

Ocean Kayaker

INTERNATIONAL SEA KAYAKING ASSOCIATION

NEWSLETTER

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ISSUE # 38



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

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



Ocean Kayaker

Issue # 38 January, 2001

editorial

by John Ramwell

So many of you have renewed your subscription to ISKA for another year that I feel I must be doing something right!! I do need to put up a marker that for 2002 the sub. is going to have to go up to £10. The rent of the printing machine costs ISKA over £1,000 p.a. and you will know that postage rates went up during 2000.

I hope you enjoy this newsletter. It is, as ever, fairly varied. I glean material from far and wide but I do need you, dear reader, to keep me supplied with news, views and reports.

I have enclosed a neat i.d. chart of UK whales & dolphins, courtesy of WDCS.

So, to those of you yet to renew you sub. do help me out by sending it soon to save me sending you a separate reminder.

Finally I have arranged to be at the NEC next February for the International Canoe Exhibition - see you there.

My address is, for copy for this magazine:

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

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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

NAKC 2000

From Peter Bray

NAKC 2000 (North Atlantic Kayak Challenge) was to be a solo unsupported kayak expedition. After three years planning and preparation it was now time to set off.

Our base station for the expedition was to be at Frank's home on the Isle of Wight.

Early May the special kayak was shipped to St. John's in Newfoundland which was to be the start point. A couple of weeks later both Jim Rawlinson (The Project manager) and I left for St. Johns.

We went out for a recce. in 1999, it was then that we sorted out a building for the kayak and stores, our accommodation for ourselves. We achieved our aim and much more

Our first problem was the Unions on the dock. Jim was good.. He managed to bring our own truck onto the docks to collect the kayak and take it to the location outside town. There were a few other problems, but we over came them

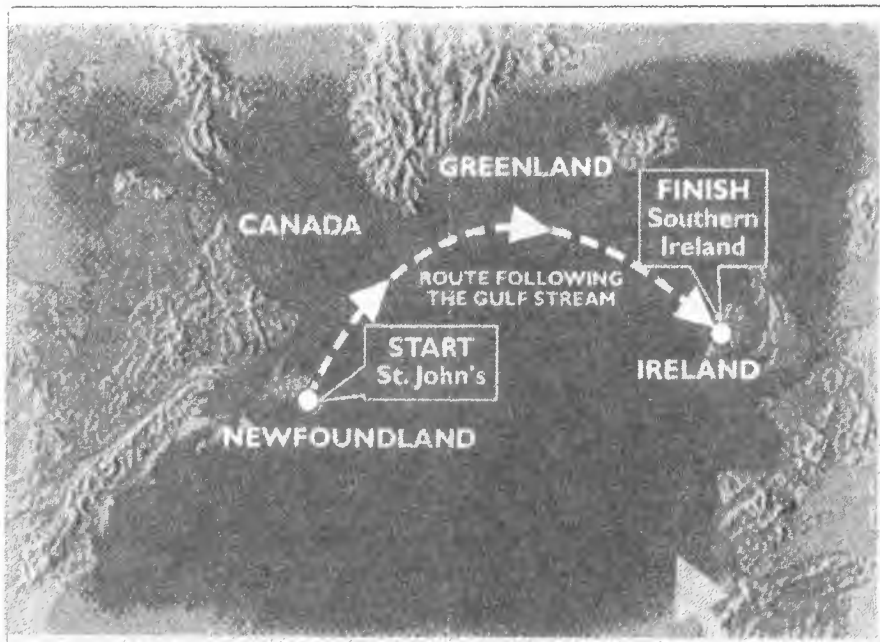
The communications by laptop to the

base station was checked. Poor Frank had to stay up at night because I had changed the day around; this was to enable me to paddle at night and sleep during the day.

so low in the water, radar did not work, so nobody could see me during darkness.

The weather was the deciding factor as to when I should go, I needed five days of westerly winds. On the 15th June the weather was right. I checked the tides, it was perfect, at 8 p.m, an evening start.

The previous day on the 14th saw us testing the kayak on the water for the last time. I just wanted to check that I had the trim right and that everything was in order.



Peter at the Anglesey May Symposium, 2000

Lunch time on the 15th saw us on the docks doing a final check on the communication system Stratos (the company supplying these) wanted to just re-check everything; being involved in an expedition of this type was a first for them. They were a great bunch and nothing was too much trouble for them.

At 8.15 p.m. I pulled away from the pier to the cheer of over three hundred people, paddling out through the narrows I had an escort of four sea kayaks and a small fishing vessel with a film crew.

Once outside the narrows these left me and I was on my own. Weather conditions were ideal and darkness slowly approached. One last look at the land disappearing, I switched on my navigation lights and looked forward to the next few weeks. During the night I had something to eat

The main reason for this was to allow me to see navigation lights of other ships and steer out of their way. I was

and drink and watched the long liners, (fishing boats) going to and fro from St. Johns. Out of curiosity I checked

my speed on my GPS and was very happy to see my speed was three and a half knots,

At 7 in the morning I decided it was time for bed, so I stripped off to just my shirt (supplied by Keela) and got into my sleeping bag. I awoke at about 12 noon and switched on my communications but found it wanted my password; something that it was supposed not to require. This meant that I had to phone Jim, back on the shore, to get the password..
It was

I noticed water in the cabin. On further investigation I found water coming in through the bilge. I opened the window in the cabin door to check the cockpit, only to see that water was already over three quarters of the way up the door There was a problem to put it mildly!

then that I noticed water in the cabin. On further investigation I found water coming in through the bilge. I opened the window in the cabin door to check the cockpit, only to see that water was already over three quarters of the way up the door There was a problem to put it mildly!

To cut a long story short, I was forced to take to the life-raft after first tying it off to the kayak, this would make a bigger object for my rescuers to locate. They say things come in threes. Within no time at all the life-raft was dragged along the side of the kayak causing the bottom to rip. Quickly grabbing as much safety equipment as possible, I cut loose. With my VHF radio I sent out my 'maydays'; - this all happened in seconds rather than in minutes. As I was getting myself settled in the life-raft it tipped over, the only good thing about this, I could see the damage to the under side of the raft.

Upon righting the raft; I clambered back inside only to find I'd lost my VHF radio, my knife, half a paddle and other -items of kit On seeing a fishing buoy I headed towards it; between paddling with one blade and emptying the raft it took quite some time to reach. It would take a few

minutes for the raft to fill. Once tied off onto the fishing buoy I sorted out a routine for emptying water from the raft to keep it afloat. Dressed only in my shirt and a hat, I had to get warm so I used two sky streams which I inflated, placing me under my bottom and one up inside my shirt.

The water temperature was about three degrees above zero. During the next thirty two hours prior to my rescue I witnessed three icebergs! - and one boat, at which point I sent off a flare, (unfortunately to no avail).

During the twilight hours I heard the sound of a C 130 Hercules transport plane. At this point I had to decide which flare to use, the day or the night one, so I decided to use them both. The plane reported my position to the coast guard ship 'Cowley' and within thirty minutes I was on board in a purpose built heat bag drinking tea. My condition was cheerful, but I was suffering with numb feet and mild hypothermia

The thing that had kept me going whilst in the raft was anger, and frustration that three years planning was lost to a small piece of kit. I planned next years attempt and the changes I would make.

After many weeks my feet are about 90% recovered from their ordeal, I still have no feeling in my toes but this will return.

At this point in time "Kirton Kayaks" are building my next kayak, and I am excitedly waiting for next June when we will succeed. This is due to the support of all the sponsors who have supplied equipment and given me great encouragement, for this I thank them, and also thanks to John Ramwell who is one of our adjudica-

tors and the secretary of ISKA,

Our chosen charity is 'Rainbow' and "Ty Hafen" both children's hospices, information about this can be obtained from Jim Rawlinson on 01530 831142 Also information about the Challenge can be found on our web-site which is <www.outdoorchallenge.co.uk/NAKC2000>

Having said all this we are still hoping for a financial sponsor who can name the kayak and give us that extra backing that we so desperately need.

From Chucksutherland, USA
Hi John,

Joel Gerglund, Vice Director of the Greenland National Museum in Nuuk, Greenland, is interested in this case. I sent him a copy of Pete Dingle's article that you reprinted in Ocean Kayaker, July, 2000.

I believe he would be willing to provide you with a few paragraphs regarding archeological and other more recently inhabited sites in Greenland. I invite you to contact him by e-mail.
His email address is <jbnatmus@greenet.gl>.

What we are about here is raising the consciousness of sea kayakers exploring such remote, depopulated areas as those commonly found in Greenland. Sea kayakers are among the very few people that are able to reach such areas. It is there responsibility to see that they do no harm and leave no tracks, as they say.

Here comes a letter from Miguel Minaudo who hails from Argentina but currently writes from Los Angeles. He can be contacted on <miguelange08@hotmail.com>

Dear John,
When I received your letter, also came one from Didier Plouhinec. Now I have two kayakers to visit!
Next May I will go to Cherbourg, Bolton and maybe Barcelona in Spain where I know Carmen Adell. Carmen is with the BCU and is training disabled people.

Last time I wrote I mentioned Carlos. He is such an interesting sportsman.

There are many people who speak about him. He has the body of an Eskimo, maybe he is about 50 years old and single. All the time he loves to build new kayaks. When he came to visit me recently he showed me his latest work, a paddle carved by himself. He also shared his future paddling projects.

Carlos cycles to and from work every day on his specially made bicycle. Each morning he goes swimming and many afternoons he goes off paddling. I know he enjoys fishing from his kayak. so you can see that he keeps himself very fit, particularly paddling fit. I have the very good fortune to be his friend.

