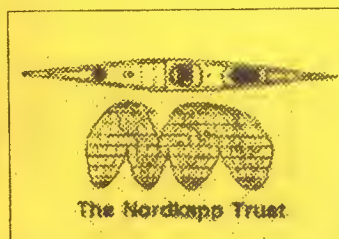


OCEAN KAYAKER

NEWSLETTER OF THE INTERNATIONAL SEA KAYAKING ASSOCIATION,
THE NORDKAPP TRUST & PADDLERS INTERNATIONAL



JULY 2001

ISSUE # 41

Events

Sea Kayak Events in Germany 2001

21.07.—11.08.01—Lofoten-Vesteralen (Norwegian Sea) (Norway) (DKV).

Guide: Eckehard Schirmer / kanuschirmer@t-online.de

03.08.—05.08.01

"Event"-Sea Kayaking Southern North Sea (Bay of Jade) (DKV)

Area: Bay of Jade

Contact: Club WKK
Wilhelmshaven / Phone:
0494421-202360

France

25.08.01 MERATHON & SEMI-MERATHON DE CHERBOURG (Compétitions)
Organisés, à Cherbourg, par le Club de Kayak de Mer du Nord Cotentin - Contact : Guy CAPIEMONT - Route du Bequet - 50110 TOURLAVILLE - Tél/Fax : 02 33 22 59 59 -
ckmnc.ckmnc@libertysurf

Denmark

25.08.01 Öresund Kayak Challenge (Race)
(Helsingborg - Helsingör - Helsingborg) (21 km)
Organisation: Christian Cronberg (eMail: christian.cronberg@telia.com)
Infos unter: www.kanak.nu/okc

Nederland

11.08.—12.08.01
Rund Texel (Start: Den Helder) (80 km)
(Nederlandse Kano Bond / www.nkb.nl/zeevaren/index.html)
Leitung: Jos Engelvaart (NL)
(eMail: zeevaren@nkb.nl)

Italy

31.08.—02.09.01
Vivere il mare canoando nell'Arcipelago della Maddalena (Sardinien)
Information: AST Palau, Deiana Angel (!) (Tel. 0039(0)789-709570

Alaska

Canoe Base and Kayak 2001 Trip and Course Schedule ONLINE

<http://www.alaskapaddler.com/Schedule.html>

5-20% discounts for early sign-ups on trips and courses

Great deals for BCU and ACA members, instructors and coaches

Kayak & equipment/kit rental/hire to qualified paddlers - Nigel Dennis, Valley, Kajaksport, Nigel Foster, Necky, Wavesport

New Sales Capabilities - Kajaksport, Nigel Foster, Necky, Wavesport, Wilderness Systems, Mad River Canoe.

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Check out 2001 trips & courses with Nigel Foster & Andy Stamp, Level 5 BCU coaches

Press Release

Franco Ferrero has moved on.

Although he is still maintaining his connections with Plas y Brenin he has handed over the role of head of canoeing and kayaking to Loel Collins. Franco will now be spending much of his time developing Pesda Press, his publishing business, and is available for private coaching, safety and rescue, first aid courses and lectures.

Contact: **Franco Ferrero** Tel 01248-602287
e-mail: enq@pesdapress.com
www.pesdapress.com

SEA KAYAK as new

Radical Moves "SEA SQUIRT"

Composite day/weekend boat 2 bulkheads c/w valley hatches, deck lines etc. suit experienced lighter paddler £450.

South Wales / London. Amelia Andrew

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adunn@hardworld.co.uk

FOR SALE

Perception Chinook, sea-kayak, 16ft, hatches and bulkheads, deep V bow good day/exped boat, keyhole cockpit, plastic, good condition. £375. Nr Portsmouth 023 92359208

Kayak - Klepper Aerius 2, Two Seater 17Ft Folding boat complete with paddles, spray deck and full sailing rig. Like new condition. £1800 ovno. Tel: Portsmouth 023 92553012

Clubs

Why not have your club featured here. Just ask.

Historic Canoe & Kayak Association
Tony Ford FRGS
Am Kurpark 4
37444 St Andreasberg
Germany

Victorian Sea Kayak Club
Bill Robinson
P.O.Box 426
Seaford 3198
Victoria
Australia

Salzwasser Union
Martin Reincke
Grenzstrasse 56
28217 Bremen
Germany

Paris Kayak International
Christian Gabard
10, Rue Simon Letoile
92260 Fontenay aux Roses
France

Portsmouth Canoe Club
Simon Ashburn
47, Bedhampton Rd.
Bedhampton
Hants
PO9 3EU

Il Kayak du Mare,
Sergio Cadoni
Viale Colombo 118,
Quarto S. Elena
Cagliari, I-09045
Italy

ANorAK (Association North Atlantic Kayakers)
Ray Killen
358, Rt. 679
Egg Harbor City
NJ 08215
U.S.A.

Investigator Canoe Club
Peter Carter
28, Rowells Rd.,
Lockleys, 5032
South Australia

Ocean Kayaker

iska

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

address for copy of this magazine is:

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

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

editorial

by John Ramwell

hi!

Did anyone else notice that, in the aftermath of the Selby train crash, the newspapers were gripped with a sense of impotent rage. Try as they might, and some of them tried very hard indeed, they couldn't find anyone to blame.

The tracks hadn't disintegrated. The train driver wasn't at fault. There were crash barriers on the motorway bridge and the man in the Land Rover hadn't fallen asleep. It had been an accident. But, of course, there's no such thing as an accident these days. If you trip over a paving stone or eat a dodgy piece of meat, there will be an inquiry, someone will be culpable, and steps will be taken to ensure it doesn't happen again.

Well now look. The human being, and the human male in particular, is programmed to take risks. Had our ancestors spent their days sitting around in caves, not daring to go outside, we'd still be there now.

Sure, we're more civilised these days, but we're still cavemen at heart. We still crave the rush of adrenaline, the endorphin highs and the buzz of a dopamine hit. And the only way we can unlock this medicine chest is by taking a risk.

Telling us that speed kills and asking us to slow down is a bit like asking us to ignore gravity. We don't drive fast because we're in a hurry, we drive fast because it pushes the arousal buttons, makes us feel alive, makes us feel human

Dr Peter Marsh, from the Social Issues Research Centre in Oxford, bungee jumping, parachuting and other extreme sports is simply man's reaction to the safer, cotton-woolly society that's being created.

He told me that, when the youth of Blackbird Leys in Oxford were stealing cars and doing handbrake turns back in the 1990s, liberal commentators called to ask him why. "It's funny," he said. "These kid steal a really good car, take it back to their housing estate and charge around, with all their friends cheering and applauding. They are having a laugh, and making the police look like fools on television, and you have to ask why!"

Who has decided that we must live in a temperance society where there is no stimulation, no risk, no danger and no death?

The public seems to have bought into this belief that life can, and should, be run without risk, that all accidents are avoidable.

Well, to hell with it! I for one will continue to enjoy a rough day on the water with the wind and spray in my face and the warm feeling at the end of the trip of having experienced a risk and a run of adrenalin.

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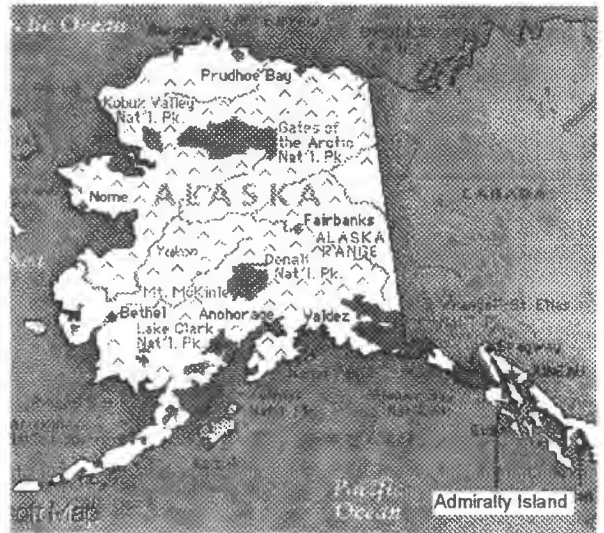
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editor, ISKA
John
Ramwell

design
Graham
Edwards

A close encounter

—with the largest bear



Brown bears and grizzlies belong to the same species (*Ursus arctos*). Browns are larger than grizzlies and, along with polar bears, are the largest bears in the world. Males are known to tip the scales at 1,500 pounds. Most mature males weigh between 600 and 1000 pounds, and females between 250 and 600 pounds. The bears along the coast of Alaska and British Columbia are brown bears. They attain huge sizes by feeding on a super-high-protein diet of salmon and other fish. The Kodiak brown bear is the most famous. In the lower 48 states and interior Alaska, *Ursus arctos* is known as the grizzly. Another species, the black bear, is smaller, and usually coexists with browns and grizzlies, except on Admiralty Island, where only the browns exist. While grizzlies are listed by the U.S. Fish and Wildlife Service as threatened in the lower 48 states, the Alaskan grizzlies and browns have healthy populations.

Steve Byers had set his destination for this week in July as Mitchell Bay on Admiralty

Island, the third largest island in southeast Alaska.

