INTERNATIONAL
SEA KAYAKING ASSOCIATION

including

NORDKAPP TRUST
NEWS LETTER

AIMS: PROMOTION OF SEA CANOEING & COMMUNICATIONS PROMOTION OF EVENTS AND CONFERENCES SAFETY AND COACHING

THE NORDKAPP TRUST

The Trust was set up in the U.K. by Frank Goodman, Nigel Dennis and John Ramwell.

In 1997 Stan Chladek joined the team with the view of helping to develop a North American arm of the Trust.

The Trust decided to form a network of centres that would agree to set standards of equipment and instruction. The Trust monitors all awards and indemnifies BCU Coaches when working for the Trust in the US. The idea was developed and the following Premier Centres were set up to run BCU coaching and trust coarses:

NORTH AMERICA:

MAINE ISLAND KAYAK CO, ATLANTIC KAYAK TOURS, SWEETWATER KAYAKS AND GREAT RIVER OUTFITTERS.

GREAT BRITAIN:

A.S.S.C.

Tom Bergh, Bill Lozano, Dave Ide and Scott Williams joined to form a working committee in the US.

Bill Lozano accepted the position of Trust Secretary and we have now developed further having three levels of centres.

- Premier Centres.
- Trust Centres.
- Associate Centres.

This enables Centres to join the Trust at any level and with Trust help and support grow and develop into Premier Centres.

The Trust also offers self employed Coaches the opportunity of joining as Pro members, this will enable them to take advantage of buying into the Trusts Insurance scheme, offering liability cover.

The Trust has decided to use the British Canoe Union Coaching scheme, but also recognises that there is a demand for instruction in other areas of sea kayaking ie., Traditional methods (Inuit), Guiding and Expeditioning etc.

The following courses and awards have been developed by the Trust:

- The Rough Water award. (None tidal advanced)
- Inuit awards
- Navigation awards to include an advanced award.

TO FOLLOW:

- Expedition and Guiding awards.

TRUST AIMS:

The aim of the Trust is to promote safe sea kayaking worldwide using a high standard of guides, expedition leaders and coaches. This is being achieved through Trust appointed sea kayaking centres on an international basis.

The Trust also works hard in developing and running sea kayak events.

Events currently being run in North America & Great Britain. Plans are developing for future events in Newfoundland, Israel and Germany.

We aim to locate our Centres in prime kayaking areas. All will have unique areas of operation to offer sea kayakers at every level from instruction to expeditioning.

FOR FURTHER DETAILS PLEASE CONTACT:

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INFORMATION AVAILABLE ON:

EXPEDITIONS.
GUIDED TOURS/HOLIDAYS.
INTERNATIONAL SYMPOSIUMS.
TRUST CENTRES.
PRO-MEMBERS.
TRUST COURSES & AWARDS.
BCU COACHING COURSES.

editorial

by John Ramwell

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It is fascinating to watch the rapid growth of sea kayaking world wide. It was not that many years ago when the majority of paddlers considered the sea too big and too boring to contemplate. An endless horizon, loads of open water. What was the point! Then a small group in the NE starting emulating the Inuit sea kayakers. In fact there was a direct influence from Greenland in that such as Chris Hare built replica Inuit kayaks following his visit there. Suddenly the ocean was where it was at. No access restrictions and we soon discovered that sea kayaking was certainly not boring. In fact there was something for everyone. Ornothologists, photographers, navigators, geologists, artists as well as lots of other 'ologists' found that sea kayaking was the perfect medium to practise their interests. Then we soon discovered that expeditioning from a sea kayak was a superb way of exploring the wild and foreign parts. Books & videos together with the BCU Sea Touring Committee (and even ISKA) helped to spread the word.. Not very long ago, if you wanted to go sea kayaking in remote places you had to take your sea kayak along. Now it is possible to buy, rent or borrow a sea kayak virtually anywhere in the world.

Today sea kayaking has a distinct image of it's own. For years there were many members of the public who saw canoeing as a pastime for youngsters and it had a 'park lake' perception for many. Scouts and other youth organisations indulged and then they grew out of it. Those of us who got ourselves involved (I nearly said immersed!) in the sport, either recreationally or through competition - or both - knew differently. It was, and remains, one of the best ways of enjoying our natural environment. Ocean kayaking has always had a satifactory image. It has always been recognised as a fairly high risk activity which is respected for the level of commitment required to undertake it safely and seriously. Of course we have to ask whether image matters. There are those who would say "no". From a purely personal perspective I would agree. Who cares! On the other hand I am proud of our sport and proud of the involvement I have had in it over the years. So there!!!!

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editor, Nordkapp trust
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Check out the ISKA web site <www.seakayak.co.uk>

CONTENTS

Whether you sea kayak regularly or hardly ever I know you can write. I also guess you have something to say. A point of view, an experience, a piece of gear that you like (or hate). SO LET ME HAVE SOMETHING FOR YOUR NEWSLETTER

Jersey Canoe Club Sea Symposium

Review
From Derek Hairon
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If there was one thing the organiser of the 5th Jersey Sea kayaking symposium could not have planned, then it was the weather. But then Jerry Michel couldn't have anticipated a weekend of force 5 and 6 winds.

Elsewhere, this would have wiped out most paddling programmes. Instead, all that happened was that schedules were rearranged and alternative paddles offered. It just went to show the advantages of holding a symposium on an island where it is almost always possible to paddle no matter what the weather.

With a full programme of events the symposium continued to live up to its reputation as one of the best. On land Paul Perchard's on pot cookery modelled the style of ready steady cook with delegates being given a range of ingredients to use and a quick introduction into the delights of using unfamiliar stoves. Steamed mackerel and banana flambé definitely fell into the more exotic categories of cooking.

photo - David Law

At sea, Mike McClure's gentle Irish style was busy leading a group of paddlers into tide races. Those who naively thought this meant racing events missed out on a classic coaching session in which paddlers were not just challenged physically but also mentally as Mike encouraged them to adopt the 'bass' approach. Put simply this meant boat, angle, speed and super something or the other! Whatever it all meant by the end of the session paddlers were charging back into overfalls in a force 5 wind singing at the top of there voices. If anybody underestimates the ability of the clubs 'average' paddlers then the sight of Richard Haine expecting an Eskimo rescue in the middle of some awful overfalls certainly illustrated just how formidable a force Channel island paddlers are. The singing however left something to be desired. What it did demonstrate was the way we all get overburdened.

With the weekend over the extended paddling programme kicked into action led by the clubs experienced paddlers. A trip around the North west corner of the island started as an attempt to re create the nobleness of Scotts sledging expedition to the South Pole. Valiantly paddlers attempted to drag their laden kayaks across not snow but 2 foot deep rotting seaweed. At moments Duncan Whinning appeared likely to founder in a sea of rotting seaweed. According to locals this was supposed to be good for the feet. Once afloat paddlers were treated to an exposed coastline of beautiful sun drenched red granite. Apparently the Puffins appearance had been pre booked by Jerry Michel. Just to add a bit of spice the return journey was a mass of white water emphasising just how suddenly things can change around an island with a tidal range of 40ft.

Having postponed the paddle to the Ecrehous the improved weather allowed it to take place later in the week. A six-mile crossing to the reef which is dotted with small huts was an event not to be missed. Though how the organisers coped with 25 paddlers intent upon setting there own pace was another matter. However, once again the fast currents allowed the crossing to take just 1 hour 40 minutes. The return was definitely not something to be forgotten with a crossing time of three hours. A few people were clearly not happy at the knowledge that the less favourable departure time had been necessitated by the need for some people to catch their ferry and also to get back in time for the evening quiz.

For those who like strange and little known facets of sea kayaking history and events then the quiz was not to be missed. Kevin Mansell as quizmaster again excelled. Just how many people know what the fine is for climbing or tying up to a navigation mark, or for that matter know which American football teams name has the name of a sea kayak in it. But anybody with Duncan Whinning in their team was definitely at an advantage.

So what did you all miss. Well too much to go on about other than to say that if you want to get an in depth experience of sea kayaking in the Channel Islands then this was the event to be at. Shame on those of you who did not grab this opportunity and thanks to all who organised the event for making it possible.

Arctic Sea Kayak Race

by Karin Mentzing, Sweden

Up to about 500 metres high and steep mountains raises towards the sky and occationally patches of snow is glimmering in the sunshine. A sunshine that just goes on and on and on, 24 hours per day, unbelieveble for me that have barely been north of Stockholm before....

Puffins, sea gulls, gannets and many other birds are swirling around you, and in some places kayakers was greeted by more than ten sea eagles at the same time. In the water are plenty of fish, an easy caught dinner, and seals are often seen. More rare, but not unusual to spot is whales, mostly sperm whale and orca.

Yes, the northern Norway is a place to fall in love with and it´s well known among outdoor people all over the world for its wild and rugged scenery.

About the event

For ten years now, the Arctic Sea Kayak Race has been a good excuse for paddlers from all around the Globe to gather in Vesterålen, just north of Lofoten in Norway. The time is last week of July, which is a weather wise rather stable period for this area, and the 24 hours daylight is still there.

This is certainly not only a matter of racing on the sea. The event consist of three parts; Race in which you compete, Camp which is a 5 days course for novice and intermediate paddlers, and Ramble on which you do tour paddling. Ramble is also devided in different groups, depending on how far and fast you want to go. The longer trips goes in more exposed waters and count with about 30-40 kilometres of paddling per day for three days, then an optional resting day before the finishing marathon distance of 42 kilometres. The shorter trips goes in sheltered waters, which ofcourse can be the open sea along fantastic cliffwalls covered by nesting birds, when weather allowes. If the sea kicks up, they seak shelter in the fiords.

The ASKR 2000 saw about 100 paddlers and unfortunately only 8 of them were racing, there use to be about 15 of them. The Race is not what many kayakers think, an act for machos with taste for self destruction. The distances varies between 30-70 kilometres per day and are moved into the sheltered fiords in case the weather comes too wild. You race for three days, then has a resting day on Thursday and finish with the marathon on Friday.

Lay up has varied slightly from year to year, but one has more and more gone into base camp, at least for Race and Camp. Ramble have some years been staying in base camp with day trips going out from there, some years been out on a trip for the first three days and joined the Race and Camp on Wednesday evening when there is a feast on whale meat and fish for all the participants.

ASKR 2000

We arrive at Kråkberget in smashing weather and my friends decides to go for a dinner in the restaurant before we pack the kayaks and head out to the 8 kilometres distant Skipnes where we will have our base camp for the week. Magnus ofcourse goes for the "eat as much shrimps as you manage" and is now spending more than two hours eating shrimps while the rest of us finish our meals, pack the kayaks and are dying to get out on the water. Finally Johan and I sets off, deciding that Magnus probably will find his own way out to Skipnes and having no problem with balance in the kayak, as his centre of gravity will be very low at the time.

Skipnes is one of two tiny settlements on the island of Tindsøya just by the fiord´s entrance to the open sea. I´m amazed by the thousands of puffins swirling around my kayak and I really adore the little parrot like bird with its colourful beak.

The fiord lay flat calm and it´s now about 8 PM but the light is more like early afternoon. We put up tents and make ourselves at home at Skipnes, strolling around, chatting. Johan is much disappointed that his Finish friends have obviously decided to stay camped at Kråkberget this first night. He had been looking forward to try out their new home built tent sauna.

We are having tea –felt like afternoon tea- and suddenly I realise it´s high time for a nap. It´s then 2.30 in the morning!

This never fading light really charges your batteries, that´s for sure and I learn that the Norweigans have the habit of staying up all night, they might need it to manage the winters.....

Norweigan wonderland

The next morning I´m struggling out of my tent, greeted by low hanging clouds and mist. I was glad that I had seen the mountain tops in such glorious weather and thought that was probably all I was to see of it. But the clouds stayed only for less than two days before the sun won and burnt it all off. After that we had only clear blue skies all week long.
I had some problems with keeping a comfortable temperature though. The sun warmed, but as soon as I got into the wind or shade, I was properly chilled off. So most of the time I was warm inside, but my skin being ice cold, strange experience.

