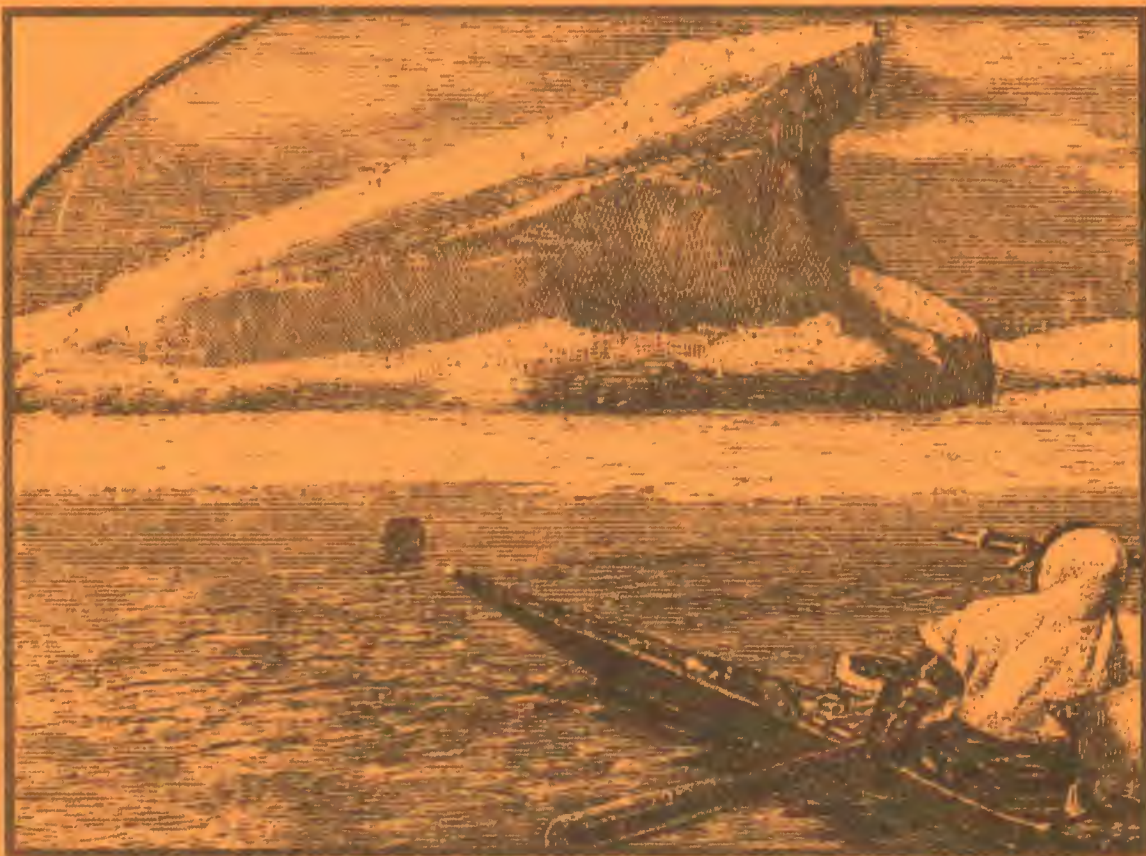


OCEAN KAYAKER



NEWSLETTER OF THE
INTERNATIONAL SEA KAYAKING ASSOCIATION



**An international & independent 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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Ocean Kayaker



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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 have occasionally used this newsletter to 'go on' about outdoor educational opportunities for our young people. For this I make no apologies. If you take a look at the article on Page 13 about the failure to involve young people in outdoor sports, then maybe I will be forgiven.

Think back about how you first participated Was it parents, school, local youth club or local canoe club? It is less than likely that you would have got into kayaking without something or somebody pushing you in the right direction. Now there are not only fewer opportunities but also those previously prepared to encourage young people are too concerned about the support they may or may NOT get back from Education Authorities or the courts.

Meanwhile, back to serious kayaking. I learn that the Scottish Sea Kayaking Symposium last May was a huge success and a sell out. In fact it was well over subscribed and over 50 applicants were disappointed. I wish I could have been there but at least I will be including a report in the next issue of OK.

With this newsletter you will be receiving your copy of the ISKA Members Directory which will include Udo Beiers' Buyers Guide. Many thanks Udo for your work on this Guide.

Later this month I will be making my annual pilgrimage to Newfoundland, Canada, for their 4th Sea Kayaking Symposium. Can't wait as this is always a really friendly meet in what has to be the most stunning environment. I'll let you know how it goes.

Meanwhile, (Ed's privilege!) I am currently looking for leaders to assist me with an expedition for 6 weeks, summer of 2004. Four groups of 12 young people (16-18). Destination Svalbard. Am hoping to include sea kayaking in our activities. Get in touch.

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Jubilee Paddle 8/6/02

by Peter Roscoe



There had been a great deal of publicity surrounding Jubilee Girl and, as I retired earlier this year after 50 years, I too decided to have a modest celebration -a day on the water would do nicely.

I waved goodbye to the support party at 7.45 am and headed against the rising water towards Wyre Light. Rounding the structure, visibility back to Fleetwood was poor and a compass course was needed for the next legs.

As the misty conditions increased, the horizon blended into the sea, and the water took on an oily sheen. With no wind to disturb or move the haze, I paddled in an eerie silence. Occasionally, light showers sprinkled droplets that rang bell-like in the quietness.

Tidal assistance was obvious and reassuring when

unable to make out any of the features that usually

indicate progress. In clearer conditions, a line drawn between the power station and Pilling church mark the halfway point on this leg. Sunderland Point loomed through the haze and, as the bay closed into the Lune, I was making good progress and moved strongly past Glasson Dock.

The adage in respect of counting chickens now came into its own. A guesstimate of high water at Lancaster of 11.08 coincided with my arrival at Snatchem's, and progress slowed as the water turned and gently

returned to the sea.

After some 3.5 hours in the kayak I was ready for the portage around Skerton Weir and also some refreshments. Stepping boldly to the bank, my progress was halted by glutinous mud gripping my feet, with the inevitable result. Seaquest bobbed gently on the water while I gently cursed the water lapping around my neckseal!

Heaving kayak and gear round Skerton Weir, I entered the river and paddled the short distance up the Lune to Rennie's Viaduct which carries the canal high above the river. More load-carrying up the muddy footpath and I was by the canal, tucking into a range of goodies from the back hatch.

The weather had improved since leaving the estuary, and the views out over the city of Lancaster to the west, and the Lune Valley and Ingleborough in the east were a pleasant contrast to the grey mists of the



morning.

A phone call to the support party (busy gardening back home) to confirm that the halfway point of the trip had been passed and only another few hours paddling remained to the pickup point.

The afternoon, a little brighter now, stretched on as I attempted to keep up a rhythmic tempo. Pull, push - reach, rotate -fix targets -maintain speed -keep taking drinks -how far to go? Canal paddling is not always full of action.

Cheery smiles from fishermen (honest!) and overtaking canal boats were highlights of this part of the journey, and I was pleased to pass Galgate and recognise as Garstang drew close.

A welcome wave from the support party I and the final push to finish at the Tithebarn. Several cups of tea and a huge ice cream later I changed into dry gear, loaded the kayak on the roof rack and we made our

way home.

The following day was spent out at Fleetwood in order to loosen up some rather tight muscles. A clear day with Force 5 winds and, good waves to maintain interest.

Thanks to Rhona (support party) who made the trip possible. Distance 54 kms., approx. 9 hours.

MAKING THE MOST OF A POOL, OR THE BEST WAY TO TRAIN DURING THE WINTER.

John Ramwell

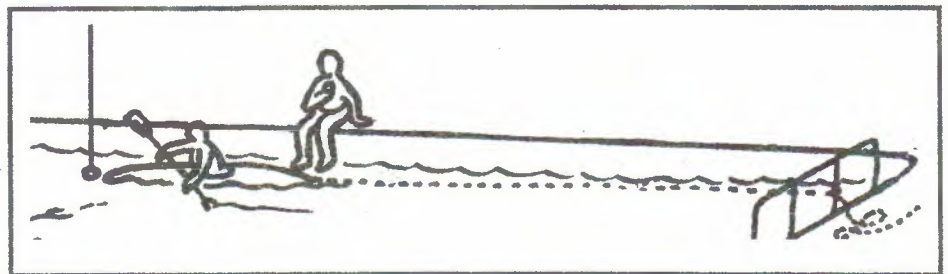
For some weeks now I have been visiting the local pool with my Grandson, Tom, who is anxious to roll his new play boat. The pool session is run by the local canoe club. There is no particular organisation to the session. Everyone just does their own thing. Fair enough; this is how many canoe club pool sessions are managed. My view is that so much more could be achieved by some management. Many years ago I ran pool sessions, having negotiated the use of the pool with the local council who, quite understandably, were concerned about potential damage to the fabric of the pool. Consequently pool sessions for paddlers were made best use of. Though your experience maybe different, it seems to be that pool managers are a lot more flexible and that most pools encourage canoe sessions.

So how can best use be made of a pool. I guess we should make provision for those who just want to practice their skills. On the other hand a pool session could be 'lesson planned' so that all those with skills and the ability to impart them are matched up with those wishing to learn. This would have the effect of encouraging more instructors to attend the pool sessions. I do not go along to our local sessions as I am reluctant to 'horn in'. I am only going along at the present time because Tom insists. (Nice to be wanted!)

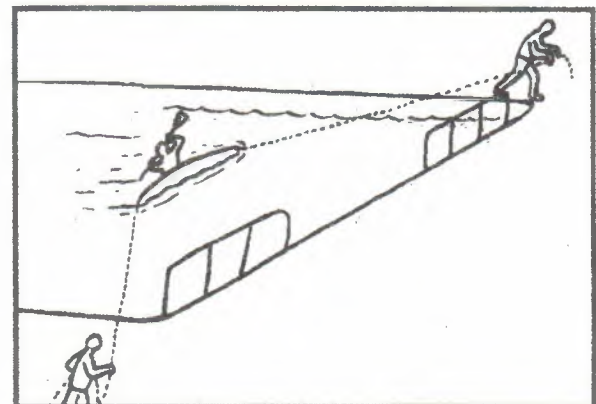
The obvious skill that is developed in a pool environment is rolling. I think it is easier to learn how to roll - from a good teacher - than it is to teach the skill. The analysis and break down of the technique and then the teaching of the roll is not within everyone's ambit. Take time out to study instructors who get rapid results. An average paddler will learn to roll from a good teacher within ten minutes to half an hour.

But a pool can be for much more than getting the different rolling techniques right. With the use of strong shock cord and lengths of rope it is possible to devise a host of games and competitions which can liven up a pool session whilst teaching the participants a range of skills and at the same time improve strength and stamina.

Try this one. Tie a length of rope which is itself tied to a length of shock cord to the stern of a kayak and secure to the pool side. Suspend an object over the pool at a distance which full stretches the rope and shock cord as the paddler paddles 'flat out'. Then, with a stop watch, time just how long the paddler can keep his bows touching the suspended object.



As in the illustration below, tie a length of rope to the bow and stern of a kayak so that two volunteers can



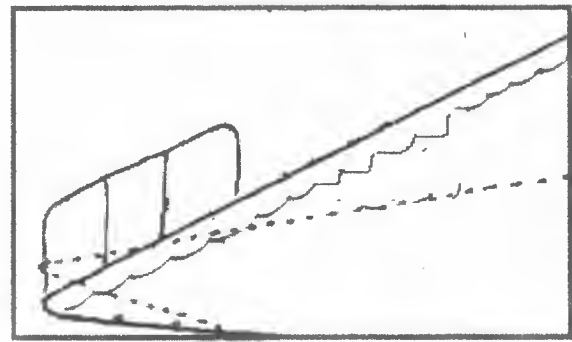
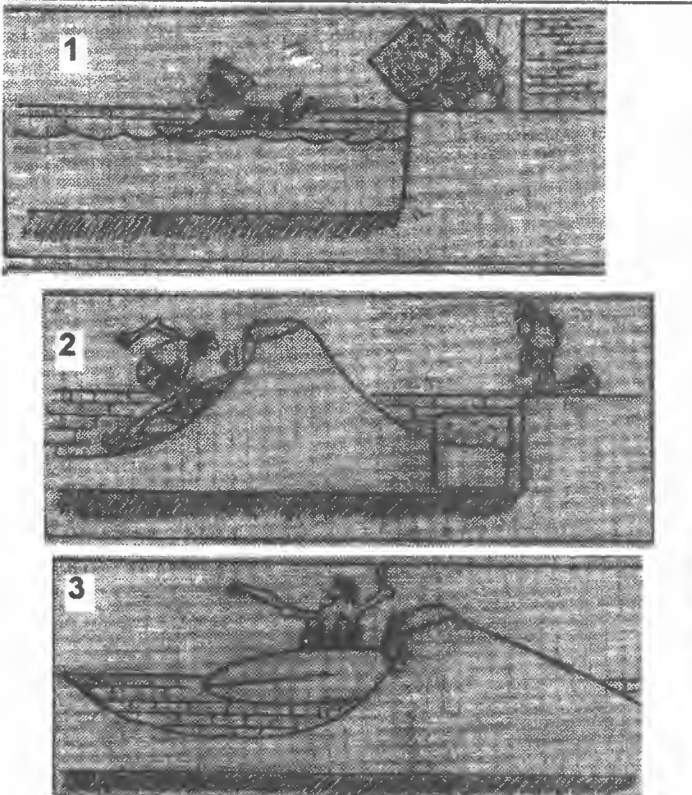
'race' up and down the pool side. The paddler can practice his/her support strokes, rolling on the

move and even exiting the kayak. This will be the nearest you will get to surfing in the pool. Unless you go for the surf machine as shown below!!

Deep water rescues can be trialed in the deep end of the pool. Add a little reality by having a couple of kayakers on the pool at the same time as the rescues are being practiced. One person at each end of each kayak with the brief to make waves with the kayak hulls. Surprising just how turbulent a couple of kayakers can make the water when 'enthusiastically' handled. To add even more realism, have those on the pool side use their paddles to chuck 'loads' of water at the the rescue scene.



Partially filling a kayak, particularly the play boats, with water makes them unstable and pirouette which encourages support strokes and rolling.



Try this to

improve your stern rudder.

You are limited by your imagination. There is so much you can do to make a pool session more adventurous and meaningful. Look to the skills and employ them to an extreme. Take sculling for support. Just keep on going to the total capsized position and then, still using the sculling motion of the paddle, come back up again.

Draw stroke races across the pool. Racing the length of the pool using hands only to propel the kayak.

A bit of BAT polo can really test personal paddling skills. Make sure you inject a lot of discipline into these practice sessions as a load of paddles flying around, together with charging kayakers can be a recipe for accidents. It is for good reason that competitors use helmets and face guards.

Always, always, protect the fabric of the pool. This is everyone's responsibility. Time out for anyone even looking like damaging the pool tiles. This rule means you get to use the pool again and again. And start as you mean to go on. Every boat should be hosed down before it enters the pool arena. Mud and leaves will not endear you to the pool manager!

Do not simply allow for a free for all if you are going to make the best use of a pool session. Bring in some imagination and take control.



Marine Wildlife Conservation Bill falls at the last hurdle

MCS has been following and influencing the development of the Marine Wildlife Conservation Bill, proposed by John Randall MP and the RSPB over the last year. As the last magazine went to print the Bill was being debated in the House of lords before it moved onto the next stage and the statute book. But the Bill fell at the last hurdle in July due to pressure from the ports industry" Peers tabled amendments to the Bill on behalf of the port industry, resulting in its death due to lack of time. The Bill would have allowed designation of nationally important marine wildlife sites around England and Wales, areas which currently enjoy much less protection than similar sites on land. Even though the Bill did not succeed the process itself was still beneficial through raising the profile of marine nature conservation, providing worthwhile debate, and demonstrating support for protecting nationally important marine sites. With the

opportunity provided by the Bill now lost, MCS and members of Wildlife and Countryside link have called on Government, which engaged so positively with the Marine Wildlife Conservation Bill, to come forward with its own legislation for better protection for nationally important marine wildlife sites as part of a wider process of improving marine conservation and management.

With the start of the Irish Sea

Regional Seas Pilot in June this year, it is unlikely that Government will, of its own accord propose any legislation until that project concludes in 2004. The Irish Sea pilot aims to propose a framework for protecting and managing marine biodiversity and marine resources in a regional seas context, including consideration of measures for protecting nationally important sites and a report on the projects progress will feature in the next issue of Marine Conservation.

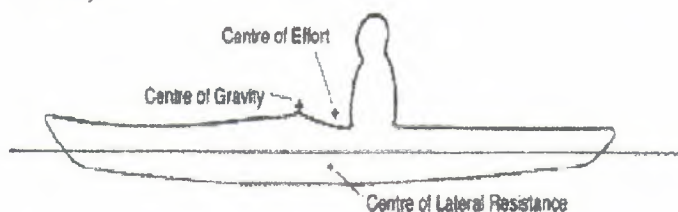
Going Straight: a few thoughts

by Peter Carter

One of the most frustrating aspects of paddling a kayak is that of making the thing go in a straight line, especially downwind. The boat tries to round up, and the paddler must make continual correcting strokes. Frustrating, and also fatiguing, and fatigue has a bearing on safety.