Most of Admiralty Island is unpopulated. The largest community is Angoon, with a population of 450. The ferry stops at Angoon four times a week. East of the village is the scenic and island-studded inlet of Mitchell Bay, which offers many sheltered places to explore. Steve had never been there, but he had heard a lot about it. Because of the coldwater; strong currents; extreme tides; shallow, rocky water; often poor visibility, and remoteness, the trip required his careful planning.

The island is part of the 937,400-acre Admiralty Island National Monument Wilderness in Tongass National Forest. The wilderness area is also known as Kootznoowoo, the native Tlingit word for "Fortress of the Bears." Admiralty Island is known for the density of its brown bear population—the highest in the world.

Around 2:00 p.m. on Friday, July 21, Steve headed to the Alaska Marine Highway ferry station at Auke Bay, just north of Juneau. It was a misty day, about the same as it is every other day of the year; when it's sunny in Juneau, the townsfolk call it a holiday. Steve carried his 18-foot kayak onto the car deck of the ferry, balancing it on his shoulder. A ferry worker lowered two canvas-covered bars from the ceiling of the car deck. Together the two men rested the kayak on the bars.

At 4:15 p.m., the ferry *Le Conte* threw its moorings and departed, stopping briefly



at Hoonah on Chicagof Island, and the tiny 200-resident community of Kake on Kupreanof Island—a community so small that there are no vehicles. Eleven rainy hours after leaving Juneau, the ferry arrived at Steve's destination of Angoon.

After carrying the kayak to the run-down terminal, Steve assessed his options. It was 3:30 in the morning, dark and rainy, and he was tired. Should he start his journey now? No, it wasn't a good idea to be paddling in the dark, he concluded. After stashing his gear in a quiet corner of the terminal, he curled up in his sleeping bag under an overhang and slept.

At sunrise, the clamor of people loading boats to go fishing roused Steve out of slumber. After a quick breakfast he fought a rising nervousness at never having been out in ocean-like conditions alone in a kayak. It would be only three miles along the wide strait before turning into the channel, but it seemed like a long way.

The tide was receding, so Steve lugged his gear down to the water and quickly loaded his boat. He loaded his kayak the same way he had practiced in his garage, so he would remember where he put everything. Most crucial was the day hatch, just behind the cockpit. That contained the medical kit, wool hat, flashlight, handgun, bear spray, VHF radio and lunch. He bungied his water system with its hose ready for drinking, behind the cockpit, next to the paddle float. Fore of the cockpit was the Tongass National Forest Recreation Guide chart in a waterproof bag and a bilge pump. Then he donned his sky-blue Kokatat dry suit, stretching his arms and legs first, to erase the soreness from sleeping awkwardly, then put on his booties with the treaded soles.

Steve paddled for two hours along the coast by Angoon, bugging the shore until he felt comfortable. Then he rounded Danger Point Reef and headed to Stillwater Anchorage. Two bald eagles measured his progress along the point, and a dozen harlequin ducks rafted with him on the rising tide.

He glided on, noting the racing water from the incoming current. Not wanting to



be pulled onto the rocks he was headed for, he ferried across quickly. Hitting calm water again, he relaxed at the feel of the boat skimming along, and watched a pair of loons playing. It was too late to head into Mitchell Bay that afternoon, so he opted to explore some of the nearby islands. He ventured deep into the islands until he reached a peaceful cove at which to end the day.

He chose a campsite on the end of a point, under the dripping Sitka spruces and western hemlocks. The first order was to check for bear signs. There was digging around a tree and droppings, which looked about four days old, because they were dried. The lack of a bear trail seemed to be a good sign.

Steve set up the tent and cooking area apart from each other, to keep the food smells away from him at night. Dinner was a feast of fresh crab and boiled four-inch-long black leather chitons that anative fisherman he passed along the way had given him. Chitons, which taste like clams and are known locally as "gum boots," have long been a staple of the diets of coastal natives from the Aleutians to California. Steve washed his dishes below the tide line, then hung the food bag about 25 feet high in a conifer. After years of camping in bear country, he had perfected the technique of tying a rock to a rope and hurling it over a high branch to hoist up the tempting food. No bear could reach his cache!

Heavy rain in the night awakened Steve with its intensity. By morning, it was still

After years of camping in bear country, he tied a rock to a rope and hurled it over a branch to hoist up the tempting food.

Gripping Steve's hip with its teeth, the bear dragged him several feet and dropped him.

raining, and Steve's tent had puddles in it. Everything was wet—the ground, the gear, the trees. In the fog and drizzle, Steve lowered the food bags and breakfasted on dried mangos, granola bars and soy nuts. Around 8:00 a.m., Steve packed the soggy tent and loaded the kayak. The only things left at the campsite that he still had to pick up were his PFD and paddle.

Last on his checklist was to put on the dry suit, always an awkward endeavor. He remembered a convenient "seat" by the cooking area, so he carried his dry suit there and sat down. He took off his Xtra-Tuff™ boots (standard wet-weather boots in Juneau) and rain pants. The quiet woods echoed with the crackling of the dry suit. He pushed his feet through the gaskets. Then came the fabric booties with treaded soles. Next came the difficult part—putting on the top of the dry suit. He raised the dry suit with the neck gasket poised over his head. Just then he felt a presence nearby. As he lowered the suit to see, the sleeves flopped down around his waist. He scanned the woods. The bear was 35 feet away and barely visible through the dense vegetation and thick fog. It must have been upwind of Steve, because it didn't see him. I need to make my presence known, Steve thought. Before he could act, the bear turned and faced him, then lowered its nose, flattened its ears, raised its head, and charged without hesitating. All Steve could focus on was a big head with ears laid back, black gums outlining white teeth. He could see its brown shoulders, muscles rippling beneath the fur. I don't want him to hit me head on and knock me over the logs, he reasoned. That would kill me for sure!

Feeling that he had a better chance in the water, and knowing that his gun and bear spray were in the day hatch, Steve turned and ran toward the boat, aided by his treaded booties. But the dry suit, sleeves flapping at his sides, slowed him down. Desperate to get to the beach 50 yards away, he sprinted awkwardly. Behind him came the sound of the breaking of branches. He turned to see the brown form gaining on him.

Then something smacked his right side harder than he'd ever felt. The impact

knocked his six-foot, 230-pound frame to the ground. The bear was biting him, encasing his side with its massive jaw. Gripping Steve's hip with its teeth, the bear dragged him several feet and dropped him. Steve curled into a fetal position, protecting his head with his arms. The bear stepped over him and stopped.

Steve could see fur out of the corner of his eye, but he didn't dare look up. He lay as still as he could. Piercing his mind was the terrifying thought, I am no longer at the top of the food chain! He recalled that, only weeks earlier, a 41-year-old man was killed and partially eaten by a 300-pound brown bear in Hyder, southeast of Juneau. This was the same kind of bear, only larger. "Will I be next?" he wondered.

As he lay there, every noise in the woods became the focus of his universe. Branches were breaking, but getting fainter. Was the bear leaving?

Steve could feel his head and heart pounding. He felt something on his side, but it wasn't exactly a pain. He needed a strategy to calm himself. He tried to be still, but it was tough. Adrenaline was surging through him.

When all was quiet, he pushed himself up and felt a pain shoot through his right side. Then he saw blood on his dry suit. He limped the 20 feet to his boat, glancing frantically over his shoulder as he went, and retrieved the handgun from the day hatch. Quickly, he cocked the gun, ready with a finger on the trigger. The bear will be back, he thought, I've got to be ready. Armed with gun and bear spray, he turned toward the woods and scrutinized the trees, waiting for the bear to charge again.

Thirty dreadful seconds later, it was still quiet. Steve thought, I have to get out of here! I'll be safe in my boat. But his paddle and life jacket were back at the campsite. Fetching the second ammunition clip from the boat, he worked his way back to the campsite, dragging an aching leg and yelling "Here bear, here bear!" to advertise his presence.

He grabbed the paddle and PFD. There

was no sign of the bear. Keeping his back to the water, he retraced his steps to the kayak.

Steve slipped into his dry suit faster than he ever had, and pushed his boat offshore. His side was starting to throb. He could feel warm blood trickling down his leg. Paddling desperately, he found deep water. No bears in sight! Only then did he stop to assess his situation. With the dry suit on, he couldn't tell how bad his side was, but a hatch was askew, so he'd have to land somewhere to fix it.

He started to paddle again, but angry energy was welling up inside. In that remote corner of the bay, with no one around for miles, his piercing "Ahhhh!" echoed across the water.

Rounding the point, he felt more energy, and yelled again. "I did nothing to you, bear! You had no right to do this! No right!"

With his anger spent, Steve steered toward the west side of the islets to find the channel that led toward Angoon. It was a complicated maze, and his attention was waning. He grew tired and rested, then paddled, rested, paddled . . . Then he saw what he was looking for—a bearless island, devoid of trees—and he pulled ashore. Finally feeling safe, Steve crawled out of the cockpit, peeled off the top of his dry suit, and saw the blood and lacerations for the first time. Worried that a kidney was punctured, Steve realized that he needed to get to Angoon, fast.

Now his true personality revealed itself. Despite the pain and worry over unknown injuries, he wanted to get to Angoon himself, and not subject anyone to the risks of coming to get him. "I am supposed to be the rescuer. People have died from doing rescues," he thought. "I should get as close to Angoon as I can."

By now, the cloud ceiling had lifted to 500 feet. The water was calm, and a group of seals graced the nearby rocks. He whistled to a pair of common loons, and they answered. It raised his spirits. He rounded the island and headed south. Whenever he stopped to rest, he'd feel his side with his hand; it was very tender.