The Ramble was devided in three groups, one doing quite a bit of distance along the coast of Bø. They covered about 110 kilometres in the first three days, partly in rather exposed areas. The other two groups paddled shorter distances, mostly in the fiord area. The Race group was starting out late mornings and came back in the afternoons – evenings and the Camp spent most of the days over at Tinden, the other little settlement on the island.

I spent Monday with one of the Ramble groups but on Tuesday decided to go my own way. I finished my little trip at Tinden, as I was curious to see what the Camp group was doing.
In Tinden is one person living; 86 years old Skjalg. Skjalg is a well known character of the area and he is most happy by having all the summer guests around, imagine what it´s like to live alone on a little island when the dark winter sets in.
In his freezer Skjalg stores one seal, one sea eagle and one Christmas tree, which he takes out now and then, to show tourists. When I arrive at Tinden, the pier is full of kayakers and other people, and Skjalg is just about to carry out his items for the show. He tells about the seal, the eagle and the

Skjalg with his seal, eagle and X-mas tree

Christmas tree and all the Norweigans in the audience is laughing more or less constantly, so it must have been a great speach. And I must admit, only to watch him was enough to make me glad, such a happy and lovely old man!
Eventually the seal´s nose got wet in the sun and I was worried the animal was about to thaw, not sure I would have enjoyed the smell.....but Skjalg finishes in time and the seal, sea eagle and Christmas tree is put back into the freezer.

Tinden has a lovely sandy beach with a lawn above it and is the perfect place for teaching and training. Just above the beach, the almost 500 metres high and very steep cliff Tindstinden is raising its wall towards the sky. It´s an impressing sight from below and I can just imagine the view from its top. But I´m seriously frightened of hights so I stay on the earth.
The Camp group is working through braces and buddy rescues. The water is ice cold and there are some dry- and wet suites to borrow. But a few of the particiapants are just too eager to wait for these things to be free, and jumps into the water, dressed in only paddling clothes and life jacket!!!

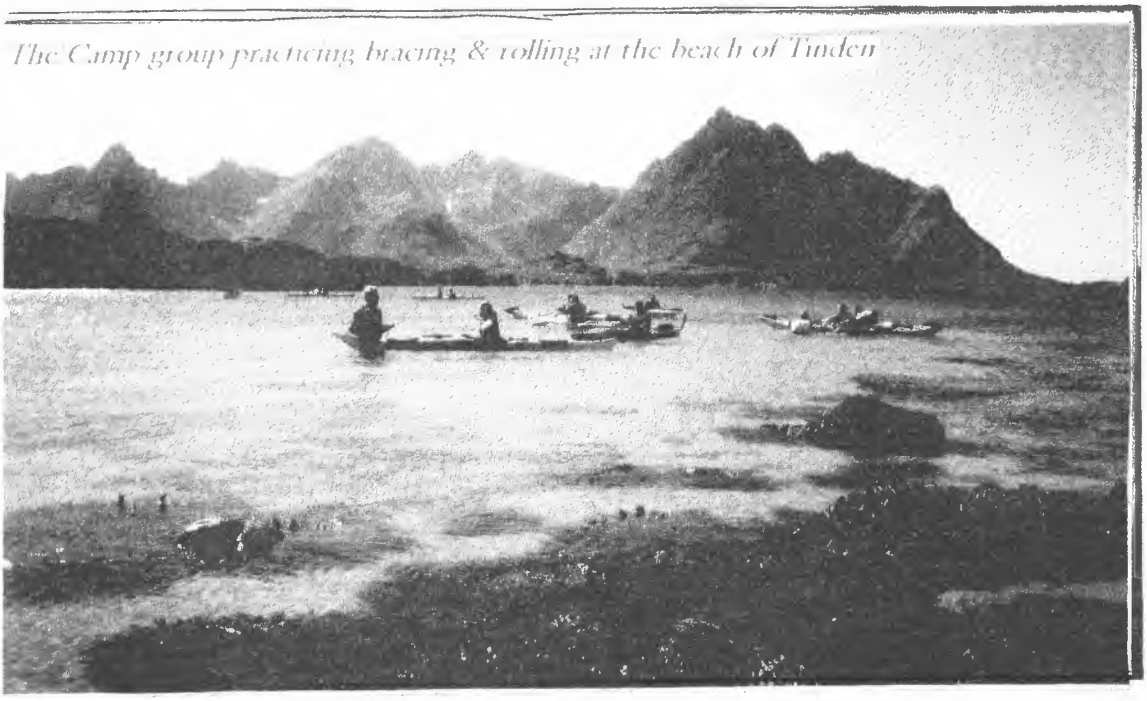
On my way back to Skipnes I goes into my normal habit of hugging the shore. There is so much to watch along the shores, both below and above the water surface. My home waters is the Baltic Sea with its almost fresh and rather murky water, so it´s really great to be in these salty and chrystal clear waters of Norway.
I watch giant starfish, sea urchin, shoals of fish and lots of colourful vegetation pass by under my kayak. On the shore walks oystercatchers among the tiny flowers growing in cracks of the rock. They watch me in horror and let out their discontent with my appearence, until I´m well away from them.
And the sun is just shining and shining and I almost can´t believe how lucky I am!

On Wednesday I decide to leave my kayak on shore and climb the hill opposite to Skipnes. Did I say I´m frightened of hights? Well, it´s not more than a slope really, but it is well enough to get a good view of the surroundings. In three directions there are hills, cliffs and mountains raising between one waterway after the other. This giant network of fiords that provides sheltered places for fishing settlements, easy access to the open sea and in to the main land. And brilliant areas for kayaking.....
In the fourth direction there is the open and endless sea.
I don´t remain up there for very long though. The wind is chilling my head so that after a short while I almost looses my balance. I had brought my windproofs, but didn´t think of taking my fleece hat on such a lovely summer day.

In the evening all the Ramblers are arriving and the camp site is converted into a tightly inhabited little town of different shaped and coloured fabric.
In the restaurant they serve a common meal of which the highlight is whale meat, first time for me. The dinner is then followed by live music played by parts of the local group "the Ugliners" and believe it or not, they are playing Irish folk music in the northern summer night! It´s a great and social evening that for some of the folks continue until the next morning.

Thursday is resting day for the Race and many of the Ramblers are also resting. Some of the racers have offered to help the Camp group with refining their forward paddling stroke and quite a few of us is heading over to Tinden for a layed back day in the sun, on

The Camp group practicing bracing & rolling at the beach of Tinden



the beach, on the water, in the water, sitting on the pier eating icecream, there were many different ways to do it, but everyone had a wonderful day that was finally rounded off with a slide show by Brittish paddler Robert Eaglestaff. A great slide show and lecture about an attempt to paddle around Bylot Island in the north of Canada.

Friday saw us all off from Skipnes and I can just imagine how peaceful it must have turned for the residents of this little settlement. The Ramblers that was to paddle the marathon leg went first and an hour later went the Race group, now expanded with another few competitors. Then one after the other of all us other left for various shorter trips and finally we all met up again at Kråkberget for the finishing dinner, prize giving and another endless night with dancing and music by a now complete "the Ugliners".

The highlight of this evening was the prize giving that included not only the participants of the Race, but actually anyone that had been on the event. The speaker was Karl-Einar Nordahl, the main arranger of the event, and he made an excellent show in his lovely Norweigan-English and managed to get the audience almost unconscious of laughter. There were a lot of gear given from sponsors that was handed out, and in the end the winner of the sea kayak was drawn. The lucky bloke this year was Rainer from Germany, that only hours earlier came up to me with a troubled expression to his face, saying "I must get a new sea kayak. This drough is just too slow for biggerish trips in the company of experienced kayakers."
So Rainer almost cried of happiness and I thought it was just the right one to win the kayak.

A lovely week in lovely company and lovely surroundings!

Want to join 2001?
The event is going to change name from next year and be called
Arctic Sea Kayak Festival
to make clearer that it consist of other things than just racing.
To get more information about the next year´s event, and to apply for participating, you can contact:
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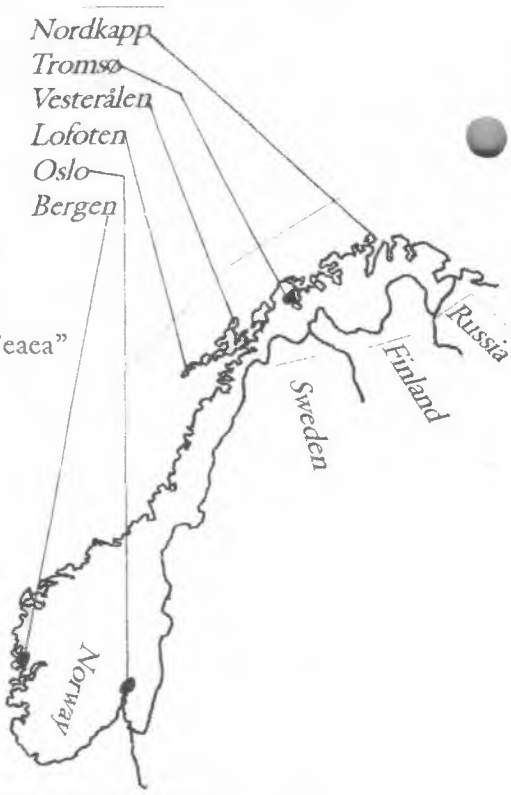
Po.box. 287
N-8401 Sortland
Norway
Phone: +47 76 11 08 70
karl-einar.nordahl@tin.no
or visit the web site
http://playak.com/cgi-local/slink?000725
click on havspadling-terminliste and then ASKR



Some about Norweigan language and a few useful words

The letter å is pronounced like "au" in caught
The letter ä is pronounced like "ea" in feather, sometimes a bit longer; "eaea"
The letter ø is pronounced like the "e" in certainly or "i" in dirty

Norge - Norway	Hval - whale
Øya - island	Spermasetthval - sperm whale
Tind - peak	Spekkhugger - orca
Strøm - current	Sel - seal
Havkajakk - sea kayak	Sjøstjerne - starfish
Spruttrekk - spray skirt	Laks - salmon
Fugl - bird	Torsk - cod
Lundefugl - puffin	Reke - shrimp
Havørn - sea eagle	Is - ice cream
Måke - sea gull	Sjokolade - chokolate
Havsule - gannet	Øl - beer

'SAWBONES'

Sawbones returns with more grim humour, another Quiz, based around Expedition First Aid, some gems of Expedition Medicine / First Aid Lore, and another short story for readers to complete and send in. The best story of the year will attract a small prize donated by.....

Overheard at an Accident and Emergency Ward Staff party ....."I say, I say, I say, what is the most obvious sign of a broken neck ?"
reply (consultant physician) "I don't know, what is the most obvious sign of a broken neck ?"
" A floppy head !" Boom Boom!

The serious bit.....
To prepare for First Aid situations and to be able to administer prolonged care to a casualty, or sick person, are not negotiable parts of our activities. We return as always to the basics, that is the **ABC**, of Airway. Breathing and Circulation. In the next article we will look at taking an **AMPLE** diagnosis.

The ABC of First Aid has 'grown' over the last few years. Commonly we now see it written as **AABCDE**

Sawbones well remembers his first, First Aid Assessment. As a very eager to learn Eight year old Cub-scout. "What is the first law of First Aid ?" I was asked. Panic set in, I'd learned the Scout Promise and all of the Scout 'Laws', but I'd not come across a 'first law of First Aid'.....horror !! Akela smiled, "It's not in any book, it's... "Save yourself !" you're no use to anyone else if you're dead !" I've never forgotten that Law!

A Assessment of
1) The Environment, as you approach
2) The Casulaties, as you approach

Look for dangers ;- avalanche, fire, flood, animals, people, traffic, etc. Consider the position, location, appearance and actions of the casualties Wear gloves if you have them, do you need to use ropes or other people ?
Shout ! "Are you 0.K, what happened, can you move / get out ?"
Don't 'go in' unless you are certain that it is within your capacity to do so. Competence is insufficient if you are exhausted, shocked or hurt. Do you have the capacity to operate effectively in that situation ? If not, don't go in !

A Airway Is it open?
Is it compromised ?
Is it blocked ?
Don't move the neck if you can help it. Use a 'chin lift' rather than tilt the head.

B Breathing Can you hear, feel or see breathing ? Chest rising and falling, movement of lips, sensation of air flow over your hand / cheek, or condensation on a cool mirror or piece of metal held over the casualties mouth.