I have know Carlos since we went to Catholic school together in a small town in the prairie between my City and Buenos Aires. All the time I have known him he has been a keen sportsman, a marathon man

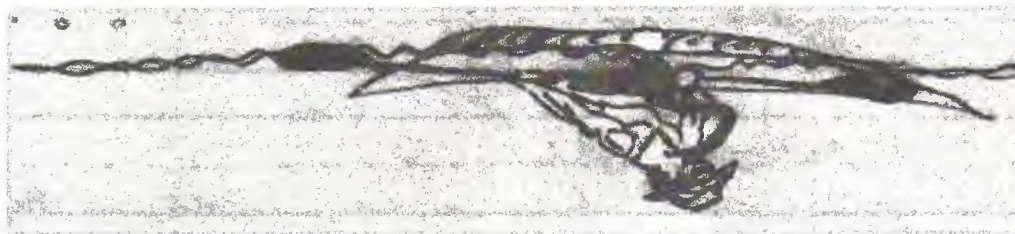
This year , before I left Argentina, I gave him a handbook on kayak building from plywood using American methods. He was so excited about it.

Two years ago I spoke about you and I.S.K.A. and showed him a newsletter. I told Carlos I would send you anything he cares to write about his exploits. for publication. He is delighted with this prospect.

When I return home to Argentina this December I shall send you a photograph of our "Romantic kayaker and friend - CARLITOS"!!

In my own case I would like to do more paddling with Carlos but I do need more training.

Your readers might be interested in in system he uses if his roll does not work first time - he uses a plastic



I think it would be interesting if Nigel Dennis made a kayak with a 'window' set

water hose from his mouth to inside his cockpit.

The idea of this water hose is more for beginners. He told me, "when you have the touring kayak loaded to full, it helps with the roll".

The amazing expeditions by Carlos are more understood by you and me rather than by those who are not 'aquatic men'. Carlos is a 'fish man' (life guard) and he claims his trip was not a hazard but had been well planned. When and where was this trip, I asked him. He came from the north to arrive at Samlorombon Bay, to Puntra Piedra (Stone Point) and when the sea became crazy during a storm he encountered huge waves and strong currents. These furious elements broke the helm, one of his two paddles and injured his foot. Because the beach was hostile he had to dry

his kayak..

In a small town of Pinamar a few years ago, a man looking for lumber for his boat found, in the sand, maybe 300 ft. from the beach, some mysterious timber. He began to exam this timber and found more old timber.. He summoned a paleontologist and they had discovered part of the hull of a very old British ship, probably made circa 1700.

in the hull below the cockpit.

So I am looking forward to my visit to Britain and to visiting you.....

Miguel goes on to describe the paddling opportunities in Argentina and I have to say that I am encouraged to visit. Maybe...

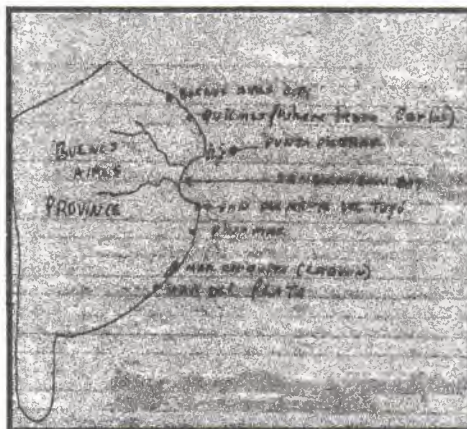
Hello there:

We'd like to announce the formation of a new kayaking club - **Kayak Newfoundland & Labrador**. Please visit the club's website at <http://www.kayakers.nf.ca>

We'd greatly appreciate it if you could put a link to this site on your own website, and mention the formation of our club in your publication.

Thanks very much.

Peter Armitage,



PROFILE ON VERLAN KRUGER

by Tom Hall from Chicago, U.S.A. *Like from Chicago to New*

In the last 33 years Verlan Kruger has paddled 38,000 miles, several times farther than anyone else has paddled in the history of the world. In one trip he paddled down the Mississippi in 23 days, breaking the current record almost by half. In another he went 21,000 miles from the edge of the Arctic to the verge of the Antarctic. In another he paddled and portaged 28,000 miles across North America. Last June, Kruger turned 75. But that's not slowing him down one bit. In fact, he is on pace to log 100,000 miles by the time he turns 80, and to surpass 150,000 miles by age 100. "All things," he says, "are possible with God."

If anything he is looking even spryer these days. For good reason. In June he got down on his knees - just like he had during his countless miles of canoeing - and re-married Jenny Kruger, whom he married in 1945 and then was divorced from 14 years ago. His nine children, all from Jenny, were present to witness the vows. "June was a big month for me", says Kruger with a twinkle in his eyes. "I'm happier than ever". His happiness was further established in September when his peers recognised his contributions to the paddling world by bestowing him with the American Canoe Association's Legend of Paddling award.

It's winter in Michigan, and Kruger, who built all the boats he has taken on his adventures, proposes paddling up the Grand River that runs by his home. He throws a tarp off a couple of Sea Winds and tells me to drag them down to the river. He doesn't like to scratch boats, but if it comes to that or wasting energy or getting wet, the boats get scratched/

These two are scratched profusely, having been dragged down rocky trails and dashed against rocky coasts, and they aren't even bothered. They slide

down the bank, drop into the river and are instantly upright. Their equilibrium appears so steadfast it's as if they have imaginary deep keels.



The Sea Wind, with a paddler's weight on the tractor seat, is amazingly stable—try heeling it over and it surges back with redoubled resilience, as if powered by hydraulics. Without the rudder it is confounding to maneuver: like steering a haystack. With the rudder it is guided by wishes alone.

"That's what the hull and the rudder are all about" Kruger says as we paddle away from shore. "I've tried V-bottoms, round bottoms, sharp ends, square stems. I guess this hull is what you would call a shallow arc—a circle sort of flattened out to where there's not much the water can get a hold of. The catch is that the hull doesn't really get a hold of the water so the boat wanders. But I solved that with the rudder: which is the most efficient thing you can have in a canoe."

His stroke is so efficient that nothing can possibly stop him, and his boats move so efficiently that nobody would want them to stop. The Grand River is the longest in Michigan. He often has paddled its length and now appears committed to do so again, just for having launched. "The last long trip ended in '89, when we reached Cape Horn," he says. "But every year we still do some trips of a couple hundred miles or more."

York three years ago, or two years ago around lower Michigan, which was a thousand miles. I'm looking for sponsors for one more long trip—Paddle to the Sea, after a story in a children's book about a small wooden carving of an Indian and canoe drifting through the Great Lakes and the St. Lawrence river to the Atlantic Ocean"

"In a kayak you're too cramped, too wet, too low, and you're hoisting twice as much paddle. Figure that every ounce in your paddle adds up to lifting one ton in a big day, and if you've got a double-bladed kayak paddle you lift roughly twice the tonnage of a single-bladed canoe paddle, or maybe 30 extra tons raising up the other blade. And you're down low and have to raise your arms higher, which means you're lifting still more tons, and you're bound to stop enjoying this before you go far at all."

"Except in the same trip I'd also paddle down the Mississippi, which isn't in the book but is the other way to the sea. But my old partners aren't tripping any more. I have go alone."

He paddles in silence for a while.

"Which trip was best? Good question. Probably the most impressive was the Ultimate Canoe Challenge when we covered North America by canoe."

On that one, he and son-in-law Steve Landick launched in Montana on April 29, 1980. They paddled the length of the Missouri River: then up the Illinois, through the Great Lakes, through rivers and canals of the Northeast to the Atlantic. Then they headed down the East Coast, around the Florida Keys, along the Gulf Coast and up the Mississippi. "At New Orleans (February, 1981) we were calculating how to get clear across North America and up into the Arctic and turn around and get back over the mountains before freeze-up," he says, dipping his paddle into the water "We figured it was a race."

They paddled the Mississippi upstream; that done, they paddled and portaged northwest across Canada and came down the Mackenzie to the Arctic Ocean on Sept 5, 1981. Then they paddled and portaged across Alaska, portaged over the Chilkoot Pass, and came to the Pacific Ocean near Skagway. For 11 months they paddled down the Pacific coast, around the tip of Baja. and up the Sea of Cortez, arriving at the mouth of the Colorado River on March 18, 1983.

"We could have ended the trip there," Kruger says. "But we wanted to paddle home, and the way through the mountains was to paddle up the Grand Canyon, which no one had ever done, We came up the canyon in 24 days, which is how long they allow people to come down. We portaged about 200 times: sometimes we were climbing on high ledges, hanging by our fingers, the boats slung between us. We averaged 10 miles a day. I don't want to do that again."

They paddled and portaged north and east, up more rapids, across the plains, and briefly revisited Canada. They came down through Lake Superior and Lake Michigan and paddled up the Grand River to Kruger's house. The trip ended there on Dec. 15, 1983. In all, they paddled 27,520 miles and portaged 523 miles, completing the longest canoe trip ever; though not becoming famous. They applied for entry to the Guinness Book of Records: the editors didn't reply.

The only regret he has about the three-and-a-half-year marathon is that it cost him his marriage to Jenny. Like many paddling addicts, he admits his canoeing got in the way of his relationship. "I was gone too long," he says. "I went off into a different world, and it was the biggest mistake I've ever made. If I had known what it would cost me, I never would have done it." After the trip, Kruger married Valene Fons: they had met enroute, and she had paddled with him around Baha. Later they set the record for paddling down the Mississippi, before paddling from Arctic to Antarctic—the second-

longest canoe trip ever.

