

OCEAN KAYAKER



NEWSLETTER OF THE
INTERNATIONAL SEA KAYAKING ASSOCIATION



**An international & independant sea
canoeing association open to all
interested in this aspect of canoeing
with the objective of promoting safe
sea kayaking for everyone**

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*whether you kayak regularly
or hardly ever you must have
something to say. Share your
views, information, trip
reports and opinions with us.
Like what you read, - say so.
Don't like what you read -
then it is even more
important to say so.*

EVENTS

Please note that we are not including a guide to events within the newsletter itself. As we only produce this letter once every two months we have decided that a current list of pending events is best kept on our web site
<www.seakayak.co.uk>
So keep Chris Bolton informed of all your events by emailing him at
<seakayak@btinternet.com>
Ensure you include WHAT, WHERE, WHEN and WHO (i.e. contact details).
There is no charge for this service.

I still have a few T shirts, L and Extra L, grey with the ISKA logo, for sale @ £6.00

Editorial

I am hoping to be distributing this Newsletter to you at the Int. Canoe Exhibition, March in Birmingham. The remainder will be posted off a few days later. My next job will be to compile the 2003 Membership Directory which will go out with the June issue.

For many of us, sea kayaking represents an opportunity to explore, to journey, to travel. One of the pleasures is that of anticipation. I have spent many a winters evening pouring over charts and maps planning my forthcoming expeditions, whether along my local coast or much further afield. Working on the navigation of trips, particularly those involving long crossings, and then to have the whole plan come to fruition was all very much part of the attraction. To see the high ground, the land marks as you approached an unknown coast after many hours of paddling and to realise that you had 'got the navigation right' was a thrill. Of course we did get it wrong occasionally, but we'll not go into that!

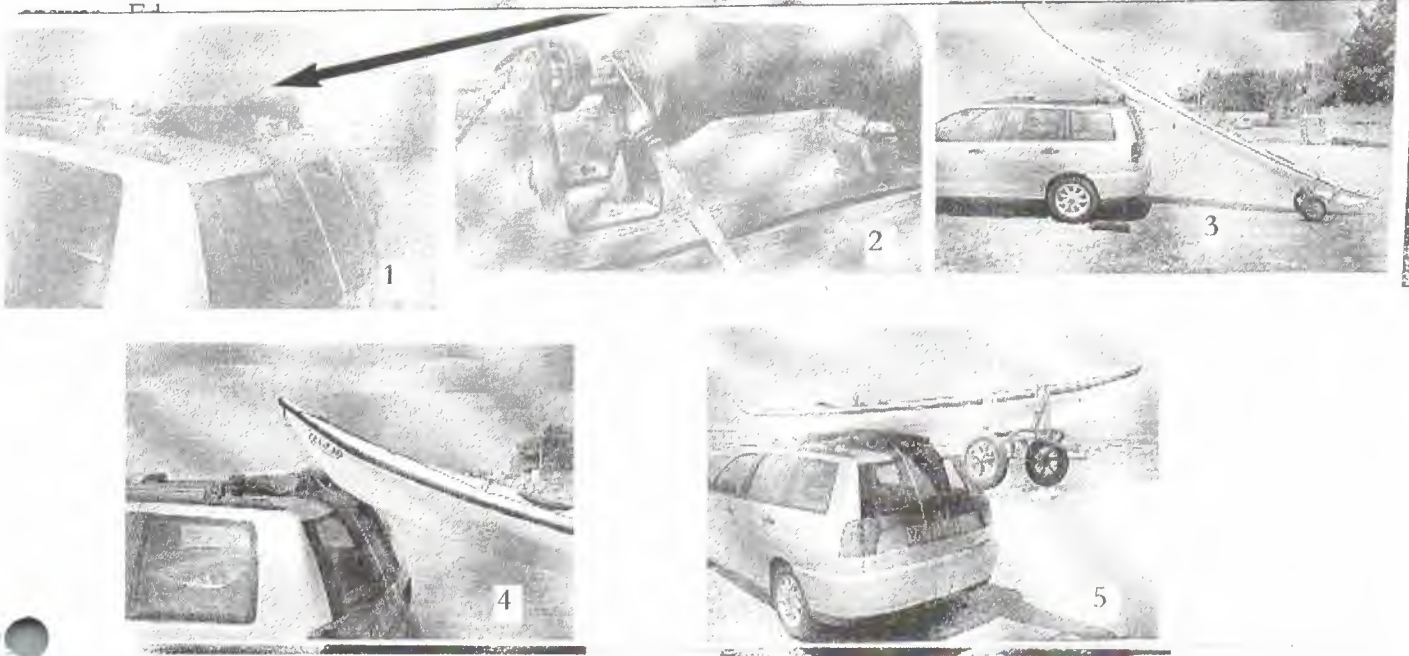
The situation has changed somewhat over the past 20 years with the fantastic innovations provided by technology. I was watching that marvellous TV drama on Shackletons' exped. to the Antarctic 1914/15 when his ship, The Endurance, crushed and sank and he landed his men using life boats on Elephant Island before making the now famous open boat journey to South Georgia.....well, we all know the story. It would be impossible to have such an adventure today (not that many of would want one!). We have mobile telephones, satellite communication systems, satellite navigation systems, space age equipment. I mean, just look at the tents they had to use and the very weight of their most modern equipment, never mind it's efficiency. And our maps today are scientific works of art. I was looking at a hand help computer which links to a small satellite receiver that actually plots your track on the map as you move around.

It's a brave new world but there must always be opportunity for adventure.

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A picture paints a thousand words. I came across these in the magazine of the Italian Sea Kayaking Organisation, the "Il Kayak Da Mare". If, like me, you struggle to get your kayak on the roof rack (in my case a combination of aging and having a tall vehicle!), then here is the



THE LOW-DOWN ON MARINE LITTER,

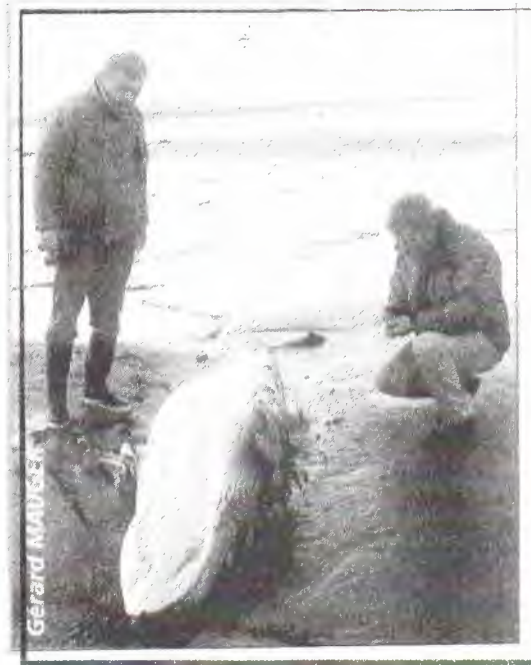
Helen Humphries

Following a busy summer, there have been some interesting developments on the marine litter front.

The following details initiatives at local and national levels that are helping combat marine and beach litter, ranging from the National Aquatic Litter Group (NALG).

For more information on marine litter projects including details of impacts, sources and solutions, please see the new redeveloped Adopt-a-Beach website at www.adoptabeach.org.uk

In April this year, a dead minke whale was found washed up on the coast of Normandy. To help establish the cause of its death, a stomach analysis was undertaken. This found 800g (wet weight) of plastic bags and packaging, which it was felt contributed to the whale's death. The items included an English plastic and foil crisp packet, two English supermarket plastic bags, seven trans



This found 800g (wet weight) of plastic bags and packaging, which it was felt contributed to the whale's death

parent plastic bags, seven coloured dustbin fragments and a food container. As well as illustrating how far our beach and marine litter can travel, and demonstrating the extent of the problem of plastic packaging, the discovery of the English plastic litter highlights the importance of Beachwatch and Adopt-a-Beach as methods of collecting beach litter to prevent harm to marine wildlife.

PLASTIC BAG TAX

From March this year shoppers in Ireland have had to pay a tax on the use of plastic bags - the Irish Government ordered that all outlets have to charge their customers 15 cents (9 pence) for each plastic bag they use. The money raised will go towards schemes aimed at improving the Irish environment nationwide. Since the introduction of this tax, the amount of plastic bags being used has dropped by 90% so it was effective almost immediately! Britain seems set to follow

Ireland's example as Michael Meacher, the Environment Minister, is keen to introduce a tax of 10 pence per plastic bag this winter, aiming to reduce the estimated 10 billion plastic bags that are used across Britain each year.