C Circulation Can you feel a pulse? Can you see a pulse, or see blood spurting with a regular beat?

D Disability (of the nervous system)
A Alert (will 'chat' normally)
V Vocal (responds to command)
P Pain (reponds only to pain)
U Unreponsive (to pain)

Assess the size of the casualties' pupils and their reaction to light. Ask them if can they detect you squeezing their toes and fingers. Ask them to wriggle fingers and toes and (you) watch for movement

E Exposure
It will be necessary with some casualties for you to undertake a full examination. A warm, dry and light environment is preferable (some hope !), Clothing may need to be moved, have a witness with you whatever sex you are, and be gentle. "Do no harm" is the motto !!

It's Quiz-time !!! fill in the blanks below :-

Symptoms of Hypothermia

1) Victim feels —— and ———
2) Victim will ———, but perhaps for only a short period of time !
3) Victim may experience ——— ——

Signs of Hypothermia

a) Victim may —— and —— —— - ———
b) —— may be impaired
c) —— —— ..... slow down
d) Victim will feel —— - —— ——
e) Skin —— ——
f) —— becomes —— with loss of muscle co-ordination
g) ——— and ——— become difficult to detect
h) Victim will have a —— —— ——— difficult to assess)
i) Victim may become —""--

0.K, some of the above could be Sign and / or Symptom, the important thing is to be aware of, and look , for them. The answers are given at the end of the article.

Top Tips and Handy Hints follow.
"Sawbones"

Top Tips and Handy Hints Hypothermia

In a group situation, when one member shows signs of Hypothermia, it's probably an epidemic ! Treat the whole group, as well as yourself.

Slow onset Hypothermia (getting cold over several hours or days) needs long-term treatment, quick hypothermia (falling into cold water), may be treated quickly.

Putting the victim into warm 'fuggy' environments i.e :- Centre Drying rooms, Sauna's, a tent with a continually steaming pan of boiling water, etc, will put heat into the lungs (core) and is highly recommended. Putting victims into a warm bath is only recommended in hospitals, with experienced medical staff.

Shared body heat (two or more people wrapped up in sleeping bags, etc) is a pretty 'safe' technique, BUT... don't re-warm limbs per se, until the core has warmed-up. A sudden rush of cool blood returning from very cold limbs and hitting the heart, is bad news. (See below)

Only give warm, sweet drinks to a casualty who is concious ! Be careful, scalds are easy to cause accidentally to a chilled casualty.

If you're going to remove wet clothing (an entire discussion of itself), get everything ready (dry clothes, etc) brief your group and whilst being as gentle as possible* do the change as fast as possible.

* The risk of causing a heart attack is very high with 'deep' hypothermia. The victim should be moved as little as possible

A recovered victim, is very likely to get hypothermia again. "Discretion is the better part of valour", restrain them ! 24 hours of recovery and observation is common.

"Sawbones"

Sawbones Stories

Sawbones Stories all have (at least) one significant Medical / First Aid thread woven into their yarn. There will be one diferent story for the next two issues. Readers are invited to :-

1) identify that problem
2) think of a solution / progression / end of the story
3) write it up, for submission to Sawbones.

The correct answers and possible solutions will be published once a year, with an award, to the one which Sawbones likes best of all.

"Once upon a Time....." (Disturbing stories for disturbed people)

There were two Sea Kayakers.

"Is it me, or is it getting better ?" Terry looked out of the tent flap at the windswept gloom of a bay in Nebraska (which one, they weren't entirely sure). They had been there for two days and Chris's 'flu' symptoms were much the same. Both had agreed that the bad (and cold) weather had coincided quite well with Chris's summer-bug which would probably pass by Wednesday, tomorrow. They still had four days after Wednesday to paddle the 40 km to where the plane would meet them and fly them out. Chris had just stayed in her sleeping bag since they had landed and tried to stay warm. Chris was wearing all her spare clothing but still felt a little cool.

Chris attempted to speak but stopped and coughed. Terry reflected on the symptoms; Sore throat with the kind aches that typify a cold :- shortness of breath and rapid chest pains (which for a 20-a-day smoker were only to be expected, but oddly no headache or feelings of sickness. Chris had been eating well and was 'regular' with no problems 'down below'. She was quite thirsty and was drinking quite a lot of water. Her coughing was beginning to get on Terry's nerves.

They had both had a good start to their trip, apart from Chris bruising her calf slipping on a wet rock. It was still quite red and bruised and Chris complained that it was more painful than yesterday. They had joked that the Paracetemol that she had taken was reacting with what was left of the 'janga' that they had smoked at her 18th birthday party, which they had celebrated before they had left. . "Good job that I'm on the pill !" Chris had joked, it had been quite a party.

Chris was now trying to get out of her sleeping bag. "Need the loo ?" said Terry, but Chris was now coughing and rolling back out of her sleeping bag. "Can you put a wet bandage on my leg, it's so hot" she said in between coughs and wheezes. "I think you'll need the next two days to recover from this, and I'm wondering about giving you some antibiotics for your leg, give me your hand" replied Terry.

Her pulse was certainly quicker than it had been and as she noticed Chris's red, bruised and swollen lower leg, Terry put her other hand gently on the swelling. "AAAAAARRRGGGHH ! that HURTS !!" said Chris. Terry now had all of the information she needed to make a diagnosis, plus she would have to make a plan. So dear reader, what's the problem and what should Terry do ?

Comments, queries and suggestions to Sawbones, are welcome. In pencil please, on the back of a £20 note (this encourages both brevity and the acquisition of a charitable nature), to 'Sawbones' C/O Ocean Kayaker, etc.

Answers to the quiz

Symptoms of Hypothermia

1) Victim feels cold and miserable
2) Victim will shiver, but perhaps for only a short period of time !
3) Victim may experience impaired vision

Signs of Hypothermia

a) Victim may stumble and act out-of-character
b) Vision may be impaired
c) Pulse and breathing slow down
d) Victim will feel cold to the touch
e) Skin becomes pale
f) Speech becomes slurred with loss of muscle co-ordination
g) Heartbeat and respiration become difficult to detect
h) Victim will have a lowered core temperature (difficult to assess)
i) Victim may become unconcious

The above notes and comments do not constitute an exhaustive or complete coverage of these complex subjects. The Author cannot be held to be responsible for any omissions or errors of fact in these brief overviews and exercises. Readers wishing to access more detail should consult 'standard', St Johns Ambulance-type handbooks and Expedition Medicine Handbooks such as :-

Warrell, D., and Anderson, S., (1998) The Royal Geographic Society Expedition Medicine .London :Profile Books.

"Sawbones"

NEXT ARTICLE

In the next article we will look at making an 'AMPLE' diagnosis

----- Original Message -----
From: <Bob.Mark@bradfordhospitals.nhs.uk>
To: <jramwell@provider.co.uk>
Sent: Monday, July 31, 2000 12:05 PM

Dear John,
I have just returned from an introductory sea kayaking course at Glenmore Lodge and am sold on this sport. My cheque and application form follows in the post.

I am keen to buy a folding kayak and am interested in the Feathercraft boats. I have seen reports on thier K1 Expedition but not on the Khatsalano and Khatsalano S. Do you know of anyone who has one or where I might see an independent evaluation?

Can you recommend any person or club in West Yorkshire or environs so that I can get some more experience?
Many thanks for your help.
Best wishes
Bob Mark

I reply.....
Hi Bob, pleased to learn you are joining ISKA. Hope you fine it useful.
With the new members pack you will receive all spare back issues and the ISKA Directory of Members. You should find some kindred spirits in your neck of the woods in this Directory. Let me know if not. As for an evaluation of the Feathercraft kayaks. I will have to lok up some back issues of SEA KAYAKER magazine but in the meantime will print your letter in the next ISKA newsletter.
Best wishes
John

Menai Challenge

From Dr Paul Schur
Nantwich, Cheshire,
31.07.2000.

Dear John,

You might have wondered what had happened to the 'Menai Challenge', sponsored paddle for the RNLI. I have been neither physically indolent nor running oft with the funds raised, just late with the report. I plead too much happening to have got around to it until now.
So, here is the low down on this year's combined charity, aerobic training and rapid touring event.

It took place on the 30 April, the time chosen at roughly 8.30 a.m. to catch the last of the flood tide. A delayed start meant a tough paddle from Penmon point to Gallows point against the start of the ebb. Conditions were also hot and into a slight head wind so mild hyperthermia made for an uncomfortable fatigue (don't ask me what my temperature was but my pulse rate drifted up to 145, which is about 80% of maximum for an old cronk like me). After a stop for rehydration and removal of outer garments, it became more enjoyable — I lost the feeling that I would end up being rescued by the very people I came to support and my pulse drifted back to 133! The rest of the trip to Belan narrows was a delight with another short stop at HMS Indefatigable, appropriately enough. The total distance was 20 land miles. The total time was 3 hr; 48 min; 56 sec: Total paddling time 3 hr; 6 min; 12.1 sec so well inside the proposed 4 hr. The main ornithological interests were the large numbers of Sheld-duck and Sandwich tern. The worst part was the noise from jet skis.

It was a shame that no one was available to accompany me on this jaunt although I saw a few paddlers on the day. A sort of race might have made me train a bit harder. In case any sea paddlers don't like the idea of racing or training, remember that aerobic fitness is a major key to survival in adverse conditions — if anyone disagrees or wants to know more, I'll discuss it with them.
The total raised for the RNLI was £411.

I hope to survive to repeat it next year but will get in touch nearer the time. Is May Day bank holiday weekend (apart from being phonetically appropriate) the time of the Anglesey Sea symposium? If it is, I might be tempted to call in my 'Whopper' in order to demonstrate what sort of boat is not suitable for sea touring!

Best wishes.
Dr. Paul Schur

From: Terry Struthers
To: jramwell@provider.co.uk
Sent: Tuesday, August 08, 2000 4:21 PM

Subject: Italy/Greece

I am looking for contacts in Italy & Greece to Sea Kayak for a week in September. My idea is to paddle /bike /ferry my way through the Cyclade islands of Greece. I have a bike arranged but no leads on how to rent a boat. I will be coming from Venice so Italy is a back-up plan. Any help you could provide would be greatly appreciated.

Terry Struthers
President, DataSource Corp.
Terry@Webreo.com
303-444-9194
FAX : 303-975-6221
736 7th Street
Boulder, CO 80302-7403

I reply.....
Hi Terry, will include you letter in the next issue of Ocean Kayaker newsletter but this will not go out till Sept. Maybe a little too late. Need more notice in future. Have you looked up fellow members in the ISKA Directory? Your best bet is searching on the net. Once you have made contact with a likely individual or company then this will often lead to what you want. I have used the net this way and it has worked well.
Cheers for now
John

Taken, with appreciation, from 'SEA TREK' the newsletter of the Victorian Sea Kayak Club

PADDLING TIPS

By David Thompson

When you don't want to have water running down the paddle and down the shaft wetting your hands continuously. Rain X. You can get it in auto accessory shops. All you do is wipe a bit on each end of the shaft where it joins the paddles. It is a silicone-based product and the water just cannot hang onto the treated area. It is great for glasses and for car windscreens. If it is fresh on the windscreen you don't need the wipers in rain at open road speeds. It just blows off. Gelcoats on fibreglass kayaks are soft and are scratched easily on the sand. If you use a fibreglass polish on the part that has contact with the sand it really makes a huge difference, whether its sliding off the beach into the water or sliding sideways back up the beach. It really gives the craft a lift and makes it slip through the water just that little bit better. If you're a lone paddler it's not a bad idea to carry a pair of flippers tied together with 2m of light cord (wouldn't want to drop one would you). In a worst case scenario, they will get you back to shore with a lot less egg on your face than pulling the pin on an epirb. Everywhere you go. Always take the weather with you. My work keeps me occupied most weekends, so I don't have much of a chance to paddle with other members of the club, but I have spent the last three months paddling every morning whenever possible. It has been a great three months. I live close to Safety Beach, and my routine has been to get to the beach at 5.30 and paddle close to the beach as the street lights are just as effective out on the water as they are on the road. Once the dawn comes then you can paddle further out. What I've found doing this is that strong winds often don't crank up until 7.30 and good paddling time can be got in up till then. It is a great way to start a day. The really satisfying part is using the one bit of calm weather in the day, coming home having a shower and breakfast and then seeing the wind come up and the whitecaps start rolling in. Sure beats the hell out of a gym. Fantastic sunrises, paddling with the dolphins, penguin, watching gannet diving for breakfast, all for free. I've just ordered a cag and a boiler to get me through the winter as I feel one hell of a lot better than I did three months ago. There is no way I am stopping now.