The writers of sea kayak books never explain how fins and rudders work. I suspect this is because they don't understand the dynamics, although the problems are obvious enough. Unfortunately the naval architecture texts usually offer little help, and the only one I have found of any value is Kent, K. L. *Ships in Rough Water* T. Nelson & Sons, 1958. (Perhaps this is not surprising: bearing the scale in mind, kayaks are always in rough water.)

The Dynamics



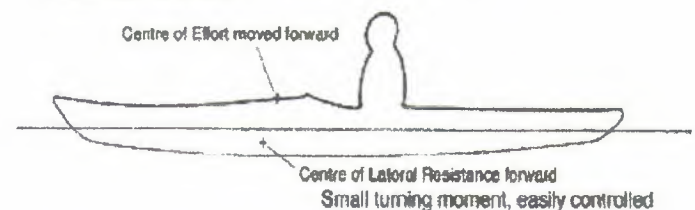
The diagram shows three Centres; the Centre of Gravity, the Centre of Lateral Resistance (ie. the hull's resistance to being moved sideways), and the Centre of Effort (through which the wind can be considered to act). Left to itself, a kayak will drift sideways, because all three Centres are close to each other. (I use the word 'Centre' advisedly. In reality it is the locus of the centre as it moves about with passing

waves or gusts.)

Things change when the boat is under way and Bernoulli takes a hand. In particular, the CLR moves forward; exactly how far is uncertain because it seems no-one has done the sums for kayaks. Some work with ships (Kent, 1958) suggests that it may be very near or at the bow.

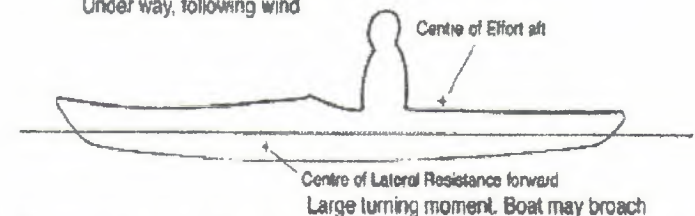
Into wind, the CE will also be forward. With the two

Under way, head wind



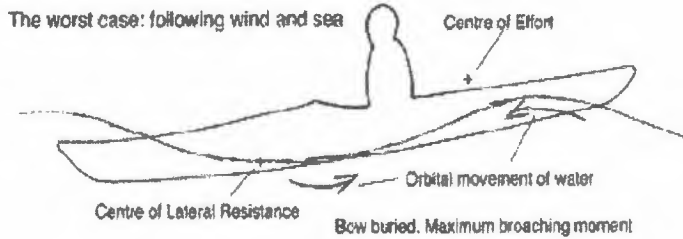
Centres close to each other, the yawing moments are small, and it's easy to keep the boat straight.

Under way, following wind



Downwind, the CLR will still be forward, while the CE has moved aft. The situation can be made worse in following seas by the bow burying, the stern being in the air, and so on. With the stern on the crest of a wave, it may effectively be moving astern because of the orbital move-

ment of the water in waves. With the two Centres widely separated, the yawing moments are large and the boat wants to broach. (This is also dangerous in power boats: go too slowly in following seas and the rudder can be ineffective because of the orbital movement of the water.)

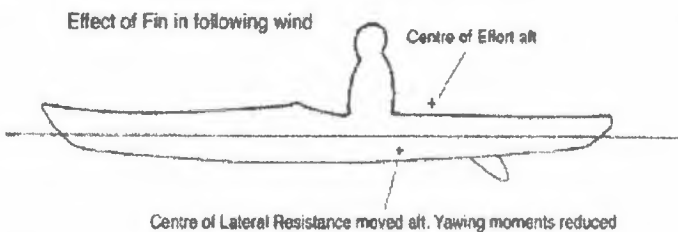


CONTROL METHODS

Ships control their directional stability with rudders, and it takes considerable skill on the part of the helmsman to maintain a course in rough seas. It was reasonable to follow ship practice and fit rudders to sea kayaks.

But a rudder does not cure the problem. The kayak is still directionally unstable, and the rudder allows one simply to correct the symptoms. To do that, it must be turned one way or the other, and that creates drag, and the less well balanced the boat, the more the drag. As well, there is the mechanical complexity of the rudder itself and the tiller bar or pedals, and the hazard of the hardware on the stern.

What is needed is a means of restoring balance between the CE and CLR, by moving one or the other. One can either move the CE forward (e.g. with a sail (but that can introduce some other problems)), or move the CLR aft with a fin.



The fin is the simplest solution: by moving the CLR aft, close to the CE, balance is restored. There is only one moving part and one control line. The kayak will have a different 'feel' from that of a rudder craft. It will yaw about a bit on waves, but hold its course without any steering effort. It's a case of setting the fin for the conditions, easy with a bit of practice, and paddling normally. (Provided you don't muck things up by carrying a pile of stuff on the aft deck.)

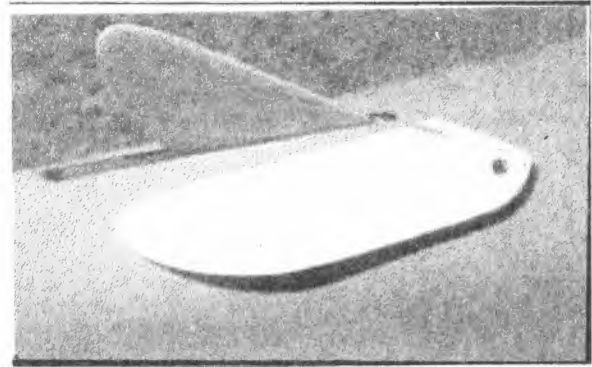
(The Aleuts used a different scheme in their baidarkas: they moved the centre of gravity fore and aft with ballast rocks. Modern kayakers also trim their craft in this way, but with expedition gear, not rocks.)

Caveats

The fin works best on hulls with some rocker. It is easier to stabilise a manoeuvrable hull than to steer a very straight-running boat. Voyager is 459 cm long, and its fin

has also been used successfully in Selkie, Weekender, Ice Floe, Pittarak, and Nordkapp. There are many other fin-equipped boats on the market: Skerray and Capella to name only two. I wouldn't waste my time fitting one to a Mirage because of its lack of rocker.

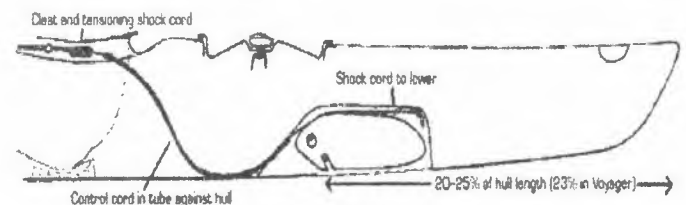
Voyager fin in 'full down' position. The fin is 38 cm long and 11 cm wide, and the extra blade shows the pivot slot and the hole for the knots in the control and shock cords. The curve (lower right in the picture) is grooved to act as a 'pulley' for the cords. Control is through a single cord, cleated alongside the cockpit. The diagram shows the internal layout and general dimensions.



There is some loss of internal space with a fin, and access to the stern may be more difficult. However, the advantages outweigh the disadvantages.

Reference

Kent, KL, *Ships in Rough Water*, T Nelson & Sons, 1958



ADDENDUM

A version of this paper was printed in the February 1996 edition of Sea Trek, the magazine of the Victorian Sea Kayak Club, and contained the footnote

'2. The word 'steer' is used here for convenience. The rudder is not for steering, but to trim. Sea kayakers are steered with the paddle, like all kayakers and canoes.'

The second and third sentences of this note have been quoted (without attribution) by Paul Caffyn, who is a strong advocate of rudders after his circumnavigation of Australia in 1982. Before fitting a rudder to his Nordkapp Caffyn used a detachable skeg. This device was either on or off, and in common with other on/off devices had two effects: too much or too little.

Caffyn is therefore not comparing rudders with infinitely adjustable fins.

WEATHER BASICS AND TERMINOLOGY

WEATHER can be defined as the "State of the atmosphere at a given time and place, with respect to variables such as temperature, moisture, wind velocity and barometric pressure"

CELSIUS - A temperature scale where water - at sea level - has a freezing point of 0°C and a boiling point of +100°C

FAHRENHEIT - A temperature scale where water - at sea level - has a freezing point of +32°F and a boiling point of +212°F.

TO CONVERT Fahrenheit from Celsius:

$$9/5 \text{ Celsius} + 32$$

or

Celsius divided by 5, multiplied by 9 and plus 32

Thus

$$20^{\circ}\text{C} = 68^{\circ}\text{F}$$

FRONT The transition zone or interface between two air masses of different densities, which usually means different temperatures. For example, the area of convergence between warm, moist air and cool, dry air.

COLD FRONT The leading edge of an advancing cold air mass that is under running and displacing the warmer air in its' path. Generally with the passage of a cold front, the temperature and humidity decrease, the pressure rises and the wind shifts (usually from the southwest to the north west in the Northern Hemisphere).

WARM FRONT The leading edge of an advancing warm air mass that is replacing a retreating relatively colder air mass. Generally, with the passage of a warm front, the temperature and humidity increase, the pressure rises, and the wind shifts, (usually from the south west to the north west in the Northern Hemisphere)

PRESSURE The force per unit area exerted by the weight of the atmosphere above a point on or above the Earths'

surface. Also known as Atmospheric Pressure.

HIGH PRESSURE An area of relative pressure maximum that has diverging winds and a rotation opposite to the Earths' rotation. This is clockwise in the Northern Hemisphere and counter clockwise in the Southern Hemisphere. Also known as Anticyclone.

LOW PRESSURE SYSTEM An area of a relative pressure minimum that has converging winds and rotates in the same direction as the Earth. This is counter clockwise in the Northern Hemisphere and clockwise in the Southern Hemisphere. Also known as a Cyclone.

DEPRESSION In meteorology it is another name for an area of low pressure or trough

CLOUD A visible collection of minute particle matter such as water droplets and/or ice crystals in the free air. A cloud forms in the atmosphere as a result of condensation of water vapour in rising currents of air.

MILLIBAR (MB) The standard unit of measurement for atmospheric pressure. Standard surface pressure is 1,013.2 MB

OZONE LAYER An atmospheric layer that contains a high proportion of oxygen that exists as Ozone. It acts as a filtering mechanism against incoming ultraviolet radiation. It is located between 9.5 to 12.5 miles (15 to 20 kilometres) above the Earths' surface. Due to CFCs and other man made products this layer is diminishing. For example, over parts of the Southern Hemisphere the ozone layer has completely disappeared, the suns' UV light is unfiltered causing skin cancer rates of 25% amongst Australian adults.

PRECIPITATION. Any and all forms of water liquid or solid that falls from clouds and reaches the ground.

Electric Pumps by Laurie Ford, Tasmania

Back in 1979 it seemed to me that I needed some means of getting water out of a kayak, without taking my hands off my paddle.

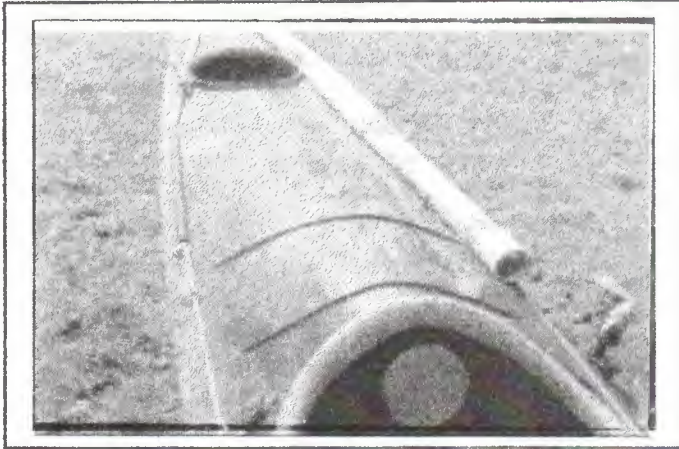
Back in those days there weren't many options of any sorts of pumps for kayaks. There was a hand pump which was fitted behind the cockpit, but which I considered fairly useless. I used to read about people demonstrating this sort of pump in a swimming pool - but that's not where I intended to do all my paddling. If conditions were so bad that I'd capsize in the first place, then I hardly thought I was going to get back in the kayak and start pumping out with one hand - I'd need both hands for supporting. I dis-

missed hand pumps as out of the question - despite world wide acceptance of them.

There were some foot pumps about at that time - but they were only designed to remove dribbles of water that might get in through a spray deck.

Being an electronic technician of sorts, my mind turned to electric pumps - but the only thing I could find at that time was a very small submersible pump used in caravans to pump water to the sink. I used one of these for a time, with two 6v lantern batteries (dry cell) - but these corroded very easily. Switches were another problem as there

were no submersible ones about. I had to buy one with a rubber 'boot', solder the wires to it, then set the bottom part of the switch in araldite.



This shows the switch next to the sail holder, (and the 'glovebox')

In the early 1980's the RULE 400 pump appeared on the scene - a lovely little submersible pump for 12v operation that would move 400 gallons an hour. This was ideal for a kayak, and is still the favoured pump today (1998), although I see it has been upgraded to 500 gals/hour. Also about this time a small 'gel cell' sealed battery appeared, being used for backup for burglar alarms and other electronic circuitry. They were available in various voltages and capacities, my choice then (and still is) was 12v, 6AH (now 7AH, though still the same size). And lo and behold, a fully waterproof switch appeared on the market. The only place I have seen these in Australia is in 'Dick Smith' electronic shops, catalogue No. P-7664.

INSTALLATION:

Join extra lengths of wire onto the switch wires first. If you are mounting the switch on a fibreglass deck (which is rough underneath), put a big dab of silicon round the top of the switch before you push it up through the hole, and put a small amount of silicon round the bottom of the rubber cover before screwing it down. Be careful not to get any silicon on the working parts of the switch. When I join wires I cut about 4mm of the plastic insulation back, and then push the two wires into each other (in line) and solder them together. Then smear araldite all round the soldered joint and slide a piece of heat-shrink plastic over the join (slipped over the wire before joining) and heat it up so it shrinks. This will give a good waterproof joint, as well as providing mechanical strength.

My battery is installed in the cockpit, behind the seat, against the rear bulkhead. It is held in place by a piece of shock cord. The wires to the battery are coloured differently so I know which is positive and which is negative, and both have 'spade terminals' fitted - to match the battery terminals. When I put the battery in the kayak I cover the terminals completely with small pieces of 'blue-tack', to try

and keep them airtight, so they won't corrode so quickly. After each trip the battery is removed and washed in fresh water, and put away in the shed till next time. Do not charge these batteries at more than one amp - a small 12v plug pack is ideal.

The pump can go almost anywhere, I once had it between my legs near my feet - but it is more normally behind the seat, just in front of the battery.



This shows the battery and pump, and the outlet (a 900 polypipe fitting)

Maybe every 4 or 5 years you will find the wires have corroded inside their plastic insulation, and I usually pull the whole lot out and replace the switch and all the wiring. Let's face it, we are asking a lot to constantly immerse an electrical system in salt water - its worst enemy.

Never absolutely rely on your electric pump - carry a big sponge as well, just in case. I have been using electric pumps in kayaks since 1979, and wouldn't dream of putting to sea without one fitted.

(FROM MY BASS STRAIT TRIP REPORT)

Slept in and missed the last of the tide, so walked the full length of the beach to Stackies Bight, till 2.00pm when the tide was again in the right direction. Not that the tide would be much help, but at least it wouldn't be assisting the 25 - 30 knot winds that were still whipping up big seas from the west. Alf was a little doubtful that it was really suitable weather for rounding Cape Frankland, but after two nights in the caravan I felt I would get fat and lazy if I stayed another night.

A couple of hours later I was regretting this decision, particularly as the forecast for the next day had been for moderating conditions. The seas off Cape Frankland were huge, there is no other word to describe it. I have been out in big seas off the south-west coast before, and tried out a 50 knot gale in Bass Strait off Low Head - but this was terrifying. The westerly gale was meeting a shallow bottom and a 6 knot tide, and it took all my concentration to hang in there. At the bottom of the swells I was looking

up a 60 degree mountain, a good 40 feet high, taking 8 to 10 paddle strokes to reach the top, then having the bow drop about 8 feet down the other side before hitting the water again. Usually about half-way up the slope the top would topple and a wall of white water would come careering down to check your upward rise, often flattening you along the rear deck. Progress was slow, it was imperative to keep at least half a mile off shore - any closer and the Longboat would have been fibreglass splinters amongst the breakers in the shallow water.

I was sort of ferry-gliding along the shore, rounding up into the worst breakers, then bearing away again. I would have dearly loved to whip out the camera to photograph the conditions, but for three hours was not game to even take one hand off the paddle for more than a second, and

then only to flick the pump switch on or off. Try using a hand pump in these conditions!
Laurie Ford

NOTE: I have only used these pumps in V bottom kayaks, where the water runs into a deep V shape and is easy to pump out. There are a lot of so-called sea kayaks these days that are very nearly flat-bottomed. It seems to me that in these kayaks the water would slosh around all over the cockpit floor, and would be a lot more trouble to get out. Turn your kayak upside down and have a good look at it - some are so close to being flat they may as well be - like a Nordkapp, or most of the newer plastic kayaks I have seen around. Derek Hutchinson's book SEA CANOEING points out the advantage of V bottom kayaks over flat bottom kayaks.

The Birth of a Dream

Joseph (Philly Joe) Kolodziejski

Dear Sir

I found the notice of your magazine on the web. May you and your endeavor have the best of good fortune.