He paddled for two hours to the Narrows, a place known for its high waves and fast currents. He listened to the waves and watched the water flow increasing on the outgoing tide. He knew that there could be three- to five-foot standing waves. The water was just too fast—it could flip the boat if he continued. He ferried across the water to the left bank, then climbed out and tied the boat off. He'd wait for slack tide—but when would that be?

Taking out his VHF radio, which had been working only sporadically in the steep terrain, he called for any station in Angoon to tell him when the tide was changing. George Golden, the mechanic for Whaler's Cove Sport Fishing Lodge in Angoon, answered his call. After asking about the tides, Steve added "I was nailed by a bear." Taken aback by the casual statement, George offered "Why don't I come and get you? I have a boat of my own." Now weak and succumbing to shock, Steve agreed. It took George almost a half hour to motor the four miles in the treacherous waters.

George arrived with a youth named Jim Perkins. As Steve was too weak to jump onto the motorboat, Jim had to pull him onboard. At Steve's request, the men pulled his kayak onto the stern of George's 20-foot boat. George headed through Stillwater Anchorage to the float plane dock. At the dock, Sharon Powers from Whaler's Cove Lodge was waiting to drive Steve to the clinic.

The modest Angoon Clinic didn't have a doctor, so Lena, the EMT nurse practitioner, had to call the Juneau hospital to consult with one. It was 12:10 p.m., four hours after the attack. She gave Steve injections for infection and tetanus, but he refused an intravenous, because he could still drink.

The clinic was just the first stop for Steve. The doctor in Juneau was worried about infection. The wounds were full of grit from the dragging, not to mention the rather unsanitary conditions of the bear's mouth. Steve needed a hospital, but no planes could fly to Juneau or Sitka, because of the low clouds. The nurse practitioner called the Coast Guard. They

"I did nothing to you, bear! You had no right to do this! No right!"

At the emergency room at Sitka Hospital, Steve was rushed to be x-rayed and then to surgery.

couldn't fly over land either, but their helicopter could fly low over the water.

By the time the Coast Guard arrived, Steve had lapsed deeper into shock and was doing whatever people told him to do, but as he climbed into the helicopter, he recognized one of the medics. They had been partners on a mock emergency scenario in Juneau ten months earlier. The medic also recognized Steve, and joked, "Now we're doing the real thing!"

At the emergency room at Sitka Community Hospital, Steve was rushed to be x-rayed and then on to surgery. His veins had collapsed from the cold, and administering the IV proved a real challenge, but, ultimately, the cold probably reduced his blood loss. He had a four- to five-inch-deep puncture wound in his side from one of the bear's canines. In addition, the bear's three other canines had torn equally deep gashes in Steve's skin, with the longest gash five inches long. The surgeon cleaned the wounds, straightened and stitched the lacerations, and inserted a drain in the half-inch-wide puncture. Fortunately, no organs, arteries or bones were damaged.

Steve awoke in a hospital bed, very groggy, with an IV in his arm and a sore side. The next day, he was flown back to Juneau. He has recovered well, and will suffer no permanent injuries.

He was one of the lucky ones.

Why did the bear attack Steve? Many factors contributed to this situation. One is that the density of brown bears on Admiralty Island is about one per square mile. That makes a bear encounter a high probability. Another factor is the dense vegetation of spruces and hemlocks and the fog, which effectively camouflaged the bear and Steve from each other. Also, Steve was alone and very quiet.

Furthermore, brown bears are at the top of the food chain and are so large that they rarely worry about what is on the trail ahead. Some times they just stumble onto people.

Most likely, the heavy rainfall had erased the smell of human presence, and the bear was ambling along, searching for

food when it stumbled upon Steve at close range. Bears often treat humans as they would another bear, which they would chase off with a warning nip. That the bear bit Steve only once supports that it was just a warning to leave. The bear could easily have killed him, but it was not being aggressive.

What lessons did Steve learn? He was prepared, by having a gun and bear spray with him—but, minutes away from pushing off in the kayak for the day's exploring, those safety items were already stowed. As he says now, "If you don't have them on you, you don't have them." From now on, he'll carry them with him whenever he is in bear country. He was grateful that he had a VHP radio and had filed a float plan, and he encourages all boaters to do so.

People ask Steve now if he will go back to wilderness camping and kayaking.

"Absolutely!" Steve says, "but I will have a new respect for my place in the food chain."

Jack Lewis Henderson

24 May 1914 - 18 December 2000

**Duncan R. Winning OBE,
Honorary President, Scottish Canoe Association.**

To many paddlers Jack Henderson was known as the author of the classic canoeing book "Kayak to Cape Wrath". That would be sufficient claim to fame



Jack Henderson

for this lad from Glasgow but Jack's input to sport in general and canoeing in particular was much more than that.

Paddling was not Jack's first love. Swimming held that place, he was school champion and Captain of the team. Competitive swimming continued to be an important part of his life well into his working career finally becoming the Post Office Backstroke Champion in 1949.

Jack joined the Post Office engineering department in 1936 at the age of twenty-two. During the war being in a reserved occupation frustrated Jack's many attempts to join the Navy and he had to be content with serving his country at home.

In 1952 Jack married Marjory Steele and they set up home in the Shawlands district of Glasgow. Their daughter Elenor was born in 1954 and shortly afterwards the family moved to Sandbank on Argyll's Holy Loch. It was perhaps appropriate that in this birthplace of many famous yachts the family should acquired one, there is more room for a family of three in a yacht than in a kayak. Promotion for Jack took the family to Kent in 1958, later he moved from the Post Office to the Civil Service in the Ministry of Housing and Local Government and ended his career in the Department of the Environment.

Retirement

On retirement Jack and Marjory returned to Argyll, taking up residence at Strachur on the shores of Loch Fyne. Jack became involved with the fund raising committee for the village hall and although in his eighties he offered to participate in a sponsored swim across the loch, a distance of about a mile. However, Marjory's behind the scene's activity ensured that he was in the Marshall's boat, not in the water. The hall was opened last year.

I am told that Jack took up paddling in 1934 to get away from the competitive element in swimming, canoeing was to be for relaxation and pleasure. Jack's trips, each successive one starting off where the previous one ended, which became the basis for his book "Kayak to Cape Wrath", the Norse Cape of the Turning.

Exploits

There are many tales of Jack's exploits told in the Scottish Hosteller's Canoe Club, with whose members Jack did most of his paddling. One such concerns an incident in 1940, on a weekend trip to Knapdale on the West Coast of Argyll in company with four other paddlers. Unbeknown to the party they were being watched by the Home Guard. There had been German aircraft activity in the area a few days previously and the local lads had decided that the five paddlers were German infiltrators dropped by parachute. As the canoeists came ashore to make camp the Home Guard were waiting to ambush them, having determined to shoot first and ask questions afterwards. Disaster was narrowly averted because one of the paddlers was a Glasgow policeman and the local policeman with the Home Guard recognised him, having met him on police business not long before.

Understandably, shaken by this experience it was decided that coastal

paddling was too dangerous. Still keen to paddle, attention was turned to the rivers where new skills had to be learned. I have photographs showing Jack standing in the Dee below Ballater salvaging a canoe caught on a rock. The operation took about an hour, he was dressed in flannels, shirt and tie and there was snow on the ground and ice in the river. Those who knew him would not have been surprised, when it started to rain or get rough most paddlers put on their wet weather gear, not Jack, he striped to the waist saying that his skin was the best waterproof.

Returning from a tour in August 1947 Jack took part in the SCA Regatta at Millarochy Bay, Loch Lomond and won the Scottish Championships, beating the five times English Champion. Despite having taken up canoeing to get away from competition Jack was persuaded to take up sprint paddling. All his spare time for the next year was spent competing and training, winning the British Championship and culminating in representing the United Kingdom at the 1948 Olympics at Henley on Thames and at the World Championships. There was no mechanism to permit extra leave in that august body, even to represent one's country at the Olympics. However, Jack's bosses in Glasgow were not to be thwarted by mere rules. They booked him onto a course at Hendon, which conveniently lasted for the duration of the Olympics and indicated that they did not expect to receive a good report on his attendance.

Connections

Even Jack's move to the civil service had canoeing connections. The Government wished to invest money in sport and had decided that they wanted a civil servant, with sporting experience, to supervise the exercise. Who better for the job than Jack, an ex Olympic athlete? His was involved in the formation of the Sports Councils. For a period Jack also represented the SCA on the Council of the BCUC.

Among the friends and relations at Jack's funeral at Cardross Crematorium on the 22nd December were a number of canoeists, some of whom had enjoyed paddling with him. I consider it an honour to have known him and value his contributions to my research into the history of Scottish sea paddling.

Why are we afraid for our children?

by

DR FRANK

FUREDI

There is little doubt that during the past two decades, parental anxieties have acquired pathological proportions. Since 1997, numerous studies have drawn attention to the impact of parental anxieties on children. There is now a significant consensus that parents' concern with their children's safety has acquired obsessive proportions. According to most of the available evidence the main focus of this obsession is 'stranger-danger, a fear that has haunted British parents since the 1980s.