Kruger wasn't always such a devout paddler: he didn't take 'it up until he was 41. Before all his paddling adventures he was a devout Christian and prospering plumber living—still in his same Michigan house on the Grand River—with his first (and current) wife, Jenny, and nine children. He has shown more creativity building canoes than fitting pipes together: tinkering away with hull designs until reaching perfect combinations of strength, durability and weight

Fathoming Kruger and his boat building prowess is a process both abstract and deductive. He is short in stature, strong, driven and stoic to the point of prosaic—a taciturn evangelist understating himself and everything else short of scripture. There are obvious clues like the Bible on the kitchen table. There are curious signs like the omniscience of his dog. And there is evidence in his fixation on creating boats that transcend conventional engineering and aspire to Biblical parameters. He designs boats from insight gathered from beyond where anyone else has ever paddled, and he builds them to go beyond where even he will ever paddle.

After our paddle on the Grand, we return to the shop by his house where he is finishing a hull mold. his 41st in a long evolution of designs. The mold is only subliminally advanced beyond the one before, and its look is organic: 17 feet long, 28 inches wide and comprehensively rounded. The roundness appears surreal and basic, which it may be, though it still had to evolve through 40 prototypes. "It's round like this so there's almost nothing for waves to grab," says Kruger, running his hand on the hull. "I'll lay up three layers of Kevlar and just be starting, where the more usual way is to lay up two layers of fiberglass and be done. Then it's like I'm tailoring. I'll put down nine more layers of Kevlar making each one a little narrower; and then I'll cut it to strengthen the hull against particular stresses and impacts. Next, I'll double over all the layers fore and

aft. where I'll lay in still more Kevlar reinforcement. When I've laid in the twelfth and last layer—a six-inch strip down the center—I will have built a hull that can be hit by everything I've ever known to hit a boat and I can guarantee it will go 28,000 miles without breaking. It could go many times farther—I can't, guess how far—but that's the farthest I've paddled one boat. So far"

He tailors his decks like he does the hulls, laying up equally potent and profound patterns of Kevlar. With still more Kevlar he will then fuse the two, giving the boat an ancestral shape with the soul of a committed work boat. Despite their intrinsic grace, sheer strength dominates their presence. No other boats look quite like them. "The difference is that the average canoe doesn't go a thousand miles in all the lifetimes of all the people who paddle it," Kruger says, giving a boat a hard whack and getting only a dull thud that suggests it would be as oblivious to hammer blows. "And the difference is that I work 30 hours on each boat where the standard for production canoes is five hours' labor. And when I've got all 12 layers laid up, it's seaworthy, indestructible, efficient and comfortable. It also costs \$3,000. That's another difference."

Forward of the cockpit is a hub into which the end of an aluminum spar fits like an axle: the other end fits into a similar hub in another boat and the two boats thus become a catamaran. ("So one person can sleep while the other paddles over long treks on high waves," Kruger says.) He also built in a mast step and deck fittings for a sailing ("A working rig that can keep the boat reaching for days or weeks") The deck fittings can also anchor a sun canopy. ("For days or weeks in the jungle or on tropical seas") Steering pedals, sliders, cables, and rudder—are all heavy gauge and made of metals compatibly matched to be immune to deterioration. ("Cables and sliders are the only things on the boat that have ever worn out but they'll steer 5-6,000 miles before they're done in.")

He then points to the boat's internal reinforcing trusses, which (like everything) are of many layers of Kevlar

and which likely redouble the already-prodigious strength of the boat He calls this the seat hanger system because the trusses also have slots that support the seat *"The system stiffens the bottom, rim and center tremendously,"* he says. *"It holds the boat together even under stresses and impacts it's not even practical to build boats for I suspect this is one of the most clever inventions I've ever had."*

He pulls the seat from the low slots, turns it over; and slides it into the high slots. The inverted seat is shaped ingeniously to be an anatomically correct portaging yoke: hoist the boat overhead, settle the yoke on the shoulders, and the 62 pounds seem lightened by half. *"The best boat carrier anywhere,"* Kruger says with steadfast restraint having portaged thousands of miles

"I was 41 when I first got into a canoe," Kruger says, back in his kitchen. *"Right away I was marathon canoe racing and building my first experimental canoe. I was tripping to train for racing, and I was racing to train for tripping. Anyone who's got a fancy for tripping should spend a year in the racing circuit Racing is where you learn efficiency and enjoyment!"*

These are his axioms—efficiency and enjoyment He quotes them like ethics, drills them like catechisms. Efficiency and enjoyment are the absolutes of global canoeing: nothing more and nothing less will go the distance. *"The FurTrade Route was the first big trip,"* he says. *"It wasn't nearly as long as later trips, but it was 7,000 miles—paddling from Montreal across Canada and Alaska to the mouth of the Yukon at the Bering Sea. Clint Waddell was my partner: I'd learned racing from him. We did the trip in one season where others had taken two years: it also was the first time we did what hadn't been done before. That was because we had better boats, for one thing, and because we were comfortable in them. You have only so much energy to paddle 12 to 24 hours, and if you're not comfortable you'll lose energy you didn't even know about. Your skill takes you only as far as your energy sustains you, and how far you go depends on how efficiently you use the energy you have. So comfort translates into energy which translates*

into efficiency, which is how you paddle 7,000 miles"

He hesitates as if unsure his logic is sinking in. *"If you don't have comfort, you give up the trip for lack of enjoyment before you give out for loss of energy,"* he adds. *"You've been uncomfortable for 10 miles, and you realize you'll be uncomfortable for 7,000 more, and that's when all the fun goes out of it, along with strength, resolve, efficiency, morale and everything else that was supposed to get you through the FurTrade*

"If the Dreamcatcher has to be a kayak, then in my opinion it's probably the best ocean going larger-than-life sea kayak ever built. And that's because of the ways it is like a canoe, which is the most efficient vehicle ever yet invented by man."

Route. A lot of demoralized canoe trippers don't make it for a lot of reasons that ultimately have to do with not enjoying it because they aren't comfortable"

His boats are comfortable. Having fixated on making them practically indestructible over tens of thousands of miles, he now becomes obsessed with making them virtually painless to the limits of human endurance. He makes them so easy-riding that even as performance boats they must go long distances to generate their sublime sense of excitement—bearing trippers in tractor seats which he has refined over tens of thousands of miles (and which, he says, have never chafed his rump, nor that of any partner; on long trips). *"Tripping boats are performance boats,"* he says. *"But not the kind for extreme velocity and precarious balance and surfing, rolling and giving athletes the proverbial rush. Even athletes who I hold in awe would sacrifice too much energy*

to speed, balance and excitement Tripping boats are performance boats because your effort gets you the most paddling over the longest distance for the least pain, which means you dedicate all your strength and boating skills to paddling forward, and you just keep going and going. You don't use energy steering with the paddle because you steer with the rudder; which is the next best thing to having a partner. After half a day you'll overtake the athletes who took off ahead of you"

He pauses again as unspoken wisdom gathers weight and invokes the moral of the hare and tortoise fable. *"I was heading up the Mississippi when I read that a British Royal Air Force team had just paddled down in 42 days,"* he says. *"They had tandem Olympic sprint kayaks, and they beat the previous record by three days. I thought their record could be beat, and I got around to it when I was 62. Valerie (Kruger's second wife) and I fit out our cruiser canoe—18 feet long, 42 inches wide, 80 pounds—a performance boat fixed up like a Congestoga wagon. We went the length of the Mississippi in 23 days: 2,348 miles paddling 15 hours a day, paddling and sleeping in shifts at night. On one haul we paddled 24 hours straight over 160 miles. We never got out of the boat except to portage around I I dams: so an old man and a woman beat the Royal Air Force by 19 days. We had figured on beating them by 22 days or more, but that was stretching it."*

The 18-foot cruising canoe was the first tripping boat he developed through the course of conceiving, experimenting, designing and reworking until he had it right and pronounced it the Kruger Cruiser It was a high-performance, high capacity tripping boat (though until it overtook faster boats, it could have been mistaken for just a big canoe a plumber would invent). He scaled down the design and made a solo canoe because canoe trippers are a breed so rare that they must reckon on paddling vast distances alone. He capsized his first production solo on the Pacific Ocean. He was nearly lost but came back and built a revised solo with more volume aft and called it the Monarch. Then he refined it further and called it Sea

Wind; and he never capsized again. Then he put a full deck over a Sea Wind hull and created a canoe in the image of a born-again sea kayak, which he named Drearncatcher and paddled across a hemisphere—though he disdained kayaks as impractical for reasons having to do with nobody ever paddling one across a continent.

"In a kayak you're too cramped, too wet, too low, and you're hoisting twice as much paddle," he says. "Figure that every ounce in your paddle adds up to lifting one ton in a big day, and if you've got a double-bladed kayak paddle you lift roughly twice the tonnage of a single-bladed canoe paddle, or maybe 30 extra tons raising up the other blade. And you're down low and have to raise your arms higher, which means you're lifting still more tons, and you're bound to stop enjoying this before you go far at all."

"If the Drearncatcher has to be a kayak, then in my opinion it's probably the best ocean going larger-than-life sea kayak ever built," Kruger says. "And that's because of the ways its like a canoe, which is the most efficient vehicle ever yet invented by man. You paddle it high and dry, like a canoe—with a single blade if you mean to go any distance—and you and the boat become so comfortable and competent together that you paddle efficiently for 16 hours, for weeks, and you enjoy it all the way. "Valerie and I paddled two prearncatchers from the Arctic to Cape Horn" he says. "We went the length of two continents, from Canada's north coast to the tip of South America: 21,246 miles over nearly three years, 16 million paddle strokes from the top to the bottom of the world. (The Amazon jungle was neither as hot nor as buggy as many other places I've been.) We crashed in the surf off Argentina, but even there we didn't really upset; it was just that Valerie's boat capsized after she was thrown out. We got ourselves and our gear back together and had enough to like about the trip for the rest of the way to Cape Horn."