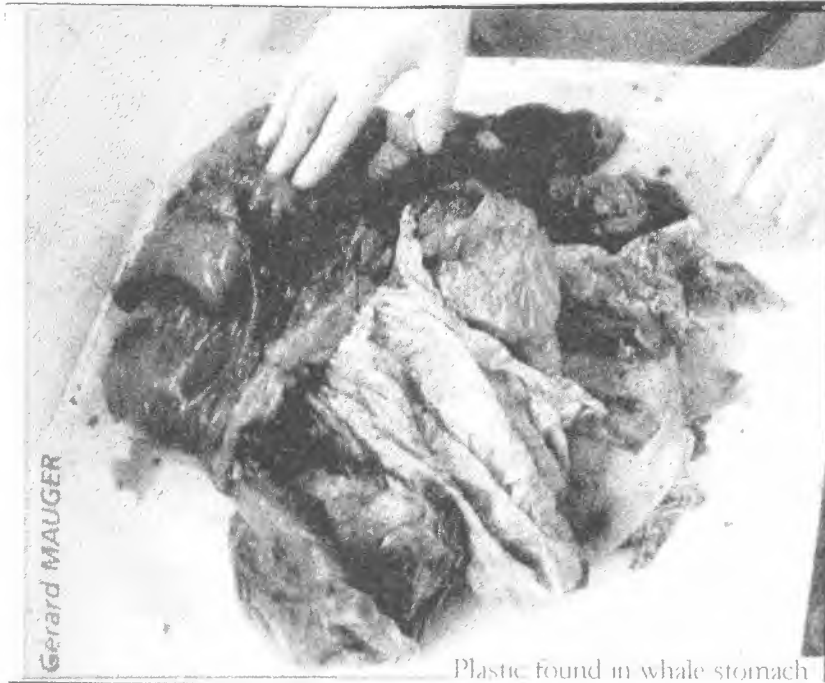
In addition to helping prevent litter, a study by an independent environmental consultancy has found great potential for CO2 saving due to the new plastic tax. In Ireland 31,000 tonnes of CO2 are attributable to plastic bag use and allowing for the CO2 required to make a cotton bag, savings of more than 15,000 tonnes of CO2 per year are possible if 50% of all shoppers make a switch to cotton.

EU packaging targets

At the beginning of September, the EU Packaging and Packaging Waste Directive was extended to introduce a target of 65% of packaging to be recycled by 2006. Existing EU regulation already requires producers to cover the costs of recycling 45% of their packaging. By 2004, new packaging can only be put onto the market if

manufacturers have taken 'all necessary measures to minimise its environ-

only, and has no environmental NGO representative



Plastic found in whale stomach

mental impact'.

Following this, DEFRA has recently announced a new restructured 'Advisory Committee on Packaging' which is encouraging producer responsibility for packaging (ie: companies who make the product must take responsibility for the packaging the product is sold in) and working towards achieving higher targets of recycling.

Unfortunately, this committee comprises members of large companies

ing the National Waste Strategy. Global Marine Litter Information Gateway; - A new and comprehensive website with facts and figures concerning marine litter and its global effects can be found at <http://marine-litter.gpa.unep.org/> The site contains a photo directory of litter types, for which contributions of images are welcomed.

A Greenlander in the Falklands

by *Tim Reid*

From The Journal of the TASMANIAN SEA CANOEING CLUB

In September 2001, I was offered a job in the Falkland Islands, in the south-west Atlantic Ocean. It seemed like too good an opportunity to miss, so I took it up. As a keen paddler, I felt the need somehow to get a kayak to the Falklands. This did not prove an easy task, especially as I had only three weeks notice between being offered the job and getting there! But after a good deal of stress and with help from my friends, I managed to get a breakdown Greenlander freighted across. What a relief when it arrived almost unscathed.

The Falklands are a group of islands about 300 miles east of the southern end of South America, between 51°S and 53°S (which is only slightly to the north of Macquarie Island). There are approximately 700 islands in the group stretching almost 100 miles from north to south, and nearly 150 miles from east to west surrounded by the very rich waters of the Patagonian Shelf, where nutrient rich waters from the south well up to create very rich fishing grounds. My work is related to some of these fisheries. While the surrounding waters are full of fish and

squid, a lot of wildlife breeds the islands, including five species of penguins and over 350,000 pairs of black-browed albatrosses. The islands are rather low and rocky (maximum height 105m), and there are no native trees but a lot of peat bogs and small lakes. The scenery has been compared to that of the outer islands off Scotland.

The weather is colder than in Tasmania, with an average maximum of about 15°C in summer and 5°C in winter, and correspondingly, sea temperatures are

decidedly colder. Average annual rainfall is lower than in Hobart. One feature of the local climate having a big effect on paddling is the wind, which averages 16 knots throughout the year.

There are approximately 4500 residents in the group and most (including me) live in the only town of the islands, Stanley in the north-east. This number does not include the 2000 personnel forming the British military presence in the Falklands. Until the 1980's sheep farming was the main source of income. Today however, commercial fishing is more important.

STANLEY HARBOUR

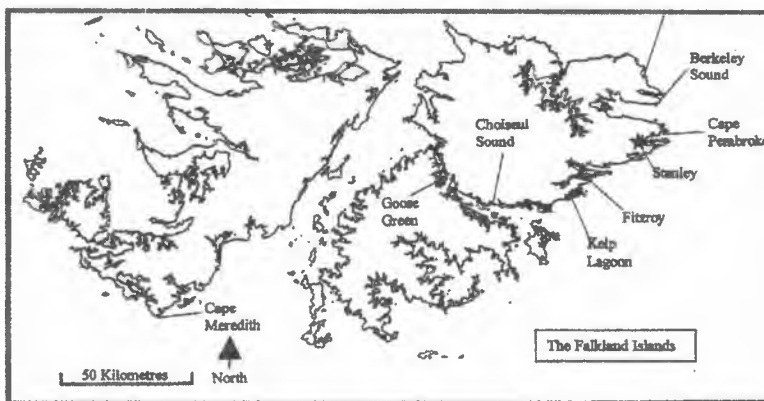
One afternoon, shortly after my kayak had arrived, I was about to head back to work after going home for lunch when I noticed how nice and sunny it looked out on the water. So I got the kayak out and went for a paddle up and down the harbour for a couple of hours to get the feel of a kayak again. I quickly got used to it, though I decided, judging by the number of dubious looking pipes emptying into the harbour, that rolling wasn't a good idea! I did hear afterwards that people had caught hepatitis from swimming in the harbour: I made the right choice! As I was paddling back, I heard a snorting noise behind me. I looked over my shoulder, but: couldn't see anything. So, I kept on going and then I heard it again! As I was paddling on, looking over my shoulder, a South American sea lion stuck its head up, peering at me! It followed me along for a while, so I thought of tricking it by paddling backwards. Sure enough, it continued to follow me, just off my bow! Then when I stopped, it would start swimming around me and, occasionally,

would jump right out of the water.



PORT WILLIAM

The following weekend, I woke up early and looked out my window. It



was a fantastic still sunny day. So I got out on the water again. This time, I paddled out of the harbour into Port William. Once out there, the water looked much cleaner so I practiced a couple of rolls. Happily my rolls were easy! And then I looked up and noticed I had an audience: there were about fifty Magellanic penguins standing on the beach looking out at me. On the south side of Port William, there is a really long and attractive looking sandy beach. It looks ideal for hanging out on, but was mined during the war, so no-one can go there. It did however make me think how much easier life would be for hooded plovers in Tasmania if someone had a war!

I then paddled on to a couple of islands toward the mouth of the port. These, and many other headlands, are surrounded by thick kelp beds, fluffil enough for gulls to stand on them and really hard to paddle through. It quickly became appanet that my ruder was useless in such conditions.

I also saw two sea lions basking on the kelp and a couple of Falkland skuas. I wanted to get a closer look at these birds, unfortunately, my binoculars were not handy. There were also plenty of Magellanic penguins swimming in the kelp and, quite often, I could paddle very

close up to them. Past the islands, I headed out to Cape Pembroke on the southern head of Port William, past a couple of fulmars sitting on the water. If you are starting to get a picture of lots of tame wildlife on the islands, it is pretty accurate -the day before, I had taken a full roll of photos of various birds around the place, getting amazingly close, I hope they'll come out well!

Cape Pembroke is a fairly

low grassy headland with a lighthouse on it, and rocks going out into the water. Because the weather was still so nice, I sneaked through a gap in the rocks to the southern side, and then felt I was in the Southern Ocean, with nothing from here to Tasmania. From there I decided to paddle around the coast to a place called Surf Bay, a few kilometres to the south. While the conditions were not at all menacing, being on my own did make me paddle a bit more cautiously than I might otherwise have done. There were a couple of gaps between rocks and the shore that I was tempted to paddle through, but decided against.

By the time I got to Surf Bay, I was feeling ready for a cup of tea and lunch as I was feeling unfit. But just as I got there, about half a dozen Peales dolphins started swimming with me. So I spent the next half hour paddling back and forth as hard as I could, with these dolphins swimming all around me, under me, and leaping out of the water beside me. They

were fantastic, but I was exhausted! So I decided to land on the beach and, after watching a couple of small waves going in I was about to ride the back of the next one in.

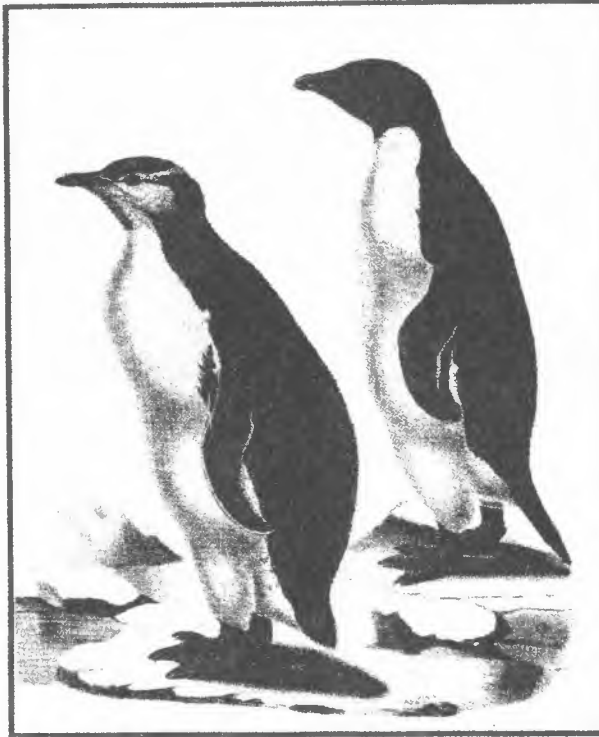
Unfortunately, it was about three times as big as all the ones I'd seen before, so I was too close to shore to ride it, and instead, it looked to be about to break rather steeply. I managed to get side on and braced all the way to shore successfully, getting quite wet in the process. These waters are not so cold as to be unpleasant for rolling or surfing. However as soon as there is a bit of a breeze, one becomes very cold and it meant I really had to snuggle down into the grass while I ate my lunch.