QUOTE

Each member of an expedition is primarily responsible for his or her own safety. They must also be responsible to the party, as their folly will have repercussions of their comrades. For the group is committed to its member's safety.

Cath O'Doud. Mountaineer.
(submitted by John Basemore)

Some of you 'older hands' will remember the furore over the issue of pods as a safety feature in sea kayaks. The names of Alan Byde, Frank Goodman and Nick Padwick spring to mind. It all got very emotional with very strong points of view. Not that any one disputed the pod as a safety feature 'per se' but the insistence that every kayak made should have one installed.....or else! I see that the subject has recently been resurrected in the CANOEIST magazine. So just to stir the issue again, here goes, together with a response from Alan Byde (J Ramwell, Ed)

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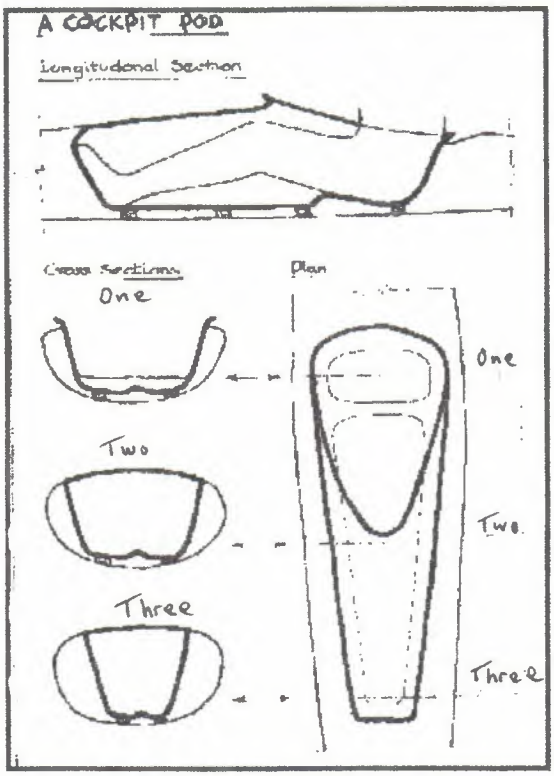
COMFORT, SECURITY AND SAFETY AT SEA.

The case for the cockpit pod

by Geoff Miller (with appreciation to CANOEIST Magazine)

When I began sea kayaking seven years ago I expected to be paddling solo and, being then fifty nine with no previous experience, I thought a lot about safety. In choosing a kayak I was impressed by the merits of a boat with a cockpit pod. Many hours of paddling since then,with time to reflect, have led me to wonder why pods are so uncommon. Although they have been around since the 1970s, few paddlers seem to be aware of them and fewer still to appreciate their advantages. So, what is a pod and what have pods to do with safety?

As the sketch shows, a pod is a moulding designed to be sat in but with no spare volume. Like a small bath tub slipped into the hull, it is sealed to the cockpit rim and foredeck to form a low volume, watertight compartment.
It is this small volume and the shape of the pod that contribute to safety.



Comparing cockpits and pods for volume, the following figures arc taken from manufacturers' data for 15 British designs of conventional cockpit and from the measured volume of my own pod.

	Conventional Cockpit (average)	Cockpit Pod (measured)
Total volume	150 litres	75 litres
Weight of water if flooded	150kg	75kg

If the paddler is still in the boat, and taking my measured displacement of 30 litres, these figures become:

Net volume	120 litres	45 litres
Weight of water if swamped	120kg	45kg

A flooded cockpit, therefore, weighs as much as two men of average build so it is no surprise that emptying it at sea is heavy and time consuming work, even in calm conditions. The comparison of the swamped cockpit with the swamped pod gives a weight ratio of 2.67 to 1; this has a marked effect on seaworthiness.

Bearing these comparisons in mind, the advantages of the pod can be summarised as follows:

1. A flooded pod can be emptied easily at sea because of its shape, which drains completely when tipped onto its side.
2. A flooded pod drains quickly not only because of its shape but also on account of its low volume.

3. A swamped pod does not seriously affect stability and the kayak can be paddled effectively until an opportunity arises to empty out.

4. After a wet exit, rescue can be effected quickly because of the ease and speed of emptying the pod.

5. Rescue in a danger zone can be even quicker because it is not essential to drain the pod either before the paddler gets back in or afterwards.

6. After re-entry it is not necessary to spend time pumping out or refixing the spraydeck before paddling out of danger.

7. Because it is never essential to pump out a pod, carrying a pump becomes unnecessary and reliance on the proper working of this mechanical device in an emergency is removed from the safety equation.

8. Prospects for self rescue are improved by the reduced weight of water in a pod, by its snug fit (for re-entry and rolling up) and by the ability to paddle away immediately without pumping out or refixing the spraydeck.

9. Customising a pod makes the paddler feel very secure in the boat, increases comfort and confidence and reduces fatigue.

These safety features are impressive but are there disadvantages ?

Loss of cockpit storage space behind the backstrap and beside the paddler may be thought a disadvantage, though a knee tube is still possible. However, gear is better under the hatches unless it really is likely to be needed at sea, in which case a deck bag gives better access than in the cockpit. Removing the spraydeck to get at stored items needs suitable conditions anyway, or risks being swamped.

A pod adds weight to a kayak, though not a significant amount, and also increases the cost. Although pods cannot be retrofitted they could be offered as an option so that those willing to pay more for safety could choose to do so.

The small volume and snug fit of a pod does limit freedom of movement when relaxing during a long paddle but careful positioning offootblocks and the use of a heel rest can allow straightening of the legs for a good stretch.

While each individual paddler will make his or her own judgement about the balance of advantage between the conventional cockpit and the pod, I am in no doubt that there is a strong case for saying that, quite apart from personal preferences, the safety benefits to be derived from a pod are objective and very great.

I'm reminded of the arguments that went on about car seatbelts before wearing them became the norm. When I paddle now in a conventional cockpit I feel less secure, like I'm driving without a seat belt. Roll on the day when pods are the norm.

This letter from Alan Byde appeared in the subsequent issue of CANOEIST Magazine

Improved seat design

From Alan W Byde, Middleton in Teesdale, Durham.

I've just received a copy of the April 2000 item on the pod by Geoff Miller. You can guess I 'm gratified. It is a succinct assessment. Good of you to publish it.

The floor design shown is an early one which does not offer the resistance to folding which the later design can. Here is the principle of the improved floor design.

Take a piece of paper, A4 will do fine, and fold it across tile middle so that the shorter ends meet. Now flatten it on a table top with the crease uppermost..Push the shorter ends toward each other on the flat surface, about an inch overall. The centre crease rises almost three inches. The line of the rising fold is at right angles to the direction of the shortening influence. There is a multiplying effect. This must be resisted.

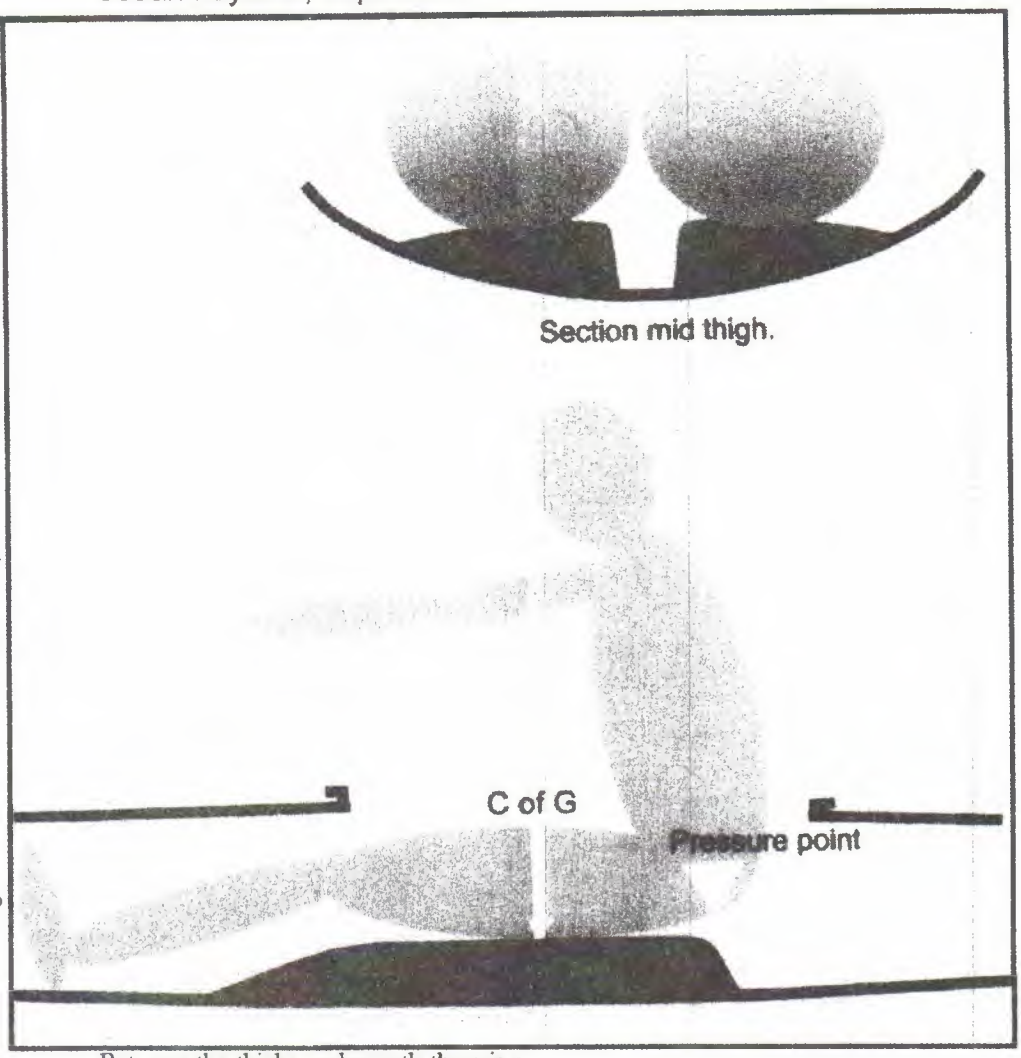
Imagine a kayak trapped on a rock or stanchion, cockpit facing the flow. As the ends are pressed onwards by the flow of water, the crease develops across the width of the kayak, right under the front edge of the conventional seat. (As seen at Plas two decades ago.)

To oppose the folding tendency make the edge of the seat longitudinal not transverse.

Remember the item you published on the experiment to determine my centre of gravity?

When was it? 1995? That plywood test bed incorporated the longitudinal seat edges.

The paddler in a paddling stance in the cockpit leans forward and the centre of gravity is found almost exactly central on the length of the underside of the thigh. That part of the leg is well padded with muscle, unlike the bony ischial tuberosities. The chances of having a numb bum are much reduced when the weight is taken on a well padded part.



Between the thighs underneath there is a vacant area. Sit on a school ruler with one or other buttock and the ruler is trapped. Slide the ruler into the gap underneath and between the thighs and it moves through as if nothing is there. That is because there is nothing there.

If there is nothing to support, no need to support it. Design the 'seat' so that each thigh is supported on a separate 'shelf which runs longitudinally each side of the floor. The upright edges of the two shelves provide a web of strength to resist folding.

The 'trench' between the shelves extends from front of the floor to the rear, allowing water to drain away from tire behind, allowing ventilation for coolness in summer. The discomfort of sitting on a wet seat for hours can be reduced or avoided altogether.

Lateral positioning for the thighs placed mid thigh will be necessary. A pair of adjustable blocks could do that.

Could it save lives, or serious damage? Dunno; the one example has never been tested to destruction. Has anyone else ever tried it? None that I hear of.