In 1993, the campaign group Kidscape produced a report, *'How Safe are our Children'* which stated that 95 per cent of 1000 adults interviewed put fears about the possible abduction of their child by a stranger at the top of a list of concerns. In 1995, the charity Barnardo's published a survey which claimed that nearly 70 per cent of parents felt their neighbourhood was unsafe and half said they never let their children play outside without adult supervision. In 1988 a Mori poll of more than 500 parents found that almost 80 per cent would not let their children play unsupervised in the park during their summer holiday. A year later, in August 1999, an NOP poll indicated that 78 per cent of the respondents believed that the reason why so many children were not allowed to play outside was parents' fear of harm from danger. Later that month, an NSPCC study claimed that eight out of ten parents were too frightened to allow their children to play unsupervised in the park.

Although, the prevalence of parental paranoia is widely acknowledged, there is

little consensus about its cause. Attempts at explaining these phenomena usually fall into one of two approaches. The most common approach is to emphasis certain changes to society that are seen to inspire and shape parental anxieties. The alternative emphasis is the argument that parental apprehensions are a response to the growing variety of dangers facing children. From this second standpoint, what is at stake is not parental paranoia but a responsible reaction to the perils of the childhood experience.

Explanations that emphasise the impact of social change on parents' perceptions of children's safety point to a wide variety of developments. Some observers contend that in an increasingly complex world, child rearing has become more difficult and testing. Others point to the impact of new technologies on family life: the impact of the media, particularly television, is sometimes blamed for weakening parental influence and for exposing children to negative influences. More recently, the Internet has been indicted for the potential risks it poses for children.

The changing character of community systems of support has also been identified as a factor in enhancing the isolation of parents. It is claimed that the weakening network of support diminishes parental confidence and intensifies their concern for their children's security. The so-called crisis of family life is also seen as an important development influencing parental anxieties. The instability of family life is often portrayed as intensifying the difficulty of child rearing. Experts also claim that contemporary

Dr Frank Furedi, Reader in Sociology at the University of Kent author of 'The Culture of Fear' which looks at the impact of fear of, risk-taking on everyday life. He has written widely on the problems arising from the tendency to overprotect children. His most recent book is 'Paranoid Parenting'.

developments force children to grow up faster than previously, thereby challenging the exercise of parental control. In turn, parents react to this challenge by anxiously trying to expand the supervision of their children's lives.

There is no doubt that we live in a changing world and that new developments have an impact on parenting. But it is worth noting that most of the explanations outlined previously have been used in the past, in an attempt to illuminate the problem of parenting. Throughout the twentieth century, experts have claimed that social change represented a major challenge to the exercise of parental authority. Explanations that were used to solve family problems in the forties and fifties are unlikely to provide significant insights into the specific question of contemporary parental paranoia.

Explanations that stress the emergence of the growing danger faced by children offer an important variant to the focus on social change. These explanations claim that children face an unprecedented level of danger in today's world. Proponents of this view point to a bewildering variety of new dangers facing infants. Some claim that the growth of car culture has made the street a no go area for children. Others contend that there is a massive increase in bullying, whilst some point to the escalating threat posed by adult predators. The continued discovery of new health risks is also seen to highlight the growing danger faced by children. A more subtle variation of the 'situation always getting worse' thesis is the claim that the issue is not the increase in the risks faced by children but that we have become more aware of problems that have hitherto remained unacknowledged.

The claim that childhood has become a uniquely dangerous experience is rarely backed up by evidence. Indeed, time and again surveys show that these claims are not backed up by the facts. Nevertheless, the adult world has become converted to the belief that children, by definition, are 'at risk'. It seems to me that this belief is shaped not by the actual experience of childhood but by important developments that influence the world of adults. From my work, I would identify 5 themes that help illuminate adult anxieties towards children.

1. It is important to note that we live in a world, where society exhibits a tendency to inflate danger in general; what some sociologists have called 'Risk Society' and what I have described elsewhere as the 'Culture of Fear' impacts on life in general. We live in an era of permanent panics, be they about food, the environment, technology, health, crime or children. And discussion on childhood has to consider these wider cultural influences that incite an obsession with safety and a fear of risk.

2. The second theme that I would like to bring to your attention is the changing perception of adulthood. Relations between adults are increasingly identified as inherently risky. There is a growing sense of mistrust of adult motives and this has important implications for the way that adults view one another's relation with children. I am particularly concerned about the erosion of adult solidarity and co-operation in the rearing of children. The relation of trust between parents, teachers, nursery workers and carers has become highly ambiguous. Instead of regarding other adults as a potential source of assistance in the task of child rearing, parents regard them with a degree of suspicion. In particular, adults who are 'strangers' are treated with apprehension. Since most adults are by definition 'strangers', concern for children can often acquire a pathological character.

3. Increasingly, adults have found it difficult to maintain the line that separates their experience from those of childhood. Problems of adult identity are intensely focused on childhood. Many of our dysfunctions have been redefined as the consequence of negative experiences suffered in childhood, most specifically due to poor parenting.

4. All these trends have led to a radical redefinition of childhood. The concept of 'children at risk' serves as a metaphor for conveying the sense of adult insecurities. The question 'At risk of what?' is in practice answered by the unspoken assumption of 'At risk of everything'. Anxieties are not only focused at the outdoors, children are deemed to face risks at home. And since children are deemed to be by definition vulnerable and easily

Concern for children can often acquire a pathological character.

damaged nothing can be left to chance. It is important to understand that this response is prompted by adult anxieties and perceptions rather than by the everyday world of children. The often repeated statement, 'I could not live with myself if something happened to ...' expresses a consciousness of how adults feel about themselves. Sadly, this problem of adult identity becomes a burden on children's lives.

5. Finally, the inflation of the problem of childhood leads to its professionalisation. In recent decades parenting has been transformed into a skill that requires continuous professional intervention and support. Paradoxically, at the same time parents are held responsible for everything to do with a child's development and therefore their mistakes are seen to have potentially devastating consequences for their children. The

redefinition of parenting and its professionalisation has led to a loss of confidence in the child rearing abilities of mothers and fathers. This loss of confidence often resolves itself in not taking any chances with the job of child rearing. It is easier to keep children under guard than to adopt a more 'risky' nuanced and differential approach. That is why the parenting style of our times has become oriented towards restricting the access of children to the outdoors. The demise of free outdoor play is closely linked to this professionalisation of childhood.

The demise of children's freedom represents a major challenge to play workers. Professionals can either echo and reinforce the restrictive mood of our time or challenge it. Looking around the audience, I am sure that you will want to do what you can to help children reclaim the outdoors.

Expose youth to risks, says Duke

BY ANDREW PIERCE

"Living is and always will be a risky business. It is society that is at risk if we do not get the balance right."

The Duke of Edinburgh said modern society was being over-protective towards young people. He said that youth should not be excluded from adventure and risk-taking and pointed out that fatal accidents involving the young in pursuits such as climbing or sailing had to be kept in perspective.

In a speech to the Association for Outdoor Learning he said: "We need to get our facts right. There were 3,100 people killed in 1998 on our roads and we still use cars; we have a few admittedly very tragic accidents in the mountains and we look to banning them from young people's experience. Are we thinking of banning cars?" The Duke was the principal speaker at a conference entitled *The Question of Balance*, which took its name from a book he published in 1982. It discusses the extent to which young people should be put at risk in a healthy society.

He challenged people to be more adventurous and realistic about risks. "There is more danger in not exposing people to risk than in exposing them," he said. "The downside for society is far greater if it is totally safe than if it has risk."

The Duke of Edinburgh, who founded an award scheme for young people which entails community work, physical fitness and orienteering, said adults had a duty to help young people practise managing risks. "Living is and will always be a risky business. It is society that is at risk if we do not get the balance right," he said. "We know that creating a group to look at risks involves the high possibility it will find those risks."

The keynote speech by the Duke was supported by Ian Lewis, chairman of the UK Outdoor Institute, who said: "A life without adventure and no risk is not a life at all. Adventure and risk are the very source of advancement in science, sport, the arts, learning and society."

Frank Furedi, a writer and researcher, stated: "The worship of safety represents a profoundly pessimistic attitude towards human potential."

For the 'A Question of Balance - Risk and Adventure in Society' Report, contact Ian Lewis at: **Association for Outdoor Learning**
12 St. Andrew's Churchyard
Penrith, Cumbria, UK

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Hypothermia

—lessons learned

The following correspondence is taken from SEA KAYAKER, Feb. 2001 and I thought it of interest as well as being quite informative.—ed

Joel Graves' article "Smith Island Solo" (SK, Oct. '00) is very interesting, however it overlooked critical element.

In 1988, I had the experience of a mishap at sea; a year before, I lost four friends who died of hypothermia after a helicopter crash in the Mediterranean sea. Now, as a sports teacher in a maritime school, I have extended my program to theoretical lessons and practice in survival technique.

I was shocked to read these sentences: "Brad Bolin, an aviation survival technician from the Port Angeles Coast Guard Air Station, rubbed my legs continuously." "My arms and legs were quite cold..." and "On the way, Bolin kept massaging my legs..."

I can't understand such a reaction from a survival technician. The first advice I teach, and one of the most important, is that massaging the arms and legs of a victim of hypothermia, whether the victim is conscious or unconscious, is strictly forbidden. It's a matter of life and death.

A massage of cold arms or legs activates the blood circulation. Warm blood passing through this cold area is cooled, and it can make the heart stop, as the heart of such a person is often weak.