I am currently engaged in a 24,000mi. canoe trip around the lower 48 states. I have enclosed an item which explains the purpose and nature of my journey.

For more information my web site is
www.americanvictorytour.org

Thank You Joseph (Philly Joe) Kolodziejski

On my 50th birthday, a doctor informed me I had cancer. I was in "Stage 4b" of Hodgkin's disease, a form of lymphoma.

"4b" is the stage just before they put your name in the paper and people gather around to say what a swell guy you had been. At that time, I decided I wasn't quite ready to sing baritone with the heavenly choir.

I had no doubt that I would beat the disease. While I was undergoing chemo, I went to the gym three days a week and worked out for up to two hours at each session. I believed that if I was able to do that then I wasn't really sick. The horror stories I had heard about chemotherapy never happened to me. I lost weight. I lost my hair and my lungs were working at less than half capacity. But mostly it was just tedious.

Every two weeks, I went for a treatment. I was poked with needles as nurses tried to find a vein that hadn't collapsed as a result of the treatment. Then I sat for two to three hours feeling the burn as my body absorbed the toxic chemicals.

To help maintain my spirits I made plans for when I was healthy again. I decided to celebrate being alive by doing

something no one else had ever done..

I grew up in South Philadelphia, just a few blocks from Independence Hall and the Liberty Bell in what is called America's most historic square mile.

You couldn't find a cemetery that didn't have a signer of the Declaration of Independence planted there.

It was impossible not to grow up patriotic.

I was immersed in American history. While other kids my age venerated Mantle, Musial, Mays and the Babe, my boyhood heroes were Washington, Jefferson, and Franklin. It was the start of a life-long love affair with the American idea and ideal.

As I grew older, I became enamored with the Mountain Men: Jim Bridger, Hugh Glass, Jeremiah Johnson, Jedediah Smith and all the rest. I always wondered if I could head off into the wilderness as they did and manage to survive.

Now was the time to test my mettle.

I decided to circumnavigate the contiguous 48 states by canoe. This trip would give me the opportunity to both explore America and find out if I had the right stuff to be a Mountain Man.

As I began to research the possibility of such an adventure, the route emerged. From Texas to the Florida Keys I would travel along the Gulf shore, then up the East Coast, across Canada, touching on Alaska and down the West Coast to the Panama Canal. I would then head north and finish where I had started in Texas. A 24,000 mile trip...by canoe.

My plan was to dedicate the trip to American workers, a much-maligned group that not only built this great

country but also defended it when called to do so. In their honor, I would take only American-made equipment. My original estimate was for about \$18,000 worth of gear to start the trip. Because this was more money than I was likely to see at anytime in the near future, I shelved the dream for a while.

However, I still chose in some way to satisfy my passion for the work-in-progress that is America. Although I had been a truck driver and traveled through many states, I still had never seen more than a small portion of this incredible land.

So, I set out in 2000 on a six-month camping trip with a \$30 tent and a \$20 sleeping bag that took me through each of the lower 48 states.

During this journey I learned some things. First, I not only renewed my love for the American idea and ideal, but I fell in love with the land itself and the people who live on it. America is a wonderful nation and we are a wonderful people. It is unfortunate that most Americans do not appreciate just how great we are.

I also realized I could do the canoe trip for a hell of a lot less money than I first thought. I took my dream from the shelf, dusted it off and decided to make it happen. The tragedy of September 11th nearly changed all my

I recently contacted a Canadian sea paddler, Alex Matthews, to discuss the coaching arrangements in force in his country as I had learnt that they had introduced new controls and regulations. Here is an introduction from Alex followed by a full description of the Operating Standards Ed Hi John,

The Alliance guidelines are not law as such, however in order for a commercial operator to run trips in Parks their guides must be certified by the Alliance so.... As you know it is pretty much impossible to teach and legislate judgement, but it is easy to establish client to guide ratios and basic operating procedures. Outside of Parks, as a guide I could in theory do whatever I like (as long as I am within Coastguard regulations), for example; have a guide ratio of 20 to 1. But if there is an accident, and I wind up in court, I will be judged by my peers. Expert witnesses (other guides) will testify as to their opinion of the choices that I made as a guide. As the Alliance standards have more or less been accepted by all within the industry, these rules will be applied to my performance. I will be (rightly) screwed.

Here now is more info than you ever wanted. I have also included this same info in a much easier to read Word file. I have pasted it here due to my discrimination of grandfathers, believing that anyone older than me can't possibly be able to use a computer. Of course you're a writer and I'm 38 and a computer dinosaur in my own right, so anything might happen. I looked for your book at my local book-

plans. I tried to re-enlist in the army, but when I walked into the recruiting office they told me to try the Social Security Office down the hall.

I was not going to let that stop me. If I was too old to go to the war, then maybe I could bring a little bit of the war to me.

The purpose of terrorism, obviously, is to cause fear. Every time we give in by changing our lifestyle, the terrorists win a victory. Every time we go to a ball game or a concert or get on an airplane we give them a little poke in the eye.

Therefore, I call my trip the "Poke 'em in the Eye" Tour and named my canoe The American Victory. I thought if I could leave myself exposed to the terrorists and dare those loony-tunes to do something about it, then maybe other people would be inspired to get on with their own lives. I also hoped my trip might provide a bit of diversion from all the depressing news of the day. I set out on the cold, windy morning of February 2, 2002, to begin a 24,000-mile odyssey dedicated to America's heroes, past and present.

God bless America and give 'em a little poke in the eye.

shop but alas they didn't have it.

Good news for me as I then didn't have to buy one, but you best start badgering your publisher. Where's the book signing tour?

My back is killing me now, so if I can even get into a kayak a decade from now I will be well pleased. As to getting in and out of a kayak, I've always felt that grace is way over rated. Just ask any one who has seen me paddle.

Or dance. Or eat. Or walk down the street....

Cheers.....Alex.

P.S. WFA refers to Wilderness First Aid. A multi tiered certifying course designed to teach first aid techniques suitable for the backcountry. The advanced course is an 80 hour (usually a 10 day affair) program. Both classroom and (outside when possible) simulations or scenarios are used to teach the material. There is both a written and applied test at the end of the course. I have done it several times and on each occasion someone has failed to pass the first time around. It's a lot of info to absorb and a good, tough course. CPR certification is included but must be recertified annually. The WFA certification is good for 3 years.

SEA KAYAK GUIDES ALLIANCE OF BRITISH COLUMBIA - OPERATING STANDARDS (Amended May 5, 2002)

MISSION STATEMENT:

To establish, promote and maintain high standards of sea kayaking safety, conduct, and representation through an alliance of professionals.

1. Group Size: Maximum of 12 people, inclusive of guides/assistants.
2. Guide/Client Ratios: Minimum of one Full Sea Kayak Guide

Trip Classification	Doubles Only	Singles Only	Singles & Doubles
Class 1, 2, 3	2:10	2:8	2:10
Class 4	2:8	2:6	2:8
Gwaii Haanas	2:10	2:6	2:8*

*2:7 if only one double is used

*The Full Guide must always be in a single

*Note: Guides should be aware of other operating standards that affect certain areas (e.g. Parks Canada) and which may provide additional constraints.

Trip classification: is set by the most difficult part of the tour (e.g. if an otherwise sheltered trip includes strong currents with turbulence and a committed crossing, the trip classification would be Class 3).

CLASS 1: Gentle tours in non-challenging, protected waters with limited wind effect, little or no current, easy landings and ready access to land-based assistance.

CLASS 2: Tours in lightly populated areas with short crossings, moderate potential wind effects, gentle to moderate non-turbulent currents, easy to moderate landings and light surf beaches.

CLASS 3: Exposed water; sparsely populated areas with more committed crossings, moderate to strong currents with turbulence, moderate to strong wind effects, ocean swells, difficult landings, surf beaches.

CLASS 4: Long committed crossings, uninhabited, rugged and exposed coast; strong turbulent currents, strong wind effects, large swells, difficult landings, exposed surf beaches.

GROUP TRAVEL:

Guides should ensure that clients travel together within easy vocal and visual communication range of the guides. Guides Operating from Motherships: Operating standards and guide qualifications are the same for supported tours.

SAFETY EQUIPMENT:

It is the responsibility of kayak touring and rental companies to provide boats and equipment in good working order, and that meet Canadian Coast Guard Small Vessel Regulations. Equipment should be of good quality and proper fit. Guides bear ultimate responsibility for ensuring that boats and equipment are in good operating condition, and maintained properly throughout the season.

Notwithstanding these legal requirements, the following is standard equipment for all trips:

- >Government approved PFD per person (must be worn).
- >Bailing device per boat (e.g. pump).
- >Spare paddle (one per boat).
- >Sound-signaling device per person (e.g. whistle; should be carried on the person).
- >Sprayskirt for each cockpit in a closed boat.
- >Complete and appropriate first-aid kit (consider emergency response time, first-aid training, and anticipated conditions).
- >Towline per guide (readily accessible).
- >Emergency communication equipment-VHF, HF, cellular phone, satellite phone-waterproofed and easily accessible. It is the guide's responsibility to ensure that this equipment is appropriate and fully operational along the intended route.
- >Spare battery pack for communication equipment.
- >Capability for receiving marine weather info. (e.g. radio, telephone info-line).
- >3 flares per guide (each guide should have ready access to at least 2 types: parachute, smoke, multi-star, etc).
- >Sufficient buoyancy (i.e. bulkheads or flotation bags) to allow boats to be re-entered and paddled when awash.
- >Appropriate lights for travel after dark.
- >50-foot buoyant heaving line.

SEA KAYAK GUIDES ALLIANCE OF BRITISH COLUMBIA - GUIDE REQUIRMENTS (Amended Oct. 2000)

FULL GUIDE:

1. Must be at least 19 years of age.
2. Required to log at least 80 full sea kayaking days with overnight camping, as an assistant guide.
3. Must have current certification in an 80 hour "Advanced for Leaders" Wilderness First Aid (WFA) Course or equivalent or Occupational First Aid (OFA) Level III.
 - a. Note: In order for a Full Guide to have OFA Level III recognized as the first aid requirement, they are required to have completed and passed a SKGABC recognized Advanced WFA course at least once.
 - b. Note: In Gwaii Haanas National Park, Full Guides must be certified in Advanced WFA or equivalent.
4. Maintain current CPR certification (level C).
5. Possess a Restricted Marine Operators' License for VHF radio.
6. Maintain a log documenting sea kayak guiding experience and submit copies to the SKGABC on a yearly basis.
7. Submit to and pass a SKGABC Full Guide evaluation.
8. Must have participated in a SKGABC Guides' exchange in a leadership role and continue to participate in a leadership role at least once every three years.
9. Submit copies of current certification documentation to the SKGABC.

ASSISTANT GUIDE:

1. Must be at least 18 years of age
2. Required to log at least 30 full sea kayaking days, with overnight camping.
3. Must have current certification in a 40 hour Wilderness First Aid Course or equivalent.
4. Maintain have current CPR certification (level C).
5. Possess a Restricted Marine Operators' License for VHF radio.
6. Maintain a log documenting sea kayak guiding experience, and submit copies to the SKGABC on a yearly basis.

CONSTITUTION OF THE SKGABC

The purpose of the society is to serve its membership of professional sea kayak guides, instructors, operators and companies by:

- A. Setting and promoting operating safety standards and professional requirements.
- B. Setting and promoting minimum impact standards.
- C. Representing the interests of Alliance members to private and commercial groups, government agencies and media.
- D. Encouraging on-going professional development through training, sharing of experience, continual self-assessment to ensure safe practices, and access to Alliance programs.
- E. Affiliating with other organizations whose purposes are to develop and promote safety among those who have direct or indirect responsibility for the safety of others.
- F. Creating and maintaining a fund or funds and disbursing from

7. Complete an SKGABC approved guides' training program.
8. Pass a SKGABC Assistant Guide evaluation.
9. Must have participated in a SKGABC Guides' exchange and continue to participate at least once every three years.
10. Submit copies of current certification documentation to the SKGABC.

DAY GUIDE:

1. Must be at least 19 years of age
2. Required to log at least 15 full sea kayaking days as a guide trainee with a sea kayaking company.
3. Maintain current certification in a 20 hour Basic First Aid Course or equivalent.
4. Maintain current CPR certification (level C).
5. Possess a Restricted Marine Operators' License for VHF radio.
6. Maintain a log documenting sea kayak guiding experience, and submit copies to the SKGABC on a yearly basis.
7. Pass a SKGABC Day Guide evaluation.
8. Must have participated in a SKGABC Guides' exchange and continue to participate at least once every three years.
9. Submit copies of current certification documentation to the SKGABC.

ALL GUIDES MUST BE MEMBERS IN GOOD STANDING Guides are expected to match their abilities with the difficulties and potential dangers of managing each particular group through a proposed trip. Rules and regulations do not replace vigilance and good judgment.

*Note: The Certification Approval Committee appointed by the Board of Directors may consider special applications for certification of individuals of undisputed competence, or by reciprocal arrangements with other sea kayak associations.

time to time all or part of the capital thereof, or the income there from, in furtherance of the purposes of the Alliance.

G. Facilitating sustainable employment patterns and relationships within the industry.

H. Sustaining and improving access to paddling destinations, launch sites, and camping sites for Alliance members, to the benefit of the entire paddling community.

And for such purposes and to facilitate the establishment, operation, maintenance and enhancement of the Alliance, the Alliance may develop resources, may accept grants and other remittances of money and other property, may accept, hold, administer and deal with endowments and may do all other such lawful things as may be necessary or desirable to fulfil the purpose of the Alliance.

Children ignore £2 billion drive to take up sport:

by David Bond and Rachel Dobson

BRITAIN'S children are shunning sport despite billions of pounds of government investment aimed at boosting participation and tackling the growing problem of obesity.

An internal audit by Sport England, the government funded agency, shows £2 billion invested in sport since 1994 has led to only a 0.3% rise in participation across all age groups, including adults.

The money -largely drawn from national lottery proceeds - has been spent on projects ranging from a £120m investment in the £757m redevelopment of Wembley stadium to community schemes such as new all-weather pitches, tennis courts and extra coaches.

The failure to improve participation significantly has brought criticism of the way the funds have been spent. "I feel really sad that this money has been wasted," said Eileen Marchant, head of the British Association of Advisers and Lecturers in Physical Education.

"People in the government always think a problem can be solved by throwing money at it. It's the same in the NHS and with law and order. But it's not about money; it's about changing people's attitudes."

Sport England has been criticised for its "scatter gun" approach to investment in sport and for failing to ensure money handed out is delivering national policy targets.

Marchant cited a rugby club in Huddersfield that was

ACADEME RIDES SURFING'S BIG WAVE

by Paul Ham Sydney

AUSTRALIAN surfers have long been happy to expose their bronzed brawn, but coy about any display of brainpower. That may be about to change.

James Skinner, a sports management lecturer at Southern Cross University, near Surfers Paradise, Queensland, plans to launch a diploma in surfing.

He hopes enthusiasts from Australia and further afield will join his course, which is expected to start in July. The university's highest curriculum-setting body, the academic board, has yet to be persuaded, however, of the merit of studying the "culture" of surfing and developing an "under- standing of how to pick up a good wave". There have been raised eye- brows, for example, about the limited reading list. Skinner dismisses such criticisms. "There is only so much literature in the surfing area. But there are a few texts," he said.

handed lottery cash to diversify into other sports but then did not deliver.

Concerns about children's sedentary lifestyles will be reinforced by other research to be published this week by Sport England, which found that less than 50% of school-children are doing the government's recommended minimum of two hours of sport a week.

The report, *Young People in Sport*, which sought the views of children aged six to 16 in 160 schools across the country, found that 49% of the 3,100 children questioned did two hours of PE a week, a mere three point improvement on the figure in 1994.

Parent groups and teachers blamed the emphasis on exam league tables and a lack of facilities for physical education, Typical is Wilbury primary school in London, where the head teacher, Sandra Heaviside, said: "It is about space and resources, and it is very difficult to timetable everyone in. "We only have two halls and ", the playground can only be used in good weather, It is a very crowded curriculum and the emphasis on literacy and numeracy means taking time away from PE,"

The school is trying to increase participation in sport , by running clubs with professional coaches in such activities as gymnastics and football, but these are voluntary, A further problem is that pitches have had to be used to take temporary classrooms.

Obesity in children is now seen as a health crisis, with four out of 100 under-16s -about 480,000 -now classed as obese. One in five of all nine' year-olds is overweight.

Indeed, one of the "core texts" will be *Some Like It Hot: The Beach as a Cultural Dimension*, edited by Dr Keith Gilbert, Dr Allan Edwards -and one Dr James Skinner.

"Our book looks at beach culture," said Skinner. "It examines the management of surfing and its growth into a multi-billion-dollar business. The days when people surfed for fun are no longer there. Now it's a career opportunity."



Do you know the law?

Some members of Portsmouth Canoe Club have been requested to pull over by Police due to "excessive overhang"

No, this is not due to too much beer over the Christmas period. It seems that the Police have been targeting those hazardous motorists who insist on having more than a few inches of their kayak sticking over the end of the car. The fact that they do not obstruct the light clusters (like mountain bikes often do) and that they are tied down better than the average container on an ocean-going vessel (again better than the average mountain bike) seemed lost on the boys in blue. It seems to be a problem more for estate car drivers as these stick out further.