USA Versus Canada

This is a transcript of a radio conversation between a US naval ship and the Canadian authorities off the coast of Newfoundland in October 1995, released by the Chief of Naval Operations in October 1995.

***Americans:** Please divert your course 15 degrees to the north to avoid a collision.*

***Canadians:** Recommend you divert YOUR course 15 degrees to the south to avoid a collision.*

***Americans:** This is the Captain of a US Navy ship. I say again, divert YOUR course.*

***Canadians:** No. I say again, you divert YOUR course.*

***Americans:** This is the aircraft carrier USS Lincoln, the second largest ship in the United States Atlantic Fleet. We are accompanied by three cruisers and numerous support vessels. I demand you that you change your course 15 degrees North, that is, one five degrees north, or counter measures will be undertaken to ensure the safety of this ship.*

***Canadians:** This is a lighthouse. Your call !!!*

The Formation Of Waves

Ray Musgrave.

Ocean waves are generated by the wind blowing over water. They may vary in size from ripples to waves as high as thirty metres. As waves move across the ocean, only the wave moves forward, the water particles stay behind.
Waves on the sea can be a confusing and changing mixture of crests and troughs, with waves of different shapes moving in different directions. A description of the sea surface may therefore be difficult. Nevertheless, some basic understanding of waves and how they can change is important if you wish to become successful and safety conscious in your water activities.

There is considerable interaction between individual waves - fast moving waves overtake slower ones and often combine to either reinforce or cancel each other. As waves move away from their area of formation they become more organised and regular. These waves (called swell waves) with their regular movement, may travel thousands of kilometres before they ultimately dissipate as a result of air-sea friction or by breaking on shore.

Some terms to understand

Wind waves (local seas) are produced by the local prevailing wind. They travel in the direction of the prevailing wind.

Swell waves are the regular waves that have moved away from the area of their generation. Their direction of movement is independent of the prevailing winds.

Wind duration is the time over which the wind has been blowing.

Wind fetch is the distance that the wind has been blowing over the sea.

Wave speed (V) is the rate of movement of a wave.

Wavelength (L) is the distance between the top of the crest and the bottom of the trough.

Wave period is the interval (measured in seconds) between the passage of successive crests past a given point.

Wave height (H) is the vertical distance between the top of the crest and the bottom of the trough.

Significant wave height is the average height of the highest of the waves. It is about equal to the average height of the waves as estimated by an experienced observer.

Tides and tidal currents

The moon (and to a lesser extent the sun) creates the tides due to gravitational forces of attraction. These forces of attraction vary because the sun, moon and earth are in constant motion in relation to eachother.

There are normally two high and two low tides each day, although at some places only one of each may occur. In Victoria, for example, two tides are clearly evident each day east of Cape Otway, but west of this point only one high and low are discernible.

The tidal rise and fall in sea level in an area forces water to flow in and out of that area. Quite strong currents may be generated by the tides at entrances to inlets, bays harbours, river mouths and around reefs. The maximum tidal current experienced in Victoria is about 8 knots (15 kilometres per hour), measured at Port Phillip Heads and the inlet to Lakes Entrance.

Ocean currents

Ocean currents are large-scale movements of water in the oceans and result from a combination of the rotation of the earth, land masses and differing water salinities and temperatures.

Scientists in the Bureau of Meteorology are developing computer models of the ocean as has been done for the atmosphere. When perfected, prediction of ocean currents will help in search and rescue activities and many commercial enterprises.

The forecast description of sea state

The Bureau of Meteorology forecasts the wave height of sea and swell in metres. The figure given is an average for deep water in a particular area covered by the forecast. Some local knowledge of how the different wind directions and speeds affect that part of the sea into which you are heading is very important because of the large variability that can occur around the coastline.

This variability is a result of many effects such as coastal topography, local winds, shapes of bays, sea bottom topography and tides. It is not possible therefore to cater for all these variations in the coastal water forecast. As sea and swell are independent, it is important to realise that even though the weather conditions may indicate light winds, with consequently smooth or light seas, there may be in fact a moderate or heavy swell which has been generated in the Southern Ocean.

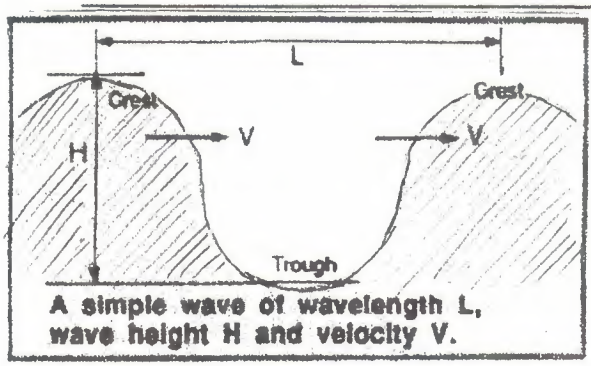
Most of this material has been reprinted with pennission from the Wind Waves Weather Victorian Waters booklet produced by the Bureau of Meteorology.

Some anecdotal material

'The Theory of Statistics of a Stationary Random Process show that one wave in 23 is over twice the size of the average wave. One wave in 1175 is over three times its height, and one wave in 300 000 is more than four times the height of the average ocean wave." There have been two documented cases, one at Port Phillip Heads and another at the western entrance to Western Port Bay over the last ten years.

Waves generated by storms in the Southern Ocean arrive as ocean swell from the south-west and the south-east. They are widely spaced, with wave periods of 10 to 16 seconds, and they produce breakers up to 3 metres high. In addition there are locally generated waves, produced by onshore winds (mainly south-west to southerly but occasionally south-easterly) in coastal waters. Wave periods of less than 6 seconds, and during storms can form breakers several metres high.

These waves are produced by the local prevailing wind. Their configuration depends on wind speed, wind duration and wind fetch. Wind waves are steeper than swell waves, with shorter periods and waver lengths. The sea appears more confused than for swell alone. The higher the wind speed, and the longer the wind duration and fetch, the higher the wave and longer the period.



A simple wave of wavelength L, wave height H and velocity V.

Generally, in open water, a wave of 1.86 times the significant wave height can be expected in every thousand waves. For a significant wave height of 3.8 metres and a period of 7.7 seconds, this means a wave of 7 metres can be expected every two hours or so.

The tables below show significant wave height for various wind speeds, duration and fetches.

Wave height as a function of wind speed and fetch distance for differing directions.

Fetch nmi (Duration)	Wind speed	Wave height m	ft		Fetch nmi (Duration)	Wind speed	Wave height m	ft
Fetch 10 (2-3 hours)	10kn	0.3	1.0		Fetch 30 (Duration)	10kn	0.5	1.5
	15	0.5	1.8			15	0.9	2.8
	20	0.8	2.7			20	1.3	4.2
	25	1.1	3.7			25	1.7	5.5
Fetch 20 (4-4.5 hours)	10	0.4	1.2		Fetch 40 (Duration)	10	0.5	1.8
	15	0.8	2.5			15	0.9	3.1
	20	1.1	3.7			20	1.4	4.7
	25	1.4	4.7			25	1.9	6.1

Note: A range of wind duration for wave height development is given. The lower the wind speed, the longer the duration required to develop the wave height The longer duration applies to the lower wind speeds and the shorter duration applies to the higher wind speeds.

Wave height and period as a function of wind duration for unlimited fetch.

	Duration 3 hrs			Duration 6 hrs			Duration 12 hrs			Duration 24 hrs		
wind	Wave height period			Wave height period			Wave height period			Wave height period		
speed	m	ft	sec	m	ft	sec	m	ft	sec	m	ft	sec
10kn	0.4	1.2	2.3	0.5	1.6	2.6	0.6	1.9	3.0	0.7	2.2	3.4
15	0.6	2.0	3.1	0.9	2.8	3.7	1.1	3.7	4.2	1.4	4.5	4.8
20	0.9	3.1	3.9	1.3	4.3	4.6	1.9	6.0	5.3	2.3	7.5	6.2
25	1.3	4.2	4.5	1.9	6.1	5.4	2.5	8.3	6.4	3.4	11.0	7.4
30	1.8	5.8	5.2	2.4	8.0	6.2	3.4	11.0	7.3	4.5	14.6	8.5
40	2.7	8.7	6.3	3.8	12.5	7.7	5.3	17.5	9.2			
50	3.7	12.0	7.4	5.4	17.7	9.0						

Waves tend to travel in groups (called wave trains). Each group consists of a number of waves of irregular height. Each individual wave has its own speed and direction of movement and there is continual interaction between these waves within the groups as well as between the sea waves and the swell. On occasions, when two or more crests interact simultaneously, an abnormally high wave can develop (often called a king or rogue wave). This wave can create a quite dangerous situation.

Swell waves

Swell waves are wind-generated waves that have moved away from their area of formation. As they move away they become more rounded and regular in height and period and can be detected thousands of kilometres from their source area. These waves may have lengths from 30 to 500 times their wave height.

Waves approaching the coast

Sea waves and swell approaching the coastline have their characteristics progressively affected by decreasing water depth. Waves slow down as the water becomes shallower, with those of longer wave length (such as swell) sensing the sea bottom and slowing down at first. At different points along the wave, the water depth may vary - hence different sections of waves travel at different speeds. Waves change direction by swinging towards the area of shallower water, and depending on the ocean bottom effects, may either increase or decrease in height. Swell moves from the Southern Ocean over the continental shelf and ultimately to the shore.

Breakers

As a wave moves towards the shore, the depth of water becomes so shallow that the wave collapses or breaks. This depth is approximately 1.3 times the wave height. Therefore a I metre wave will break at a water depth of about 1.3 metres. When a wave breaks its energy is dissipated by turbulence, frothing water up on to the beach. Where sufficient swell exists, good surfing can be experienced along the coast when offshore winds prevail. These offshore winds will increase the height of the wave before it breaks because the wind blows directly into the steep side of the wave. This gives the top of the wave time to increase in height before it overruns the lower portion of the wave and breaks.

Victoria is fortunate that it has irregular coastline which provides for local offshore winds at different locations whereas the prevailing wind may generally be onshore. By using the forecast wind, tidal information and your local knowledge you can make an educated guess as to what conditions will be for seakayaking.

Rips

When waves approach the beach at any angle they create a current in shallower water parallel to the shore (the longshore current). Under certain conditions this current will turn and run out to sea creating a rip which is dangerous to swimmers but can be beneficial to seakayakers getting off a surf beach. Take that extra time to survey the wave conditions, watch the wave trains, possible rips and take advantage of what is offered by the sea.

Variations in wave energy along the Victorian coast are related to the degree of exposure of each sector to ocean swell and storm waves. High wave energy coasts can be defined as those where estimated mean annual significant wave height exceeds 1.0 metres
Moderate energy wave coasts 0.3 to 1.0 metre.
Low energy wave coasts where it is less than 0.3 metre.
Examples of a high wave energy occur on the southern coast of the Portland Peninsula, with a mean annual waveheight of 2.7 metres being recorded offpoint Danger between Warmambool and Cape Otway, and at Cape Schanck, Cape Liptrap and Wilson's Promontory.
The eastern and western coasts of Port Phillip Bay are moderate and low energy coasts respectively.

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The eastern and western coasts of Port Phillip Bay are moderate and low energy coasts respectively.

Onshore gales raise the nearshore water level and drive large waves onto the coast. Abnormally high tides of more than 1.. 52 metres above datum occur in the northern part of Port Phillip Bay when intense depressions passed through Bass Strait and strong northerly winds backed westerly then southerly. There has been flooding on the northern coasts of Port Phillip Bay when sea levels rose temporarily more than 2 metres because flood water discharge was accompanied by low atmospheric pressure, southerly gales and a high tide. In Port Phillip Bay and around lagoons, notably the Gippsland Lakes, water levels are usually high after episodes of heavy and prolonged rainfall and discharge of river floods.

The rise and fall of tides in Victoria generally has a range of less than 2 metres during fortnightly maximum (spring) tides in Bass Strait. Tide range increases into inlets and embayments where the tidal flow is magnified by the interacting with narrow configuration, attaining more than 3.3 metres towards the head of Western Port Bay and only 2.7 metres at the mouths of rivers draining to the northern shores of Corner Inlet. Because of the narrow entrance at Port Phillip Heads spring tides diminish from I.I metres at Point Lonsdale to about 0.6 metre at Williamstown at the head of Port Phillip Bay.