Later, the author says, "He climbed on the sailboat and quickly pulled the top of my wetsuit down to my waist and wrapped more blankets around me." This isn't the best method. Normally, you must remove the wet clothes very slowly and carefully, and then dry the body with toilet paper or a towel, without rubbing. When

the victim is dry, you can cover him with blankets.

An old fisherman told me a sad story. He and his crew had found two survivors of a shipwreck. They were happy to save those poor guys. A couple of hours later, the two men died. The captain felt guilty, but at the time, nobody could tell if anything wrong had been done. A few years later, he learned that they had probably warmed up the survivors too fast.

Didier Ploubinec, Toulville, France

Christopher Cunningham responds: (Chris is the editor of SEA KAYAKER) Didier is indeed correct in his statements about treatment for hypothermia. In the "Lessons Learned" section of the article, I focused on the actions of the kayaker and chose not to second-guess the Coast Guard rescue swimmer Bolin's handling of the patient.

Unfortunately, the lack of detail about the treatment could lead to misunderstandings about handling someone suffering from hypothermia. The description of the treatment is from Joel's perspective so while it may have seemed to him that his wetsuit was pulled down "quickly," it might not accurately reflect the care taken by Petty Officer Bolin. The massaging of Joel's legs would have been to relieve discomfort, not as a treatment for hypothermia. To get some clarification on the incident, I sent excerpts from the article to Master Chief Keith Jensen, the manager of the Coast Guard's Helicopter Rescue Swimmer Program:

As far as ASTI Bolin's assessment and handling of Mr. Graves goes, the rescue swimmer evaluates the condition of the survivor once on scene, and then makes a decision of whether or not the patient needs a medical evacuation by helicopter. It is standard procedure to evacuate a patient if there are life-threatening injuries, hypothermia included, although, judging from the piece of your article I have read, it does not indicate to me that hypothermia was an issue. (The United States Coast Guard is acutely aware that persons who have been in the water may be experiencing some degree of hypothermia.) If hypothermia were an issue, my rescue swimmers, who are also EMTs, have strict protocols on the handling of persons suffering from hypothermia. Petty Officer Bolin is one of our very experienced swimmers, and has done tours of duty in Alaska.

Your readers may not have all the facts. [Mr. Ploubinec's] statements regarding massaging the extremities when hypothermia is indicated are correct. You handle the patient as gently as possible, so as not to circulate cold or toxic blood back to the body core. This may cause "after drop" or ventricular fibrillation. Rescue swimmers are aware of this. When removing wet garments, typically they are cut away, and then warm blankets are applied, it is an effort to prevent further heat loss—not necessarily to rewarm the body. (Rewarming is done in the emergency room.) I am sure that Mr. Graves would have had issues with his wetsuit being cut off of him."

*ASTCM Keith R. Jensen,
Manager Helicopter Rescue Swimmer Program
Office of Aviation Forces (G-OCA)
U.S.C.G.*

What happens . . .

When you chop it off?

by
FRANK
GOODMAN

There is a letter in this ISKA talking about cutting a metre off the back of a touring kayak without spoiling its performance, and suggesting that I should have a look at this to see if it would work. I wasn't familiar with the design mentioned, but I thought it might be interesting to see what would happen to a boat in general terms if you did this brutal hatchet job.

I found an old drawing for a kayak design that I'd done in 1996 that had never been put into production, and thought that this could be the starting point for a theoretical amputation! So I chopped a length off the stern as shown by the cross-hatched section on the drawing—just over a metre from the stem and just under three feet off the waterline length.

Probably the most important part of kayak design is working out where the cockpit must be placed. The weight of the paddler is such a high proportion of the total weight of the floating craft, (its displacement) that if you get this wrong the whole design can be ruined - if it doesn't float level, you're sunk... at least your bow or stern is!

To decide where to put the paddler, it is necessary to calculate the total displacement of the kayak when the paddler is sitting in it and the gunwales are level with the water surface. I've drawn a horizontal line marked W.L.I, to show the surface of the water. Remembering Archimedes:

"a floating body displaces its own weight of water", it is easy to see that if I can find the underwater volume of the kayak I also know its displacement and thus the weight it is supporting. If I then find the point along the hull where the buoyancy in front of the paddler is equal to the amount astern, then the boat will float exactly as shown, with the water level at W.L.I.

All this can be calculated from the original full-size drawings by a process called "The Curve of Areas" and one such curve is shown on the drawing at A. This is not a drawing of the plan view of the kayak, although it is easily mistaken for this, but a line enclosing an area which is proportional to the underwater volume of the kayak. The process is quite simple but tedious. Read the following table if you want to know how it's done, otherwise skip to the next one!

Curve of Areas.

1. The kayak in the drawing is divided into eighteen cross-sections along its length.
2. The underwater area of each cross-section is found by dividing each cross-section (from an end-view drawing of the kayak not shown here) into one centimetre squares and counting the squares. Where the curve bounding a section (the bilge-line) cuts across a square but leaves more than half, call it a whole one,

but if it leaves less than half a square, don't add it in at all. You finish up with the area of every section in square cms. There is another way of doing this by a method called Simpson's Rules, which is quicker but no more accurate.

3. When I added up the squares on cross-section no. 8. I had an area of 454 square centimetres, which I represented as a line 90.8 millimetres long, as shown on the drawing

In other words, the length of each line represents the area of each cross-section.

4. I did this for all the underwater cross-sections and drew a smooth curve round the ends of these lines, producing the curve A. (see drawing)

5. The area below this line represents the underwater volume of the kayak.

6. Divide this area up into one centimetre squares, count them, and you have the underwater volume of the kayak in cubic centimetres, which is the same as millilitres, so every thousand equals a litre which equals a kilo of water.

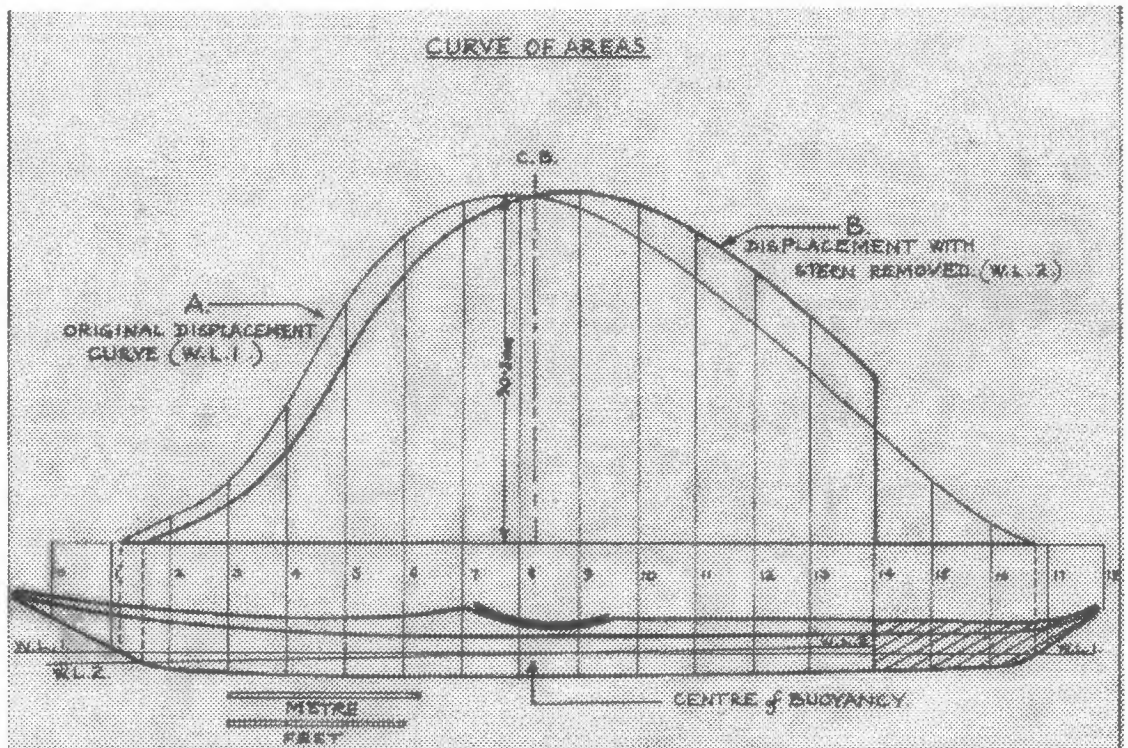
7. Watch the scale, or you'll get strange results!

The total area under curve A (full size) is 55,000 cc. Double it, 'cos you've only the starboard half of the kayak there. Thus the total displacement of the kayak in this case is 110 kg.

By dividing 110kg by 2, I have 55kg

or 27,500cc so by finding where half of the area under curve A is, I've got the centre of buoyancy. This is marked on the drawing, and the front of the seat goes to that point. (When you sit in a kayak with your legs stretched in front of you, your C. of B. is at the front of the seat, not in the middle of the seat pan.)

When I repeat this for the same boat with the stem chopped off, the displacement is the same, but the balance is disturbed. The water-line tilts and is now at W.L.2. on the drawing and the displacement curve is now curve B. What can we learn from the drawings?