After lunch, I carried my kayak across a neck to the eastern end of Stanley Harbour. I was spending more time than I would have liked canying the kayak around and was going to have to investigate ways of getting some wheels to put under it. The breeze that had got up was coming from the north-east (most come from the west), so I happily sailed all the way back to the start.

VOLUNTEER BEACH

My first overnight paddle was to a place called Volunteer Beach which has the largest King Penguin colony in the Falklands. It is about 40 kilometres north of Stanley, so was a reasonably long paddle for me, since I was not really as paddle fit as I had been in Tasmania. As I headed out some dolphins again followed me. I think I must have been followed by dolphins every time I have been on the water here in the Falklands! As I was heading out toward the northern head of Port William, I thought I could hear cows on the headland. When I got there, I could only see sheep. As I got around the headland, I realised the calling was from out to sea. As my mind was still set on the idea of a mammal producing these calls I was thinking about seals but, after a while, I realised they were Magellanic pen-

guins calling each other out at sea.



Listening to them for a while, I realised why the locals call them jack-ass penguins!

As I paddled along, my seat was getting to feel decidedly uncomfortable, and I needed to adjust the backrest. The problem was that, while I was paddling past a whole lot of beautiful looking beaches, they were all mined. One got the feeling the Argentinians had found all the nicest beaches around Stanley and mined them. Fortunately I got to a small island called Kidney Island, a nature reserve covered in tussac grass. It had a really nice little beach, so I landed there. While busy, I realised I was sharing the beach with a female elephant seal! She looked completely unfussed. She opened her eyes, had a look, snorted and went back to sleep. After leaving Kidney Island, and feeling much more comfortable, I paddled across Berkeley Sound, an open crossing of 10 kilometres. Keeping on going east after that, my next stop would be the West coast in Tasmania! I had felt a bit concerned about doing this crossing on my own. Fortunately, it was a very calm day with no wind or sea, so the crossing was easy. Paddling around Volunteer Point, I was about to sneak

through the gap between the Point and some rocks offshore when I noticed that the water was very turbulent. I realised that there was a really strong current rushing through the gap. In fact there are quite a lot of strong currents around the islands with charts showing currents of 7-9 knots flowing through the gaps of some islands. Once I got through, I paddled the last few kilometres to Volunteer Beach with the intention to land there. Being an environmentally sensitive kayaker, I had a bit of a problem in finding a suitable landing spot without disturbing the king, gentoo and Magellanic penguins covering the beach!!

I then spent the rest of that long summer day -it doesn't get dark till about 10 pm in the middle of summer -and the next one hanging out, going for a couple of walks, watching the penguins and helping Helen (a friend of Craig's) with her penguin work. It was a sensational place to spend some time. At night there were lots of penguins calling to listen to. The weather was very kind that both days, Saturday and Sunday, were fine and very pleasant.

On the Monday, I woke up very early to get on the water early as there tends to be less wind early in the morning or in the evening. The forecast was for a northerly wind increasing to force 7 by the afternoon. I headed off down Volunteer Lagoon, having got Helen to help carry my kayak across from the beach -the joys of having a visitor I suppose! The lagoon is quite large and the water is brown. It is surrounded by low hills covered in white grass and diddledee, a low heathy shrub, and rocky hills further beyond. Paddling in the lagoon had the same feel as paddling in Macquarie Harbour (or, I would guess, Port Davey). Out at the mouth there was another colony of king penguins, gentoo penguins, and Falkland skuas, so I landed

there and counted them for the penguin people. I then headed south across Berkeley Sound again. The wind was starting to pick up so I put up my sail and had a quick and easy crossing. I think the mast step must have been a little bit further forward than on my other kayak, as it seemed easier to paddle with the sail up. I stopped on Kidney Island again, a beautiful spot for a bite to eat, and tried to get photos of the tussac-birds hopping into my kayak.

Back on the water the wind was really getting up and I had a bouncy ride back to Port William. The wind was slowly moving around more and more to a westerly, but I managed to sail all the way up Port William, and got back to Stanley Harbour just in time to have more dolphins follow me!

CHOISEUL SOUND

For another overnight paddle, I got a lift with my kayak to Goose Green and was intending to paddle back to Stanley via Choiseul Sound and the south-east coast. I thought it would take about three days, and had told people at work when I would be back, and that I would be in contact from a settlement called Fitzroy on the south-east coast.

For various reasons my start was delayed. My lift was late, then we watched a bit of steer riding at "camp sports". All areas outside Stanley are called camp - a corruption of a Spanish word for country. They seem to have a couple of these sports weeks, one on West and the other on East Falkland with horse races, sheep shearing, whip cracking and all those rural kinds of things going on. These "weeks" seem to be a relic of times when travel in the Falklands was harder than it is now. Then at Goose Green we discovered a flat tyre and then had a beer and a hamburger! I get the feeling life slows down in camp, with all sorts of ways to put things off. As a result I didn't leave till

about 5.30 pm. I very nearly didn't leave at all - there was a dance that night, and I very nearly decided it was so late that I might as well go to that and paddle the next day - good thing that I didn't though: the bar didn't close till 6.30 am!!

Eventually on the water, I sailed and surfed down

Paddling in the Falklands has been lots of fun, but, because of the wind, it is best to have patience

Choiseul Sound for an hour, which was fun. A couple of times I would surf into the wave in front, only to emerge with my kayak covered in kelp - I thought I might almost need a knife to extract myself. Next day dawned fine and sunny with a light south-west wind, so I continued on down the sound, visiting various little islands along the way to have a look at the bird life. There is a bird called a tussac-bird, which is only found on islands covered in tussac (a type of grass) and rat free; whenever you paddle close to one of these islands, they fly out to you and start hovering over your kayak. A couple of times while I was stationary and writing notes, I wouldn't have been surprised if they had landed on my kayak as well.

After lunch I paddled across to a slightly larger island called Middle Island, past another small one with breeding sea lions on it. One of them came out and escorted me past the island while the rest seemed to stay asleep. Middle Island was a very pleasant place with a few fantastic looking sandy beaches. I wandered around it seeing what birds were on it. One thing I seem to do more often in the Falklands than in Tasmania, I tend to get into dry clothes for lunch and stops on islands, either because everything is that bit colder, or because I only have myself to wait for. I was tempted to camp there, but it was only 2.30 in the afternoon and the

long range weather forecast had been for increasing north-westerly winds on Sunday. So I pushed on and up the south-east coast. Paddled past another nice looking beach that might have been pleasant to stop on, except this time the army was sometimes using it as a bombing range, so I dropped the ideas as I thought I might get a rude awakening!

Instead I decided to land at a place called Kelp Lagoon to see what was there. Unfortunately, the mouth of the lagoon didn't exist at low tide. As I was by then feeling quite tired, I landed immediately by the mouth on a cobbly bank, which had a nice looking camp site above it.

I woke up during the night to the sound of my tent rattling in the wind - the north-west wind had got here early. I woke to the sight of the wind forming dense white streaks across the lagoon from the north. I tried to remember the wind forces that created that effect but couldn't. I realised that paddling anywhere during the day in these conditions would be a problem so I spent the day investigating the island (it was not very big). During the afternoon, I felt the wind it had eased off a bit so packed up and headed off, the place where I had stopped was very exposed to any wind. I quickly realised that being out on the water wasn't where I wanted to be as I struggled to make any progress when going into the wind! It took a real effort to get back to land on the next island. However, this time I had a hill between me and the wind and found a rock to hide behind. So, once my tent was up, the wind was unnoticeable. But, once again, I was woken during the night by the noise of my tent flapping in the wind - the strong northerly had become a strong south-westerly. As I laid in my sleeping bag contemplating another day of being stuck, I wondered when people would start to feel concerned about whereabouts. I had food so this

wouldn't be a problem, but I wasn't sure when others might start to worry about me -I thought I would probably have to start watching out for suspicious looking planes and helicopters during the day!!

When dawn came, I decided I was sick of being stuck, so I packed up and headed off anyway. At least for the first five kilometres, if the wind was too fierce, it would drive me into the land rather than off into the South Atlantic. It wasn't quite as bad as I'd thought, and so I got in a good sail, hurtling past some elephant seals heading towards to the mouth of the harbour of Fitzroy. Then it was again back to slogging into the wind. By the

time I got to Fitzroy, the wind was picking up and it was starting to look like rain was settling in, so I got someone to come and get me. I would have to save that other bit of coast for later. It rained and blew all the afternoon and all that night. Besides by then it was Monday lunch time and I thought I should get back to work! An enjoyable and entertaining paddle, though it was a shame about the weather. I found out that people at work (and Paul and Karen who drove me to Goose Green) had been starting to ask if anyone had seen or heard from me but hadn't got to doing anything more about it just yet!

Paddling in the Falklands has been

lots of fun, but, because of the wind, it is best to have patience and plenty of food. So far the seas seem less fierce than those in Tasmania (more east coast than west coast conditions), but westerly winds are fairly constant and often strong. Depending on how much time I spend here, there are plenty more exciting places I haven't been to so far, especially around the south-west and Cape Meredith -I've even seen an island in the distance there that I could see through! There are also some fairly spectacular sea cliffs I have seen from a fishing boat that were just begging to be paddled along.