As well as planning a water quality-monitoring trip on the Grand River in the year 2000, mimicking one he did in 1990, Kruger now spends his time building boats, planning trips, soliciting sponsors and counseling aspiring

adventurers who seek him out to serve apprenticeships in canoe tripping. *"They all come around," he says, the Grand River barely visible in the background. "There are a lot of people with dreams of long canoe trips. Some of them begin their trips. Some of those finish. Sometimes I think I know which ones might make it. Occasionally I'm right"*

—Although an avid paddier, Chicago's Tom Hall is still 78, 975 canoe miles behind Verlen Kruger.

The following is an extract from the Marine Safety Co-Ordinating Committee of which I am a member. I thought some of you might be interested in their stand on this issue

Use Of Mobile Telephones

The use of mobile telephones in the marine environment is becoming well established. However, whilst they work well for point to point conversations within range of supporting cellular networks, and despite some cellular telephones having the capability to automatically shift to satellite communications when they are moved outside terrestrial cells they have limitations in emergencies involving maritime SAR. The use of mobile telephones should therefore be discouraged for the following reasons:

- There is no guaranteed general maritime coverage at sea. Consequently there is a risk of com-

munications difficulties or even a complete breakdown if an incident should occur at the edge of a cell coverage area.

- It effectively bypasses the existing dedicated well established international marine distress communications organisation. The mobile telephone system has no facility to indicate that a distress call needs the highest priority and as a consequence it may not be possible to be connected immediately.

- On-scene communications would be restricted and delayed if cellphone communications were exclusively maintained throughout. There is always a risk that elements of vital information could be lost or misinterpreted by the introduction of further relay links in the communications chain.

- Requests for assistance cannot be monitored by other vessels in a position to render assistance. Valuable time would be lost whilst the relevant Coastguard rescue centre receives and re-broadcasts the information to all ships on the appropriate distress channel(s).

- It is not possible to communicate direct to another vessel able to render assistance unless that vessel is also fitted with a mobile telephone and the number is known.

- Cellular telephone service providers can deny service to selected cellular telephones without advance warning (e.g, for late payment of bills), and

- During major incidents, cellular systems quickly become saturated with callers, asking calls to other in the same area virtually impossible.

That said, the technological advance of mobile telephones will continue and doubtless be a preferred option for many recreational sea, and indeed coastal safety activities.



From Guy Smith, 18 Wellington Road, Ilkley, West Yorkshire, LS29 8HR,
England. +441943 604197

SpISKA 2001 Spanish International Sea Kayak Adventure.

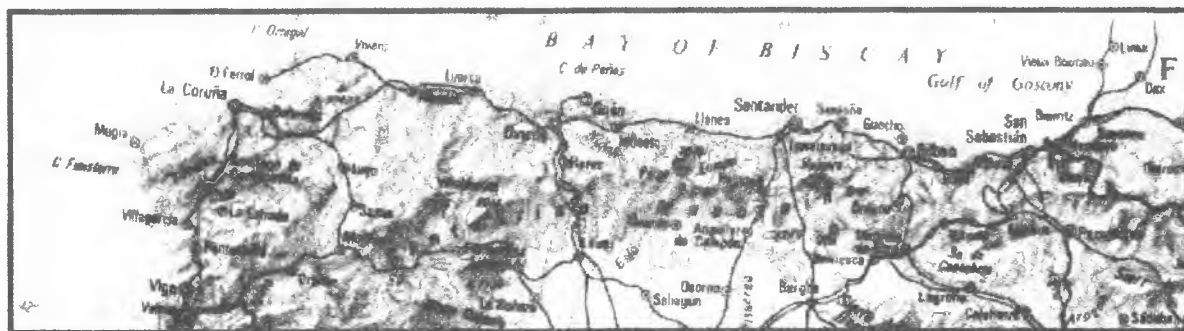
Newsletter 1:

Hola Amigos!

- **ROUGH PLAN:** Two weeks paddling westward along the north coast of Spain from Cantabria into Asturias .
- **START:** in or around Santander.
- **FINISH:** flexible. To be decided according to the group and the weather. There is a railway line running along the length of this coast so it will be easy for the drivers to return to where the cars will be left at the start.
- **DATES:** Approximately 18 August - 2 September 2001. Hopefully the weather will be settled during this period and it accommodates those wishing the trip to be made during the school holidays. There is usually a sea breeze but be warned it could be warm - top up the suntans before we meet, if you can and bring lots of sunblock!
- **GROUP:** who is paddling? Please confirm as soon as you can so we can plan the numbers. Hopefully most of the usual friends will be there. Unfortunately Heinrich cannot make it, neither can Harry and Chris due to their daughter's wedding. John Ramwell has said he wants to join us this year. Let me know if there is any one you would like me to invite along.
- **HELP:** Jurgen and Philippe have organised our trips superbly in recent years. They will be difficult to follow, and I think Heinrich tricked me into organising this trip. Nevertheless I shall do my best to ensure we have a relaxed and fun trip. Any ideas or suggestions - please talk to me. Does anyone have any contact with any Spanish paddlers? Local knowledge is always useful and I am looking for a place for us to leave our cars.

That's all for now. This should be a good region for us to journey in. We will have the Picos de Europa mountains as a backdrop and there will be lots of fishing! Just think of all that Spanish wine too!!! The usual guidelines apply for equipment and skill levels. Everyone has a responsibility to ensure that they are safe and prepared. Remember this coastline can be exposed at times.

Hablas Espaniol? Hasta luego! Guy.



Dear John

Thank you for your reply.

I will be doing an assessment next week, that's why you haven't received any work from me. - I will be on the case as soon as next week has finished. Chile sounds brilliant. Will you be submitting anything in the next issue? The last edition, there was an article written about the Arctic Sea Kayak Race in Lofoten Islands Norway, a great article. I was there on an expedition with Robert Egelstaff unfortunately not a paddling one, but we attended a few parties!! and I have promised myself to attend the race next year!

I am looking to buy a new kayak, if you know of any seconds or bargain news!

(I know that sounds cheeky, but you've got to ask!!) Please let me know. Better go.

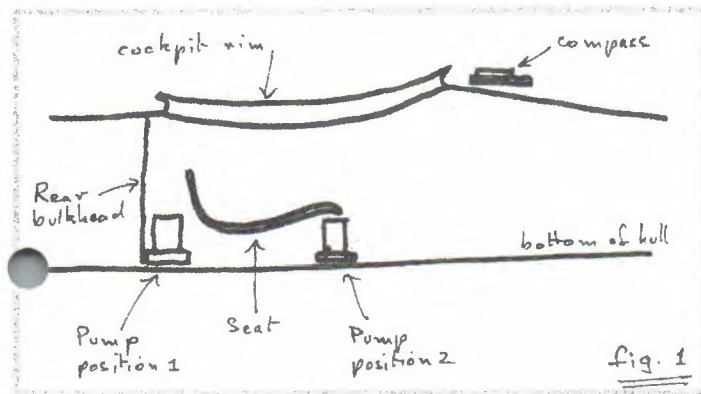
Amelia Bryant., The Allt Farmhouse, Llansantffraed, Brecon, Wales, LD3 7YF

SITING ELECTRIC PUMPS

Mike Emery

(Thanks to 'SEA CANOEING' the journal of the Tasmanian Sea Canoeing Club)

It is normal practice to site pumps at the back of the cockpit, close to the rear bulkhead, position I in fig. 1. This position is not convenient in terms of maintenance - chores, such as checking the hose clamps or removing the pump to clean sand and pebbles out of the impeller chamber can be awkward, depending on the exact shape of the seat. A much more attractive position



would appear to be under the front lip of the seat (position 2 in fig. 1) where it is tucked away but much more accessible. This position was used by

some of the Club's early members and has been revived by at least one commercial supplier.

There is a good reason for not placing the pump at the front of the seat. The pump which most people use, the "Rule 500" has a motor with permanent magnets, and this will affect a deck mounted compass or a hand-held compass in the positions that you are likely to hold it. It is possible in principle to determine the compass error and always allow for it, but the

error will be different for each direction in which the boat is headed, and you would need a table - known as the magnetic deviation table - mounted on the deck to refer to each time you set a course. This is unavoidable on steel ships but totally unnecessary on non-steel kayaks, as long as the pump is located sufficiently far away from the compass.

I carried out some experiments with a spare "Rule 500" pump placed on the floor of my Greenlander, just ahead of the seat. A hand-held compass held just

above the spray deck in the position you might use when map is spread out on the spray deck had an error of up to 6° depending on the direction in which the boat was pointed. A compass placed on the front deck a few centimetres ahead of the cockpit rim (as in fig. 1) had an error of up to 2°.

It is not easy to steer a compass course to better than 2°, but I would regard an additional error of 2° due to compass deviation as unacceptable. I regard an error of 6° as totally unacceptable.

Some paddlers like to use a deck mounted compass set far forward near the mast step, using a style of compass that is viewed from the side rather than from above. Such a compass may well be satisfactory

together with a pump mounted at the front of the seat - you will have to test your particular combination.

1. A simple way of testing to see if measurable deviation is present with the "Rule" pump, provided the pump has not yet been fixed to the kayak, is to hold the pump in its intended position then rotate it about a vertical axis (ie. keeping the cylindrical body vertical) through 180° or more, and see if the compass needle moves.

2. If the pump is already fixed to the boat and can't be rotated, the procedure is more awkward and likely to be less conclusive.