1. Although the stern has sunk by only 40mm the nose is up 75mm. Bad news for weather-cocking, especially as the stern will skate sideways more easily, as its lateral resistance to the water will be lower.
2. The boat's hull, because it is down at the stern, will present a larger area to the water in the direction of travel - like adding more rocker, and the boat will be sluggish to paddle in a straight line.
3. The waterline length has been reduced so it will be slower too because the Theoretical Top Speed is a function of the waterline length. (T.T.S. in knots = $1.34 \sqrt{\text{W.L. in feet}}$) In this case slowed from 5.32 knots down to 4.73 knots... a reduction of 10% in speed owing to length alone.
4. The bow will lift to a wave easily, but the stem is really going to wallow. We have removed 5% of the total buoyancy from the stem of the kayak. This doesn't sound a lot, but remember that the effective force of this upthrust depends on its distance from the C. of B. (the rotation point).

The loss of 5% of the stem buoyancy means that 20% of the force correcting the pitch of the boat is lost.

5. Once the boat is moving, we know that the displacement increases (low pressure under the boat) and as a wake forms the waves generated get longer as speed increases. Soon, the stem is sitting in a trough created by the kayak's momentum through the water. It is already lower in the water than it should be. You're in deep trouble! As you travel faster the stern will sit down hard, and your top speed - faster than the T.T.S mentioned above, in the original boat, will never go beyond about 4 knots.

6. It's manoeuvrability of course will increase. I didn't say improve though, as I would guess the bow will swing offcourse at the least provocation, and you'll soon lose patience!

7. One thing will really improve however, and that is the kayak's ability to come in through steep surf. The stem will sit down into a following wave, the bow will lift as

you pick up speed and you'll cream straight up the beach with no trouble at all. You won't catch big waves as you'll never get enough speed up, but steep waves less than one metre high will give you a nice ride.

I checked out to see where the seat would need to go to bring the water-line parallel to the gunwale, and discovered that the cockpit would need to be moved forward 28 cms... nearly a foot. Sea-trials on kayaks over the years have taught me that a tolerance of plus or minus half a centimetre is needed for an acceptable cockpit position. Even moving a cockpit one cm means a completely new deck, so moving it 28 cms means you might as well redesign the whole boat.

All in all, not really a kayak you'd want to paddle far in. Unfortunately any error in the longitudinal balance of a boat affects almost every other parameter. Generally kayak design is the art of compromise, and a chopped offstem is such a severe alteration that all the options open to a designer cannot pull the boat back enough to give a paddler a reasonable crack. Best to start from scratch.

Home Made Electric Bilge Pumps

by

RICHARD
LANGMAN

Every now and then your kayak gets too much water in it. The quickest way to get rid of the water is to turn the boat upside down, but this has limitations, especially if you want to stay in the boat. Other methods, listed in order 1 - 3 of decreasing reliability but increasing convenience, are:

1. Sponge
2. Hand operated pump
3. Electric pump.

(The wise traveller has all three)

Actually, the title is a bit misleading. The electric pump itself is the most reliable part of the assembly of battery, connecting wires, switch, and pump. A more appropriate title might be "*Problems with batteries, switches, and connecting wires*". I don't want to appear unduly pessimistic: a functioning pump that lifts a jet of water effortlessly into the air, emptying your boat while you have your hands free to do other things, is a joy in action. What I want to deal with is the design of home-made pump assemblies, bearing in mind the things that can (will) go wrong, and then give hints on preventative maintenance, and hence more reliable pumps.

The battery

A battery is heavy, so the first thing to decide is: how big does it need to be? The size (and weight) of a battery is proportional to how much electricity it can give out. This is called its capacity, measured in ampere-hours (Ah). At present, I have fitted a 12 volt 7.2Ah sealed lead acid battery, weighing about 2kg, connected

to a Rule 500 pump. Most boats have this size of pump. It takes 3 amp, and it will empty a half-full cockpit in 5 minutes. In doing so, it uses up 3 amp multiplied by (5/60) hours = 0.25 Ah. So, my pump could, in theory, empty the boat 7.2/0.25 which is almost 30 times, after which the battery will be flat. There are two problems with this logic.

(i) The battery does not work quite like that. The nominal ampere-hour capacity holds only if the battery is discharged at what is called the "8 hour rate". This means that it be used such that it gives out all its current in 8 hours; thus my 7.2 Ah battery should give 7.2/8, or about 0.9amp for 8 hours. The Rule 500 pump takes 3 amp, and a result of how the chemistry inside the battery works, means that the effective capacity is less than 7.2Ah. (Conversely, if the current were only 0.1 amp, the capacity would be more than 7.2Ah.)

(ii) Another consideration is that letting the battery go dead flat shortens its life, ie. it will not do as many charge/discharge cycles. A rule-of-thumb is that a lead acid battery should not be discharged to more than 50%.

Taking (a) and (b) together means that my 7.2Ah battery will pump out the boat perhaps 10 times before the battery is 50% flat. What is actually needed? The worst scenario is that there is a small hole in the boat, and the pump needs to be

The size of a battery is proportional to how much electricity it will give out

on most of the time. The 50% rule is then hardly relevant - run the battery till it's dead flat and hope you can make land! Such a scenario is not one on which to base calculations of battery capacity because it is an exceptional circumstance.

More likely is that the pump would be used for 5 minutes on one trip and then recharged - see later. Ignoring the science and mathematics, my present opinion is that a somewhat smaller and lighter battery such as a 4Ah, that weighs 1.2kg, would be OK. I have fitted one of these to Ruth's kayak

The switch

Salt water is the enemy of electric equipment. Not only does it corrode, but it is quite a good conductor - for example, two wires dipped 5 cm apart into sea water and connected to a 12 volt battery will give a current of 0.3amp. A little arithmetic will tell you how quickly this will flatten the battery.

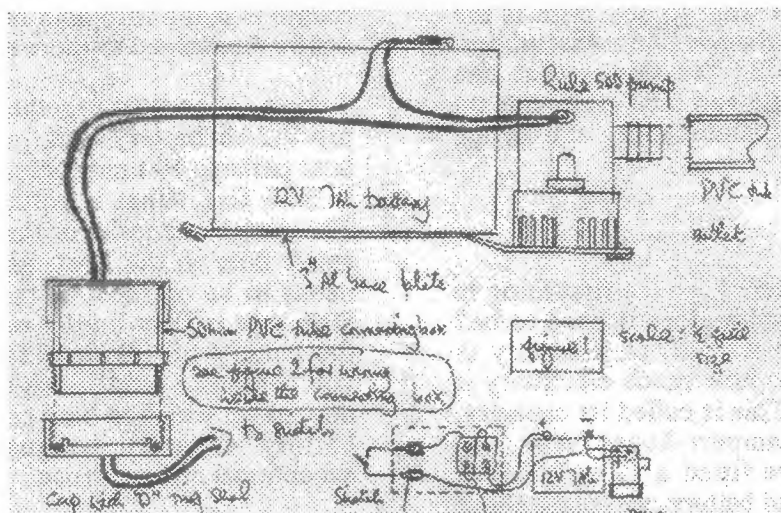
The switch must be water and corrosion proof. You can get industrial quality switches that are weather proof (= water proof) from the outside, but they are not sealed up on their other side, ie. the side that is inside the boat. Also industrial switches tend to be bulky.

I have not solved this problem (yet!?). At present I have fitted a cheap toggle switch (see the diagram) with a rubber cover over the outside toggle part, and lots of silicone sealer to cover the inside. Care is needed to ensure that the sealer does seal all the wires where they connect to the switch. If you leave any gaps, the salt water gets in and corrodes the moving parts of the switch in a matter of days. So far, after perhaps only 15 trips, water has wrecked two switches - both times because I was not careful enough with the sealer.

Connecting wires

The weakest link (no pun intended) in the pump assembly is where the wires are connected to the other parts. It is essential to cover all connections, whether soldered or push-on, with

sealer. If sea water gets inside the plastic insulation it makes the copper inside go black and it cannot be resoldered.



Charging the battery

If the battery never needed charging you would not need to disconnect wires. However, it should always be recharged as soon as possible after it has been used. Leaving it for weeks even when slightly discharged can reduce its life. This means that you must be able to get at the battery, disconnect it at one terminal (if not at both), and put it on charge, which means disconnecting a wire every few weeks. Even if you do not operate the pump, the battery will slowly lose its charge, and must be re-charged occasionally.

One idea is to have the battery inside a waterproof container that has a lid to get at the battery in order to charge it. The connecting wires must be sealed where they go in. Such a container cannot be bought, as far as I know, but could be made out of 100mm PVC plumbing tubing with a screw cap and O-ring seal. The battery must be fixed securely inside it, and the whole container then fixed into the boat. This is getting rather bulky so there may not be room in the cockpit. Instead of this, I fixed the pump and battery next to each other as a single unit behind the seat. Both are unaffected by saltwater (only the connections are). The connections to the switch are inside a small waterproof box made of

The battery will slowly lose its charge, and must be re-charged occasionally

50mm diameter PVC pipe and an O ring cap, as in figure 2. One pair of wires, to the switch, are sealed into the cap and the other pair, to the battery and pump, are sealed into the bottom of the container. Inside the container are push-together connectors and a fuse. Figure 1 shows the battery and pump. Figure 2 is the connecting box and switch, including the important details of the connections inside the box.