Tidal currents are strong where they pass through narrow straits, as at Port Phillip Heads and the entrances to Westemport Bay and corner Inlet. The intertidal zone is typically 50 to 100 metres wide along the ocean coast and 20 to 30 metres wide around Port Phillip Bay. In Westemport Bay the area of marshes, mudflats and sandflats exposed at low spring tides is about270 square kilometres (nearly 40% of the area submerged at high spring tide). Corner Inlet and the region behind the barrier islands (Port Albert area) to the east has an intertidal zone of about 180 square kilometres. Port Phillip about 28 square kilometres and Andersons Inlet, the largest estuary in Victoria, 16 square kilometres. In 1826 The Astrolabe under the command of Jules Sebastian - Cesar Dumont d'Urville (1826 - 1829) led an expedition to Australia and Oceania. When making his way across the southern stretches of the Indian Ocean he encountered a gale with mountainous seas an which a man was lost overboard. Dumont d'Urville, in his narrative, expressed the opinion that the waves reached a height of 'at least 80 to 100 feet'. In an era when opinions were being expressed that no wave would exceed 30 feet it was received with some scepticism. Dumont d'Urville, smarting at this ridicule was provoked to make an indignant rebuttal of this charge. HMS Herald under the command of Captain Henry Mangles Denham (1852-

1861) during a voyage around Australia and the south west Pacific encountered similar mountainous seas in the Southern Indian Ocean. Calculating wave height in such conditions is always difficult and allowing for error the waves encountered were well above 30 feet, some estimated 60 feet.

Twentieth century wave observations of the Southern Ocean from satellites now suggests that, at least in a once in a hundred years context, Dumont d'Urville's estimation was not altogether implausible.

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CHARTING THE 20-YEAR SATCOMS EXPLOSION

The possibility of using satellite communications was first considered by the International Maritime Organisation in the early 1970s. The end result was Inmarsat

USING satellites as a means of transmitting signals round the earth may just have been an idea in the mind of Arthur C Clarke in 1945, but it is a fact of life today.

The explosion in the use of mobile phone, the internet, email and all the modern uses of technology are now evolving at a rate so rapid that it is sometimes difficult to keep pace with them.

The possibility of using satellite communications was first considered by the International Maritime Organisation in the early 1970s.

The end result was the world's first mobile satellite communications supplier— Inmarsat—which celebrates its 20th anniversary this year.

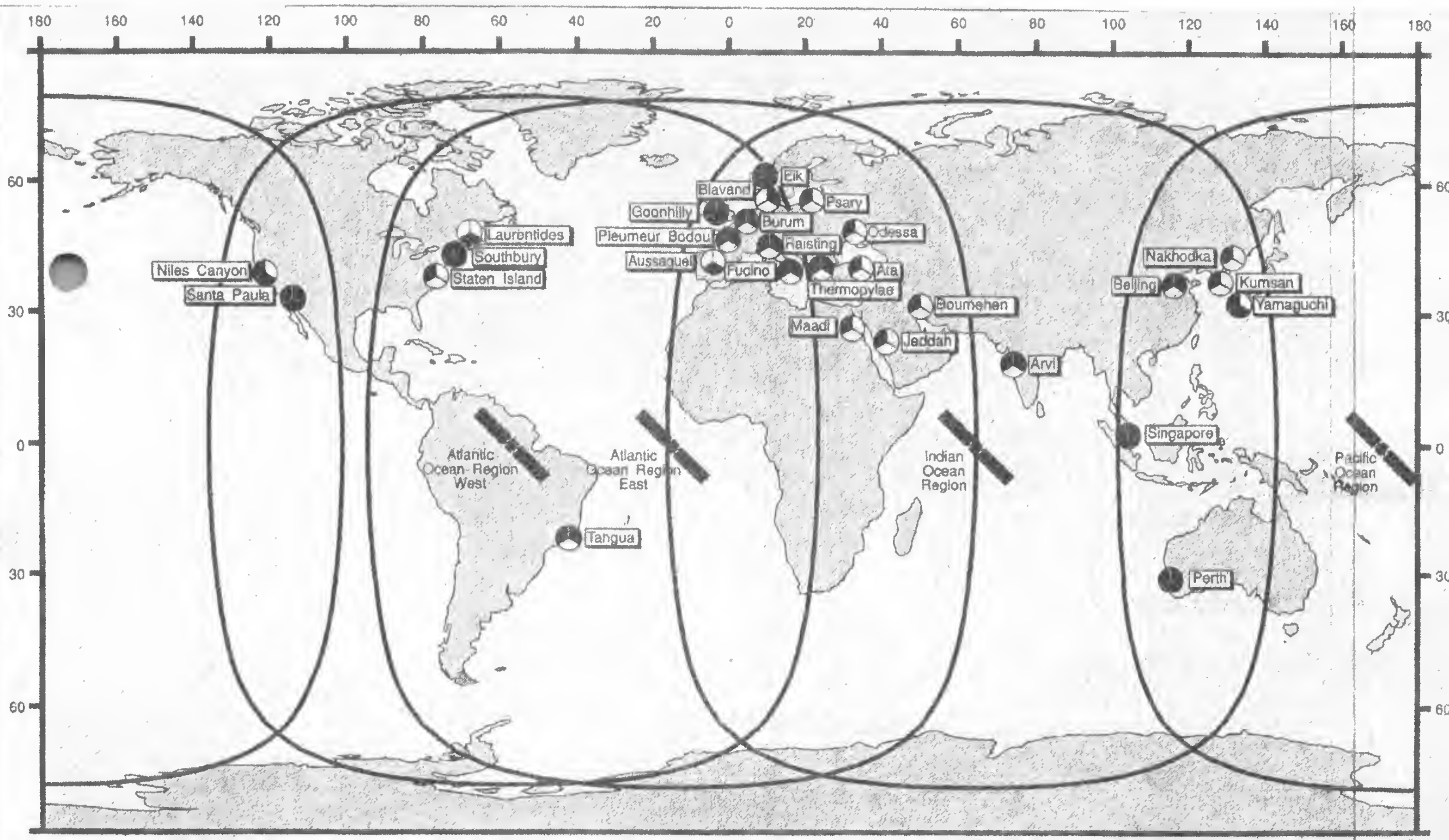
Some of the doctrines enshrined in the original 1976 Inmarsat convention, for example the specification that Inmarsat should operate exclusively for peaceful purposes, still exist today.

They are an integral and inescapable part of a body which is in the process of transforming itself from an inter-governmental organisation to a company run on commercial lines.

Whether or not Inmarsat continues to thrive as a commercial entity will henceforth be governed by the ability of the organisation not only to expand its own products and services but to face up to the competition of the future includeing, in the arena of its public service commitments which include the Global Maritime Distress and Safety System (GMDSS).

GMDSS has been the area of most concern for the maritime industries as far as Inmarsat is concerned.

In the run-up to privatisation which was finally completed in April this year much



Land Earth Station Services (existing & planned) Inmarsat-A Inmarsat-C Inmarsat-Aero

concern had been expressed by the maritime industries that a move to make Inmarsat a private company might result in some diminution of its capabilities as a provider of a fundamental service such as
GMDSS.

Inmarsat's 10th anniversary book has some interesting insights into views of satellite radiodetermination in 1989.

Whether or not Inmarsat continues to thrive as a commercial entity will be governed by the ability of the organisation to expand its products and services and face up to competition

"GPS and Glonass (the Soviet navigation system) will both provide global coverage and unlimited capacity.

"But some users are worried about the single-nation control and military administration of these systems," it states.

For its own part, Inmarsat at this period was planning to "start with simple position reporting and then grow in capability towards a navigation and surveillance system."

Mobile phones technology was already being considered.

"How quickly the revolution in mobile communications eventually leads to an era in which everyone has a globe spanning pocket phone is more of a political and regulatory question than a technological one," the organisation said in 1989

"Technological obstacles, the need for political will, universal standards and international co-operation may be a more serious impediment.".
Judging by the spread of mobile communications today, the political, or perhaps more precisely commercial, will seems to have been there.

Under the newly privatised Inmarsat, commercial will is the key to the company's success in an increasingly competitive market.

Today, Inmarsat delivers mobile satellite communications services via four Inmarsat-2 and five Inmarsat-3 satellites. Built by Lockheed Martin and payload provider Matra Marconi, the Inmarsat 3s are each eight times more powerful than Inmarsat 2s.

Electronic mail, internet access, ship management applications and electronic chart are some of applications that can be used via Inmarsat A, B, C, M and mini-M systems. Inmarsat's D+ offers global two-way data communications utilising equipment no bigger than a personal compact disc player.

Inmarsat is also a major shareholder in ICO Global Communications,
which was set up in 1995 to develop and implement a new satellite system designed to supply global service to hand-held phones.

The system will use 12 .satellites at an altitude of about 10,000 km and is expected to be operational next year.

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Mistaken alerts are causing deaths

POOR training and misuse of equipment are turning the Global Maritime Distress and Safety System into a 'nightmare'.

There has been unanimous Union backing to a motion expressing concern at the high number of false alerts and there have been calls to continue to seek improvements In training and equipment.

"This rotten system is causing deaths.....there are so many false alarms that people are switching them off"

'This rotten system is causing deaths, I am sure of it,' said Don Miller (offshore support/deepsea). 'There are so many false alarms that people are switching it off— you could have a fire over the horizon and nobody would know about it.'

Keith Escott (offshore support) told how on one of his ships the autolog stored 100 calls, of which more than 90 per cent were false alarms.

'Things are so bad that we are fast coming to the point where we coinplacently push the mute button to stop the noise, assuming it is Just another false alarm,' he warned.

Equipment was often user- unfriendly, and training courses often failed to use the equipment that officers worked with at sea.

Nick Cooper (deepsea) said the problem of DSC false alerts was creating a danger to shipping, with watchkeeping officers often being distracted while sailing in confined or busy waters. He was backed up by Brian Hoare (deepsea), who described the number of false alerts at critical phases of a voyage, as 'a nightmare'.

Capt Hoare warned: 'The false alerts are intolerable and the monster has got to be controlled and sorted, out.' An international standard to cover the design and layout of control panels, indicators and buttons was essential.

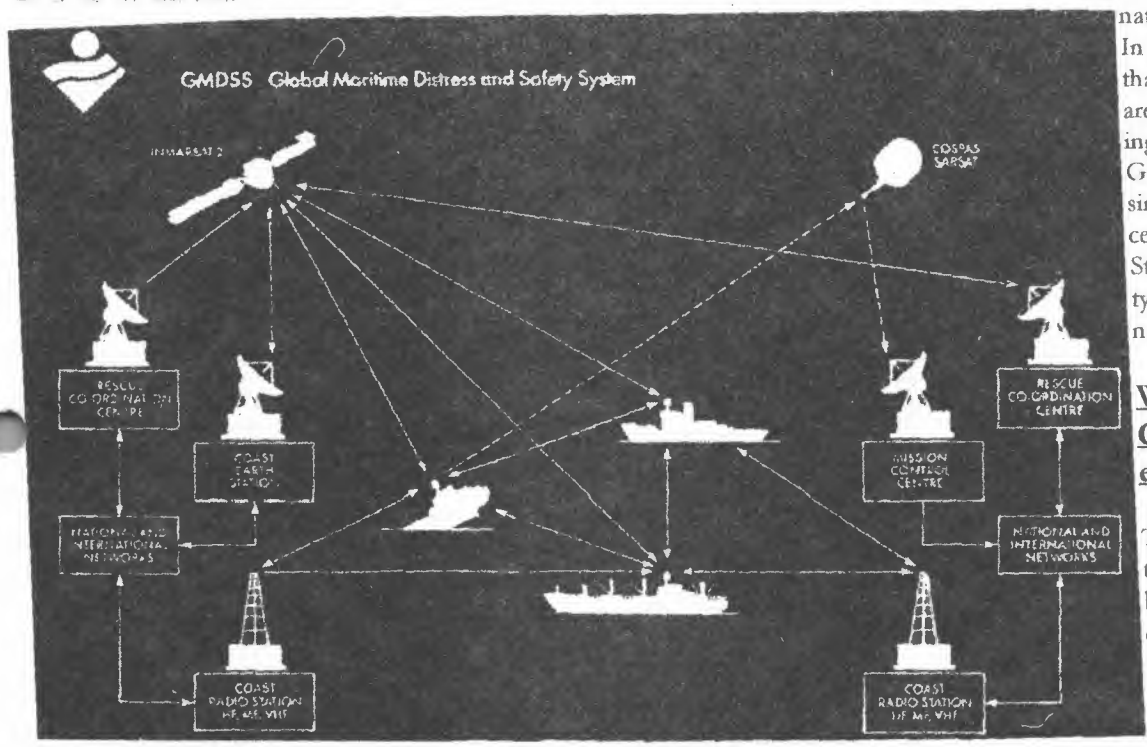
Mike Ridehaigh (offshore) said GMDSS had been used as an excuse for cutting crew levels and falling to invest in adequate training. "The technology of GMDSS is such that it could .and should be a safe and effective distress and search system,' he pointed out.