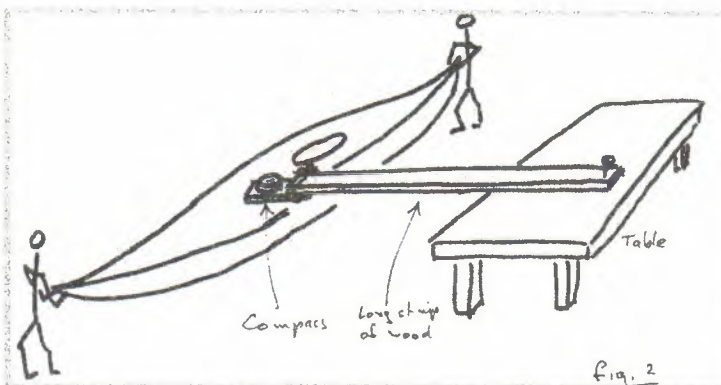
Attach the compass to the under side of a long strip of wood (eg. with a rubber band) which is overhanging a table (fig. 2). With one

person at each end of the kayak, hold the kayak so that the compass is almost in the intended position on the kayak, but the two are not actually touching. Then move the kayak away smartly,

without bumping the compass, and see if it registers any movement. You will need a third person to watch the compass. You will need to repeat this experiment with the kayak pointing in a number of different directions: if the compass is being affected there will still always be two kayak directions in which the deviation will happen to be zero. I suggest testing in at least three directions 90° apart, and preferably 5 directions 45° apart.

Other brands of pumps will probably behave the same way, but not necessarily. Electric motors that do not incorporate permanent magnets are very common, and a pump powered by such a motor would have less effect on the compass than the "Rule", as long as the pump was turned off. However it would still have some effect due to the amount of iron in its construction. With such a pump, the trick of rotating it to see if the compass was affected would not work, you would have to physically move the whole pump from its intended place to somewhere well away from the compass. Non-permanent magnet pumps are less efficient (volume of water pumped per ampere of current drawn from the battery), and so would be less desirable than the permanent magnet variety. I don't know if anyone is selling non permanent magnet pumps.

Finally be aware that careless packing can also affect your compass. A particular trap is the very convenient little glove box that some paddlers fit to the underside of the deck between their



knees. The compass is frequently directly above it, only centimetres away. Put a penknife in that glove box and the compass may be very seriously affected. My compass is affected if I place my spectacles too close, though in such a glove box they would probably be far enough away to be innocuous. Check before you launch!

I'd rather roll dry first.

Whoever capsizes with a kayak wants to get his head above the water as soon as possible. Now several ways are open to the unfortunate kayaker.

First, get out of the boat as fast as you can and start swinuning, not the ideal method.

Second, have yourself saved by your companions, but are they trustworthy?

Or
Third, roll up.

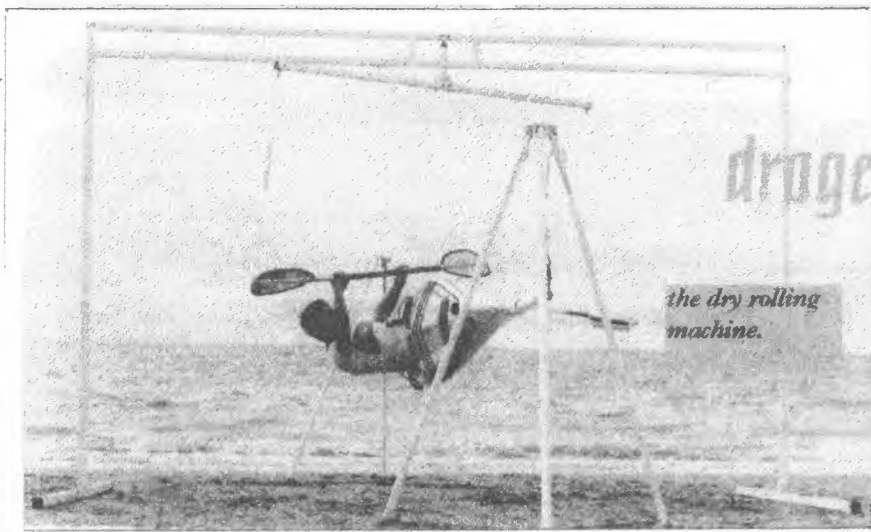
Now here is where the trouble begins, if you don't know how to roll.

How do you learn to get that smooth movement and close coordination between hipmovement, Sweepstroke and head position. Rolling is relatively hard to learn. When you are hanging upside down, there is always the urge to struggle up and get a breath of air This is the main reason why, a lot or people, don't take their time to practice that turning movement. Also when hanging upside down, the instructor cannot give instructions. Hence instructions will always be given afterwards.

This caused three Dutch guys to start thinking about a solution. Ham vd WciJgert, Ton Eekhout and Andy Louwe Kooijmans designed and developped a roll simulator with which capsizing and rolling can be simulated on dry land. During the design period the research and testing tacillies of TNO (a scientific testing agency in holland) wtre used.

Construction

The simulator is a tubular eonstrcotion in which a kayak is hanged in such a way that it can turn round its axle. With the help of weights and an adjustable rolling mechanism, the conditions in the water and the movement of the paddle are simulated in a life like style. The Kayak is provided with straps that prevent the kayaker to fall out in the down under position.



Foam and life-vest factor

Apart of the forces created by hip-movement and sweep stroke, also Archimedes has something to say in this. The upward thrust created by the water depends on the specific mass, which vanes with the amount of air trapped in the water. This is called die foam factor- High surf or white water 4-5 have high foam factor. whereas steady water has a low foam factor. Also rolling is made easier with the upward force created by the life vest, this is called the life-vest factor. These factors can be taken into account by varving weights at the ironi or aft end of the kayak. A very high foam faclor results, even for experienced firt time rollers, in not getting upright. This does not apply for the life-vest factor, as rolling is possible widi or without a life vest

Results

With the paddle one can support on the "water", and when he falls through the kayak will capsize. So the starling position is reached now, and only if the right movements and in the correct sequence are made the kayak will roll up again. Rolling by strength does not work. wrong paddle strokes result in moving in the wrong dircuti on. First you have to do a hipflick than a sweep stroke and at last with the head in the fight position the kayak will roll up again. The big advantage lies in the possibility to continue breathing, and of course the instructor can see wh.u is going wrong and cotninent on that immediately and one has aJI the time one needs to practice the right movements.

As experienced during sessions with canoeing clubs and out-door centres, the best way to start with beginners is tuning the roller to the lowest grade of difficulty. They will show clearly what and where the problems are. The instructor can instruct during the complete roll what results in a much shorter instruction time.

Conclusion

When the first couple of rolls are made and the beginner rolls by himself, the grade of difficulty can be raised step by step. This will result in a strong and secure roll. Of course rolling in a simulator is not the same thing as rolling in surf or white water, but by training in the simulator the basic movements will grow into a habit, when training afterwards in a swimming-pool attention cm be paid to being underwater. the right angle of the paddle blade and other things. But as allready said the basic techn-ique is there and gives a good start.

Curious? The simulator is for sale.
information at Inuit Sea Kayak Centre
0031-(0) 118 603 158.

SCOTLAND - LUNGA, SCARBA AND CORRIEVRECKAN

DESTINATIONS

THE ISLANDS OF Lunga

and Scarba, like the neighbouring islets of Ormsa and Fladda, have names that clearly indicate a strong early Norse influence. The name Lunga is derived from the Nordic "long", meaning "boat" or Viking "longship", while that of Scarba is based on the Nordic "skarf", or cormorant.

Hence, with the addition of the word "ey", meaning island, their ancient names mean respectively. Isle of the Longship and Cormorant Isle.

Lunga,

with its string of tiny attendant islets, is a comparatively low-lying yet rugged island. For some years uninhabited, it has recently been used as a base for a local Adventure School specialising in training young people in outdoor pursuits, for which its situation and terrain is ideally suited.

Old tales concerning Lunga tell of a phantom drummer whose ghostly tattoo is still said to be sometimes heard echoing out across the island.

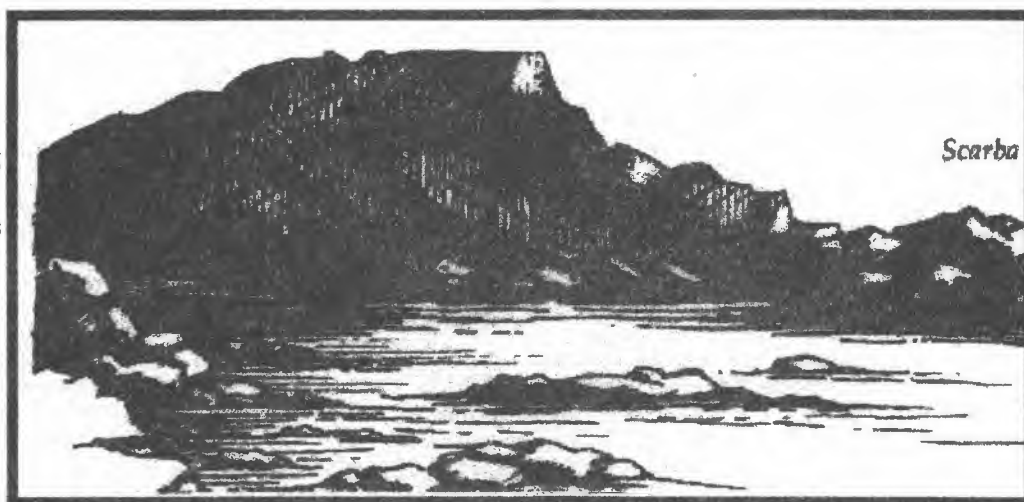
At the northern end of Lunga lies Tobar Chaluirn Chille, or St Columba's Well, which according to

tradition has never been known to run dry. Because of this it was frequently used in times of drought by the inhabitants of nearby Belnahua whenever their own meagre supplies failed.

The narrow **Bealach a'Choin Ghlas**, or Strait of the Grey Dogs, separating Lunga from Scarba, is yet another treacherous and difficult channel to negotiate, its dangerous tide rips and currents being feared

The whole of Scarba, with the exception of a narrow wooded coastal strip to the east, is extremely wild and inhospitable. Due to this the island has never supported a very large population.