To charge the battery, unscrew the cap and connect the charger to the battery side of

the connectors, as in figure 3. The battery is charged through the pump, which rotates very slowly because the charging current is only about 0.3 amp. This does not damage the pump. In this way, only two push-on connectors need to be undone for charging. The whole pump and battery assembly, which is held in place against the bulkhead behind the seat by an elastic cord, can be easily taken out of the boat. The outlet pipe just pushes over the pump opening and has never come loose (yet).

One problem with the screw cap box is that about one and a half turns are needed to screw the cap securely onto the box, which puts a twist in the wires inside, and which eventually might break the wires. If the pump and battery unit does not need to be easily removable, then both pairs of wires could be sealed through the bottom of the box, and none through the lid. This would avoid the twisting of the wires when the cap is screwed on.

Battery charger

I like to have a battery charger with an ammeter that shows the current going into the battery. It tells me about the state of charge of the battery. Without an ammeter, an estimate of the charging time that is needed is ten times the time for which the pump was running, this being the ratio of the 3.0 amp taken by the pump to the 0.3 amp charging current. However, one reason for a removable assembly is that it can be put inside the car and charged via the cigar lighter socket, even when you are driving. This saves buying a charger. The cigar socket connector can be bought at a hobby electronic shop, as can most of the other components

To conclude: I would dearly like to know details of a foolproof electric bilge pump that is not too heavy or bulky, and that can be conveniently recharged. Meanwhile, make sure that your sponge is working.

(The author is the first to admit that he does not know much about kayaks. His slight expertise is on batteries, and more generally on electricity)

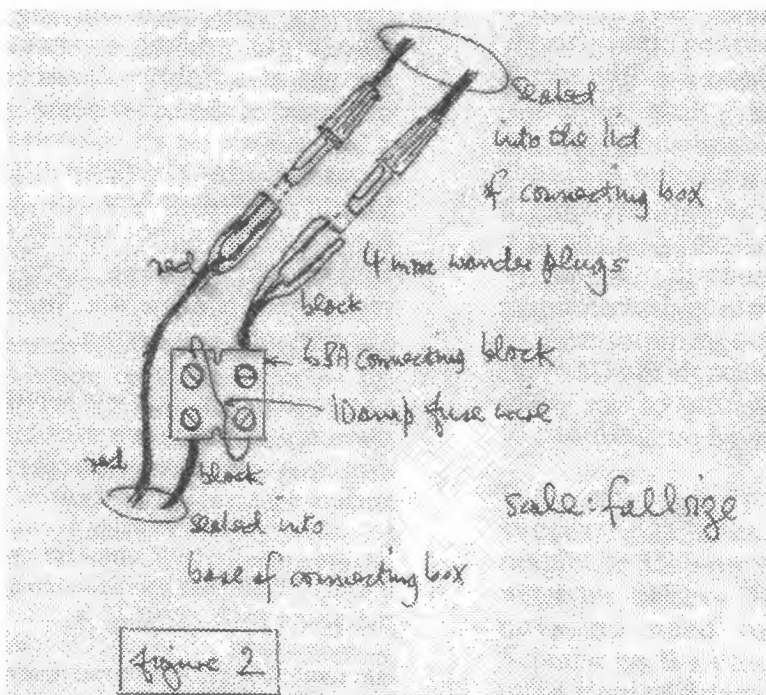


figure 2

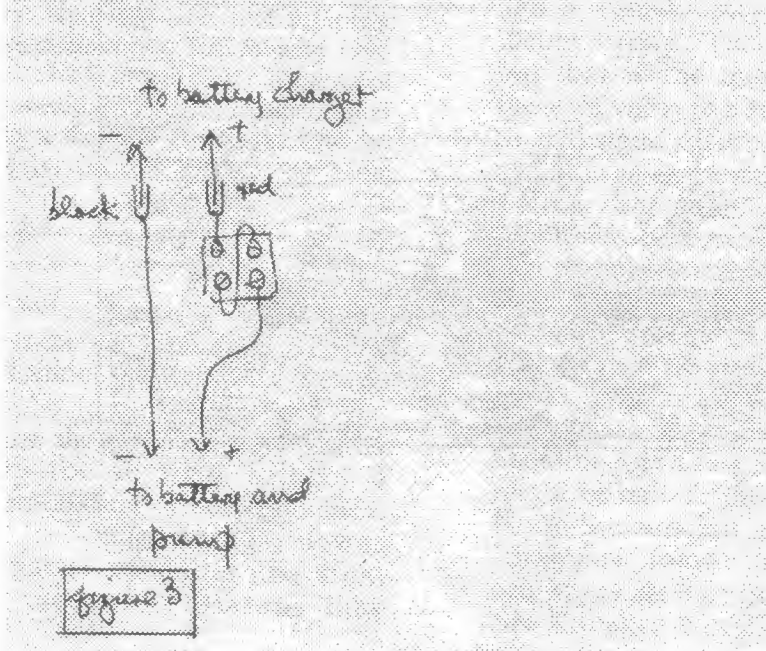
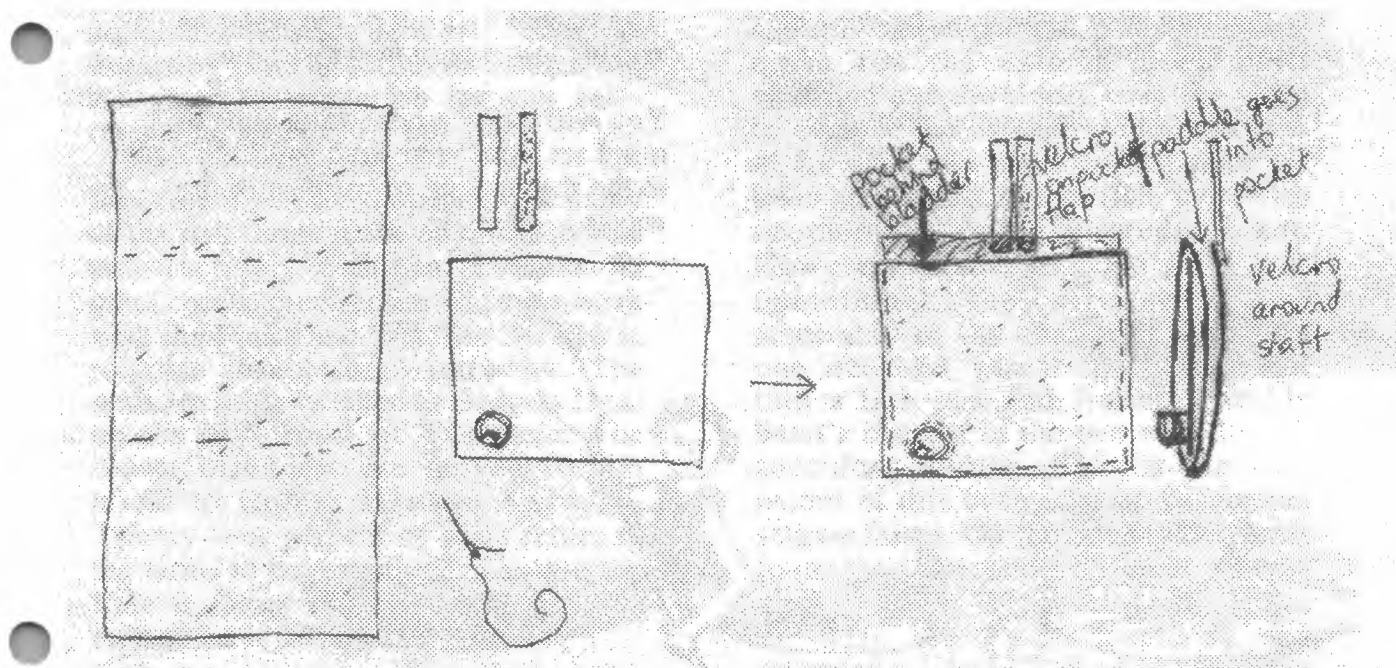


figure 3

Making a paddle float

by
JEAN
JACKSON

with thanks to 'Sea Canoeing'
the journal of the Tasmanian Sea Canoeing Club



Reduce foreign imports, make your own paddle float

Here is a design for a home-made paddle float which works and costs almost nothing. It's easy to use as the valve can be opened instantly with one hand and the relatively low volume makes for quick inflation.

All you need is a 4-5 litre wine bladder in good nick (empty that is), some shade cloth (as wide as bladder and three times the length), velcro about 15-20 cm long (length needed may depend on

blade shape; I used a strap from an old pair of sports sandals) and whipping twine to sew it together.

Fold the cloth into 3, enclose the bladder into 2/3 (with a hole for bladder opening, sew around to hold opening in place).

Sew up the sides but not the top of the other 1/3 to make a pocket for the paddle blade. Sew the end of the velcro onto the middle of the pocket edge; the velcro goes around the paddle shaft to hold the paddle



Letters ...

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

Write to us about all things paddling and any bee in your bonnet you want to air. Ask other readers about trips you plan or kit you might buy—ed

Hello John,

Thanks again for all your work in providing the Newsletter. The correspondence about self-bailers has been fascinating. I'm sure there's a germ of a good scheme here. I'm not convinced that there's any non-electric pump which I could operate while bracing in a flooded canoe in waves. And I don't trust electricity and sea-water together. What this email is really about is a suggestion for Frank's Q&A column. Could he comment on the effect of chopping half a metre or so off the back of a canoe and fitting a transom? It seemed to me that the increase in form drag would be balanced to some extent by the decrease in wetted surface, and that less windage aft would be a good thing. Also, it would fit the garage easier. Would look ugly, though. Has this ever been tried, and why is it a bad scheme?