PHOTOGRAPHY & KAYAKING

by Gary Luhm From SEA KAYAKER Magazine

The October sun bounced warm

hues off shoreline rocks as we paddled toward the north end of the island. At the point, we crossed a bull kelp forest-hundreds of thick brown tubes with bulbs the size of baseballs, swaying gently in the

current. To the west, across the strait, puffy clouds on the horizon were beginning to yellow. We waited, hulls locked in the kelp bed, hoping for the sky to pink. We didn't wait long. Soon warm pastels of yellow and orange painted the sky and the water. I framed the low sun using the kelp strands for foreground, to lead the eye into the scene. The decision to wait for the

light to change was a good one.



Photography is painting with light. Good photographs rarely just happen. You can increase your chances of taking memorable images by being ready to shoot when you recognise an opportunity, as we did by waiting for the sunset, and by studying the arrangement of subject within the viewfinder.

1. KEEP IT READY.

At the end of the day of cruising the Olympic Coast last summer I was sitting on the beach with my camera at my side. I saw a bald eagle perched on a sea stack. Nearby white-winged scoters were bobbing and diving in the surf zone. The eagle took

off, flapping its broad wings to move out

parallel to the shore. Suddenly, it folded its wings in, and dove down between the waves and ripped a scoter off the surface. Then it labored upward, and disappeared behind the headland. The whole incident lasted perhaps 30 seconds. I got a picture of the

eagle in flight, scoter in tow, because I was ready with a 300mmf/ 4 lens. Keep your camera handy, especially when at a new camp in a remote place. Animals will often come to check you out the first evening or morning, then stay away. Above all, stay alert and be ready for the unexpected.

2. GET CLOSE.

Most photographs would be improved by getting closer to the subject. Fill the frame, and fill it edge-to-edge. This isn't always easy. Often on the water, by the time you decide to take a picture, open the dry bag, pull out the camera, focus, frame and shoot, your subject has shrunk to a dot. On the water, anticipate opportunity.

Ask your paddling companions to pass close by. In camp, look for close-ups of activities. Create images that will engage the viewer by, for example, showing active hands: tying knots, checking the chart, preparing a meal.

3. SHOW FOREGROUND DEPTH.

Photographs are two-dimensional and, without help, they can look and feel flat. Fore-ground elements, things like sea shells, lily pads, or flowers add depth. Using the bow of your boat can be pretty mundane, but at least it says "I'm in a kayak at sea" instead of just "the sea." To lead the eye into the image position a close-up of a kayaker off to the side of the frame.

4. SEEK DIAGONAL LINES.

Psychologically, we associate horizontal lines with rest, inactivity, peace. A prominent horizon makes a peaceful sunset. Vertical lines, by contrast, imply potential energy, alertness. Think of standing totem

poles compared to those that have fallen. The most dynamic lines, though, are diagonals. Diagonals are energy in motion. An object on a diagonal surface can't be static. So put those jagged, pointy sea stacks in the photo. Show the kayaker with his paddle blade angled. Use the edge of a shoreline rock to lead the viewer into the scene.

5. TAKE VERTICALS.

Every photo composition has two obvious options: horizontal or vertical. The vertical is often stronger. Get in the habit of looking at both.

6. SHOW BLUE SKIES; ELIMINATE GREY ONES.

Blue skies beat grey skies hands down. If the sky is grey, though, all is not lost. The diffuse light of an overcast sky is perfect for people portraits, camp scenes, flowers. If it's bright enough, it's the best light for wildlife. If you're on the water, put your kayakers close to shore along verdant green hillsides, or sculpted rock and use a short telephoto lens to crop out a gray sky.

7. PEOPLE YOUR PICTURES.

Images of people stay with us. They provide the best laughs and stories. Keep people talking and active when you're taking their picture. Show them doing ordinary tasks, like pitching the tent, building a camp fire, hanging food, or patching a hull (why were they patching the hull?). Show the exciting and unusual if you can, -- be ready with your camera.

Skip the forced-smile group photo at the scenic spot--show the group paddling through it instead. Get out in front of the group so you're not always photographing their back sides. If you need to, set the

shot up. If you miss, for example, a shot of the group paddling through an archway, have them go through again.

Paddling solo? Pictures showing the bow of the kayak and no other paddlers get dull fast. Use your camera's self-timer and get yourself into the action. Show your launchings and landings, and stops at interesting terrain. The little infrared remotes, available on many low-end cameras, can be useful if you set up within 10 to 12 feet of the tripod. Quality remote-control devices (good to at least 100 feet) allow more flexibility, but they are bulky, expensive, and not waterproof.

8. ADD POP WITH COLOR.

Dull colors make dull photographs. Use a bright colored kayak, yellow PFD, perhaps a red hat to punch up the scene. Photograph the sunrise or sunset, with kayaks or kayakers in silhouette, or use the colors of the early morning or evening to paint your subjects in a warm glow. Turn light-colored kayaks into surreal reflections with the setting sun as your paintbrush.

9. KEEP YOUR HANDS DRY.

If you are shooting with a camera that is not waterproof, wear elbow-length latex gloves, and take them off to photograph. Using this strategy, my hands have stayed dry enough to get numerous offshore images, pictures I probably would not otherwise have taken the risk to take.

10. GET OUT IN THE WET.

Inclement weather can make for great photos if you have a waterproof camera or housing. For shooting in the rain when ashore use you can improvise splash protection. Use a lens hood

and punch a hole in a generously-sized resealable plastic kitchen bag just large enough to just slip the lens hood through, then duct tape the bag to the hood. You should be able to lift the bag opening to see through the viewfinder, and operate the controls without exposing the camera to the elements. I've shot all day like this in rain and spray without problems. If you don't have a hood, use a reducing ring or pop out the glass from an old filter. Thread the ring onto your camera with the zip-lock bag in between the lens and the ring. The threads will cut through the plastic. Peel out the cut circle that's covering your lens, and the rest of the camera will be nicely covered.

11. GET IN THE WATER.

You might not want to risk your non-waterproof SLR by wading into it, but surf means action. To photograph surfers one year I waded out in thigh-deep with my camera on a tripod. As each wave crest passed by, I lifted the tripod over my head to keep my camera

from being trashed. I got some frame-filling kayakers that I couldn't have shot from the beach.

12. GO SLOW.

Slow shutter speeds can create pleasing blurs, sometimes capturing the feeling of motion better than freezing the action with fast shutter speeds. Try using a 1/10 to 1/20 sec. shutter speed, pan with the subject, squeeze the shutter gently, and follow through. If the kayaker is on a standing wave, set up a tripod on shore and let the moving water blur. Usually, with speeds faster than 1/30 sec., like 1/45 or 1/60, results tend to look fuzzy, like a hand-held mistake. If you go longer, say 1/2 sec. or so, your kayaker may turn into an unrecognizable blob, diminishing the impact.

13. GO REALLY SLOW.

Magic happens at really slow shutter speeds. Set up landscape shots on a tripod and try exposures of several minutes for a melding of colors or ocean waves.

14. GET UP EARLY.

Good light beats a good subject every time. Dawn brings consistently good light, mirror-

calm water, dew-covered foliage and boats, ethereal fog, and the best chance to see wildlife. Use the colors of the early morning or evening to paint your subjects in a warm glow.

15. SHOW A STORY.

Imagine describing details of the trip on your return home. Photograph the details. Show the group going over charts, on shore and afloat; show them tossing the line to hang food; building a fire; deploying a sail; etc. Try developing a theme. When we paddled in the Kodiak archipelago, the trip theme was bears. I represented this in part by photographing how we hung our food at each camp. This repeated activity added tension to our slide show, and augmented the impact of images of bear tracks and bear day beds.

Received: from Frank Goodman

Hi John,

One problem with sea-sickness (Sea Sickness Remedies and Ideas, Feb. 2003 issue #50) is that while it is best NOT to look down, or at least, away from the horizon, what do you do when you need to look at your compass?

We found that the only reasonable solution was to put the compass as far away towards the bow as possible (as long as you could still read it). You could then glance down at it without really losing the horizon, and that seems to work for most people. Of course you need a largish compass with reciprocals for the job. (I was never ever sea-sick, on any type of boat, though I could be sick in the back seat of a car... quite easily!)

I also noticed that Peter Bray is going to paddle round Newfoundland in May.

I wondered whether he knew that Andy Fleck paddled round solo in one of our Nordkapps - unsupported. I cannot remember just when it was off-hand, but it was in the late seventies or early eighties. Andy did a write-up as

I remember... I could try and raise Andy for a copy if Peter were interested, though I'm not sure of Andy's address at the moment... he's just become a headmaster up in Yorkshire and is moving up there from the south. We exchange greetings at Christmas, usually. He's into sailing these days, though he may well still do some kayaking on the side.

I went to a re-union with Barry Smith and Nigel Matthews on December 22nd last year as it was twenty five years to the day since we rounded Cape Horn. (1977). Sadly Jim Hargeaves was in Canada, and couldn't get over, but we had a chat with him on the phone. The three of us who did meet shot the breeze for almost two days. Very pleasant!
Best,
Frank Goodman.

Form Phil Bancroft from Stockport.

Hello John

I read the article in news letter issue # 48 Richard Bryant account of his trip to Norway, reading it pressed all the right buttons so I plan to go to Norway this year.

I was unable to find Richard number in the members directory to ask what time of year it was he did the trip, do you have any knowledge of the time of year most favorable for solo paddling / weather. any advice would welcome.