If in doubt a simple piece of orange or yellow ribbon attached to the toggle could make all the difference. Explaining that "the transit driver should not be driving 2 feet from your bumper" is probably not a good defence.

US ARMY SERVES UP LONG-LIFE SANDWICH

Jonathan Leake Science Editor 'Sunday Times.'

THE American army is about to invade the world's lunch boxes and vending machines after its scientists invented an "everlasting sandwich" that can stay fresh for years on end. The sandwiches - which may be field tested in the Gulf - have solved a problem that food researchers have been studying for decades.

The researchers have known that whoever succeeds will carve out a large slice of the catering industry and probably alter it for ever. Long-life sandwiches could be made in factories and sold in vending machines rather than made freshly each day, meaning prices would fall sharply.

For the military, however, the problem has been how to feed soldiers on the move. Traditional army rations are a huge source of military discontent and it can be disastrous if they run out or become contaminated during a campaign.

The American army have solved the problem, thanks to the latest developments in high-technology food processing and packaging.

The researchers found that by carefully controlling the sandwiches' water content and acidity, then wrapping them in a plastic film that absorbs oxygen, they could neutralise the micro-organisms and chemical reactions that usually make food inedible within days.

A spokesman said: "They can survive on the shelf for at least three) years at 27C, which makes them ideal for all weather conditions."

This weekend the researchers, from the combat feeding directorate at the Soldier Systems Center in Natick, Massachusetts, announced field trials of the new sandwiches, including the possibility that US soldiers will try them out in the Gulf.

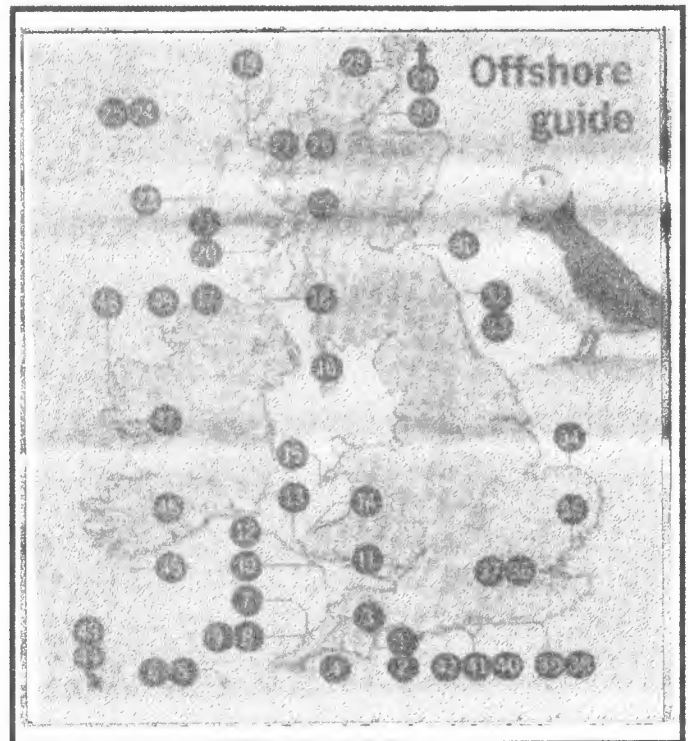
Troops will be offered three varieties: barbecue chicken, Italian sausage and pepperoni.

The researchers have already held talks with the British Army, which is said to be very interested in the sandwiches, and have also signed a deal with American food manufacturers to mass produce them.

50 Great Things to do off the UK Coast

At last, Britain is beginning to wake up to its ocean potential. There may be better places in the world to get a suntan, but if you're looking to get fit and have fun on the water, then you need go no further than our own coastline.

We've got the wind, we've got the waves, we've even got the wildlife: world-class colonies of sea birds, resident populations of dolphins and whales, even the largest recorded leatherback turtle (discovered swimming in the waters of the Irish Sea). Whether you're a surfer, a sailor, a scuba-



diver or a seal-spotter, there is something, somewhere for you here.

So, come on in. The water's lovely

SOUTHWEST

1 Dartmouth is one of the prettiest harbour towns in Europe, and the Dart one of its most graceful tidal rivers. At any time of year, it's a great introduction to the delights of maritime Britain, but never more so than during the Royal Regatta, which this year runs from August 30 to September 2. Expect sailing ships, yachts, dinghies, rowing competitions and pleasure craft aplenty. For details, call 01803 832435.

2 Two and a half miles from the mouth of the Dart are The Skerries, a series of underwater sand banks that support a large population of sand eels. Fish love to eat sand eels, and the Jennifer Ann of Dart (01803 834590/07831 400783) is one of several boats ferrying fishermen out there, and you can join them for a day from £25pp (not including tackle) - they are currently catching lots of plaice.

3. If your last taste of dinghy-sailing came courtesy of Arthur Ransome's Swallows and Amazons, then climbing aboard a Laser is going to give you quite a surprise. Lasers are fast and flighty single-handed craft that provide an excellent introduction to the high-speed world of sailing. You can learn the ropes with Windsport, in Falmouth (01326 376363; www.windsport.co.uk), which runs Royal Yachting Association courses. Five days' tuition costs £325, not including accommodation; a two-day personal coaching programme is £330.

4. St Michael's Mount (01736710507; adults £4.50, children £2.25), off the south Cornish coast near Penzance, hasn't always been such a popular tourist destination, especially not during the days of Cormoran, the giant who built it. He used to wade ashore at high tide and terrorise the local population.

5. The clear waters of Cornwall are widely regarded as the best place to learn to scuba-dive in the UK - but why not go a step further and take your first subaqua breaths on the Scilly Isles? St Martin's Diving Services (01720 422848) offers five-day BSAC Ocean Diver courses for £300pp, excluding accommodation.

6. Gigs are the six-oared, 30ft rowing boats that Scilly Islanders once used for salvaging cargo from ships that were wrecked in these parts. These days, they are used for racing, and you can watch contests every Wednesday and Friday night throughout the summer at St Mary's harbour: supporters' boats leave the quayside at 7.45pm in preparation for the 8 o'clock starts.

7. Bored of kite-flying? Then take it to another level with kite-surfing. The Extreme Academy (01637 860840), in Watergate Bay, just north of Newquay, runs an introductory course in this fiendishly difficult art (£245pp, not including accommodation), and aims to get you standing

up on the board within four days.

8. Longboards are great for surfers who don't have the muscle to power shorter "thrusters". Increase your wave count with West Coast Surfari's weekend and one-day longboard clinics in the waters around Newquay. Call 01637 876083 for details.

9. Bodyboarding is surfing's little brother: less glamorous, perhaps, but much easier to master. Trouble is, few people who buy a bodyboard know how to use one. Rob Barber (01637 850075) runs the country's only bodyboarding school in Newquay, and will take you away from the soupy stuff by the beach in search of your first green-faced wave. A day's lesson costs £20pp; wetsuit and board hire are extra. Two hours' surfing instruction, including board and suit, costs £20.

10. Want to be alone? The Landmark W Trust (01628 825925; www.landmarktrust.co.uk) has a radio room on Lundy, in the Bristol Channel, sleeping just one person, from £165 a week in June. If you're feeling more gregarious, the Trust has a lighthouse and 21 other properties on the island. They make ideal bases for walking, rock-climbing, diving and observing the island's wildlife - Lundy is the site of England's only Marine Nature Reserve.

WALES

11. Escape the crowds in Tenby with a day out on Caldey Island. It's home to a community of 18 Cistercian monks, and you can hear them sing twice a day in their abbey church if you take one of the boats leaving Tenby harbour (Monday-Friday, April to October; Monday-Saturday, June-August; £7 for adults, £3 for children). The monks also make and sell their own perfume.

12. The Manx shearwater may be an expert in the air, but it's so clumsy on land, and so easily picked off by predators, that it only emerges from its burrows at night. You can see shearwaters by the thousand on moonlit walks on Skomer Island, near Milford Haven. The Wildlife Trust West Wales (01239 621212) offers basic overnight accommodation on this sea-bird sanctuary from £47.50pp a night, based on two sharing.

13. Those who like their sea-kayaking to be not just wet but adrenaline-soaked as well should pit themselves against The Bitches, a dramatic tidal race off Ramsey Island in Pembrokeshire. You won't be able to tackle this kind of white water if you're a novice, but TYF Adventure (01437 721611; www.tyf.com) runs a range of courses, and the instructors often take confident beginners out to have a look. A weekend introduction costs £240pp, including full-board accommodation.

14. Ever stood atop a sea cliff and felt a sudden urge to jump? Well, now you can. Coasteering is one of the

new adrenaline sports that will have you plunging, swimming and scrambling along Pembrokeshire's beautiful shore. Preseli Venture (01348 837709; www.preseliventure.com) has coastering and sea-kayaking weekends from £184pp, including equipment and full-board accommodation.

15. The community on Bardsey Island is three miles off the coast of Wales, and, shielded from view by the island's own miniature mountain, out of sight of the 21st century. It provides the ideal environment for retreats, conservation courses and yoga and meditation weeks - each one costs £295pp, including guidance or tuition, full-board accommodation and boat crossings. Guests stay in one of 15 candlelit houses. Call 01758 730740 for details.

NORTHERN IRELAND AND THE ISLE OF MAN

16. Basking sharks are the gentle giants of British coastal waters and the second largest fish in the sea. The best place to see them is in the clear waters around the Isle of Man, between May and August. Discover the World (01737 218802; www.discover-the-world.co.uk) runs four-day snorkelling trips to view them; from £481pp, including flights.

17. Some of the UK's most consistent surf can be found on the north coast of Northern Ireland, between Port Stewart and Portballintrae. Wave slaves should head for Portrush, which lies in the middle of this charmed shore. It has two surfing beaches, Ireland's biggest nightclub and Troggs (028 7082 5476), which will provide lessons and equipment. Two hours' tuition costs £25, including wetsuit and board.

18. Rathlin Island, six miles from Ballycastle in Co Antrim, is a rugged isle with a stormy past. It was the first place in Ireland to be raided by the Vikings, and later received a visit from Sir Francis Drake - who put the entire population to the sword. These days, it's a beachcombers' paradise, as wreckage from the many ships that have foundered hereabouts is constantly being washed up in its caves. The National Trust offers B&B accommodation here in the converted 18th-century Manor House from £21pp. Call 028 2076 3964 for details.

SCOTLAND

19. Before they pack their rucksacks, island-hoppers will want to get hold of Caledonian MacBrayne's ferry timetable to the Inner and Outer Hebrides (01475 650100). Oban, Mallaig, Uig and Ullapool all make fine departure points - be sure to book accommodation ahead in peak periods.

20. If sea cliffs and spume-flecked shores get your creative juices running, you should book yourself onto a course at the Inniemore School of Painting (01681 704201; from £399pp for a week).

Courses on offer include Walk and Draw, Wood Engraving

and Mountain and Sea Cliff. The setting - a bay ringed with hills on the Isle of Mull - is superb.

21. You don't have to look too hard for minke whales. Quite often, they will come to you. Sea Life Surveys (01688 400223; www.sealifesurveys.co.uk), based on Mull, combines whale-watching trips with scientific research. You can join its teams for four-hour trips, weekends or longer packages (£540pp for seven nights, half-board, staying in local hotels and B&Bs).

22. Scotland's lochs are ideal for sea-kayaking - and the views are stunning. Glenmore Lodge (01479 861256), Scotland's national outdoor training centre, is running a five-day introduction to sea-kayaking on Lochs Leven and Linnhe between June 10 and June 15: £360pp, full-board, including tuition and equipment.

23. Perhaps the last word in links golf is to be had at the Barra Golf Club. The island of Barra, at the southern end of the Outer Hebrides, is one of Britain's remotest island communities, and its nine-hole golf course (green fee £10) looks straight out over the Atlantic. You can fly there from Glasgow or Lewis, or take a ferry, and start a golf tour of all the Western Isles. For more details about the course, call 01871 810419 or visit www.isleofbarra.com

24. You can't get much more remote and rugged than the islands of St Kilda, marooned in the Atlantic, 40 miles northwest of Barra. Life here was so tough that in 1930 the last remaining inhabitants asked to be taken away. Your best chance of making landfall, whatever the weather, is on a converted 70ft lifeboat operated by Northern Light from Oban (01680 814260): a seven-day Focus on St Kilda expedition costs £650pp.

25. There's a much more romantic way to make the crossing to St Kilda, however, and that's aboard the Jean de la Lune - a 105ft brigantine that will be making the trip at the end of August. Nine nights will cost £720pp, and can be booked through The Tall Ships People (01837 840919).

26. Another memorable water-borne adventure is to be had around Knoydart, one of the UK's most unspoilt wildernesses. Adventure Scotland (0870 240 2676) is offering an eight-day trip to the peninsula, involving two days' sailing, two days' canoeing and two days' hiking. From £635pp.

27. It may not be everybody's idea of a romantic escape, but, apparently, the two-room crofts on Eilean Shona, a small roadless island between Mull and Skye, are very popular with honeymooners. They can be booked through Ecosse Unique (01835 870744) for £240-£360 a week.

28. The 33ft gun barrels of the Kronprinz Wilhelm saw action in the Battle of Jutland - and now lie 100ft underwater at Scapa Flow, Orkney. They are one of the

many attractions that make the scuttled German battle fleet here one of the best wreck-diving sites in the world. The European Technical Dive Centre (01856 731269; www.technicaldivers.com) has dives for all abilities in the area: a week's diving, with boat trips and B&B included, starts at £180pp.

29. The northernmost tip of Britain is a lump of rock called Out Stack, off the island of Unst, in Shetland. Every Wednesday, the Dunter II takes visitors out to see it - and the seals and sea birds that surround it - and the skipper cracks open a bottle of champagne to celebrate. The trip costs £75, and lasts seven hours (01595 693434).

30. Most people don't realise that dolphins live year-round in British waters. One of the most accessible populations is in the Moray Firth, and The Whale and Dolphin Conservation Society (01225 334511) runs two trips a year to see them; from £520pp for seven nights.

31. When a gannet goes fishing, it dives straight down from the sky like an arrow. You can enjoy the sight from boats sailing to Bass Rock, in the Firth of Forth (boats leave daily in the summer from North Berwick and cost £5 for adults, £3 for children; call 01620 892838 for details).

THE EAST COAST

32. The remains of the famous priory at Lindisfarne (01289 389200) will probably leave you feeling a little underwhelmed. But the day out will not - especially if you go out of season, when the causeway road is quiet and the sense of space and emptiness is almost frightening. The views back to Bamburgh Castle on the mainland are worth the trip on their own.

33. Ever seen a puffin fly underwater? You can when you scuba-dive around the Fame Islands, off the coast of Northumberland. The Deep Blue dive centre (0191 296 0218; www.deepbluedive.com) can upgrade your skills to cope with the stronger currents, then take you on a sub-aqua tour; from £40 a day, not including accommodation or equipment hire.

34. One of the best places to see the grey and common seals that populate the Wash is on the spit of shingle at Blakeney Point in north Norfolk - they gather there in their hundreds. Boats leave regularly from Blakeney Quay throughout the summer (adults £5, children £3; details on 01328 710885).

35. Oysters don't come much fresher than at the Company Shed, on Mersea Island, Essex (01206 383284; open Tuesday-Saturday 9am-5pm, Sunday 10am-5pm) - which has its own oyster beds. From £3.60 for half a dozen.

36. Thames barges are the last of Britain's commercial sailing craft that survive in any numbers, and you can spend a weekend on one, exploring the estuaries and creeks of

Essex, with Topsail Charters (01621857567). Boat charters start at £1,100 (for parties of up to 12 people), and you can also join cruises as a couple or as an individual, from £130pp.

37. There's something fishy about the Thames. Which is a relief, because until recently, the only animal that could survive its polluted waters was the eel. Now, fishermen are catching flounders, plaice, bass, thornbacks, rays, dogfish, mackerel and even cod. Dave Godwin (01702 308043) takes fishermen out to the estuary from Essex Marina, Wallasea Island, on his boat, The Predator: from £30pp.

THE SOUTH COAST

38. Ten overs apiece is all they can manage in Britain's only offshore cricket match, on Bramble Bank, in the middle of the Solent: any more and the competitors would drown when the tide comes back in. This year's match starts at 5.30pm on Tuesday, August 21, and spectators are welcome (boats leave from Cowes). Contact the Island Sailing Club on 01983 296621.

39. Built in 1925, the Tangaroa is a 60ft gaff-rigged ketch, which once fished for cod as far as Greenland. These days, you can charter it with a skipper from its base in Southampton (07092 006006): a two-night weekend trip on the Solent costs £1,348 for up to 12 people.

40. Once upon a time, lots of southern England must have looked like Brownsea Island. Owned by the National Trust (01202 707744), and covered by heathland and woods, it's home to a thriving population of red squirrels and one of the country's largest heronries.

41. Poole Harbour is one of the best saltwater locations for would-be windsurfers. Poole Harbour Boardsailing (01202 700503) offers two courses for beginners: two three-hour "have-a-go" sessions (£69 for adults, £59 for OAPs and children); and a weekend of tuition for £120.

42. Poole is also the ideal destination for first-time Fastnetters. The Fastnet Cup is Britain's ultimate offshore race, from the Solent all the way out to Fastnet Rock, near Skibbereen, Co Cork. Sail UK (01202 668410) will train those who they deem to be up to the challenge of crewing one of three yachts in the race. The course consists mostly of preparatory races scattered through the spring and summer, and costs £1,700-£1,800.