If we want to get GMDSS to work, we have got to persuade the powers that be to spend enough money on training to get the people to work it properly,' he argued.

'Shipowners need to spend some money and get out of the idea of safety at any cost as long as it does not cost them money.'

Personal Ad.
From Grahma Dore,(Tel 01202 431617) 8, Heytesbury Rd. Bournemouth, BH6 5BN... "Bournemouth based sea paddler seeks partner for open crossings and 'challenge' paddles. South Coast based paddler preferred to facilitate reglar joint training paddles. Happy to build up from shorter trips with less experienced.

GLOBAL MARITIME DISTRESS AND SAFETY SYSTEM



What is the GMDSS?

The global maritime distress system (GMDSS) is an international system which uses terrestrial and satellite technology and ship-board radio systems to ensure rapid, automated alerting of shore-based communication and rescue authorities, in addition to ships in the immediate vicinity, in the event of a marine distress.

Under the GMDSS, all ocean-going passenger ships and cargo ships of 300 gross tonnage and upwards engaged on international voyages must be equipped with radio equipment that conforms to international standards as set out in the system. The basic concept is that search and rescue authorities ashore, as well as shipping in the immediate vicinity of the ship in distress, will be rapidly alerted through satellite and terrestrial communication techniques so that they can assist in a co-ordinated search and rescue operation with the minimum of delay.

How does the GMDSS help in distress situations?

Ships filled with GMDSS equipment are safer at sea and more likely to receive assistance in the event of a distress because the GMDSS provides for automatic distress alerting and locating when a radio operator does not have time to send out a distress call. The GMDSS also requires ships to receive broadcasts of maritime safely information which could prevent a distress from happening, and requires ships to carry satellite emergency position-indicating radio beacons (EPIRBs). which float free from a sinking ship and alert rescue authorities with the ship's identity and location.

Who adopted the GMDSS?

The GMDSS was adopted by IMO. It was adopted by means of amendments to the International Convention for the Safety of Life at Sea (SOLAS). 1974. The amendments, which are contained in chapter IV of SOLAS, on Radio-communications, were adopted in 1988 and entered into force on I February 1992 but provided for a phase-in period until I February 1999.

Who is implementing the GMDSS?

Implementation of the GMDSS requirements is the responsibility of Contracting Governments to SOLAS. This means the Administrations of individual countries that have ratified the GMDSS requirements into their national law.
In practice, it also means that individual shipowners are responsible for ensuring their ships meet GMDSS requirements. since they must obtain certificates from their flag State certifying conformity with all relevant international regulations.

When does the GMDSS take effect?

The global implementation of GMDSS services became fully effective on I February 1999. By that date, all applicable ships had to comply with the GMDSS requirements in SOLAS.

GMDSS Countdown
Between 1 February 1992 and 1 February 1999 existing ships could comply with the version of chapter IV of SOLAS in force prior to 1 February 1992 or the GMDSS
All ships have been required to carry a NAVTEX (transmission of maritime safety information) receiver and satellite EPIBBs (emergency position-indicating radio beacons) since 1 August 1993
Ships built on or after 1 February 1995 must comply with all applicable GMDSS requirements
From 1 February 1999 all passenger ships and all cargo ships of 300 gross tonnage and upwards on international voyages must comply with the GMDS.

Who has to comply with the GMDSS?

All ships subject to SOLAS chapter IV have to fit GMDSS equipment: generally, this is all passenger vessels and all cargo ships over 300 gross tonnage on international voyages.

What do ships have to do to comply with GMDSS?

Under SOLAS, every ship, while at sea. must have the facilities for essential communications, namely:

- transmitting ship-to-shore distress alerts by al least two separate and independent means:
- receiving shore-to-ship distress alerts:
- transmitting and receiving ship-to-ship distress alerts:
- transmitting and receiving search and rescue co-ordinating communications: transmitting and receiving on-scene communications:
- transmitting and (as required) receiving signals for locating:
- transmitting and receiving maritime safety information:
- transmitting and receiving general radio communications to and from shore-based radio systems or networks: and
- transmuting and receiving bridge-to-bridge communications.

Specific equipment requirements for ships vary according to the sea area (or areas) in which the ship operates. The GMDSS combines various subsystems - which all have different limitations with respect to coverage - into one overall system, and the oceans are divided into four sea areas:

Area Al - Within range of VHF coast stations with continuous DSC alerting available (about 20-30 miles)

Area A 2 - Beyond area Al. but within range of MF coastal stations with continuous DSC alerting available (about 100 miles)

Area A3 - Beyond the First two areas, but within coverage of geostationary maritime communication- satellites (in practice this means Inmarsat). This covers the area between roughly 70 N and 70 S.

Area A4 - The remaining sea areas. The most important of these is the sea around the North Pole (the area around the South Pole is mostly land). Geostationary satellites, which are positioned above the equator, cannot reach this far.

Coastal vessels, for example, only have to carry minimal equipment if they do not operate beyond the range of shore-based VHF radio stations, but they may carry satellite equipment. However, some coasts do not have shore-based facilities, so although the ship is close to shore, the area counts as area A2 or A3. Ships which do go beyond sea area A I have to carry MF equipment as well as VHF - or Inmarsat satellite equipment. Ships which operate beyond the range of MF radio stations have to carry Inmarsat satellite equipment in addition to VHF and MF. Ships which operate in area A4 have to carry HF, MF and VHF equipment.

What about Morse code?

The invention of radio by Guglieimo Marconi and the use of Morse code was a significant development in saving lives at sea after an incident. However, Morse telegraphy required many years of training and practice. If something happened to the radio operator, it was unlikely that anyone else on board would be able to use the telegraphy equipment.
GMDSS equipment still requires training - but systems can automatically send a ship's position, speed and call sign when a distress button is pressed, and advances in technology mean that normal voice communication can be used. for example to speak to a rescue co-ordination centre.

Morse code is therefore not a mandatory requirement under the GMDSS and many Governments are phasing out Morse code listening services, if they have not already done so.

Do all ships have to have satellite communications?

No. If ships are travelling only in coastal areas served by VHF coast stations with continuous digital selective calling (DSC) available, they need only carry VHF equipment.
However, they may use satellite communication in addition to or instead of terrestrial radio links.

What about the problem of false alerts?

One of the main reasons for false distress alerts is improper use of GMDSS equipment by untrained personnel. They are probably also caused by the lack of practical experience of GMDSS equipment on board ships by trained personnel. IMO has issued guidelines on avoidance of false alerts and has introduced a standard button design, which means that the distress button has to be protected and must he held down for 3 seconds to be activated. There are problems with equipment design and poor training. EPIRBs have to he sensitive, because they have to be able to float free. and this sensitivity can lead to false alerts.

But information from manufacturers and coastal States indicates that, on average, there is only one false alert every 50 years from each of the alarms now available.

At the same time. the GMDSS system makes it possible for the ship in distress to be contacted, to check whether the alert is real or false, before search and rescue operations begin.

What proportion of ships will comply with GMDSS after the deadline of 1 February 1999?

Flag States have been requested to provide IMO with information on compliance, but IMO has not received enough information to provide a detailed overview of compliance figures. Ships built since 1995 have been required to be equipped with GMDSS radio equipment. Older ships must comply by I February 1999. and it is likely that port State control inspectors will target these ships to make sure they are GMDSS-compliant. If not. they run the risk of being detained in foreign ports.

Ships that are not covered by SOLAS:' such as smaller vessels or those not undertaking international voyages, will have to comply with requirements set out by their maritime Administration. Many Administrations encourage these non-SOLAS ships to fit relevant GMDSS equipment to help in an emergency situation.

What do coastal States have to do to ensure the GMDSS will work?

Under regulation 5 of chapter IV of SOLAS. "Each Contracting Government [to SOLAS] undertakes to make available, as it deems practical and necessary either individually or in co-operation with other Contracting Governments, appropriate shore-based facilities for space and terrestrial radiocommunication services ..."

What is the difference between GMDSS and existing radiocommunications?

The GMDSS includes the regulations for radiocommunications aboard merchant ships contained in SOLAS chapter IV. It includes some of the traditional maritime radio systems, but many have been upgraded to provide for automated listening and calling. The GMDSS utilises traditional radiocommunications, but integrates them into a co-ordinated system, adding satellite communications.

What is DSC?

Digital selective calling (DSC) has been introduced on VHF, MF and HF maritime radios as part of the GMDSS. DSC is primarily intended to initiate ship/ship, ship/shore, and shore/ship radiotelphone and MF/HF radiotelex calls. DSC calls can also be made to individual ships or groups of ships. DSC distress alerts, which consist of a preformatted distress message, are used to initiate emergency communications with ships and rescue co-ordination centres.*
Fully implemented, DSC eliminates the need for persons on a ship's bridge or on shore to continuously guard radio receivers on voice radio channels used for distress, safety and calling, including VHF channel 16 (156.8 MHz) and 2182 kHz. A listening watch on 2182 kHz aboard

** In VHF radio, and on MF radio in the 21U7.5 kHz band as well as HF radio (frequencies in the 4. 6. K 12 and 16 MHz bands). DSC enables ships to maintain the required continuous listening watch on channel 70 (the DSC calling channel) with automatic equipment. A ship's DSC receiver will only respond to a call to the ship's individual Maritime Mobile Service Identity number ("MMSI") or to an "All Ships" DSC call. After establishing contact on channel 7U. both parties can change to an agreed voice channel to communicate.*

GMDSS- equipped ships is scheduled to end on I February 1999, and on VHF channel 16 on I February 2005.

Can GMDSS equipment be used for routine radio communications?

Yes. GMDSS telecommunications equipment should not be reserved for emergency use only. IMO encourages mariners to use it for routine as well as for safety radiocommunications.

What is COSPAS-SARSAT?

COSPAS-SARSAT is an international satellite-based search and rescue system, established by Canada, France, the U.S.A. and Russia. These four countries jointly helped develop a 406 MHz satellite emergency position-indicating radio beacon (EPIRB). an element of the GMDSS that is designed to operate with the COSPAS-SARSAT system. These automatically activated EPIRBs are designed to transmit a vessel's identification and an accurate location of the vessel to a rescue co-ordination centre from anywhere in the world.

What is NAVTEX?

NAVTEX is an international, automated system for instantly distributing maritime navigational warnings, weather forecasts and warnings, search and rescue notices and similar information to ships. A small, low-cost and self-contained "smart" printing radio receiver installed in the pilot house of a ship or boat checks each incoming message to see if it has been received during an earlier transmission, or if it is of a category of no interest to the ship's master. If it is a new and wanted message, it is printed on a roll of adding-machine-size paper: if not. the message is ignored. A new ship coming into the area will receive many previously broadcast messages for the First time: ships already in the area which had already received the message won't receive it again. No person needs to be present during a broadcast to receive vital information.

What is Inmarsat?