Thanks in anticipation

From John Chamberlin, AHBOURNE, Derbyshire
6 December 2002

Dear John,

Following our recent conversations regarding UK circumnavigations by Simon Osborne, Richard Atkinson, Chris Duff, etc., I'd like to try and collate some form of definitive list of 'who's done what (how, when and with whom)' on the sea, in and around UK waters. The main idea, as you know, would be so that we don't have to keep revisiting original texts and records every time such a query arises.

The secondary reason (as you also know) is to clarify what if any - 'firsts' may still be available, should anyone be interested in attempting them.

One such still to be done, I believe - and I know you'd be disappointed if I failed to mention it - is the first, solo, end-to-end kayak paddle from John O'Groats to Land's End, via the east and south coasts, following our dealings with 'Sir Richard Freeman', a couple of years ago.

Through your newsletter, could we therefore please start that ball rolling by asking any and everyone who has done - or has any knowledge of who has done - any of the key trips, crossings, circumnavigations, etc., to contact me with full details? (Any method is acceptable: 'phone, FAX, snail- or e-mail, via the details above.) When a number have arrived I'll offer it to you as a starter for ten and we could see how it stands up to public scrutiny?

Let me know?

Yours, In deep water ...John C

From Tony Ford, Germany.

Hello John,

I have read through the October 2002 issue of OK, and would like to comment on the review of "Sea Kayak Rescue." The book in itself is OK, however if it is to be taken seriously, then more attention should have been taken to see that the posed photographs fit the part. Every picture tells a story. Unfortunately this is not the case with SKR. Take a look at the photographs of braces and support strokes on pages 19 - 24 and 26 and 27. The majority of these photographs show the head held high, presenting a higher centre of gravity, or show the head to be "on the wrong side" From my understanding of support strokes, braces, and rolling, the head should be kept low and on the side on which the stroke is being performed.

This criticism was taken up by myself and Derek

Hutchinson a couple of years back following the publication of an article in Sea Kayaker, when "Head Dinking" was advocated by the two authors. Whereas Derek's letter was published, mine was totally ignored - not even acknowledged after a couple of reminders.

When it comes to deep water rescues, both the rescuer and rescued should keep a low centre of gravity - this is achieved by keeping a low profile; ie, the rescuer lying flat across the hull of the boat being rescued. Such low profiles are not evident in the photographs on pages 48, 49, 56, 59, and 84. I do not believe the authors are aware of the poor body position photographs as the caption to one of the photographs on page 75 states "Use your lower body to pull the kayak under you. Complete the sweep and roll up, keeping your head down and your eyes focused toward the blade." In a nutshell - low body, head down, and eyes focused. The photographs listed above are only a selection of bad poses, but I have now said my piece on this.

Peter Nicolai and I had an interesting conversation recently at the Salzwasser Sea Kayak Week with another coach, on the subject of where the eyes should be focussed when performing braces, and support strokes. She is of the opinion that instead of focussing the eyes on the paddle, they should be focussed forward, to the side on which the brace or recovery is being made. She went on to say that human mechanics, being as they are, would automatically involve bringing the knee of the opposite side of the brace high, if the head was turned to the side and the eyes focussed on the blade - something that should be avoided. This observation gives food for thought and something that coaches may wish to look at.

Of course Schumann and Schriener are not the only ones to make these errors. The now dated Second Edition of the BCU Canoeing Handbook is not without fault (see figures on pages 301 and 302 for instance. My copy of the latest edition is on order, so I am unable to comment on more recent concepts, except to hope that such anomalies have not been allowed to creep in.

I hope I have not been too critical, but it is easy to gloss over or ignore bad posture when performing strokes, unless you are a coach constantly involved in getting paddlers to perform an adequate support stroke or brace. The problem comes when teaching the eskimo roll - when the head comes up out of the water first, or too soon, then the roll will invariably fail - but the idea of no "eyes right" for a support stroke on the right is something I shall be looking during the next pool session in January.

regards

Tony

Ed. I came across this on the Net. It is a lesson in the abuse of emergency signals. I have edited the original right down to the relevant bit.

ROWER'S DISTRESS WAS FALSE ALARM

It is about Mr Halsey, a former butcher, 41, from Camden, north London, who was two months into an unprecedented trans-Pacific bid dubbed "the last great adventure of the millennium".

He set off in the *Brittany Rose* from San Diego, California, in July, aiming to reach Sydney, Australia, within seven months.

A British rower who sparked a frantic rescue operation while trying to cross the Pacific Ocean has admitted his emergency beacon was a false alarm. Andrew Halsey, who suffers from epilepsy, sent a three word e-mail to US coastguards, telling them "All is OK", hours after ships and an aircraft had been scrambled to find him.

The boat had solar panels so it could be tracked by satellite. But terrible weather had hampered his attempt, and he travelled 3,000 miles but only 400 of them are in the right direction!

Mr Halsey sent one distress signal, when the arrangement was that he would send two if he was in trouble. But coastguards said it was likely his emergency device had been accidentally triggered in rough seas.

"I will keep trying" said Mr Halsey who pledged to continue his journey against expert advice to turn back because of poor weather. "I wonder if I will ever get out of this section of ocean. I will just keep on trying."

His vessel was packed with enough food for 250 days, a device to convert salt water to fresh water and a single-burner gas stove. A global positioning system has also been fitted to the self-righting vessel to keep him headed in the right direction.

Five British rowers and a Russian have

disappeared, presumed dead, on similar rowing challenges since 1966.

The last death was of British rower Peter Bird, 49, who was lost at sea on his fourth attempt to row single-handedly across the Pacific in 1996.

Mr Halsey has been blown off course by strong winds and tides

Lt Troy Hosmer: "He is a very determined gentleman." Mr Halsey, who is attempting to become the first disabled person to row the Pacific, later made radio contact with the captain on board the Norwegian ship, MV Balsfjord.

The Ocean Rowing Society said Mr Halsey told the captain: "There is nothing wrong, I set the emergency beacon off by accident."

The captain offered to take him aboard his ship but Mr Halsey declined and remained in his 28ft craft.

Recreation Groups Fed Up With Jet Skis

Broad Coalition Formed to Protect Waterway Users

Springfield, VA – As millions of people prepare to visit the nation's waterways over the Fourth of July weekend, a variety of recreation user groups, representing nearly 200,000 people, kicked off a campaign to address the adverse and growing impacts personal watercraft (PWC) use is having on their members and on others who seek to enjoy the nation's waters. The Coalition for Responsible Water Recreation (CRWR) includes groups representing anglers, canoeists, windsurfers, kayakers, hikers, surfers and other waterway users.

The goal of the CRWR is to advocate for federal, state, and local policies that protect the safety and rights of outdoor enthusiasts from the growing problem of inappropriate and irresponsible PWC use. Members of the

steering committee include the American Canoe Association, the Izaak Walton League of America, US Windsurfing, American Whitewater, the Adirondack Mountain Club, and the Federation of Fly Fishers. The campaign was prompted by the many concerns and complaints about PWC that each group has received from their members.

Safety statistics show that PWC are involved in a disproportionate number of collisions and other accidents as compared to other types of watercraft.

CRWR organizations and their members have reported incidents where PWC operators have harassed other boaters, disrupted anglers, "buzzed" dive buoys, violated no wake zones, operated in swimming areas, harassed wildlife, and disturbed property owners. Such irresponsible use of these craft has even caused injury and death to other users. The windsurfing community is increasingly concerned about the irresponsible use of PWC on the nation's waterways, especially since the death of a windsurfer in Los Angeles involving a PWC.

"In many places jet skis have made areas dangerous or unfit for any other type of recreation experience" said David Jenkins of the American Canoe Association. Noting that the Personal Watercraft Industry Association and the American Watercraft Association are opposed to recent moves by the National Park Service (NPS) to limit PWC use in National Parks, Jenkins added "They are fighting to impose their brand of noisy, high-speed, recreation on all of the nation's waters and on everyone who uses them."

"Irresponsible personal watercraft use on smaller rivers and lakes has ruined the quiet enjoyment of many a canoeist and cottage owner," said Neil F. Woodworth, counsel to the 35,000-member Adirondack Mountain Club. "In New York, we successfully lobbied our state's legislature to pass legislation that empowers communities to regulate and even ban jetcraft

use to protect their tourism appeal and water quality."

By joining forces to form CRWR,

these groups now hope to bring their collective clout to bear on these problems. "The Izaak

Walton League membership is so concerned that it adopted policy attempting to reign in PWC's impact on outdoor recreationists as well as the resource," states Joshua Winchell, director of the league's Outdoor Ethics Program. "Our recent report detailing the sundry impacts of PWC, *Caught in the Wake*, was very well received; we hope CRWR will allow us to bring the issue to an even

broader audience."

Even before today's formal announcement of the coalition, dozens of addi-

also seek to enjoy the nation's recreational waters."

Over 70 percent of all PWC accidents are collisions with vessels, fixed or floating objects, or people. The average for other vessel types is about 40 percent. Roughly 80 percent of all PWC accidents involve behavior-related causes such as reckless operation, excessive speed, or operator inattention. The average for other vessel types is roughly 45 percent. PWC are more than three times as likely to strike a person swimming in the water as other vessel types. Over the study period PWC were involved in more "struck by boat" incidents than all other vessel types combined. PWC industry advertising sends messages that can undermine the boater education efforts of many states

tional user groups have inquired about CRWR. This coalition effort is expected to grow rapidly to reflect the number and variety of waterway users impacted by PWC. Jenkins added,

"Our hope is that the work of CRWR will help the nation's lawmakers and regulators to better understand the full range of impacts jet ski use is having on our members and others who

Steering Committee Contact Information: David Jenkins, American Canoe Association (50,000 members) Phone: (703) 451-0141 ext.20 E-Mail: davej@acanet.org Web: www.acanet.org

World: Americas

What do you think? Are we being too hard on these motorised Personal Water Craft? Live and Let live, and all that. Write and let us know. Ed

A BIT OF HISTORY

EXTRACT FROM THE "LARGS & MILLPORT WEEKLY NEWS" OF FRIDAY 25TH SEPTEMBER 1897.