43. Some of the world's best low-water walking is to be had at La Rocque, Jersey. The tidal ranges hereabouts are some of the largest in the world, and they expose a weird landscape of granite rock and gullies that are up to 40ft deep. Once a month between May and September, there are free guided walks through the area. Contact Jersey Tourism (01534 500777; www.jersey.com) for details.

44. Make your home a castle when you stay at Fort

Clonque, off the coast of Alderney in the Channel Islands. The Victorian fortress, built to keep Napoleon III at bay, has been converted by the Landmark Trust (01628 825925; www.landmarktrust.co.uk) to sleep II, and costs from £579 per week to rent.

IRELAND

45. Only three miles from Fastnet Rock, Cape Clear Island is the southernmost tip of the Republic. It's a popular service station for migrating birds, and a paradise for wildlife-watchers. There's a permanently manned sea-bird observatory, and you can take boat trips out to Fastnet Rock and around the 100 islands of Roaringwater Bay to look for basking sharks, pilot and minke whales, and dolphins. Call 00 353 28 39153 for more details, and don't be surprised if someone picks up the phone and talks Irish, not English: this is one of the last remnants of the Gaeltacht, where Irish is the mother tongue.

46. For several years now, a dolphin called Funghi has been entertaining visitors in Dingle Harbour, on the Dingle peninsula, and there are frequent boat trips out to see him. If you'd like a more comprehensive introduction to the aquatic population of the area, you should contact Waterworld, a scuba-diving centre in nearby Castlegregory (00 353 66 713 9292; www.waterworld.ie). It offers four-night learn-to-dive courses from IR£375, as well as trips to the remote Maharees and Blasket Islands.

47. The island communities off the coast of Connemara are some of the most remote and self-sufficient in Europe. A great way to get to know them better is to join an island-hopping walking holiday organised by Connemara Safari

(003539521071; www.walkingconnemara.com). The five-day trips are hosted by a professional archeologist, and visit islands without regular ferry services, as well as giving you a taste of the area's history, botany and social life. Prices start at IR£399pp.

48. Are you lonesome tonight? Then pick up the phone and book yourself a place at Clare Island's very own matchmaking festival (00 353 98 26525 or 00 353 87 284 8930). It takes place between June 22 and 24, and costs IR£139pp (including the rail fare from Dublin); there are only 120 places available.

49. The whole of Ireland's west coast is a wave-riders' paradise, and there is no better place to start than Sligo and Donegal bays. Bundoran has some of the best known waves along this charmed strip, a fact confirmed by the forthcoming Quiksilver Masters event, which is taking place here between August 28 and September 7. Many of the world's most famous surfers will be taking part.

AND FINALLY.....

50. Even if the only offshore activity you're planning is a quick plunge into the briny at the beach, you should check whether the water is clean first. Each year, the Marine Conservation Society (01989 566017; www.mcsuk.org) produces a Good Beach Guide, which lists those beaches in the UK where the water passes the EU's Guideline Standard - the highest currently set for water quality. This year, the news is good, with 275 beaches making the grade, 60 more than last year.

Åland (say « Oland ») archipelago

Report by Philippe LASNIER. Pictures from participants

Half way between Sweden and Finland, 6500 islands, only 60 being inhabited, are waiting for paddlers. Åland (say « Oland ») archipelago offers an infinity of possibilities to navigate. Driven by Jacques, 20 European paddlers have spent there a whole week with the sun and warmth, this August, when Southern Europe was prey of cold and rain, several countries being under the flood.

Participants were: Mart, Jeanine, Peter and Ria from Holland, Joachim, Petra, Jürgen, Dieter, Gabi, Becci and Théo from Germany, Carmen from Spain, Guy from Belgium (living in France), Jacques, Muriel, Olivier, Brigitte, Rémy, Véronique and Philippe from France.

Åland archipelago being extended to the east by Turku archipelago, this allows to paddle to the Finnish continent with no too great crossing. This was controlled by Jacques, Brigitte, Carmen, Rémy and Philippe, after the Finnish International Sea Kayak Adventure, completing in two weeks a 245 nautical miles paddling trip.

There are numerous extraordinary places on our beautiful planet. In between, this lot of rocks casted in the middle of Baltic sea is one of the best and wild jewel. It's a real delight for the paddler who knows navigational tips. These are essential, as charts and compass, to know where you are in this uninhabited maze.

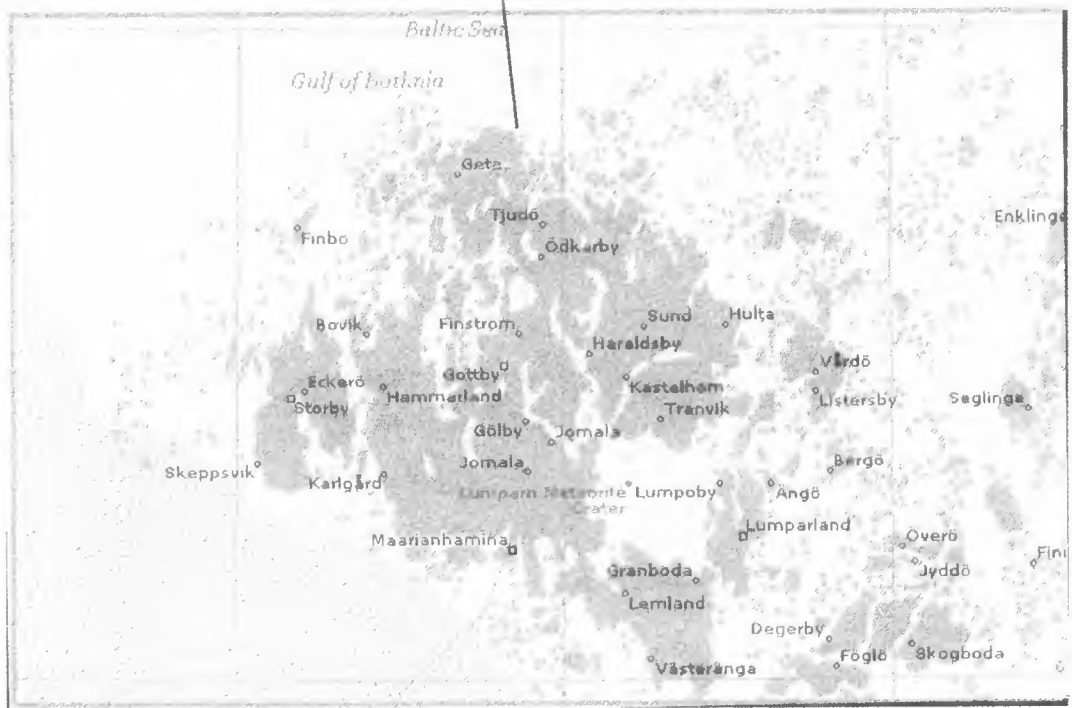
Monday July 29th. We gathered on the ferry rear deck, going from Kapellskär, Sweden, to Mariehamn, Åland archipelago capital. Karin, from Sweden (center), follow us to Mariehamn, but she will not be able to take part in the trip. The ferry is grazing Swedish coast islands, giving us a foretaste of what we shall discover later.

Gabi and Becci, mother and daughter, are waiting for other participants coming back from shopping in Mariehamn. Becci, the youngest in the team, is 14. Both are used to our international trips.



First evening in Eckerö camping place, our start point in Åland archipelago north east. Rémy is giving the pitch and atmosphere is warming.. Although it is already late, the sun is still high. We are above 60th parallel.

Tuesday July 30th. Fine weather with no wind, this morning. It's a training day. We have planned a go and back to the north. Jacques is waiting for us being ready to give his first instructions and showing the trip for the day.



Between flat islands with short grass, Muriel, Rémy and Guy are paddling under the sun. The first paddle strokes are always careful. The group is finding his balance. All have a good sea kayak level and will be quickly ready.

At lunch stop, we make a point about the journey and decide which way we will go back to Eckerö camping place. This first day is only a strengthening one for the group, but we have paddled 24 nautical miles indeed.

Wednesday July 31st. Today is the real start. Some of the cars have been put in Mariehamn, which will be our com

ing back point two weeks later. Weather is fine, with no wind. Jacques will explain our journey to the south for today. The paddlers, concerned by their security, will follow his explanations with great care. Plastified charts will help each one to follow our way during the day.

Joachim had took a perch. It's the only fish we shall see, instead of tempting publicity showing 20 kilos salmon! There is no wind. We are burning under the sun. Routine is setting itself: we paddle, we stop, we bath, we ate, we go on...

The sea is so calm that we can stand up in our kayaks to take the family picture. Jacques acts as an acrobat. Others are gathered around to give him a help. Don't tempt fate. Nethertheless risk is low, water is 22 °C!

The relief is not very important. Higher points are not above a few metres. Islands are made of rocks and low vegetation. There are few grassy fields and free camping is nearly impossible, especially for a so numerous group as we are.

We are arrived at Katnäs camping place, after the sky overcasted a little. The air is still warm and we took a bath. In the evening, moquitos are biting..

Thursday August 1st. A moment after breakfast, thunder is raging furiously. Water is pouring down when we take off our tents. The weather eases when we launch, but the thunder is always heard far away. The little sun shown when we made our first paddle strokes is quickly covered by a new cloud. The wind is not so hard, only 2 to 3.

Approching Mariehamn, we cross ferries path. These monsters are all the more impressive because they are higher than islands and we can see them passing at the back. They are grazing rocks very near. We can think that they will run aground.



We have took all the low place in Mariehamn public camping place, Ålands capital. At the end of the day, there are a lot of things to dry and we display all. Need to say that there are not a lot of people in the camping place, so we take advantage of it. This is the most expensive camping place in the whole archipelago. But it is not too expensive if we not need to stay there longer.

Friday August 2nd. We leaved Mariehamn in the end of the morning, after having made shopping in the city. There are not a lot of people on the beach because it's lunch time, and it's better for us. We have ate a little before starting and we shall stop a little farther, in a more calm place.

Lunch time between rocks, under an always present sun, is a much appreciated moment between two paddle strokes.

Here, the coast is not too rocky and the trees are still tall. This will change when we shall had leaved the main islands of the archipelago. It is more wild on the east side.

The smallest islets are rocky and without any vegetation. At each stop, it's a real pleasure to sun bath. As there is no tide and no wave, it doesn't matter where we let the boats near the water. But in the evening we must put them a little high because the is a very small tide about a few centimetres (some friends knows the fact, being surprised by that in Méditerranée...).

The pretty weather allows Theo to put his camera on his kayak without the waterproof case, making film operating more easy. Previous years, he made a video about our paddling trips, which is very pleasant to watch at to awake memories.

Somebody showed us a free camping place at Herröskatan point, on south Lemland. There is a little carrying but it's a really wild place, near sheeps, in the peninsula centre. At the point, is a watchtower from which we can see Muriel and Olivier coming two hours behind us. They had decided to stay a little longer in Mariehamn.

Seen from Lemland point, the sunset is very stirring, adding to our lonely feeling on this bit of island inhabited by a few sheep. It is very late, but it's the price to paid for seeing it in this high latitude.

Saturday August 3rd. We don't have T.V., but we have the antenna. Drying tents in the morning is the moment to exchange humour between participants. Jacques is not the last to take part in. The weather is fine, but there is always a little dew in the morning

On the rocks, it's not possible to use the trolleys. We need to carry the boats. As they are fully loaded, the straps, which we have several pairs, are welcomed. We must be six



to operate Jacques' kayak, very loaded with tanks of a liquid well known in south west of France, he is coming from.

After having leaved Lemland, we go far from main islands of the Åland archipelago. The light, in the middle of water, is showing the way to south point for big boats. From this point, there is more water and less trees on islands.

We have landed at the camping place north of Föglö after 7 hours of paddle. Mosquitos are biting when we are pitching the tents! Mosquitos protection is necessary, but usual products are efficient if you renew the operation regularly. The most infested places are grassy fields (campings) and under the trees. But in the evening and at the beginning of the morning they are also on the rocks.

Sunday August 4th. Today the weather is still fine. During the crossing, after having leaved Föglö islands, we set in line to help theo, who got in front for filming us. The operation will not success as well because he had gone too far away and we had difficulties to see him on the island where he was on to film.

Heading south, we follow the string of islets between Sottunga to Kökar, the end of our journey for today. We cross the channel used by ferries. We can see them from far, but it's necessary to take care... The landscape is extremely wild, with only some bits of rock thrown in the middle of the water.

We have set camp at Kökar camping place, where we have retrieved a bit of civilisation. In fact, here are some camping-cars and caravans, came by ferry on this most remote island in south Åland archipelago. This will not prevent us from taking all an isolated part of the camping place and from gathering us as we were used to do each evening for dinner.

Monday August 5th. Today is a rest day. We have rented bikes to explore the island. This small harbour has a pretty wild rural looking. But, even in daylight, high herbs are full of mosquitos.

At lunch, we go to the restaurant, and ate on a pontoon above the sea water. The sun is shining. Carmen speaks spanish with the waitress. Some fisherman asked us to go for looking at seals a few miles farer. We hope to sea seals, but alone and freely. So we said no.

Camping places are very well equiped in Finland. Here, we have a kitchen and a dining room allowing to have dinner, sheltered from the wind which had risen and from the cool air of the evening. There are also power points useful for refueling telephone batteries. We are in a civilised country. There is no chance a phone would disappear...

Tuesday August 6th. We are launching early in the morning. Kökar slipway, situated in front of the camping, is a large patch of rock naturally bent to the water as a home-made one could be. Anyway, if you don't take care of, you

could think you are on an artificial slipway, as the rock is similar as our builders are able to do. The fishing boat, to the left, is on dry dock after a shipwreck. There is a big hole in the hull, waiting to be repaired.

We have headed north to Sottunga. Seals which we hoped to see were not in our path. Now, after lunch and bath, is relax time in the sun. We are also on holidays. We need to have a rest a little if we want to be ready for paddling to our today's goal.



Meeting a ferry is always an extraordinary thing. This iron monster is passing between islands precisely. It's totally out of question to be on it's path. Petra and Véronique are far enough from the Finneagle going from Turku to Mariehamn.

Failing of a camping place in Sottunga, we have pitched our tents around these fishing huts, at the north point of the island. There are some mosquitos, but the place is fine, as are next village inhabitants who, having come to tidy up their gear, had confirmed us that there is no problem if we stay there for the night. It beeing understood that, as we are used to, we do all we can to leave no traces of our passage there.

Dinner, in the setting sun, is a very pleasant moment. We discuss a lot. Traveling souvenirs are not missing for that. And more, there is always somebody to make a joke and everybody laughing. In english, of course.

In the sunset, the boats sheds are burning. It's a magic moment. There is no noise, at this end of the island. The nearer village is about two kilometres and we can appreciate the calm of this moment...

The sunset is extraordinary. Time passing, it become earlier and we can see it before going to bed, having won a refreshing sleep after a tiring day. Today, we have paddled 17 nautical miles.

Wednesday August 7th. The weather is fine. We have headed to the west, after having bent the north point of Sottunga. A reading mistake on the GPS made us

too much north than planned, but it doesn't matter. At midday, we have lunch on a great smooth rock sheltered from the southern wind and very sunny.

Sun, smooth rocks, blue water, that is our universe. The few clouds, being blown by the south wind, are not able to make any shadow. We can't think we are above 60th parallel, but instead in the full middle of Mediterranean. Alas, for those who are in this place today, the water is only 15 °C, and we have here at least 21 °C.

Thursday August 8th. This is the last day for Finnish International Sea Kayak Adventure. We are at Prästö camping place. We had a visit of a fox in the morning. It was not afraid. It came back after having rubbed a pack of cookies in Mart and Jeanine tent.

We are near the main island of the archipelago and the landscape is different, with a huge cliff. There is a very old English wooden sailing boat moored at the pontoon in front of the camping. Dutch people have decided to stop there the trip and to visit main island by bicycle. Jacques, Brigitte, Rémy, Carmen and Philippe have planned to paddle to Turku, on the Finnish mainland, for one more week paddling. Others will join Mariehamn paddling to where are their cars.

The wooden English sailing boat has a beautiful looking. Our friends are leaving, paddling to Mariehamn. We can see the red cliffs in the background. This kind of landscape is unusual for us, living since one week in flat and grey islands with few trees.

We left Prästö at the end of the morning, heading east going to Vårdö, at 1.5 mile, for shopping. We have landed in a field and are changing clothes before walking to the village, a few kilometres by the next road. Brigitte will make auto-stop because, with her prosthesis, she can't walk so longer.

En route, we find a small church we can visit. Inside colours and luminosity are surprising because we are not used to. There is a path in the wall to climb to the pulpit by the inside. The thanksgiving hanging in the middle remind us we are on an island, in a sailors' country...

Encountered also when walking, this surprising letter box was fiercely planted at the road side, near a crossroads. No house in sight, but its situation was probably chosen to minimise the postman movements. Nevertheless, its halieutic scenery is quite effective.

Evening in Sandösund camping place, at the Vårdö north coast which we had paddled round. We are a little surprised to be only five after one week paddling and living in a twenty people group, but we quickly set new habits and we realise that there is more freedom when we are less

numerous.

Friday August 9th. We are welcomed by the sun when awaking. There is a small southern wind when we launch. Our north east heading is a great crossing with a lateral wind. To cut this long journey without an adventure, we make a break in the middle of nothing, on a rock fallen there by chance.