Today Scarba's sole habitable residence is Kilmory Lodge, over on the island's more sheltered east coast, this being used on occasions by the present tenant whose permanent home is at Ardlarach on Luing. The ruins of the old chapel of Kilmory, or Cille Mhoire, have long since disappeared, but the later tiny churchyard still remains. During the early nineteenth



century about fourteen families were recorded as living on Scarba, the last interment at Kilmory taking place around 1850, but now only sheep and deer move over its bracken-covered slopes and along its deserted bays and beaches.

almost as much as those of the dreaded Gulf of Corrievreckan further to the south.

Scarba, lying to the south of Lunga, is a single sea-girt mountain rising to a height of around 1,500 feet. It is mainly composed of barren masses of dark slate streaked with pale silvery bands of gleaming quartzite, a feature of which is an unusually delicate crimson tracery of oxide of iron which gives many of the rocks the appearance of being covered with a network of delicate plant-like fronds and fossil growths.

Gulf of Corrievreckan, far-famed and feared for centuries as the site of one of the world's most spectacular and dangerous whirlpools, lies to the south of Scarba and separates it from the equally wild and lonely isle of Jura. Known in Gaelic as Coire Bhreacain, or the "Speckled Cauldron", it presents at the height of its powers one of the most awe-inspiring sights and sound imaginable. This inevitably occurs if a strong

westerly wind accompanies a flood tide, when the narrow channel is then transformed into a whirling white maelstrom of merciless ferocity, at the vortex of which huge water spouts leap up to heights of over twenty feet, while the roaring tumult of its raging waters can be heard for more than twenty miles inland.

The cause of this spectacular phenomenon is attributed to a tall underwater pinnacle of rock situated about three hundred yards out from the Bagh Ban of the Scarba shore.

The top of this rock lies only fifteen fathoms below the surface, while the Gulf itself is known to be as deep as 150 fathoms in places. At flood and ebb tides the tremendous volume of swiftly-running water, reach a speed of around eight knots, strikes the submerged pinnacle and forms a great overfall, setting up a continuous whirling motion which, except for a brief hour or so at slack water, is never absent.



From: rtaylor@technologist.com
To: jramwell@provider.co.uk
Subject: Paddling trip
Date: 11 September 1999 15:26
Hello John:

We met during the sea kayaking symposium earlier this summer. I hope this letter finds you in good health and spirits! This is an account of a vacation I took in the first week of August. While paddling my Folbot Kodiak in the St. Croix River, between New Brunswick and Maine, I had an experience I thought might interest some of you.

I rounded a bend in the river and paddled into a small cove. A fairly large bird was making a considerable amount of noise. It was flying close to what was an obviously large nest, occupied by at least two birds. The bird in question, which I was later told was a Heron, continued its loud squawking for at least five minutes, before suddenly veering away. It turned out that

the nest's owner, a Bald Eagle, was returning. The Eagle checked out its nest and offspring without landing. The next thing I knew it was in a fast dive and headed straight for me. I've been charged by Moose before. I've read enough articles on Bear attacks to write a book. I didn't recall anything about Eagle attacks. I dropped my camera and grabbed my paddle, hoping to be able to defend myself in some way. I recall thinking it might be best to capsize. The Eagle continued on its intercept course with me. Please realize all this occurred within ten seconds of its diving from its nest. Not far from the boat, it began to slow itself down and get its feet out in front. I got my paddle ready. It was so close, the air coming from its wings knocked my cap off. It passed right in front of my bow and WHAM, collided/attacked the Heron which I didn't realize had circled in back of me. The collision occurred

no more than ten feet from the boat. The Heron was knocked into the water and the Eagle went back to its nest. After a struggle, the Heron was able to get back into the air.

In hindsight, I wish I had not put the camera down, but at the time without knowing the Eagle's intention, taking pictures was very far from my mind. After posting the account to the web, I received one viable theory as to why the heron was around the Eagle's nest. That the Eagle had taken a chick from the Heron's nest as food for its own young. Despite the scare I received, I am certain the Heron received a bigger one.

Rod Taylor
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Canada
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UK Government vs the marine environment

*Rob Gueterbock, Campaigner,
Greenpeace UK*

So far, only coastal sites have been proposed as SPECIAL AREAS OF CONSERVATION under the EU Habitats Directive, with off-shore areas within UK territorial waters considered by Government as being outside the remit of the Directive. This groundbreaking court case was brought about by Greenpeace and other organisations, the result of which will have great implications on the way the Habitats Directive is applied in the UK.

It wasn't until Justice Kay reached the end of his one and a half hour judgement that we knew the result. But it was worth the wait. Justice Kay was unequivocal - the Blair Government got it wrong. It should be applying the Habitats Directive to all British Seas and it will be illegal for the Secretary of State to license new oil exploration in UK seas until it does so.

The judge told the court that Greenpeace's evidence that whales and dolphins can be harmed by oil exploration was "substantially uncontradicted" by the Government and oil industry and that oil exploration was "at least likely" to have an adverse effect on deep water coral reefs.

The case centred on the UK Government's decision to limit the application of the EU Directive to only 12 miles from the coast rather than the 200 miles in which it licenses for oil. The Directive lists key European habitats, such as reefs, that

must be protected through a network of sites, and threatened species, including all whales and dolphins, that must be protected throughout their natural range.

During the case the Government conceded for the first time that oil and gas exploration may harm whales and dolphins and that "remedial steps" would have to be taken to protect coral reefs.

In the Wild West atmosphere of oil exploration on the Atlantic Frontier the judgement turns current regulation on its head. Tony Blair must now put wildlife conservation ahead of oil exploration. As a first step the Government must survey all UK waters, up to 200 nautical miles off-shore, to find habitats in need of protection, and to find out the conservation needs of whales and dolphins. At the moment the Government doesn't even know how many whales and dolphins are out there.

But the ruling will affect not only oil exploration, but fishing, dredging - in fact any human activity across the whole UK continental shelf that may affect protected wildlife.

The Government and the oil companies relied heavily on technical arguments to get the case thrown out, the same arguments that had successfully knocked out a similar Greenpeace case back in 1997. The Judge again agreed that Greenpeace was too late in bringing the case, but very significantly decided that the case was of such public importance that he used his discretion to extend time.

The Government told the Judge during the case that a Greenpeace victory would have "grave effects" on the oil

industry.

Now they've lost, Government spin doctors are saying the effects will be minimal. The truth probably lies somewhere between the two. This judgement does not automatically stop the Blair project to industrialise the Atlantic Frontier. However, it does give everyone a breathing space from the relentless push to open the area to oil development.

The Government should learn from this defeat and review whether it can afford to continue to license new oil exploration given the damage that it will cause to British marine life and the global climate. At the moment energy and environment policy are in conflict with one another. On the one hand the Government is agreeing to international measures to reduce our use of fossil fuels, but on the other hand they are defending their policy of new oil exploration in the high court.

With hindsight, ministers must be wondering why they took the case so far. After all, at the heart of the case is a key New Labour principle; rights with responsibilities. The Government's rights for oil now come with the responsibility for marine conservation.

As one oil industry journalist wrote during the case, "With Labour's environmental credentials again under the microscope, perhaps it is time the Directive was fully adopted. Delaying tactics by the Government may prove a much more costly option in the longer run."

The landmark judgement, and other information about the case, can be found at

www.greenpeace.org.uk

FREE SUMMER CAMPS FOR ALL 16-YEAR OLDS

ED. I have been long in saying that youngsters just don't get the opportunities for outdoor education experience due to the emphasis on academic league tables and reluctance of leaders to take on responsibility for young people in the present climate of litigation so I was pleasantly surprised to read the following. Should we hold our breaths on this initiative.....?

FREE summer camps are to be offered to all 16-year-olds under ambitious plans to be unveiled this week by David Blunkett, the education and employment secretary. He and other ministers hope outdoor training activities will build the confidence of Britain's young adults, and bring rich and poor together.

The policy was drawn up by Blunkett and Chris Smith, the culture secretary, who has agreed to meet the multi-million-pound cost with lottery money earmarked until now for millennium projects such as the dome at Greenwich.

Teenagers who take up the offer of a place will engage in activities such as rock-climbing, hiking and rafting during camps that will last up to six weeks.

"Industry always complains that the education system should do more to build leadership and teamwork, and these courses will do exactly that," a senior source at the education department said yesterday.

Campers will also participate in projects of value to the community or environment, such as helping out at homes for the old or infirm, or renovating old buildings in the countryside.

Although attendance at camp will be voluntary, some ministers compare it to national service, and hope the initiative will produce the benefits often claimed for compulsory teenage mili-

tary service: integrating different elements of society and building confidence.

"We expect people from vastly different backgrounds will come together at these camps," a senior government source said. *"You will see pupils from Eton mixing with those from the inner cities."*



Blunkett: lottery pledge

Ministers also intend the camps to be mixed-sex, although details have yet to be completed. *"We are in favour of it being mixed-sex, but we do not want the whole thing beset by tabloid scandals,"* said one government member.

Those behind the policy believe most teenagers will jump at the chance of going on the courses after completing GCSEs or equivalent exams. Places will be offered to all 16-year-olds, regardless of whether they are headed for the sixth form, a job or the dole.

Ministers have been alarmed by recent research suggesting that, for one in five jobless and directionless 21-year-olds, the rot set in during their first summer after leaving school at 16. They hope the summer camps may help to address this. The first places could be offered as soon as summer 2001.