Entitled - "The Missionary Canoeist of Scotland."

As will be see from our advertising columns, Mr. John Ross Brown, who entertained the Millport people so delightfully a fortnight ago, is to deliver his lecture on his canoeing experiences in the new Concert Hall, Largs, to-night (Friday.) As in other places, Mr. Brown has enlisted the sympathy and support of many influential people in this district. His chairman is to be ex-Provost Paton, while for the platform he expects to be supported by the Revs. Dr. Watson, Canon Low, and Alex. Taylor, Dr. Caskie, Provost Watson, Mr. Jas. Arthur, M.A., Mr. J. K. Boyd, J. P., Mr. Archd. Boyd, Mr. Robt. Wright, the harbour master; and William Clark, boat-hirer. The little canoe, with its full crew, is to be shown. The craft is 15 feet by 2 1/2 feet, and, as stated previously, Mr. Ross Brown journeyed right round the coast of Scotland in this little craft -so much every summer for 10 summers -350 miles on an average per cruise, or 3,500 miles in all. Mr. Ross Brown will give some account of his cruises and his work ashore while he was doing them. The lecture, as gave at Millport, was most entertaining and bright -delightful, in fact, is not too strong a word for it. It is all for the newsboys, and their temporal and eternal needs; so that those who are not tempted by the attractions of the lecture should turn out to do a charitable action. We expect there will be a good house.

Admiralty Small Craft Folios.

The UK Hydrographic Office publish two folios of small format charts derived from the standard Admiralty charts.

The A2 size (594 x 420mm) folios consist of ten charts printed on high quality chart paper and use the same symbols and abbreviations as the standard Admiralty chart. On the charts is a wealth of supplementary information derived from Admiralty publications. This includes lists of harbour facilities, tidal information and an explanation of the symbols and abbreviations used.

The three areas covered so far are The Channel Islands, The Solent and the West Country. There are future plans to extend the concept to cover the whole coast of the British Isles. The folios come in a protective plastic wallet and at the recommended price of £31.95 are good value for ten charts.

The folios offer a good option for the sea kayaker as the A2 chart folded in half will fit nicely into an A3 waterproof map case such as the Ortlieb which fits well on the foredeck of most sea kayaks.

Also available are Small Craft Edition Charts at £11.20, Standard Charts at £14.95 and Tidal Stream Atlases at £6.50. The UK Hydrographic Office produce charts and navigational publications offering world-wide coverage. All of the above products can be obtained from Admiralty Distributors and good chandlers in the UK, Republic of Ireland and NW Europe. For a list of Admiralty Small Craft Products (NP 109A) and further details contact: The UK Hydrographic Office, Admiralty Way, Taunton, Somerset, TA1 2DN. England. Tel: +44 (0)1823337900, Fax: +44 (0)1823 284077.

Man is a 'homeotherm' -that is, our bodies try to maintain a constant body temperature irrespective of the temperature of their surroundings. The body consists of an inner hot core, surrounded by a cooler outer shell. The core consists of the brain and other vital organs contained within the skull, chest and abdomen. The shell is what is left: the skin, fat, muscle and limbs. It is in effect a buffer zone between the core and the outside world, protecting the organs from any catastrophic change in temperature. The maintenance of proper internal body temperature is the most important factor in determining your survival. Even in extreme cold or heat, your core temperature will seldom vary more than two degrees either side of 98.4 degrees F. (36.8 degrees C.), with the shell just a few degrees cooler. If your core temperature rises above 109 degrees F. (42.7 degrees C.) or falls below 84 degrees F. (28.8 degrees C.) you will die. Your body generates both energy and heat as it burns fuel. When you start to shiver, your body is telling you that it is losing heat faster than it is being replaced. The shivering reflex exercises many muscles, increasing heat production by burning more fuel. If the temperature at the core of your body drops even a few degrees, you're in trouble. Shivering will not be enough to warm you again. The body has a thermostat, located in a small piece of nerve tissue at the base of the brain, which controls the production or

dissipation of heat and monitors all parts of the body in order to maintain a constant temperature. When the body starts to go into hypothermia, the body thermostat responds by ordering heat to be drawn from the extremities into the core. Your hands and feet will start to stiffen. As the core temperature drops, the body also draws heat from the head. When this happens, circulation slows down and the victim doesn't get the oxygen or sugar the brain needs: the sugar the brain ordinarily feeds

on is being burned to produce heat. As the brain begins to slow down, the body stops shivering and irrational behaviour begins.

That is a sure danger sign, but one it is hard to recognise in yourself because one of the first things hypothermia does is take away your will to help yourself. You stop shivering and you stop worrying. You are

dying, in fact, and you couldn't care less. At this point, your body loses its ability to reheat itself. Even if you have a sleeping bag to crawl into, you will continue to cool off. Your pulse will get irregular, drowsiness will become semi-consciousness, which will be unconsciousness. Your only hope is to add heat from an external source -a fire, hot drinks, another body. Indeed, one of the most effective ways of rewarming a hypothermia victim is to put them into a sleeping bag with another person whose body temperature is still normal.

This is an extract from a well known book by a well known author. I bet most of you will have read it, if not come across it. A years free membership to ISKA to the first one who writes and tells me where it comes from. Ed.

THE PITTARAK by Larry Gray

The Pittarak took shape after many hard sea miles and a lot of experiments. It all began with an old slalom kayak that I slowly converted over the years for exploring the coast line of my home town, Mallacoota. I paddled a Nordcap and a Badarka (UK version) until the Iceflow design hit our shores. Back in the early 80s, I considered that particular design quite advanced and most suitable for general Australian conditions.

I spent months at a time away in this boat, surf board on the back with everything I needed to survive and travel comfortably with shoved inside the hatches. For many years, as I travelled around, I took notes and sketches and jotted down lots of ideas toward a new design. I physically made new sections--eg a nose shape, deep and shallow keels, flat and curved sections of hull. I then dismantled sections of myoid boat that I knew so well and attached the new shape to

test against it. This was a way for me to be absolutely certain of a positive



result. What would eventuate would offer many advanced features. This kayak was not going to be just a new shape on the market.

When happy with each improvement,

I reattached the original shape to myoid kayak, kept the new to build up a prototype and eventually end up with an active, lightweight completely new design to work off. Creating a lightweight active plug (original) was the most logical way to end up with what I wanted. Designs are usually shaped out of a solid then moulded.

The designer often has little idea how the boat will really handle until the first one is launched. Already I knew this kayak was going to be an exciting performer with a unique look and feel. But this was only the beginning. I still only had an active plug. There was much more work to do.

In those early years, sea kayaking was the only thing I did. I travelled countless nautical miles in all points of the compass and stayed away for months on end. One highlight was in Papua New Guinea, I came across people that for thousands of years travelled the open oceans in sea

canoes. They used sensitive navigating skills such as testicle sway to sense grid patterns of refracting swell from islands beyond the horizon. They had identical bow shapes and keels to some of the Arctic kayaks but rounded hulls.

In 1986 I travelled to Greenland. Here, I learned more on the importance of clever design. Each village I kayaked into had the same small cockpit. The reason for this is that it allows for al bracing. When in wild conditions you can't be caught

off guard, and have your knee accidentally flip the splash cover off. The small cockpit also allows for more variety in techniques when rolling and bracing and strengthens the kayak, while minimising pooling and cover leakage and the possibility of cover implosion in rough seas.

Any knowledge I could gain on technique and design I soaked up like a sponge. The Greenland expedition which had taken me there in summer's running two months behind due to circumstances beyond control. The only other expedition to kayak the Arctic in the beginning of winter was Gino Watkins in the early 30s, who mapped the coast. This delay gave me time I never expected to have to study the kayak designs and the culture in which they were used.

The storms are fierce at this time of the year, causing huge icebergs to collapse--just dramatic stuff every where. Between storms a strange warmer but more mysterious wind would race through the fjords, It is called the Piteraqa and pronounced by the locals with strange guttural tones. I wanted to name the kayak after this. My Greenlandic friend Dikka said he

thought that would be okay, so I Australianised the name to Pittarak. Dikka's father and grandfather were the hottest kayakers in East Greenland. I lived with the family for some time.



Back home, armed with fresh respect for the kayak, I continued refinement of the Pittarak. The length was important to maximise internal storage yet remain controllable in a gale. The keel length and shape needed to be very "liney" as rockered hulls slow up considerably when laden, pushing water in front and sucking from behind. This is fun on a wave, like any slalom type design, but dangerous in a gale due to poor tracking ability. Manouverability was built into the Pittarak design via the gunnal shape. While leaning the Pittarak over, the keel raises to the water surface creating bow and stem steerage, aided further with the paddle. When leant right over, the gunnal levers the keel enough to pivot totally end for end even when laden.

Designed for efficient handling even when laden, the nose shape is similar to the southwest Greenland kayak and other wild weather Arctic kayaks also Pacific Ocean-going canoes. It descends and rises through the water with minimal disruption because of the upturn. The tail is the same as the nose, being not overly bouyant. This maximizes keel time in the water at the tail and helps control wallowing in

a following sea. The bow has a very fine entry to limit the amount of time spent in the air due to chop throw. Its spends less time air-born in wild windy conditions. Most traditional open water kayaks had fine entry, low volume bows.