The wind has decreased and turned south east. After a small detour to take a look of a small harbour on Björkö island, we have caught the maze near Brändö. We have found a flat rock wide enough for our five tents on Sodra Agskar island, north of Hamnö. Water is 22 °C. The sun is warming our backs. Air is 24 °C. Full loneliness. All these islets are uninhabited. There is no noise, except Rémy snoring when sleeping in the sun...

Fortunately, we are only five and the weather is fine. Finding a free camping place to pitch the tents is not easy. There is not a lot of choice. We can choose a more or less flat rock, with the risk, if it is raining, to find the tent in a tub full of water. We can also choose under trees area, with a lot of mosquitos and with no flat ground, with generally less space, and perhaps wet...

Saturday August 10th. Fine weather, little wind and the sun is always here. Heading east, by south of Brändö. On south of Ramsholm, we pass a wonderful maze of islets some of them joined together by a reed zone where we have to find our path and sometimes come back, although our chart shows a path.

After a small crossing, we have lunch on an islet north from Åskelholm. The water is always 22 °C. Resting after the bath is perking up. There is nobody in this rocks and sea side. The change of scenery is total...

The few houses on islands are generally wooden ones. They are often built on pilotis to compensate the lean over floor. They are always near the water, which is everywhere, with a place for the boat, necessary mean of transport...

We have paddled to the east towards Inio's camping place. The tents are pitched a little higher in a field. Fortunately, our trolleys had been welcomed to carry all our gear there. In front of the slipway, is a pontoon and a small shop also used as a bar. We have dinner there and the beer is welcome to refresh us...

Sunday August 11th. The weather is fine. When going further east, vegetation is becoming more luxurious, with taller trees on large islands. Some small rocky islets remains, but they are few of them. The flag, at the stern of the kayak, shows what is wind intensity...

After Gröpskar, we had a 3 miles open crossing.

Islands names are strange for us, with doubled vowels: Pyytti, Korvenmaa, Harkinmaa. We have landed near some boats moored at the bottom of a welcoming field, which is the camping place shown on our maps on Pakinainen island. The camping is empty. It is very well equipped, with a sauna (not free) and a giant barbecue, with wood as you wish.

In this camping place, on Pakinainen island, is the best sauna in Finland. A real pleasure! The camping place is in the middle of a natural reserve. Rémy, Brigitte and Carmen will try to make an expedition in the falling night to see elks. A real loss.

Monday August 12th. We always paddle to the east, the sun in our eyes in the morning. There is more vegetation on the islands and we can see less rocks. The weather is fine and the light wind make few wrinkles on the water. Quickly, we are warm.

We have won this little rock against the birds. It's the only place we had found to have a rest. Everywhere islands are cleared and inhabited or inextricable because of reeds or vegetation. Near Turku, housing density is increasing. Houses are also larger.

At the end of the afternoon, we have landed on the continent. Arriving at Turku's camping place, situated 10 km south west from the city, at the end of a long peninsula, we have the shock of coming back to the civilisation. It's always summertime and there is a lot of people on the beach. On the other hand, the camping place is vast and little occupied, so we take our eases...

Our arriving on the main land is a feast, as we are used to with a beer. Our boats take part in the feast: on the left, Jacques'one; then, turning clockwise, Rémy's, Philippe's, Brigitte's and Carmen's.

Tuesday August 13th. We take the bus to visit Turku, about ten kilometres to the east. Our deal is also to negotiate our coming back by ferry to Mariehamn where are left our cars. A ferry company refuses our kayaks on trolleys without a car. Fortunately, the second one accepted us. After arranging our coming back for tomorrow, we visit the busy town.

We have spotted a place to land tomorrow morning on the rocks near the quay not far from the harbor. Actually, paddling is the fastest mean to join the harbour from the camping place with all our gear. Where we will land is a sign for paddlers, showing distances to biggest islands of archipelago.

At noon, we have lunch at a restaurant in the town. Menu is in French! The weather is very warm. The air is about 28 °C. In the afternoon, after a long quest for a specialised in trekking and expedition shop, we make some shopping.

During our walking in the city, we have found some people operating some old monocylindric motors. We have also found Russians, already seen at the camping place, playing xylophons at a corner of a street...

Wednesday August 14th. We are launching a little before five o'clock in the morning to be at time for the ferry departure. The light is beginning. There is no wind. The sea is flat. To the north, we can see a surprising light halo. The raffinery flare, situated a few kilometres farther, let us think that the sun will come this way...

Harbour entry, one hour and a half later, with the sun rising in a foggy halo, is magical. Approching a harbor when paddling is always tricky. You must be very careful for not beeing on boat's path. In a channel, their possibility to move is limited and they can do nothing to avoid you.

In the harbour, is a wonderful three masts sailing boat. The factory chimney remind us that we are in a big town. To paddle in a harbour is always something touching. For the moment, nothing is moving. There is no other boat except our kayaks going upstream the channel to our landing point.

We are landing at the planned place, in the city, in front of large buildings. As every time we stop a trip, our last paddle stroke let us a regret feeling. We would continue this moment or go on farther. Finland coast, to the north, is dotted with islets which seem interesting to paddle around, after having passed the town and it's raffinery.

We are waiting to get on the ferry which seems enormous in comparison with our tiny kayaks. Trolley are very useful for that, because our boats are full of gear and, if we had to carry them, it would not have been easy.

Our kayaks are set just in front of the ferry door which will open when we shall arrive in Mariehamn. To avoid any risk of falling during the trip, even if the sea is flat, we take care not letting them on trolleys.

On ferry's front deck, we find a kind passenger who take the group picture.. A coming back by ferry is always an extraordinary stage, but there it's a stronger feeling. There is not a lot of people on the ferry and, seeing this monster boat, on which we are, zigzagging between islets, passing at only few tenth of metres from the rocks, is something very interesting for us, as we know what navigation is...

The ISKA Buyer's Directory 2003: Sea Kayaks* (Single)

by Udo Beier (Germany), Christian Gabard (France), John Ramwell (Great Britain)
 Sergio Cadoni (Italy), Anna Lena Lind (Finland) & Peter Unold (Danmark)

Many thanks for the informations we got from: D.De'Angelli (I), K.Gjæssing (N),

Th.Küppers (D), St.Lachmit (D), J.Grikschat (D), U.Hartmann (D) and J.Strickland (S)

Remarks.....
 * In this survey there are only single sea kayaks, which you can buy in Europe, which have a length over 435 cm and at least two bulkheads (or similar: e.g. pod). With few exceptions the hull is made out of fibreglass or Diolen/Kevlar or Polyethylene (PE) or Polyethylene-Sandwich (PES) or Plastic-Sandwich (PS) (e.g. „Royalex“). The technical data are based on informations given by the manufacturer or local dealer or private measurement. **1** Circa weight of the sea kayak with minimal equipment. The weight of a full equipped kayak will be higher, especially when the weight given lies under 25 kg. **2** Rounded dimensions of cockpit: L (=length-inside), W (=width-inside), Hfi (=height-front-inside), Hro (=height-rear-outside); TB (=high brace). **3** The sea kayaks specified in this survey are assorted by volume, because for the „normal“ sea kayak (longer than 460 cm and not wider than 62 cm) the volume is more important than the length! If you want to know, which volume is acceptable for you, use the following „rule of thumb“: The volume of a sea kayak is okay, when the weight (figure) of the kayak (inclusive weight of body, equipment and luggage) lies rough between 30% and 60% of the total volume (figure) of the kayak. - By the way, the data of volume, written in „italics“, is not always identical with the data you can find sometimes in the leaflets of the manufacturers or local dealers because sometimes there are problems to specify the volume. The data about the volume written in „italics“ are obtained by determining the amount of water (in litres) that swamps in the hull (fore/mid/aft). **4** The volume of fore/mid/aft depends on the position of the bulkheads. Some producers accept the wishes of the kayaker. **5** Dimensions of the hatches (inside edge): R (= round hatches), O (= oval hatches), otherwise (= rectangular hatches).

Equipment (Standard or optional).....
 1: with integrated retractable rudder; 2: with sea-trim-rudder à la Valley; 3: with traditional river-rudder;
 4: with skeg-rudder; 5: with retractable skeg-rudder; 6: with retractable skeg; 7: with retractable
 centreboard-skeg; 8: with hinged rear rudder; 9: without skeg/rudder;
 10: with pod; 11: with half a pod (seat bulkhead); 12: with fitted electric pump; 13: with fitted hand or foot
 pump; 14: with different fitted pumps to choose from; 15: with foam in the top of the bow and stern;
 16: with special rear bulkhead to minimize cockpit-volume; 17: with special watertight containers built in alongside the cockpit; 18: with
 hatches à la Valley or similar; 19: with hatches secured by straps or similar; 20: with hatches secured by an inner tube
 of a bicycle; 21: with hatches secured by a central screw-mechanism; 22: with screw hatches; 23: with fitted compass;
 24: with spare paddle recess; 25: with recessed water bottle; 26: with three bulkheads (incl. dayhatch) 27:
 bulkheads, deck fittings, toggles and pump are not standard; 28: with recessed place for a small container or recessed deckbox which lies topside
 (e.g. for flares, tow line); 29: with deck made in plywood; 30: with elastic bulkheads (e.g. foam,
 thermoplast); 31: hull with chines; 32: divisible in two sections (a) or three sections (b); 33:
 keyhole-cockpit; 34: adjustable seat; 35: kneebox/-tube;
 36: adjustable thigh brace (TB).

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Modell	Dimensions	Cockpit	Volume/Displacement		Hatches	Manufacturer
	LxW;Weight cm;kg ¹	LxW;Hfi/Hro cm ²	Total Litres ³	Fore/Mid/Aft Litres ⁴	Fore/Aft (LxW) cm ⁵	(Equipment) / = or
Folding-(Sea)-Kayaks:						
K1-Expedition	500x64;25	91x44	?	without bulkhead but with sea sock		CDN: Feathercraft (2,31)
Khatsalano S	532x60;22	79x39;30/27	<i>ca.313</i>	with air tubes and with sea sock		CDN: Feathercraft (2,9;31)
Klepper	450x72;27	112x41;38/35	<i>ca.370+70T</i>	with air tubes (T) and without bulkheads		D: Klepper (3,31)
Single 2000	520x69;31	81x40;31/31,5	?	with air tubes and without bulkheads		D: Pouch (2,31)
Greenlander	500x59;25	92x39;??	?	with air tubes and without bulkheads		F: Nautiraid (3,31)
500 EX	502x63,5;21	81x35	?	with air tubes and with sea sock		J: Fujita (2,31)
Ally Sea Tour.	556x59;24	81x39;29/24	ca.421	without bulkhead		N: Bergans (2)
Volume Class „Small“ (S): till 300 Litres → typical attributes: smaller windage / wetter ride / tighter cockpit → fitness: smaller storage and weight carrying capacity / good for a weekend-tour / ideal for a smaller/lighter kayaker						
Endurance	468x65;18	73x41;29/27	233	041/129/063	e.g.: R:18 / R:18	I: Qajaq (7;14;18/19;23)
Kaylhoa	474x55;?	69x38;29/24,5	245	038/140/067	R:18 / 0:41x23	I: Qajaq (9;14;18;23)
Txingudi	547x52;23	63x41;25/21	253	055/130/068	R:18 / 0:41x23	F: Patrice (18+22)
Vela (Islander)	477x54;24	72x40;30/25;TB	256	????	R:24/R:20+0:42x30	UK: PH (2/6;12;18;23;26;31;34)
Squamish (PE)	473x58;23	76x39;24/19TB	<i>ca.265</i> or 284	???	R:24 / 0: 42x30	CDN: CD (6;13;18+19)

Modell	Dimensions	Cockpit	Volume/Displacement		Hatches	Manufacturer
	LxW;Weight	LxW;Hfi/Hro	Total	Fore/Mid/Aft	Fore/Aft (LxW)	(Equipment)
	cm;kg ¹	cm ²	Litres ³	Litres ⁴	cm ⁵	/ = or
Folding-(Sea)-Kayaks:						
Godthab	522x52;20	55x41;30/23	268	050/140/078	each: 41,5x23-16	D: Lettmann (9;13;21;23;30;35)
Scimitar (PE)	462x58;23	81x44;29/26;TB	269/350 (?)	036/160/073	34x22-11/45x31-15	UK: Perception (3;19;30)
Eski 475/2	475x55;20	71x42;28/22;TB	270	040/150/080	R:24 / 0:44x26	D: Lettmann (2,13,18)
Shore Line Jun.	485x54;19	62x37;26/23	270	045/160/065	R:23/R:18+ 0:41x23	F:Poly(2/6/9;13;15;18/19;26;28)
Rumour	490x51;23	57x38;27,5/?	270	090/120/020+040	41x23/R:18+41x23	NL: Water (6/9;13;18;23;26;31)
Slipstream	490x56;25	72x41,5;30/24;TB	ca.272	ca.052/140/30+50	R:24/R:20+0:42x30	CDN: CD (6;13;18;23;26;30)
Fuego	485x55;24	68x40;26/23	275/250	050/145/080	R: ? / 50x28	UK: NorthSh (2/6/9;14;19;23)
Sirius S	518x52;27,5	56-66x39;28/24;TB	ca.275	ca.070/115/090	R:24 / R:20+0:44x25,5	UK: PH (2/6;13;16;18;23-26;34)
Easky (PE)	457x58;25	75x42;31/23 (adjustable TB)	277	????	R:22,5 / R:18 + 0:41x18	UK: PH (6;13;18;23;26;30;31)
Kitiwec (I)	537x56;25	69x40;26/24	280	055/136/021+068	R:18/R:18+0:41x23	I: Qajaq (6/7;14;18;23;26)
Star 500 (PE)	502x53;23	68x39;??	280	070/110/100	R:24 / 0:44x25	FIN: Welhonpesä (6;18;30)
Avocet (PE or FG)	492x56;26	76x40;30/23,5;TB	281 or ca.298	050/160/025+047	0:41x23 / R:18 + 0:41x23	UK: VCP (6;13;18;23;26;30;32;33)
Anas Acuta	523x55;24	57x38;29/21	288	060/150/078	R:18 / 0:41x23	UK:VCP (2/6/9;14;18;23;26;31;32)
Ligue de Bret.	520x58;23	61x37,5;26,5/26	289	046/164/079	R:18 / R:18	F: Plasmor (14,18)
Natsuk	480x62;25	63x42;28/25	295	050/170/075	R:18 / R:18	F: Plasmor (18)
Langeoog	554x54;21	49x38;30/27	295	060/150/085	R:18 / R:18	D: Weiterer (9;14;18;23)
Isl. of Sardinia	522x53;28	69x37;29/24;TB	299/282	055/160/024/060	R:18/R:18+0:41x23	I: Qajaq (2/6/7;13;18;23;26)
Capella (PE)	503x56;27	73x43;31/25;TB	299	???	22x20 / 34x33	UK: PH (2/6;13;18;23;30)
Godthab XL	530x54;25	71x42;30/25;TB	ca.300 till 316(?)	ca.050/160/085 till 055/174/087(?)	0:41x23 / 0:42x30	D: Lettmann (1;13;18/21;30, 35)
Iroise	485x58;18	67x41;26/24	300	050/175/075	R:18 / 0:41x23	F: Contre Courant (18;29)
Shore Line Sen.	483x58;20	67x40;27/22	300	050/175/075	R:23/R:18+0:41x23	F:Poly(2/6/9;13;15;18/19;26;28)
Pintail	523x56;24	57-80x40;29/22;TB	300 or 330 (?)	070/140/090 062/168/100 (?)	R:18/R:18+0:41x23	UK: VCP (2/6/9;14;18;23;26;32;33)
Volume Class „Medium“ (M): 301-350 Litres						
Viking (FIN)	498x55;19	58-75x39;30/26	ca.302/320	060/160/100	R:24 / 0:42x30	FIN: Kajak-Sport (2/6;14;18;35)
Avel Dro	516x58;23	72x42;30/28	304	050/164/090	R:18 / 0:41x23	F: Plasmor (13;18;23)
Kentzal	499x58;22	69x37;28/27	304	072/174/058	R:18 / 0:41x23	F: Cayak (18)
Kitiwec (F)	537x56;25	63x42;25/23	305	050/170/085	R:18/R:18+0:41x23	F:Plasmor (2/6/7;14;18;23;26)
Ponant	516x58;18	65-84x39;28/20	305	051/164/090	R:18 / 0:41x23	F: JF-Kmer (1;13;15;18;23;26)
Sirius M	518x52;23	56-72x38;31/27;TB	ca.305	ca.055/150/100	R:24 / R:20+0:44x25,5	UK: PH (2/6;13;16;18;23-26;34)
..... with rudder	514x52;30	56-72x38;31/27;TB	305	070/130/100	R:24 /R20+0:44x25	UK: PH (2;14;16;18;23-26;34)
Esquimau	513x54;22	60x40;33/29	305	060/155/090	R:18 / R:18	F: Feuillette (2;14;18;23)
Ulysee	504x62;20	77x42;??	305	060/165/080	??	F: Plasmor (?)
Inuk	550x50;25	52x42;30/21	ca.305	070/135(?)100	R:18 / 0:41x23	UK/P:Kirtton(2/3/9;14;18;23;26)
Orca (PS)	473x57;24	84x40;29/26	ca.310/258	036/121/101(?)	R:18 / 0:41x22	UK: Pyranha (3;9;19)
Meridian (UK)	512x56;22	73x38;27/26	ca.310	050/150/110	R:18 / R:18	UK: North Shore (2/6;14;18)
Asiak	500x57;25	78x41;29/26	ca.310 till 358(?)	ca-050/155/100 till 060/190/108(?)	40x24-17/51x33-25	D: Lettmann (1;13;21;30)
Phylleas	460x60;20	60x44;29/26	310	056/196/058	R:18 / R:18	F: Cayac (18)
Nordkapp	545x52;24	57-76x?;30/26	310	070/140/100	R:18 / 0:41x23	UK: VCP(2/6/9;14;18;23;26;32)
Silhouette	545x52;24	60x38;26/?	310	080/130/035+065	41x23/R:18+41x23	NL: Water (6/9;13;18;23;26;31)
Greenlander	537x53;24	Round:44;?? or: 81x39;??	310 or: 275 (?)	080/140/090 or: 068/130/077 (?)	R:24 / R:19+R:24	UK: NDK (6/9;14;18;26;31;32)
Argonaut	530x52;?	79x41;31/28,5	ca.310	???	2x 0:44,5x25,5	D: Aqua Splash (2;15;18)
Ysak (PE)	509x60;24	73x39;24/25	312	???	R:23/R:18+0:42x29	UK: Outdoor (18;26)
Capella (GFK)	511x56;24	70x40;33,5/26;TB	315 or 321 (?)	055/170/090	R:24/R:20+0:44x25	UK: PH (2/6;13;16;18;23-26;34)
Meridian (USA)	488x56;22	80x42;33/19	ca.315	061/152/102	R:18 / 0:41x23	USA: Dagger (2;18;23)
Seeker (PE)	488x60;27	86x46;33/19	315	038/144/133	??	USA: Dagger (2;19;30)
Odin (PE)	515x57;?	72x37;26/25	315	050/175/090	R:23/R:19+0:42x30	D: Lettmann (1;13;18;23;30)
Apostle (PE)	518x60;32	81x43;26/25;TB	315	064/171/080	R:25/R:18+0:41x27	USA: Dagger (2;19;26;30)
Polar (D)	530x53;26	48x42;32/22	ca. 315 (?) or: (P: 339)	74/143/43+55 (?) 059/189/043+048	R:24/R:24 + R:24	D: Lettmann (1=6;13;18;23;26;28;30;35) (Option: Deckbox)