In drawing up the policy, Blunkett was inspired by the American middle-class

habit of sending children away for long spells at paid-for camps. There are 10,000 such camps across America. *"It would be a great idea to help him grow up quickly,"* said Shirley Sanghera from Poxton, near Cambridge, talking about her son Kieron, who will be 16 in 2001. *"I would need to know more about it, though. Kieron would probably hate it. He will think it's like the army."* In a parallel move, Blunkett wants to offer camp-goers from less privileged backgrounds follow-up white-collar work placements.

Inner-city adolescents intending to go on to the sixth form could find themselves invited to spend a few weeks after their camp with a law firm near then-home, or even abroad.

He will also use the speech to announce that, after years of trying to lever up standards in primary schools, his attention will now turn to secondary schools.

He will encourage the gradual introduction of literacy and numeracy tests in secondary schools on a voluntary basis.

SEA BIRD SPOTTING

Add to the value of a summer's day walk with some bird-watching. We look at the opportunities provided by-walking along one of Britain's dramatic cliff-tops.

WHY NOT ENRICH YOUR WEEKEND KAYAKING WITH SOME SEA BIRD SPOTTING?

The British Isles have some 7,500 miles of coastline, which should keep most walkers more than happy for a lifetime! England and Wales alone boast well over 2,500 miles, and stretches such as the Pembroke coast and South West peninsula have been developed into two of our most popular National Trails.

The coastline can vary from beaches through estuaries and rocky shores to steep, dramatic cliffs and it's the cliffs that we're focusing on here. It goes without saying to take care when walking along Britain's varied and

rugged coastlines, so keep well in from the edge.

Summer is a good time for birdwatching on the cliffs: the weather is mild and we're reaching the end of the breeding season.

The steep cliffs and profusion of islands means that 70% of the world's Razorbill population nests around the British Isles. The cliffs vary enormously: from chalk along the south coast, through limestone in south Wales, north Wales and Lancashire; to brown basalt, grey gneiss and a variety of granite rocks too.

Limestone plays host to a particularly wide range of birds, and keen bird-watchers are sometimes rewarded with the sight of a Peregrine falcon along the Welsh coast.

BIRDWATCHING TIPS

- A good pair of binoculars is essential. You don't need a big heavy pair, but will find that a compact, light weight model will suffice for general birdwatching. If it's a hobby you take seriously, you'll probably end up buying powerful binoculars and telescopes, but these aren't all that convenient for a comfortable day's walk.
- Your clothing should be either greens or browns: blend into the background, so as not to scare birds away. And remember not to disturb birds - this is especially important during the breeding season.
- Have fun - And be patient, and remember, sit and wait and nature will come to you.



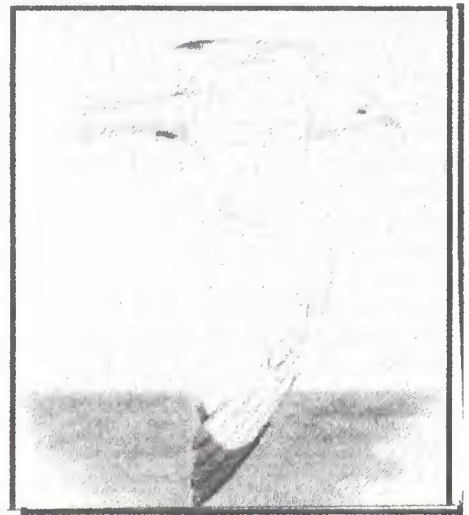
Fulmar

Like a gull, heavily built with a thick neck. Glides and skims over the water; white head, neck and body; grey on the wings, tail and back. Short, stubby yellow bill. Nests in colonies on bare ledges, 300,000 pairs, loves fish and crustacean.



Razorbill

Like the Guillemot, and often seen together. Deeper bill shape than Guillemot, and blacker above. Note its pointed tail when flying. Nests in crevices in the rock face; 144,000 pairs, dines on fish, crustacean and molluscs.



Kittiwake

Small head, short yellow bill, black wing-tips; shorter legs than the Common gull, which it is often confused with, and longer, narrower wings. Spends most of its time at sea, but nests on cliff ledges in large colonies, 500,000 pairs, lives on fish'



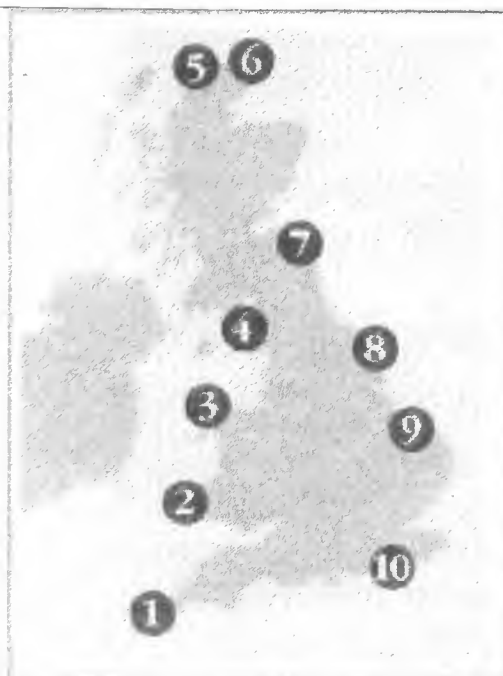
Guillemots breed on these cliff ledges, as well as on the Farm Islands

1 Cape Cornwall - Razorbill, Guillemot, Shag and Kittiwake. St Agnes Head is good for Kittiwakes. Fulmar can also be found along the coastline. Access: A3071 to St just, then west far Cope Cornwall car park.

2 Pembrokeshire Coast Path - excellent sea cliffs along this National Trail between Cardigan and Tenby. Fulmar, Guillemot, Razorbill, Kittiwake, Shag and various gulls oil breed. Access: Get onto the coastal path between these two towns!

3 South Stack - cliffs on the north-west tip of Anglesey. Thousands of Guillemot, Razorbill and Kittiwake, with fewer Fulmar, Puffin and Shag. Several Peregrine and Chough. Look out to sea in the summer for Manx Shearwater and Gannet. Access: West from the AS/Holyhead, signposted South Stack. Network of paths.

4 St Bees Head - familiar to Coast-to-Coast walkers, features sheer and spectacular sandstone cliffs. There are many Herring gull, Kittiwake and Fulmar, as well as Guillemot, Black Guillemot, Razorbill and Puffin. This is the only English colony of Black Guillemot. Look out also for Rock pipit, Kestrel, jackdaw, Corn bunting, Linnet, Stonechat, Whitethroat and Willow warbler. Access: South from Whitehaven, left turn in St Bees to the beach car park. 2 1/2 mile walk north to the lighthouse.



5 Clo Mor - Britain's highest sea cliffs play host to huge sea bird colonies: Guillemot, Puffin, Razorbill, Black Guillemot, Kittiwakes, Fulmar. Look out for Peregrine, which breed here, and Golden Eagle. Access: Foot ferry across the Kyle of Dumess, followed by the minibus to Cape Wrath. Leave the bus on a track and walk north!

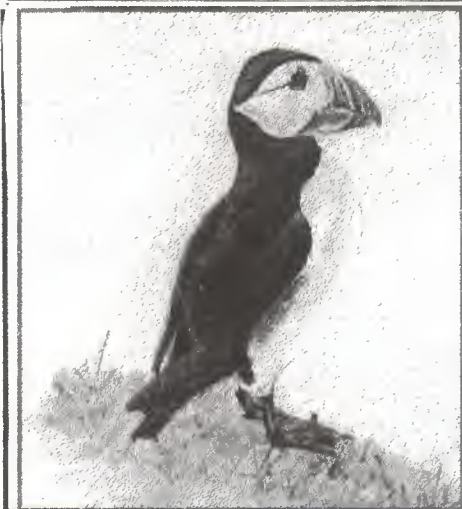
6 Dunnet Head - In the very north of the northern highlands, these cliffs are topped with moorland. Birds include Fulmar, Kittiwake, Guillemot and Black guillemot, Razorbill and Puffin. Rock Dove, Gannet and Great Skuas; in the summer, Arctic Tern and Great Northern Diver. Access: B855 to Dunnet Head; car park near lighthouse; then head north-east.

7 St Abb's Head - Border country, eight miles of cliffs. Many seabirds, Guillemots, Razorbill, Fulmar, Kittiwake and Shag. Access: 12 miles north of Berwick A I 1071B6438 to St Abb's village or park your car near the lighthouse.

8 Bempton Cliffs & Flamborough Head - Bempton Cliffs feature Britain's only mainland colony of Gannets. You can see them at eye level from the top of the cliffs. Lots of Kittiwake, as well as Fulmar, Herring gull, Guillemot, Razorbill and Puffin - and a handful of Shag. Access: Bempton cliffs - take the road from Bridlington to Bempton then to the sea; Flamborough Head - B 1259.

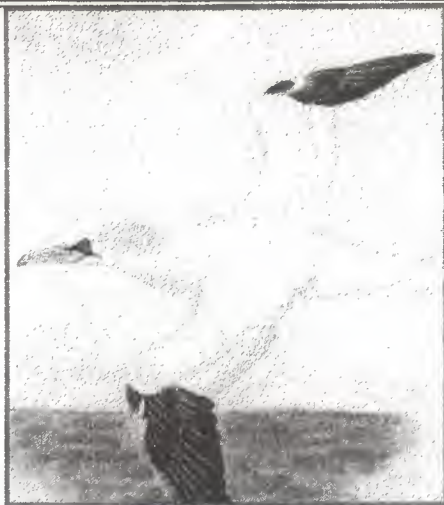
9 Hunstanton Cliffs - A few Fulmar along the cliffs; look also for Brent geese. Bar-tailed Godwit, Curlew, Grey plover. Redshank and Turnstone. Access: Northeast from Hunstanton town centre.