The low volume bow reduces hull slap and allows greater control in strong quartering head winds because the keel is more often in the water. The foiling upturn shape restricts the amount of pearling when rideing in steep following seas. Try diving into a pool with one arm out stretched,

hand foiled up your body will want to follow. The more speed the greater the affect.

The hull shape is designed not only for superior directional control but also to broach squarely and easily on a wave even when fully laden. This is important. At the tail, the hull has two faired surfaces each side of the keel to incline the kayak by creating slight tail lift when the kayaker leans forward. This assists in riding swells in a following sea, thus great distances can be achieved with minimal energy. The keel is gently curved at the tail and bow to avoid hang ups when launching from rock or steep inclines.

The deck has triangulation to disperse water and add strength. The forward deck step is multi-functional. It deflects direct water impact from shooting under the nav charts, it's also the strong point for a mast attachment, if a capsize occurs when sailing in strong wind, at speed or on a swell, there is less chance of any deck damage taking place. It is also a take-off point for a parafoil rig which loops to the nose. As a dash panel, it's a safe place to mount a switch if needed.

Why not have chines? The pittarak keel produces enough directional control as it is. Chines catch the sideways action of chop, and won't allow joggle and current to easily pass back and forth across the hull. A chine exists where two flat or flatish surfaces meet to create a hard corner. Flat solid surfaces do not disperse the direct impact of water, thus creating poor laminar flow, the rougher the conditions the more the ocean has control over your craft.

Skin kayaks are able to distort to a curve shape, absorbing energy and in most cases helping the liquid dispersal. The body profile of a fish or bird has neither chine or flat. A curved surface allows for a clean dispersal of energy to pass by it, having less effect on the overall control. The more turbulent the energy, the more rounder things evolve. It comes down to the fact that a drop of water is round, water is round and chines are square. A square stone, for example, catches more water and gets thrown around until it becomes rounded. Then it sits less effected it becomes more in tune with the water. Thus the Pittarak evolved with curved lines.

FITTING OUT THE KAYAK

The external bilge hand pump has proven time and time again to be the most reliable and useful system. Firstly, it can be operated by one or more people, it can be operated while sitting in or on top of the kayak and it has no batteries or wiring problems as with electric pumps. It can be operated in all paddling conditions.

The deck-mounted pump is also efficient, drawing water from the lowest point, the rear bulk head. The hand pump is designed to remove general paddling slops throughout the day. The ultimate safety routine as with any kayak is the simple roll--wet entry and roll up if out of your kayak mid-sea. It is the manouvre unique to the kayak that separates it from any other water croft. The more we start to rely on tricky secondary bailing systems, the more likely a novice will feel a false sense of security to venture fur-

ther off shore. The Pittarak hatches are recessed to reduce water hammer which can lift a hatch cover or cause leakage.

Both rear hatches are accessible while paddling. The large one is less recessed but has a water foil to deflect water impact. This also creates easier access for loading and unloading a fully laden boat. The seat is off the hull to allow water slops to pass beneath and not slosh up on to the kayakers crutch but pool at the bilge pump intake pipe. The outer sides of the seat become storage pockets. The entire seat is slung from the deck to allow some hull flex at the centre point of the kayak. The paddlers weight slung from the deck holds the kayak at the bulkhead under compression, reducing hull and rear bulkhead stresses which may lead to leaks. The seats combing (where the splash cover hooks over) is curved to increase the sealing surface area and gives positive contact between cover and kayak.

There is a rear back support comfortably positioned for long journeys. This has the secondary purpose of assisting in bow steering and also supports a diagonal body brace. It's a position that allows great control and balance in executing pivot turns and manouvres that work in combination with the small cockpit. The cockpit is designed small for positive yet variable knee and thigh- bracing options that do not exist with large cockpits.

Higher deck strength is also achieved with a small cockpit design. The deck grab ropes are fully recessed, removable if nessesary, locked off with whipping twine and heat shrink to protect the ends. The ropes are separate front and back. This is a safety feature designed to allow the kayaker a clean escape if the kayak were to fold and snap in two in wild surf. He or she wouldn't be trapped within the two halves like jaws of death. It has happened before with another design in the UK. The paddler was rescued but received serious gashes around the bum and thighs. The cord on the front carry handle is designed to

swing forward and clear the nose to assist in dragging the Pittarak when heavily laden.

The rudder is designed for easy removal and is not part of the kayak but is attached to a sock. This again is a safety feature. It is designed to give way on impact, leaving the kayak itself intact. There are a few Pittaraks- Model Expedition Mark 1-- that were fitted with the integral rudder design that is fixed and part of the kayak. Pittarak introduced this style of rudder in 1987. The range was discontinued due to its vulnerability.

The foot rest rudder controls are mounted as two separate units, designed to create leg space between them for stretching out during long journeys. The space between also allows for one leg to lie flat while the other in brace when performing side on manouvres. The footrest system is mounted to the side gunnals and not part of the bulkhead. This is an impact safety feature. EG. A kayaker is in maximum panic brace, feet in full force against the bulkhead. He is spearing unintentionally down a huge wave that's going to dump seriously into shallow water. The kayak nose suddenly strikes solid bottom. BANG! The bulk head cracks loose, -, presumably at the base first where normal hull flex works away at the bonding. His feet wedge under or through the bulkhead. The kayaker is now trapped in his flooded coffin! (UK story.) I can imagine it though. There are three genemtions of Pittarak kayaks available The -- Expeditioner, a secondary stability design, the Nautilus, initial stability design, and Pittarak Explorer, a combination of both. Each model has totally different handling characteristics and deck layouts.



Sixth

BACK BY POPULAR DEMAND

Dates: 23rd to 26th May 2003

Location: South Skye, The Paddlers Paradise.

Inaugurated in 1992, this event has firmly established itself on the sea kayak symposium scene. Now after a gap of four years the time has come to lead the way again. Based on our previous experience together with our contacts throughout the kayaking world we know that this year's symposium will be THE sea kayaking event of 2003.

With our usual line up of the world's top coaches, expedition paddlers, authors and manufacturers, can you afford to miss this event?

Make sure you book time off work now and put the dates in your diary.

For more information contact -

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Oakhanger Project Bahamas Tour 2002

by *Graham Bushill*

Having spent a number of restless nights poring over the logistics of our trip to the Bahamas, we eventually launched from the creek at the East End of

Grand Bahamas Island on Thursday 29 November 2002. I was leading a group of four kayaks, supplied by Erica and Ed Gates of Kayak Nature Tours, twenty plus miles from Grand Bahamas Island to Abaco carrying food and water for 48 hours. In addition we were carrying a supply of Hymn Books and Bibles, promised to St. Anne's Anglican Church in Crown Haven, Abaco, and supplied by Oakhanger Project and St. Luke's Anglican Church,

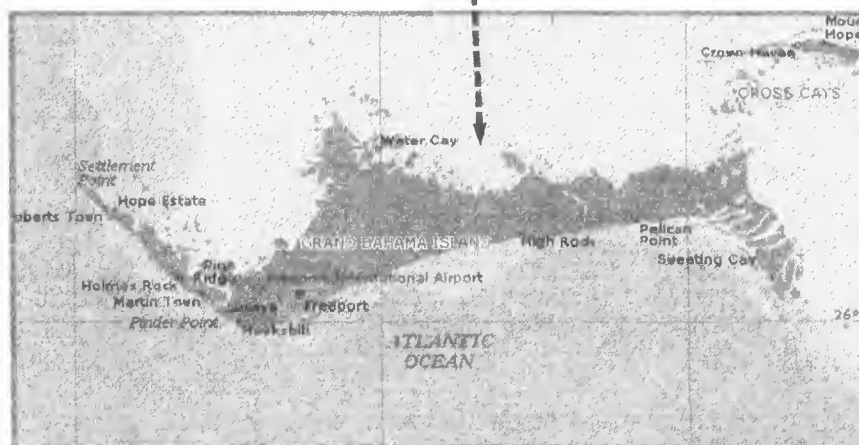
Oakhanger.

The original plan to paddle from McLean's Town had been

changed to allow more time to explore the many islands that lie along the reef from the east end of Grand Bahamas to the west of

Little Abaco Island.

Consequently with thanks to Chad who towed our kayaks we arrived at Cave Cay for our first nights camp at 1600 hours. The beach was narrow but adequate and the island provided more than enough wood for our first campfire. A toast with the "Nassau Royale" courtesy of Malcolm and the fish caught by Peter left the group relaxed and ready for the adventure ahead. Next morning the time saved by the "ferry" to



Cave Cay allowed space to explore the creeks and beaches around the island before continuing to Smith's Cay about five miles away. There was once a settlement on Cave Cay, now long gone along with the fresh water supply, which used to exist. The relaxed paddle to Smith's Cay provided an opportunity to map campsites for future trips.

As Smith's Cay is no more than two miles from our destination at Crown Haven Graham L. and I took a double kayak to the village to make arrangements for our stay over the next few days. This also gave an excuse to deliver some of the hymnbooks and to test the speed of the Jocassee with it's intended two paddlers. Needless to say the distance was quickly covered even when paddling against wind and tide.

We arrived at Crown Haven at 1000 hours on Sunday 1 December to a warm welcome and Breakfast of Corned Beef and Grits courtesy of our host, Grandma Rolle. We camped on the shore and used a room in the local motel (we were the only guests) to wash and shower. The motel provides basic facilities with resident lizards to keep you company. We were to enjoy the warm hospitality of the community at Crown Haven for the next two days and are particularly grateful to Theophilus Rolle and his family for the way they pampered us at mealtimes.

The hospitality of the Bahaman people is an experience in itself and we have much to learn from their open friendship. I spoke at the evening service at St Anne's Anglican Church and appreciated

the enthusiasm and attention of the congregation.