Robert Craig

Hello John,

Please find enclosed for your attention one passport size photograph and four second class stamps as required for the Membership Card.

I always look forward to receiving my Ocean Kayaker newsletter and reading the diverse and interesting articles published. I am an avid collector of old exploration books, therefore, I do enjoy reading of the exploits of ISCA members. Most recently fond memories of paddling days in North West Scotland were rekindled with the articles on the Corrieveckan and the 'Sail When You Can' by Howard Jeffs. It makes one impatient for fair weather and holiday time to head north with kayak, tent and of course, the malt whisky.

Keep up the good work!
Regards and happy paddling,

Dave Gray

Hello John,

In the latest edition of the German Canoe Federation magazine is an article written by the lawyer Carl Schlagen) for the family of the paddler who died on the Wattenmeer as a result of a ship's captain not going to the rescue, when advised that there was a man in the water - seen by a ship's passenger. The outcome is a fine of £8000. Are you interested in an article on this court case and its findings for ISKA. There are some important lessons which we must bear in mind when paddling in "foreign waters" when we do not quite know the local rules. In this case, the defence gave originally the reason for not going to assist the paddler was that a kayak is not a vessel as recognized by the German Maritime Law, and therefore the captain of the vessel was in his right not to go to the kayakers assistance. I know that in Italy, the Rescue Services (ie, military helicopters) will not go to the rescue of paddlers in distress - their job is purely to go to the assistance of military pilots in distress. I am sure there are similar "stories" around the world, and you may wish to use this as a theme in some future issue of ISKA Newsletter.

Regards

Tony

I've asked Tony to let me have the article on the court case. I agree with him that there must be some lessons for us as sea paddlers.

Ed. I will include this article as soon as it comes to hand.

Hello John,

Should BCU Awards be available to others than those residing in the United Kingdom ? YES

Should each country establish it's own National Coaching Scheme ? YES

Should there be a generic International Coaching Scheme? NO **

Should the BCU system be simplified ? NO

I have been involved with coaching in the UK for over 14 years and in Finland for over 4 years. I have experience of liaising with those involved at both local and national levels in both locations. What I have seen is that (just as in the UK), there are many strong, experienced but ignorant 'Guides', who are amazed at what the BCU system of coaching can do for their own skills and for their friends and clients.

They have almost without exception, been very grateful for what they have learned from me and have improved in every measure that I have applied. Several have booked repeat sessions and there is obvious desire to progress within the BCU system, which they have grown to respect.

In Finland they are struggling to set up their own system. Resources (time, people, etc) are very scarce and people are over-committed. 'Politically' they are going through the same processes as the BCU did in the past. To leave them to their own devices ? That would be truly arrogant and would actually be APARTHEID !

Think about it, we would be saying no more or less than, "we don't care". Every canoeist who dies due to ignorant leadership is one too many.. Every canoeist who never returns to the sport because they were (at the end

of a session) uninspired, frozen to death, terrified, demotivated, or whatever, is one too many anti-ambassadors for our sport and worse :- another person who is less 'complete' than they should have been. We have helped nations and individuals all over the world with technology, medicine, educational structures, sport, etc. People travel to the UK for their academic degrees, they invite us to teach on academic courses in their own countries. What is so Holy and unsharable about Canoeing ?

Nationally, there should be unique structures to our common sports. In Finland (and I suppose many other countries), Clubs cannot legally behave the same way as in the UK. Ergo, National systems will have to vary in accordance with their Laws and Culture.

Internationally, it seems to me that it is the issue of SAFETY that is paramount and I voted against an International Coaching System, because I believe that an International SAFETY and RESCUE system is what is required. I am of the opinion that it should be modelled on the BCU Safety and Rescue Awards, be modular and be applied within an Internationally agreed system of categorisation of River, Lake and Sea difficulty.

The BCU Coaching system IS THE INTERNATIONAL STANDARD at the moment. It is very good, complete and understandable (unless you make the mistake of trying to understand every strand...which some do !); It enables people to understand levels of ability, competence and experience. It is limited due to the nature of UK water conditions, but is easily 'expandable'.

Just like the internal combustion engine, it took a lot of work to get it where it is today. It works, let's use it and let's let other people get the benefit of it, why be selfish ?

I voted against the BCU Coaching system to be simplified, for the same reason that I would vote against a two year course for a doctor of medicine...it simply is not now possible. There is now too much complexity and too much to be dealt with. The old days have gone.

Anti-colonialism is a strange beast, in that it is driven by the same types of individuals that drove the old one ! Too many 'bees in the bonnet' and too many soap-box people for my liking. I just loathe politicians. Let the dead colonialists lie !

I'm interested in helping the living and making friends. In doing so, no doubt I will change and I trust improve !

Happy Paddling, let's do it all for fun and fellowship and be Globally Safe !

Lester D Matthews (Jester)

Hello John,

Thanks for the March issue of Ocean Kayaker, very inspiring read as ever.

Membership card: This sounds like a great idea and well worth getting the discount on purchases. Could you please send me a 2001 membership card. I have enclosed photograph and 4 x second class stamps as requested.

Ref BCU Awards overseas:

Should BCU awards be available to other than those residing in the United Kingdom... YES.

In the short term this is OK. The use of BCU awards could be a short term step pending the establishment of country based scheme. The scheme would need to be fully in line with and managed through the BCU. My wife and I have paddled in Newfoundland and New Zealand where the BCU is highly regarded and I would not want this reputation damaged. There are probably overheads for the BCU to oversee satisfactory stewardship of the coaching scheme overseas and they would need to fully support such an international endeavour. BCU members would probably be keen to know of the impact on membership fees before this went ahead. There may well be a need and associated overheads to tailor the awards to the environment concerned.

Should each country establish it's own national coaching scheme..... YES

Overall I think this is the best situation. The scheme can be tailored to local needs /conditions and can best

be managed from the country concerned.

Should there be a general international coaching scheme NO

Not at this stage. I get the feeling that this would take many years to determine and agree such a scheme. Ultimately this could be a long term goal.

Should the BCU coaching scheme be simplified ...YES

Whilst the current scheme overcame many of the difficulties of its predecessor I think there is scope to improve the relationship between the coaching levels and the personal performance tests that can be assessed. Maybe this is more a deficiency of the BCU hand book or other publications rather than the scheme itself.

Any other comment.....Hope this gets to you in time. Sorry I missed your end of January deadline but the form shows 31 July,2001

Yours sincerely

Mick Fitter

Hello John,

Thanks for materials received today. They're very informative and just what I need.

I'm very lucky here and can paddle out to sea from my front door! Yesterday I was among about 10 dolphins and had an escort across Aberdeen bay. This happens a lot, but every time it's quite incredible and not a little scary to have them plunging just feet away. My perception is that they are totally harmless, enjoy playing and showing off. I would be interested to know if you know of anyone who has been harmed by dolphins.

Best Wishes

**David Allan, Bridge of Don,
Aberdeen, Scotland**

Sea kayak instructor awards

—a view from New Zealand

by
JOHN
KIRK-
ANDERSON

In NZ there is no sea kayak proficiency or instructor awards. SKOANZ (Sea Kayak Operators Association NZ) has their own Level 1 Guide ticket. As the names suggest, it was set up by, and for, commercial operators taking out paying clients. Despite the usual grumbles inherent in any organisation, they are happy with it and it works for them. It is equal to about 3-4 star. As yet there is no Level 2 planned.

Multi-tiered scheme

NZOIA (NZ Outdoor Instructors Association) have highly regarded instructor awards in various disciplines, but not sea kayaking. They have expressed plans to develop a multi-tiered scheme, and to that end held a meeting with SKOANZ and KASK (Kiwi Association of Sea Kayakers) who are mainly recreational paddlers. The outcome of the meeting was that SKOANZ are happy with their award but were prepared to let it become part of a NZOIA scheme, with provisos. The KASK rep (me) said our members did not want an awards scheme as such, but did want opportunities for training, which could be part of the grand plan.

This happened mid last year and nothing has been done since.

I should explain further the view of KASK. As national body, we put out a monthly newsletter, edited by Paul Caffyn. That and our annual forum is the only formal contact members have. There are several local networks around the country, ranging from well organised with members paying subs, to

my local one which is sponsored by a kayak shop to the tune of a newsletter and a meeting venue. We hold an annual, very laid back, meet and occasional trips. Generally, most people paddle with a couple of close friends and the club scene doesn't really exist. As such, people are wary of paddlers waving bits of paper claiming skills, and don't really want formal instruction.

I watch this situation with irony, as after I did my advanced prof at ASSC, to add to my SKOANZ Guide ticket, I was elected as the KASK Instruction Officer. The reason seemed to be based on the bits of paper I was able to wave!

Stumble along

In short, the BCU scheme is a good one - for you. To an outsider, it is very complicated and bureaucratic. We will probably stumble along and cobble something together, based along training opportunities with the option of a qualification for those who need, or want, it. With the small number of paddlers we have, a national scheme would appear to be easy to set up. Knowing the individualists that we are, it won't be.

On another note, I really enjoyed the article on Alan Byde, as Living Canoeing holds a special place on my bookshelf. Years after reading it in the library I got my own dog-eared copy, and set to practising cross bow hanging prys. Good for rolling training!

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