10 Beachy Head - Good place to watch migratory birds. Access: Follow the South Downs Way west from Eastbourne.



Puffin

Everybody's favourite. Black and white with a white face and colourful bin. Rapidly whirring wings inflight; nests in burrows. Likes fish, crustacean and molluscs, 0,000 pairs.



Gannet

Nests mostly on remote islets, often in big numbers. Pointed head and tail, long, white with black wingtips and yellow on head. Flies and glides low over the water. 150,000 pairs, fan offish meals.



Guillemot

Only comes onto hind to breed on bare cliff ledges; stands like a penguin, sharply pointed bill, mostly found in flocks, 600,000 pairs, lives on fish, crustacean and molluscs.



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KAYAKING SYSTEMS




WAVES

Utter BOREDOM interspersed by periods of sheer TERROR!

That's sea kayaking. Waves make the difference. Some try to avoid them, don't make waves, others look for them. Nothing can compare to a cold, windy, rainy day with waves breaking over the bow. A loon pops up ten feet away. Just you and the loon. (Or are you the loon?) You are part of the sea!

Waves are what make sea kayaking interesting. The Chesapeake area, including the Atlantic ocean have a wide variety of waves, BIG ONES and small, short and choppy and long swells, slow moving and fast. Take your pick. Would you like to practice surfing on slowly moving waves? Would you like to find challenging breaking waves? Or do you prefer tranquillity? Is it safe to cross the Bay today? What about waves breaking on the sand bar. Wave forecasting can answer these questions.

Willard Bascom's book "Waves and Beaches". Doubleday, New York. 1964 and 1980, covers many areas useful to kayakers. His treatment is

largely qualitative, his book is not meant to be a manual for forecasting waves.

I have attempted to make this a practical wave forecasting manual useful for making numerical forecasts from the kayak cockpit.

Wave forecasting was a crucial in winning the Second World War. The research required for the successful Normandy. North African and Pacific beach invasions was published by the U.S. Hydrographic Office. All the material compiled in this publication comes from four of these publications: "Wind, Sea. and Swell: Theory of Relations for Forecasting, Swerdrup and Munk, March 1947 reprinted 1952, H.O. Pub. No. 601; Wind Waves at Sea, Breakers and Surf, H. B. Bigelow and W. T. Edmondson 1947, H.O. Pub. No. 602; Practical Methods for Observing and Forecasting Ocean Waves, W J. Pierson, Jr., G. Neumann, and R.W. James, 1955 Reprinted 1960, H.O. Pub. No. 603; and "Breakers and Surf, Principles in Forecasting, reprinted 1958. H.O. Pub. No 234".

This material, as found, is useless to the kayaker at sea and probably incomprehensible to the average per-

son not familiar with science, especially math and physics.

WIND GENERATED WAVES

GENERAL RULES FOR WIND GENERATED WAVES

Waves are generated by the wind; the wave height, length, speed and period are all increased the harder, longer or greater the distance over the water the wind blows. They will continue to become steeper until the waves are travelling at 4/10 the speed of the wind. After this the steepness will decrease but the wave height, length and period will all continue to increase until equilibrium is reached with the waves travel 1.4 times the speed of the wind.

TABLE WIND GENERATED WAVES: SIGNIFICANT WAVES IN DEEP WATER

Enter the table with the wind speed and either the fetch or the duration, which ever yields the lesser value. Fetch is the straight distance the wind has traveled over the water surface and duration is the length of time the wind has blown.

WIND SPEED 10 KNOTS

| | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|
| FETCH N.M. | 0.1 | 0.6 | 1.9 | 4.4 | 8.8 | 20 | 58 | 145 |
| DURATION Hrs | 0.1 | 0.5 | 1.2 | 2.3 | 3.7 | 9 | 15 | 37 |
| WAVE | | | | | | | | |
| HEIGHT ft | 0.2 | 0.4 | 0.9 | 1.3 | 1.6 | 10 | 2.1 | 2.3 |
| SPEED Kn | 2 | 3 | 4 | 5 | 6 | 8 | 10 | 14 |
| LENGTH ft | 2 | 5 | 9 | 14 | 20 | 36 | 56 | 109 |
| PERIOD sec | 0.7 | 1.0 | 1.3 | 1.7 | 2.0 | 2.6 | 3.3 | 4.6 |
| STEEPNESS | .076 | .085 | .100 | .092 | .080 | .055 | .038 | .021 |
| WAVE/WIND sp | 0.2 | 0.3 | 0.4 | 0.5 | 0.6 | 0.8 | 1.0 | 1.4 |

WIND SPEED 15 KNOTS

| | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|
| FETCH N.M. | 0.2 | 1.3 | 43 | 9.8 | 20 | 46 | 130 | 330 |
| DURATION Hrs | 0.2 | 0.8 | 1.8 | 3.5 | 5.5 | 13 | 22 | 55 |
| WAVE | | | | | | | | |
| HEIGHT ft | 0.4 | 1.0 | 2.0 | 2.9 | 3.6 | 4.4 | 4.8 | 5.2 |
| SPEED Kn | 3 | 4.5 | 6 | 7.5 | 9 | 12 | 15 | 21 |
| LENGTH ft | 5 | 11 | 20 | 31 | 45 | 80 | 125 | 246 |
| PERIOD sec | 1.0 | 1.5 | 2.0 | 2.5 | 3.0 | 4.0 | 5.0 | 6.9 |
| STEEPNESS | .076 | .085 | .100 | .092 | .080 | .055 | .038 | .021 |
| WAVE/WIND SP | 0.2 | 0.3 | 0.4 | 0.5 | 0.6 | 0.8 | 1.0 | 1.4 |

WIND SPEED 20 KNOTS

| | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|
| FETCH N.M. | 0.4 | 2.3 | 7.6 | 18 | 35 | 82 | 230 | 580 |
| DURATION Hrs | 0.2 | 1 | 2.3 | 5 | 7 | 18 | 29 | 73 |
| WAVE | | | | | | | | |
| HEIGHT ft | 0.7 | 1.7 | 3.5 | 5.1 | 6.4 | 7.8 | 8.5 | 9.2 |
| SPEED Kn | 4 | 6 | 8 | 10 | 12 | 16 | 20 | 28 |
| LENGTH ft | 9 | 20 | 36 | 56 | 80 | 143 | 223 | 437 |
| PERIOD sec | 1.3 | 2.0 | 16 | 3.3 | 4.0 | 5.3 | 6.6 | 9.2 |
| STEEPNESS | .076 | .085 | .100 | .092 | .080 | .055 | .038 | .021 |
| WAVE/WIND SP | 0.2 | 0.3 | 0.4 | 0.5 | 0.6 | 0.8 | 1.0 | 1.4 |

WIND SPEED 25 KNOTS

| | | | | | | | | | |
|--------------|-----|------|------|-----|------|------|------|------|------|
| FETCH N.M. | .03 | 0.6 | 3.6 | 12 | 27 | 55 | 130 | 360 | 910 |
| DURATION Hrs | .03 | 0.3 | 1.3 | 19 | 5.8 | 9.1 | 22 | 36 | 91 |
| WAVE | | | | | | | | | |
| HEIGHT ft | 0.2 | 1.1 | 17 | 5.5 | 8.0 | 10 | 12 | 13' | 14 |
| SPEED Kn | 15 | 5 | 7.5 | 10 | ^3 | 15 | 20 | 25 | 35 |
| LENGTH ft | 3 | 14 | 31 | 56 | 87 | 125 | 223 | 348 | 683 |
| PERIOD sec | 0.8 | 1.7 | 15 | 3.3 | 41 | 5.0 | 6.6 | 8.3 | 12 |
| STEEPNESS | .06 | .076 | .085 | .10 | .092 | .080 | .055 | .038 | .021 |
| WAVE/WIND SP | 0.1 | 0.2 | 0.3 | 0.4 | 0.5 | 0.6 | 0.8 | 1.0 | 1.4 |



QAYAQ

Kayaks of Alaska and Siberia
David W. Zimmerly for the Alaska
State Museum

I used to sell the previous volume of David Zimmerly's book through the Association and they were very popular. Thanks to Udo Beier I learnt that a second edition had become available and I tracked them down through the net and have had a bunch sent over to retail both through the post and at the forthcoming Int. Canoe Exhibition next February. A copy is yours for £15.00 which includes post and pack. Send to ISKA at 5, Osprey Ave., Westhoughton, Bolton, Lancs, BL5 2SL or email to <jramwell@provider.co.uk>. Cheques payable to 'ISKA'

This slim volume, originally intended as a catalog in support of the only museum exhibition ever devoted solely to these nimble little craft, offers an accessible review of much of what is known about traditional kayaks. Even though the form has existed with remarkable consistency for at least 2000 years, the skin boats of arctic hunters now constitute an endangered breed; they are resilient at sea but fragile in storage, so perhaps at most 300 original kayaks, decked-over skin vessels with cockpits for individual paddlers, have survived in collections worldwide. It is author Zimmerly's intent, as he tells readers in the new foreword to this reprint edition, to help us learn from them before they are all gone. Writing from the basis of years of research, he reviews the construction of different kayaks from various regions of Alaska and Siberia, discussing not only techniques and materials in general but the special approaches of individual craftsmen. He shows how the vessels' design varied in response to the demands of climate and the availability of resources as well as the needs of the hunters using them; he considers associated equipment, from paddles to paddlers' clothing. The result is a succinct but authoritative introduction to the kayaks of Alaska and Siberia.

"Zimmerly provides us with a clear, concise guide to the relationship between form and function—the sort of analysis that only someone who has both built and tested reconstructions of these vessels is truly qualified to give. ...[This is] a classic volume."

—George Dyson, author of *Baidarka*



From: "Clive Pearson" <clive.pearson@skynow.net>

Sent: Thursday, November 09, 2000 5:55 PM

Subject: FOR SALE

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