The return journey involved two open crossings to the East of the Cay's with an Easterly wind. This meant a following wind on the Tuesday for a six mile crossing to Cave Cay, making an easy paddle with a helpful tide in our general direction. The five miles on the Thursday with a side wind and no help from the tide, plus a further five miles along the creek to McLean's Town with a headwind made this the hardest day of the week. The Wednesday involved a more relaxed paddle of eight miles, plus time for snorkel ling and checking for campsites on Cash's Cay.

A tired but happy group arrived at McLean's Town, Grand Bahamas Island, on Thursday 5 December waiting for transport to Freeport and hot showers and a good nights sleep at Freeport Resort.

Over the next two days Graham L. and Peter enjoyed the sights around Freeport and had a chance to swim with Dolphins at the UNESCO centre, while Malcolm and I taught 1 and 2 star kayak skills to guides at Kayak Nature Tours.

The rest of the group returned home on Sunday 8 December and I spent a further two days continuing coaching with four tour guides to Three Star level. I am delighted to say they all passed with flying colours and their motivation and enthusiasm will be an encouragement to other guides and to guests who join the Nature Tours.

During the week's trip to Abaco our daily routine consisted of: -

0600 hours Rise, wash in salt water (shampoo is the best for creating a lather)
 0700 hours Report in via mobile with Erica for Safety and Weather checks.
 0730 hours Breakfast - 0800 hours Briefing and "Thought for the Day"
 0900 hours Depart campsite. Journey to next camp
 1600 hours Arrive at planned campsite and set up camp, prepare fire, etc.
 1800 hours Sunset.
 1900 hours Evening Meal, followed by an evening of night paddling, fishing from kayak or beach, or just relaxing by the fire until evening prayers and bed between 2200 and midnight (depending on how long we lay under the stars and whether the sand-flies forced us into our tents.

We used two seat Jocassee kayaks, the second seat being used for equipment storage. During 2003 we will be using Single Seat Sea Kayaks -a challenge for storage with no space for the cool boxes (for the Kalik of course)
 A further trip is in planning around June 2003 with the purpose of sharing an Adventure Camp with the young people of Crown Haven, Abaco. We also plan another Kayak/Camping Trip in November!December 2003.
 Anyone interested contact: - Graham Bushill at Oakhanger Project, Oakhanger, Crewe, CW1 5UU, England, UK.
 Tel. 44 (0)1270 882158 --- Email: oakchallenge@aol.com
 A more detailed report on the above journey is available from Graham at the above address.
 BI-Bahamas2002

Well, someone reads 'Ocean Kayaker'. I asked a question, and Peter Carter from Australia wrote the answer. Here is his letter.

John,
"What," you asked in Ocean Kayaker #49, "are TimTams?", referring to their mention in Phil Doddridge's account of Banks Straight at night.



They're biscuits, chocolate biscuits, "The most irresistible chocolate biscuits", made by Arnott's Biscuits, <www.arnotts.com>.

There are several varieties, and the name, believe it or not, comes from a horse. Tim Tams are traditional fare at Investigator Canoe Club meetings (which is what happened to the ones in the pic). Readers in London can apparently buy them from an Australian shop in Covent Garden.

The other item readers may not have been familiar with is the Krill® Stick, an electroluminescent replacement for chemical light sticks. Comes in a range of colours, and either 180 or 360° models. They're made by Kriana Corporation, <www.kriana.com>.



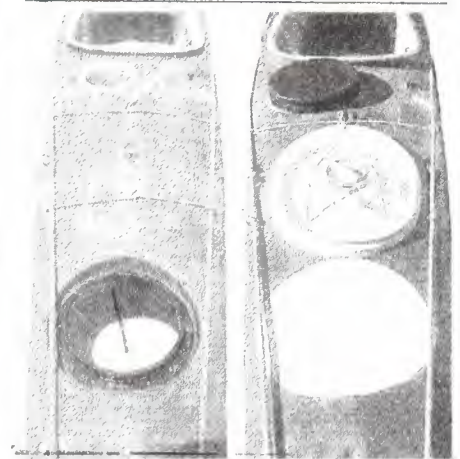
Height of summer here, with 40°C days.

Managed to paddle to Althorpe Island the other weekend, and am also doing lots of paddling in our Port Adelaide area getting GPS fixes on wrecks (see <www.heritage.sa.gov.au>),

Mangrove creek junctions, etc. for a new canoeing chart we're preparing of the area.

Existing charts cover the shipping channels, but not the mangrove creeks we're interested in.

The other diversion from slaving over a hot keyboard is refitting another old Nordkapp: third bulkhead, 36cm by 26cm Voyager aft hatch in place of the TCL/4, replacement of rudder by retractable fin, foot pump, and a general tidying up. It's the fourth one I've done. My own Nordkapp is now 25 years old, still in service, and the pic shows before and after of its most recent refit: VCP hatch moved to the centre compartment, its deck space filled in, and a Voyager aft hatch. Better equipped now than it ever was.



BIGGEST THREAT TO SPORT: LACK OF FAIR PLAY! (Fortunately, there remain some notable exceptions...)



When the Winners of the International Fair Play Committee's Annual Awards gather on January 9 at UNESCO's Paris Headquarters, the world will hear from some of the finest sportsmen and women, who have not only devoted their lives to winning, but at the same time respected the rules of the game, the principles of Fair Play. The veteran canoeist, Craig Wightman, was in second place after a 10-km race. Following a short rest, the competition continued with the 3-km phase of the race, which attracted many inexperienced, beginner canoeists. Since Wightman paired up with the winner of the previous phase for this phase of the race, he stood every chance of winning. However, aware of the fact that the competitors with less experience were in greater danger, he gave up his chances for winning and stayed back among the other participants. In this way he was able to rescue a young competitor, who had tipped over in his canoe, and who was not reachable by the rescue boat. Later in the same race, he assisted another competitor, whose boat began sinking with him in it. For this act of service, Craig Wightman received the Maltese "Sportsmanship Trophy 2001" award.

Level 2 Coach Training

By Julie Fisher

I came across this article in the most recent edition of the Portsmouth Canoe Club Newsletter. Knowing how much interest there is in the BCU coaching scheme, both home and abroad I thought I would repeat it here. Ed.

Simon, Andrew, Steve Alderslade and myself joined a solitary non-PDCC guy (patrick) at Woodmill on 28/29 Sept to do our Level 2 Coach training. There is a Level 1, but we were all planning to skip this as it doesn't offer very much -basically a qualification for teachers and others going out with groups, with (I think) more qualified instructors, or on very very safe water.

The prerequisites for the training are 3 star, safety test, and a 1 day first aid training qualification -not too arduous (although that wasn't what I thought earlier in the year as I sweated through my star awards -why on earth does anyone, ever, want to do a 'hanging draw' (and how?). The course itself is then the first of a 3 part process -you do the 2 day training (basically, on how to teach), then spend a minimum of 20 hours practising what you've been taught by coaching individuals or groups, and follow this up with an assessment to see whether you've got to the standard required. (With a note from our instructor that said that anyone who'd only logged the 20 hr minimum coaching would get looked at very hard indeed).

The course itself was largely practical -we started with a theory session on "What is a level 2 coach", covering leadership, group control, teaching, safety and some other stuff, and then

went out to the 'lake' to do some practical, beginning with a couple of hours analysing the basic strokes to see what component parts they have (did you know forward paddling alone has about 10 different components to it which need to be mentioned /taught?).

Lunch, and then a 'wet' afternoon analysing rescue sessions, including a totally weird new method to me which involves sticking the nose of your boat into the cockpit of the victims, dragging it up your deck and emptying it, and then having them crawl up the front of your deck and step in, whilst its still balanced crosswise over your deck, before seal-launching off you -apparently very good for kids, but not good for seaboats unless you've got very very long arms.

We finished off with an incident - I got a brief -..Julie, you are responsible" then the instructor capsized and floated, 'unconscious'. Was a salutary lesson, collectively we did ok, but it bought home the need to multi-task -deal with the casualty and get someone on shore to get help, and someone else to be ready to take them off you, and figure out the fastest way to get a raft to shore Finished off by breaking strokes down in terms of teaching them -if a person can only absorb about 3 things at anyone time, then how do you teach them the essential 10+ elements of a stroke?

Sent off with homework -we would each have to teach two strokes to the group the next day! Sunday am -oh god, its like being a teenager again -teaching!

Everything came apart -control the group, set boundaries, demonstrate the stroke(!), and coach it. All the careful planning fell apart, talking got incoherent and demonstrations were dreadful, at least on my part. Simon did a sterling job with the worst of the strokes -high brace (not his favourite). Andrew finished us off with a rafted egg and spoon race - much cheating occurred (mostly me!) then lunch, and an afternoon of try a boat so that we understood the characteristics of very different boats, including Canadians, rodeo, slalom, and surf skis. No one tried the Kirton racing sprint boat except me, who found out why -I lasted almost 3 paddle strokes before I fell in (and that was after spending 5 minutes getting up the courage to let go of the jetty) -not terribly stable -I'm told they become so, once you are going at speed, but couldn't find out how you stayed upright whilst getting up to speed.

We finished off with more theory -planning for trips, what to carry and what to do in advance, and then got individual feedback on what we needed to improve. I thoroughly enjoyed the weekend, and found teaching opened up another area of kayaking for me.

You'll have to ask the others what they thought as we all vanished pretty fast. (You'll recognise the attendees -they will be the trip leaders that insist you do an aerobic warm up and stretch session before you start on Sundays, or paddle alongside you staring fixedly at your paddle position and asking you whether you are rotating your trunk and pedalling your feet!).