activity and the only relief was to stand in the sea, drinking beer.

From Islay we paddled south through the

sound of Islay making good time in the fast flowing stream before stopping for an extended break at Craighouse, the largest settlement on Jura. The break would have been more extended if the distillery had been open. In contrast to the deserted western coast of Jura, the eastern coast has more habitation and few places to camp. In the gathering dusk we put ashore and set up camp unaware that we were close to a large house. The next morning we received a visit from the estate manager and Martin did an excellent job in explaining that the assorted unshaven men, who until a short time before had been singing and playing football, were not vagrants and were about to leave.

From Jura we paddled north to Easedale Island, a strange place hollowed out by slate extraction. Our final campsite on the island of Seil overlooked Mull and the Garvellachs. The short return paddle to Arduaine the next day was completed in heavy rain



and Adrian, Martin and I

indulged in some rolling practice in the mistaken belief that we couldn't get any wetter.

At the end of the tour the group had paddled for a total time of about 45 hours and covered over 140 land miles. The trip was well led by Ian with back-up from Adrian and I am already looking forward to next year's tour.

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