The International Mobile Satellite Organisation (Inmarsat). previously the International Maritime Satellite Organization. was established by IMO in 1976 to operate satellite maritime communication systems and is in the process of becoming a privately owned company, while retaining its public sector obligations to the maritime distress and safety system. Three types of Inmarsat ship earth station terminals are recognised by the GMDSS: the Immarsat-A. -B and -C.
The Inmarsat-A and -B (an updated version of Immarsat-A) stations provide ship/shore, ship/ship and shore/ship telephone, telex and high-speed data services, including a distress priority telephone and telex service to and from rescue co-ordination centres. The Inmarsat-C station provides ship/shore, shore/ship and ship/ship store-and- forward data and telex messaging, the capability for sending preformatted distress messages to a rescue co-ordination centre, and the SafetyNET service. The Immarsat-C SafetyNET service is a satellite-based worldwide maritime safety information broadcast service of high-seas weather warnings. navigational warnings, radionavigation warnings, ice reports and warnings generated by the International Ice-Patrol. and other similar information not provided by NAVTEX. SafetyNET works similarly to NAVTEX in areas outside NAVTEX coverage.

What are Search and Rescue Radar Transponders (SARTs)?

The GMDSS installation on ships includes one or more search and rescue radar transponders, devices wind) are used to locate survival craft or distressed vessels by creating a series of dots on the display of a rescuing ship's 3 cm radar. The detection range between these devices and ships, dependent upon the height of the ship's radar mast and the height of the SART, is normally less than about ten miles.

What about fishing vessels and small recreational vessels, such as yachts?

At the moment, most Fishing vessels and recreational boaters are not required to participate in the GMDSS. But they will find many of the services available useful and may want to acquire equipment such as EPIRBs, which must be registered with the appropriate authorities.

Small vessels are also recommended to fit DSC equipment since, once the GMDSS is fully implemented, vessels without DSC will have difficulty contacting ships which arc monitoring the DSC calling channel only. However, in a vessel traffic service zone. ships will still be required to maintain a listening watch on the appropriate

frequency.

Most Fishers and recreational boaters are already carrying VHF marine radios; ho ever, these are not generally DSC-compatible

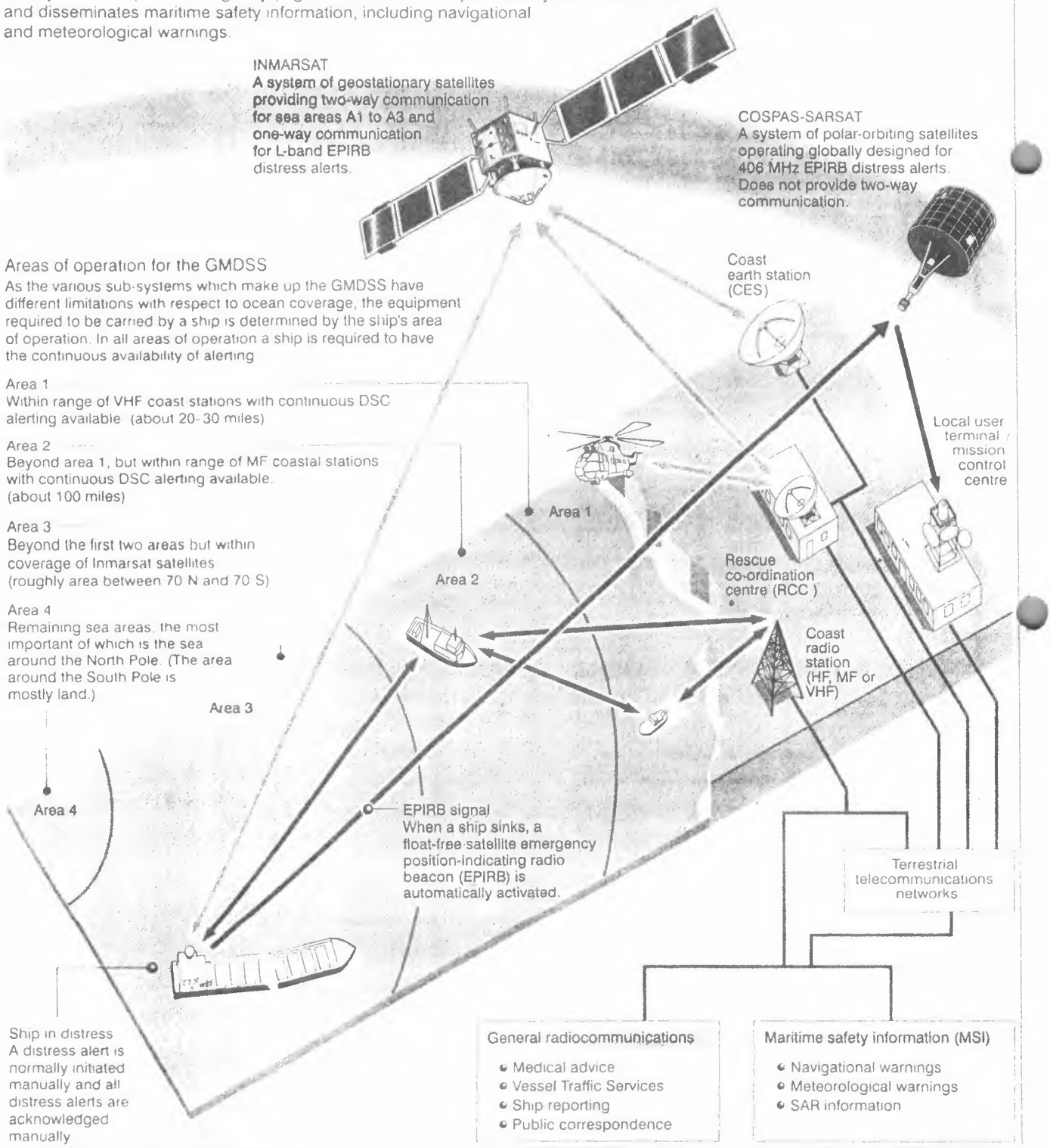
Can cellular telephones/mobile phones be used instead of VHF radio?

Larger vessels must have the radio equipment specified in the GMDSS regulations. For smaller vessels, not covered by the GMDSS. most coastal authorities do not recommend cellular telephones as a sub stitute for the marine radio distress and safety systems in the VHF maritime radio hand.

A VHF radio is more advantageous in that it can also help ensure that storm warnings and other urgent marine information broadcasts are received. Furthermore. VHF radio can be used worldwide.

The Global Maritime Distress and Safety System

The Global Maritime Distress and Safety System (GMDSS) consists of many separate sub-systems being implemented in a co-ordinated and agreed-upon manner. Some are new, like digital selective calling (DSC). but many have been in operation for a number of years. The co-ordination enables a ship which is in distress to send a distress alert message in various ways and be virtually certain that it will be heard and acted upon. Search and rescue authorities ashore, as well as shipping in the immediate vicinity of the ship in distress, will be rapidly alerted so they can assist in a co-ordinated search and rescue operation with the minimum of delay. The system also provides urgency (e.g. medical assistance) and safety communications and disseminates maritime safety information, including navigational and meteorological warnings.



From: Tony Brunt New Zealand
Enjoy ... Tony

Idiot Olympic Questions

Here are some of the classic questions that were asked of the Sydney Olympic Committee via their Web site, and answers supplied where appropriate. This is worth the read from which country the question came from is particularly telling...

Q: Will I be able to see kangaroos in the street? (USA)
A: Depends on how much beer you've consumed...
Q: Which direction should I drive - Perth to Darwin or Darwin to Perth - to avoid driving with the sun in my eyes? (Germany)
A: Excellent question, considering that the Olympics are being held in Sydney.
Q: I want to walk from Perth to Sydney - can I follow the railroad tracks? (Sweden)
A: Sure, it's only three thousand miles, so you'll need to have started about a year ago to get there in time for this October...
Q: It is imperative that I find the names and addresses of places to contact for a stuffed porpoise. (Italy)
A: I'm not touching this one...
Q: My client wants to take a steel pooper-scooper into Australia. Will you let her in? (South Africa)
A: Why? We do have toilet paper here...
Q: Are there any ATM's in Australia? Can you send me a list of them in Brisbane, Cairns, Townsville and Hervey Bay? (UK)
Q: Where can I learn underwater welding in Australia? (Portugal)
Q: Do you have perfume in Australia? (France)
A: No. Everybody stinks.
Q: Do tents exist in Australia? (Germany)
A: Yes, but only in sporting supply stores, peoples' garages, and most national parks...
Q: Can I wear high heels in Australia? (UK)
A: This HAS to have been asked by a blonde...
Q: Can you tell me the regions in Tasmania where the female population is smaller than the male population? (Italy)
A: Yes. Gay nightclubs.
Q: Do you celebrate Christmas in Australia? (France)
A: Yes. At Christmas.
Q: Can I drive to the Great Barrier Reef? (Germany)
A: Sure, if your vehicle is amphibious.
Q: Are there killer bees in Australia? (Germany)
A: Not yet, but we'll see what we can do when you get here.
Q: Can you give me some information about hippo racing in Australia? (USA)
A: What's this guy smoking, and where do I get some?
Q: Are there supermarkets in Sydney and is milk available all year round? (Germany)
A: Another blonde?
Q: Please send a list of all doctors in Australia who can dispense rattlesnake serum. (USA)
A: I love this one...there are no rattlesnakes in Australia.
Q: Which direction is North in Australia? (USA)
A: Face North and you should be about right.
Q: Can you send me the Vienna Boys' Choir schedule? (USA)
A: Americans have long had considerable trouble distinguishing between Austria and Australia.
Q: Are there places in Australia where you can make love outdoors? (Italy)
A: Yes. Outdoors.
Q: I was in Australia in 1969 on R+R, and I want to contact the girl I dated while I was staying in Kings Cross. Can you help? (USA)
Q: Will I be able to speek English most places I go? (USA)
A: Yes, but you'll have to learn it first.

SITESEEING

Global Adventure browses the marketplace of cyberspace...

www.cheapflights.co.uk

Now this is certainly a site for sore eyes: a no-nonsense, one-stop travel supermarket designed to help travellers arrange almost every aspect of their trip before they go away. They've made it really simple and user-friendly, with a page for each destination giving an excellent overview of what the prices should be, and lots of links to agents and airlines.

Food for thought?
Almost every destination includes a five-day weather forecast, the current exchange rate, information on visa requirements, and details of affordable hotels and car hire. In addition there are links for travel guides, insurance and health, and warnings are included for travellers wishing to visit dangerous countries.

Looks?
Not even an issue. This site is for reference, not entertainment. There are no moving images and, apart from maps, no pictures, so don't expect to be dazzled. This does however speed up downloads.

Online or off-course?
You can't go wrong for quick and accurate information on the destination of your choice.

www.travelocity.co.uk

A useful money-saving tip: visit Travelocity's new British homepage to find out what last-minute deals are on offer for holidays and airfares. This site has been specifically designed with the British traveller in mind, so in addition to the usual array of flights, destinations and weather reports it also features a ticket booking facility for theatres and concerts around the country.

Food for thought?
The site lets users book with more than 420 airlines, 40,000 hotels and 50 car-hire companies, so you're pretty spoilt for choice. The UK airport guide provides detailed flight arrivals information, and the destination guide and weather updates are focused on resorts popular among British travellers.

Looks?
Very comprehensive and well ordered with colourful maps, but visually rather wordy.

Online or off-course?
As one of the largest travel sites around, it won't hurt to have a look.

www.adventure-mag.com

As the title indicates, this is an online adventure magazine. It's updated daily with the freshest news of expeditions and adventures from around the world, including live coverage on events that are currently taking place. If you want to be the first to hear the news, then you can submit you e-mail address so that they automatically send you reports hot off the press.

Food for thought?
There's a variety of articles, catalogued under the headings of Mountain, Sea, Land, Whitewater, Scuba and Hideaway. The Adventure of the Week is a good feature and is also handy; just click on a zone for details of adventures in that area.

Looks?
Not bad, but at the same time not Monet. Considering the subject matter, the pictures are disappointing. One or two hazy photos of Everest do not really do justice to an otherwise excellent web site.

Online or off-course?
A great resource if you want to read about other people enjoying themselves while you're stuck in the office.

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Atlantic Kayak Tours, 320 W. Saugerties Rd, Saugerties, NY 12477, (914)246-2187
Sweetwater Kayaks, 1136 Pinellas Bay Way, Tierra Verde, FL 33715, (727)906-0708
Great River Outfitters, 4180 Elizabeth Lake Rd, Waterford, MI 48328, (248)683-4770
Kayak Centre at Wickford Cove, 9 Phillips St, Wickford RI 02852, (800) 985-2992

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