Modell	Dimensions	Cockpit	Volume/Displacement		Hatches	Manufacturer
	LxW;Weight	LxW;Hfi/Hro	Total	Fore/Mid/Aft	Forc/Aft (LxW)	(Equipment)
	cm;kg ¹	cm ²	Litres ³	Litres ⁴	cm ⁵	/ = or
Volume Class „Medium“ (M) (continued)						
Marathon S.S.	547x52;16	64x41;29/17	317	072/135/110	R:18 / R:18	F: Patrice (22)
Viking (I)	536x57;30	89x42;??;TB	318	051/165/034+068	R:18/R:18+0:41x23	I: Qajaq (2/6/7;13;18;23;26;31)
Catalina (PE)	464x55;24	81x45;30/27; (adjustable TB)	320	035/190/095 o. 042/168/110 (?)	37x22 / 39x29	D: Prijon (2;19;30;33;34;36) inkl. paddle-float recessed deck fitting
Baikal	510x60;21	67x40;27/21	320	055/170/095	R:23/R:18+0:41x23	F: Poly(2/6/9;13;15;18/19;26;28)
Appel-Eski	500x64;21	83x45;33/24	320	060/160/100	R:18 / R:18	D: Diez (2/3;13;18+22)
Neptune	498x58;22	69x39;28/26	320	070/140/110	R:18 / 0:41x23	F: Feuillette (2;14;18;23)
Neptune Exped.	495x61;23	69x40;29/27,5	320	070/140/110	R:18 / 0: 41x23	F: Mack (13;18)
Oland	530x55;23	75x40;27/25	ca.320 (P.: 300)	ca.075/145/100	R:18 / 0:41x23	D: Pietsch (1;12;18;23)
Caribou S (US)	538x55;22	80x43;??	320	???	0:36x20 / 0: 41x22	CDN: CD (2;19;23;31)
Endeavor	532x57/23	71x37;??	ca.322	F+A = 197	???	CDN: Seaward (19;23;26)
Eskimo Côtier	513x60;23	63x41;28/22	325	060/165/100	R:18 / 55x35-28	F: Patrice (19/22)
Polar (UK)	500x55;?	68x40;27/23;TB	ca.325	ca.075/145/25+80	0:39x19-13 / R:20 + 0:49x28-21	UK: NSh (2/6/9;14;19;26;31)
Nordkapp Yubi.	550x54;25	56-76x40;32/25;ST	ca. 325 (?) or 340	080/150/040/055 085/150/105	R:18/R:18+0:41x23	UK: VCP (2/6/9;14;18;23;26;32;33)
Sealution (PE)	502x56;26	74x39;32/33	ca.325	???	34x18-10/34x24-18	USA: Wilderness (2/9;19;30)
Orion	518x61;24	73x40;30/26;TB	330	055/150/125	R:24 / R:20+0:44x25,5	UK: PH (2/6;13;16;18;23-26)
Icefloe	508x61;24	58-73x40;32/28	330	055/150/125	R:24 / R:20+0:44x25,5	UK: PH (2/6;13;16;18;23-26)
Skerray (PE)	514x58;25	55-70x40;32/24;S1	330	060/170/100	R:18/R:18+0:41x23	UK: VCP (6/9;14;18;26;30)
SolsticeGTS-low	540x56;24	74x41;31/23	ca. 330	060/170/100	0:37x20 / 0:45x31	CDN: CD (2;19;23)
Amrum III	532x54;27	75x40;28,5/26,5	330	070/150/035+075	R:24 / R:19+044x25,5	D: Pietsch (1;12/13;18;23)
Skua	550x52;25	57x47;??	330	???	R:18 / 0: 43x25	E: Fun-Run (6;13;18;26)
Ascente	550x57;25	79x40;??	ca.330	F+A = 204	??	CDN: Seaward (2;19)
VKN Svalbard	535x55;22	50-73x38;31/25	333	060/160/038+075	R:18/R:18+0:41x23	NL: KCB(2/6/9;11-15;18;23;26)
Calypso	515x55;29	68x40;26/24	ca.335	ca.060/175/100	40x19 / 50x28	UK: NorthSh (2/6;13;19;23;26)
Legend	54x54;29	58x37;26/22	ca.335	???	41x23/R:18+41x23	NL: Water (6/9;13;18;23;26;31)
Ocean	513x60;25	63x40;29/23	336	062/171/103	R:22 / 54x34-26	F: Patrice (6;14;19+22;25;27)
KSU Noctiluca	505x55;22	50-83x38;30/24	337	060/160/047+070	R:18/R:18+0:41x23	NL: KCB (2/6/9;11-15;18;23;26)
Quest (UK)	536x56;24	73x40;36/27;TB	ca.337 or 328 (?)	???	R:24/R:20+0:42x30	UK: PH (2/6;13;16;18;23;26;34)
Catchiky C.H.	535x54;25	63x41;27/25	338	054/280/104	0:41x23 / 0:41x23	F: Plasmor (14;18)
Narval	515x55;22	67x40;27/25	340	055/180/105	R:23/R:18+0:41x23	F:Poly(2/6/9;13;15;18/19;26;28)
Mariner	515x55;21	61x37;28/25	340	055/180/105	R:18 / R:18	UK: NorthShore (2/6;13;18;23)
Squale	580x50;18	64x40;25/23	340	070/160/110	R:12 / R:18	F: Polyform (2/6/9;13;15;18/22)
Magellan (PE)	503x57;30	82x41;29/23;TB	340	064/196/080	R:24,5 / 0:41x27	USA: Dagger (2;19;23;30)
Solstice GTS (low Vol.)	540x54;24	76x40;??	340	065/170/105	0:37x19 / 0 41x22	CDN Current (2;19;23;30)
Atlantis (PE)	523x59;31	66x48;37/23	ca.340 (?)	064/196(?)080	R:24,5/ 0:41x27	USA: Dagger (4;19;30)
Pideraq	530x56;25	72x42;??	340	075/160/105	R:24 / 0:44x25	FIN: Welhonesä (2/6;18)
Point 65°N	525x57;23	75x40;??	340	???	R:18/R:18+0:41x23	S: Point 65°N (3/6/9;18;26)
Horizon 3	495x60;25	????	340	???	0: ? / 0: ? / 0: ?	UK: AAD (2;19;26;32b)
Surviver	520x55;24	55x40;??	ca.340 (?)	???	R:18/R:18+0:41x23	NL: Bloem (1/6;14;18;23;26)
Cormoran	540x56;23	62x51;??	340	???	0: 43x25 / 0: 43x25	E: Fun-Run (6;13;18;23;26)
Mentor	540x52;?	?	ca.340	???	???	S: Cobolt (2;18)
Looksha IV(PE)	520x57;27	79x45;28/29;TB	345	055/185/105	0:30x20 / 0:37x26	CDN: Necky (2;19;30;31)
Sealion (PE)	502x58;28	82x41;32/26;TB	ca.345	057/169/080 (?)	R:23 / 0:44x26	USA: Perception (3;18)
Sirius L	518x52;24	72x41;35/29;TB	345	060/180/105	R:24 / R:20+0:44x25,5	UK: PH (2/6;13;16;18;23-26;34)
Skerray (GFK)	518x58;25	56-76x40;31/27;ST	ca.345 (?) or: 330	075/145/055+070 060/170/100 (?)	R:18/R:18+0:41x23	UK: VCP (2/6/9;14;18;23;26;32;33)
Nordsee	543x53;26	70x42;34/28	345	080/165/100	R:18 / 0:41x23	D: Diez (9;13;18;31)
Barrakuda (PE)	518x55;28	81x45;??;TB	345	???	0: ? / 0: ?	D: Prijon (2;19;30)
Tsunami	508x56;24	75x41;28/25	345-365	???	44,5x26 / 42x29	D: Aqua-Splash (2;13;19)
Anadyr	530x55;24	69x42;??	ca.346	???	??	I: Janautica (9;22)

Modell	Dimensions	Cockpit	Volume/Displacement		Hatches	Manufacturer
	LxW; Weight cm;kg ¹	LxW;Hfi/Hro cm ²	Total Litres ³	Fore/Mid/Aft Litres ⁴	Fore/Aft (LxW) cm ⁵	(Equipment) / = or
Volume Class „Medium“ (M) (continued)						
Eski 525	525x58;22	78x41;31/24;TB	347	057/195/095	R:24 / 0:42x30	D: Lettmann (2,13,18)
Gulfstream	513x59;24	77x42;??;TB	348	???	R:24/R:20+0:42x28	CDN: CD (6;18;26)
Hanseat	525x58;25	71x43;31/27;TB	350	057/195/098	0:41x23 / 0:42x30 or: 42x23-16 / R:20 / 42x23-16	D: Lettmann (1;13;18 or 21;26;30)
Barzol	540x54;20	63x36;27/24	350	060/190/100	R:18/R:18+0:41x23	F: Plasmor (18)
Esplora	530x52;23	86x40;28/26	350	060/200/090	R:20 / 0:42x30	D: Francesconi (2;18;23)
Kontiki Sen(PE)	515x59;24	83x42;31/26	350	064/180/098	R:24 / R:24	F: Rotomod (18;30)
Skyros	530x58;23	67x40;27/22	350	065/175/110	R:23/R:18+0:41x23	F: Poly(2/6/9;13;15;18/19;26;28)
Drakken	540x56;25	83x46;??	350	???	0: 43x25 / R: 20 + 0: 43x25	E: Fun-Run (6;13;18;23;26)
Mentor	530x54;?	?????	ca.350	????	????	N: Cobolt
Zoar Sport Plus (PE)	426x64;25	92x50;??	350	050/195/105	R:?? / 0:??	CDN: Necky (2;18)
Umiak	560x48;19	62x38;31/25	350	special design	special design	D: Meier (4;13;18;30)
Volume Class „Large“ (L): 351-400 Litres						
Romany 16 (plus low Vol.)	489x54;24	82x39;32/23;TB 71x36;??;TB	353	087/170/096	R:24 / R:18+R:24	UK: NDK (2/6/9;14;18;23;26;33)
Looksha S (PE)	438(!)x58;25	79x44;28/28;TB	355	050/195/110	0:28x20 / 0:35x25	CDN: Necky-(2;19;30;31)
Kialivac	560x53;25	68x42;28/22	355	065/190/100	R:18 / 0:41x23	F: Plasmor (18)
Mari (Estland) Point 65N (S)(F) Arctic Sea (Fin)	508x56;30	71x39;??;TB	ca.355	???	R:24 / 0: 42x30	S: Tahe (2/6;18)
Nordstern	550x57;26	78x41;29/25	ca.360 (till 414)(?)	ca.060/177/120 till 069/210/135	40x24-17/51x33-25	D: Lettmann (1;13;21;30)
Baidji MH	560x57;24	62x40;28/24	360	065/180/115	39x20/R:18+41x23	F: Poly (6/9;15;18/19;26;28)
Yukon E	505x55;22	83x45;31/26	360	065/180/115	30x21-17 / 38x32-26	D: Prijon (2;13;19;31;34)
Super-Malik	520x58;22	98x40;33/28	360	075/165/120	0:35x21 / 0:35x21	S: Clifford (3/6;14)
Star 530	530x56;24	72x42;??	360	075/175/110	0:44x25 / 0:44x25	FIN: Welhonpesä (2/6;18)
Habel III	530x60;30	75x40;29/27	ca.360 (H.: 350)	ca.080/160/120	42x20-14/40x26-21	D: Pietsch (1;12;20;23;24)
Vyneck	545x51;24	57x83;??	360	110/140/050+060	41x23/R:18+41x23:	NL: Water (2/6;13;18;23;26;31)
Pachena DX	429x64;24	90x45;??;ST	360	???	0:34x18 / 0: 45x31	CDN: CD (2;19)
Andromeda	526x52;27	76x42;??;TB	360	????	R:24/R:18+0:42x30	CDN: CD (6;18;23;26)
Extreme (low)	574x54;28	74x41;??	360	???	0:37x20 / 0: 41x22	CDN: CD (2;19;23;30)
Arctic	525x58;26	78x41;30/26	ca.361 till 420(?)	052/194/115 till 065/220/135(?)	40x24-17/51x33-25	D: Lettmann (1;13;21;30)
KSU Heliaster	535x55;22	83x45;29/22	363	073/160/045+085	R:18/R:18+0:41x23	NL: KCB(2/6/9;11-15;18;23;26)
Chinook (PE)	488x61;25	80x43;??;TB	367/295 (?)	047/148/100	R:14 / 45x35	USA: Perception(3/9;19+22;30)
Sibir Interceptor	630x52;21	????	ca. 368	069/147/090/047	R:24/0:42x30+R:24	N: Cobolt (2;11;18;26)
Caribou	533x60;24	78x42;32/28	370	060/200/080 (?)	R:23 / R:23	S: Aquanova (8/9;12;15;18;34)
Caribou IC	533x60;24	78x42;32/28	370	ca.080/120/ca.110	R:23 / R:23	S: Aquanova (8/9;10;12;15;18)
Tümmler	548x52;22	70x40;31/26	370	062/192/116	44x15 / 44x25	D: Claus (6;13;17;19)
Kyook Plus (PE)	457x62;26	80x44;31/31	370	055/205/110	0:27x18 / 0:36x26	CDN: Necky (2;19;30)
Artisan Millen.	557x55;23	73x40;??;TB	370	070/195/105	R:24/R:15+0:42x30	FIN: Kajak-Sport (2/6;18;23;26;32a;34;35)
Oasis 2000 (PE)	425x64;22	87x45;??	370	???	??	I: Rainbow (9;19;30)
Atlantic	520x56;23	68x40;??	370	????	???	UK: NorthSh (2/6/9;14;19;26)
Narpa Plus (PE)	503x60;27	79x43;30/31;TB	375	060/195/120	0:27x16 / 0:37x26	CDN: Necky (2;19;30)
Arctic Dream	505x59;26	80x43;??	375	080/190/105	R:24 / 0:44x25	FIN: Welhonpesä (6;18)
Buccaneer	530x55;22	65x39;28/24;TB	ca.375	090/170/115	40x19 / 50x28	UK:NorthShore (2/6/9;14;18/19;23;26;31)
Eclipse (PE)	521x57;31	82x43;28x24;TB	ca. 375	???	0:?? / 0:??	USA: Perception (2;19;30)
Squall (PE)	500x56;28	73x41;29/29;TB	375 or 299	???	0:32x21 / 0: 46x32	CDN: CD (2;19;30)
Sirocco (PE)	513x60;27	79x41;??;TB	375	???	R:24/R:20+0:42x30	CDN: CD (6;18;26;30)
Seayak (PE)	485x58.5;30	73x38;30/27;TB	380/355 (?)	042/228(?)110	44x22-14 / 44x30	D: Prijon (2;13;19;30;31;34;36)
Baidji GH	560x57;24	73x41;30/27	380	070/190/120	39x20/R:18+41x23	F: Poly (6/9;13;15;18/19;26;28)
Kreta	550x64;23	82x45;31/30	380	080/180/120	R:18 / 0:41x23	D: Diez (2/3;13;18+21)
Explorer (low + high Vol.)	535x54;24	82x39;??;TB 71x36;??;TB	380	105/160/115	R:24 / R:18+R:24	UK: NDK (2/6/9;14;18;23;26;32;33)

Modell	Dimensions LxW; Weight cm; kg ¹	Cockpit LxW; Hfi/Hro cm ²	Volume/Displacement		Hatches Fore/Aft (LxW) cm ⁵	Manufacturer (Equipment) / = or
			Total	Fore/Mid/Aft		
			Litres ³	Litres ⁴		
Volume Class „Large“ (L) (continued)						
Millenium (D)	505x59;23	88x44;28/23,5	380	???	38x16,5 / 41x32	D: Prijon (2;19;34)
Rainbow Laser (PE)	510x58;24	87x45;??;ST	380	070/190/120	R:23/R:20+0:42x30	I: Rainbow (2;18;26;30)
Quest	575x57;26	81x40;??	ca.383	F+A = 216	??	CDN: Seaward (2;19)
Fighter	500x59;22	73-87x41;??	385	085/170/130	R:18 / 0:41x23	S: Clifford (3;14;18)
Solstice GTS (high Vol.)	540x56;25	76x40;??	385	???	0:36x19 / 0: 42x22	CDN: CD (2;19;23;30)
Artisan 2000	556x56;23	55-75x41;32/29	390/343 (?)	070/205/115	R:24 / 0:42x30	FIN: Kajak-Sport (1/6;14;18;32ab;35)
Spitzbergen 19	580x52;25	85x40;32/30	ca.390	085/182/123	R:18 / 0:41x23	UK: PH (3;13;18)
Aqua Sea 520	520x59;24	78x40;32/31;ST	390	???	R: 24 / R: 24	PL: Aquarius (4/18)
Looksha II	610x51;21	75x41;31/29;TB	ca.392	???	30x19-23/37x26-22	CDN: Necky (2;19;30;31)
Touring E1	502x61;25	83x42;32/25	395	053/194/131	R:20 / 0:42x30	D: Helmi (2;18;23;25;30)
Zoar Plus (PE)	490x62;27	84x44;28,5/d29	395	060/215/120	0:23x16 / 0:38x26	CDN: Necky (2;19;31)
Storm (PE)	518x61;29	83x45;34/26	395	065/220/110	0:32x20 / 0:45x31	CDN: CD (2;19;30)
Belouga 1	509x68;28	83x44;26/21	395	075/200/120	R:18 / 0:41x23	F: Plasmor (14;18)
Skerray XL	538x61;25	69x41;??;ST	395	075/200/120	0:41x23 / R:18 + 0:41x23	UK: VCP(2/6/9;14;18;23;32;33)
Mäsen	530x60;24	96x42;37/31	395	100/150/145	33x25 / 54x32	S: Clifford (3;19)
Seagull	530x60;23	96x42;??	395	100/145/150	33x25 / 54x32	FIN: Kajak-Sport (2/6;14;18)
Sea Tour (PE)	480x62;31	89x43;29/29;TB	400	075/195/130	0: 44x26 / 0: 42x30	D: Lettmann (1;13;18;30)
Avalon Viviane	581x55;24	86x46;??	400	090/195/115	0:44x26 / 0:42x30	FIN: Kajak-Sport (2/6;14;18;32a;35)
Vision	518x62;25	81x40;??	ca.400	F+A = 249	??	CDN: Seaward (2;19)
Solstice GT-low	540x62;25	79x41;??	400	???	0:37x20 / 0: 45x31	CDN: Current D. (2;19)
Modell	Dimensions LxW; Weight cm; kg ¹	Cockpit LxW; Hfi/Hro cm ²	Volume/Displacement		Hatches Fore/Aft (LxW) cm ⁵	Manufacturer (Equipment) / = or
			Total	Fore/Mid/Aft		
			Litres ³	Litres ⁴		
Volume Class: „Extra-Large“ (XL): over 400 Liter..... → typical attributes: higher windage / drier ride / wider cockpit → fitness: larger storage and weight carrying capacity / good for a tour lasting several weeks / ideal for a heavier/larger kayaker						
Nordnes SK	525x58;?	(large) ????	ca.400 (?)	095/-?-/135	??	N: Nordnes (3;19)
Expedition(PE)	531x57;?	75x40;30/30,5	ca.401 (?)	069/221/111	R:23 / 0:43x24	N: Hasle (1;13/22;30) 1= 50% integrated rudder
Extreme (high Vol.)	574x54;22	74x41;??	401	???	0:37x20 / 0: 41x22	CDN: CD (2;19)
Solstice GT (low Vol.)	540x62;24	79x41;??	401	???	0:36x19 / 0:42x22	CDN: CD (2;19)
Sealion (PE)	523x57;27	83x43;30/26;TB	ca.405 (?)	057/169/080 (?)	34x21-10 / 44x30-20	UK: Perception (3;19;30)
Calypso Mono	475x61;24	68x41;29/26	405	075/200/130	40x28 / R:18+50x30	F: Polyf. (2;13;15;18/19;26;28)
Star 570 LC	570x56;26	93x41;?? 72x42;??	405	095/195/115	0:44x25 / 0:44x25	FIN: Welhonpesä (2/6;18) (2;18)
Sibir Expedition	583x53;28	90x40;??;TB	ca.406	093/160/034/104	R:24/R:24+0:42x30	N: Cobolt (2;11;18;26)
Seagull Offshor.	530x60;23	96x42;??	410	100/150/160	33x25 / 52x32	S: VKV (8;19)
Habel II	528x60;32	76x40;32/30	410	100/160/150	42x20-14 / 40x26-21	D: Pietsch (1;12;20;23;24)
Eski 550	550x58;23	78x39;29/25	414	069/210/135	0: 44x26 / 0: 42x30	D: Lettmann (2;13;18)
Kodiak (PE)	507x58;28	85x42;31,5/30; (adjustable TB)	420/381 (?)	048/247/125	44,5 x21,5 / 44x30,5	D: Prijon (2;19;30;33;34;36)
Aquilla	556x57;25	76x40;33/26;TB	420	090/180/150	0:41x23 / 0:41x23	UK: VCP (2/6/9;14;18;23;26)
Nomad (PE)	508x58;29,5	142x61;33/32	420	100/200/120	22x42 / 29x50	F: Plastimo (2;19;30)
Express	500x56;21	75x40;34/31	ca.420	special design	special design	D: Meier (2;13;18/20;27;30)
Fuchs	510x66;20	86x48;34/34	420	???	R:15 / R:22	PL: Hanord (9;22)
Seagull Ocean	530x63;25	96x45;??	430	060/210/160	25x33 / 53x35	S: VKV (8;19)
Thema	550x57;26	83x42;??	430	ca.070/220/140	??	D: KSK (5;13;18)
Expedition	574x57;25	78x41;??	447	???	0:37x22 / 0: 46x31	CDN: Current D. (2;19)
Seelöwe	520x60;21	83x40;34/31	450	090/180/180	special design	D: Meier (2;13;18/20;30)
Touryak (PE)	470x63;27	91x45;??;TB	450	???	0: ? / 0: ?	D: Prijon (2;19;30;31)
Solstice GT (high Vol.)	540x62;24	79x41;??	454	???	0:36x19 / 0:42x22	CDN: CD (2;19)
Explorer	500x66;29	92x47;32/28	455	095/200/160	0:44x26 / 0:42x30	D: Lettmann (1;13;18;30)
Yukon Expediton (PE)	440x61;27	91x45;??;TB	460	060/290/110	2x oval	D: Prijon (2;19) (Expeditionkayak till WW II)

Modell	Dimensions	Cockpit	Volume/Displacement		Hatches	Manufacturer
	LxW, Weight cm;kg ¹	LxW,Hfi/Hro cm ²	Total Litres ³	Fore/Mid/Aft Litres ⁴	ForeAft (LxW) cm ⁵	(Equipment) / = or
Volume Class: „Extra-Large“ (XL): over 400 Liter..... → typical attributes: higher windage / drier ride / wider cockpit → fitness: larger storage and weight carrying capacity / good for a tour lasting several weeks / ideal for a heavier/larger kayaker						
Garkast HK-1	580x55;25	58x39;??	ca.460 (?)	135(-?-/155	R:24 / R:15(?) + R:24	S: Svärdsklöva (6;18+22;26)
Muktuk	520x60;21	75x40;30/28	469	special design	special design	D: Meier (2;13;18/20;27;30)
Sitka	538x55;25	79x41;34/27;TB	ca.475	121/195(?)/159	41x23/R:18+41x23	USA: Dagger (4;18;23;26)
C-Trek	566x59;29	81x42;28/25	490	130/190/60+110	41x23/R:18+41x23	UK: Kirton (2/6;14;18;23;26)
Solstice GT XL	540x62;25	79x40;??	511	???	0:36x19 / 0: 42x22	CDN: CD (2;19)
VKN Skarabe	560x59;24	59-77x42;31/26	568	146/207/65+150	R:24 / R:18+R:24	NL: KCB(2/6/9;11-15;18;23;26)
Sea kayaks with incomplete data (The manufacturers are not able or willing to give more exact informations about the data of their kayaks!)						
Elaho (PE)	485x57;27	85x50;??	?	???	0: ? / R: ?	CDN: Necky (2,18/19;30)
Eskia (PE)	398x62;29	?	?	???	?	CDN: Necky (2;19;30)
Eskia	497x61;25	70x38;??	?	???	R: ? / R: ?	D: Bavaria (3/9;13;22)
Eski Robbe	525x62;17	76x41;34/27	?	???	R:18 / 0.41x23	D: Neumann (2;15;18)
Hunter	540x56;?	76,5x40,5;35/23	?	???	R: 19 / 0.44x26	D: Neumann (2;15;18)
Touryak (PE)	470x61;?	?	?	?	2x oval	D: Prijon (2;19)
Kontiky (PES)	520x60;25	????	?	???	R / R	DK: Neptun (18/30)
Shark	446(!)x56;19	84x42;??	?	???	R:18 / 0:41x23	E: Omei (2/9;14;18)
Inuit	510x57;21	64x41;??	?	???	R:18 / 0:41x23	E: Omei (6/9;14;18)
Reval (Estonia)	550x54;25	????	?	???	R:24 / 0:42x30	Estonia: Tahe (3/6;18)
Kap Horn (Fin)						
Mini Esquimau	445x53;18	?	?	-??	- / R:18	F: Mack (18) (for children)
Hoedic 2000	515x60;20	69x40;26,5/40	?	???	R:18 / 0: 41x23	F: Mack (6;13;18)
Ulysee (PE)	480x60;25	75x41;??	?	???	??	F: Plasmor
Alto	518x51;?	????	?	???	??	F: Polyform (3)
Skybou	502x58;20	66x45;??	?	???	R:18 / 0:41x23	F: Quest (13;18;23)
Ustica 470	475x56;23	93x45;??;TB	?	???	R: 20 / 0: 42x30	I: Francesconi (2;18)
Seawolf	550x57;32	79x?;??;TB	?	???	0:41x23 / R:18 + 0:41x23	I: Qajak (2;13;18;26;31)
Svalbard	525x56;35	????	?	???	R:18 / ?	N: Fritid (3;14;18+19)
Echo	488x54;26	????	?	???	0: ?/R: ?+0: ?	NL: Watermark(6;13;18;23;26)
Shadow	545x58;?	????	?	???	41x23/R:18+41x23	NL: Watermark (14;18;26)
Fire	530x54;23	????	?	???	R:18 / 0:41x23	NL: Nova (6/9;14;18;23)
Flame	575x54;?	????	?	???	R:18/R:18+0:41x23	NL: Nova (6/9;12;18;23;26)
Artic Exped.	516x58;23	73x40;??; ST	?	070/?/090	R: 24 / R: 24	S: Kanot Bryggan (18)
Azores	490x58;?	97x43;31/25	?	???	38x23-14;?	P: Nelo (2;19)
Amassalik	500x58;?	42x67;30/25	?	???	R:24 / 0: 42x30	P: Nelo (2;18)
Diamante Blaze	430(!)x57;20	75x40;27/22;TB	?	???	R:18 / 0: 42x23	UK: Mega (2/6;13;18)
Diamante Rapid	505x56;22	76x41;29/23	?	???	R: 18 / 0: 42x23	UK: Mega (6;18)
Seasure	532x56;22	????	?	???	?	UK: Mega
Sovereign	?	?	?	???	???	UK: Mega
Huntsman	510x57;25	????	?	???	??	UK: McNulty
Kodiak	510x57;25	????	?	???	??	UK: McNulty
Svalbard	525x56;25	????	?	???	??	UK: McNulty
Alaskan	548x59;34	????	?	???	??	UK: McNulty
Poseidon	493x55;26	81x44	?	????	R:24/R:20+R:24	UK: NDK (6;13;18;23;26)
Bahiya	534x52;24	72x38;33/?;TB	?	????	R:24/R:20+0:42x30	UK: PH (2/6;13;18;23;26)
Aquanaut	536x55;25	75x41;?	?	???	0:41x23 / 0:41x23	UK: VCP (2/6;13;18;23)
Argonaut	536x56;26	75x41;?	?	????	0:41x23 / R:18 + 0:41x30	UK: VCP (2/6;13;18;23;26)
Baja (PS)	473x57;24	86x48;??	?	033/?/106	R: 18 / 0: 41x23	USA: Dagger (4;18;30)
Nantucket (PES)	448x66;25	89x43;??	?	???	R: 18 / 0: 41x23	USA: Old Town (2;18;30)
Heron (PES)	490x61;27	89x46;??	?	???	??	USA: Old Town (2;19;30)
Millenium 160 (PES)	486x55;25,5	86x43;??	?	???	??	USA: Old Town (2;19;30)
Millenium 174 (PES)	527x57;27,5	86x43;??	?	???	??	USA: Old Town (2;19;30)
Carolina (PE)	450x75;28	81x45;??	?	???	R: ? / R: ?	USA: Perception (2;18)
Baja (PE)	469x57;23	????	?	???	R: ?/0: ?	USA: Perception (4;18)

Modell	Dimensions	Cockpit	Volume/Displacement		Hatches	Manufacturer (Equipment)
	LxW;Weight cm;kg ¹		LxW;Hfi/Hro cm ²	Total Litres ³	Fore/Mid/Aft Litres ⁴	
Sea kayaks with incomplete data ... (continued)						
Captiva (PE)	489x64;22	????	?	???	R:7/0:?	USA: Perception (2;18)
Viscaya (PE)	495x60;26	????	?	????	0:?:R:?:+0:?	USA: Perception (2;18;26)
Sealion-Fastnet (PE)	502x56;28	81x40;33/27;TB	?	???	R:22 / 0:43x24	USA: Perception (2;18;30)
Eclipse (PE)	523x57;29	????;TB	?	???	0:? / 0: ?	USA: Perception (2;18)
Impulse	550x53;25	84x40;??	?	???	R:7 / 0:?	USA: Seda (9;18)
Glider	580x55;26	84x40;??	?	???	R:7 / 0:?	USA: Seda (2;18)
CapHorn 14/PE	437x57;23	???	?	???	??	USA: Wilderness (2)
CapHorn 15/PE	469x58;25	???	?	???	??	USA: Wilderness (2)
CapHorn 17/PE	526x58;27	???	?	???	??	USA: Wilderness (2)
SealutionXS/PE	442(1)x59;25	76x38;??;TB	?	???	0:39x23 / 0:48x33	USA: Wilderness (2/9;19;30)
Sealution (PE)	500x56;26	76x40;??;TB	?	???	0:36x19 / 42x25-21	USA: Wilderness (2/9;19;30)
SealutionXL/PE	520x60;27	78x45;??;TB	?	???	0:30x25 / 40x32-28	USA: Wilderness (2/9;19;30)
Epic (PE)	510x55;27	???	?	???	??	USA: Wilderness (2)

(03/03) For corrections: J.Ramwell (UK), U.Beier (Germany), Chr.Gabard (France), S.Cadoni (Italy), A.L.Lind (Finland), P.Unold (Danmark)

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Aquarius (PL)	Aquarius - 80-294 Gdansk (Poland) - www.aquarius.gda.pl
Aqua Splash (D)	Aqua Splash - Cuxhavener Str. 164, 21149 Hamburg (Germany) / www.aqua-splash.de
Bavaria (D)	Bavaria Boote H.Bösch - Gewerbegebiet 12, 83093 Bad Endorf (Germany) / www.bavariaboote.de
Bergans (N)	Bergans Fritid AS - Industriveien, Box 293, 3301 Hokksund (Norway) / www.bergans.no or www.bergans.com
Bloem (NL)	Arend Bloem Kanocentrum - Bowlvej 1; 1531 MD Wormer (The Netherlands)
Cayac (F)	Cayac - La Centrale du Kayak - 2, rue Michelet, 94700 Maisons Alfort (France)
Clauss (D)	Manfred Clauss GmbH - Marienstr. 10, 67063 Ludwigshafen (Germany)
Clifford (S)	Kajaker & Kanadensare c/o L.Clifford - Fornminnesvägen 7 B, 26731 Jonstorp (Sweden)
Cobolt (N)	Cobolt Kayaks - PO Box 12 Grefsen, N 0409 Oslo (Norway) - www.coboltkayaks.com → Dealer: Cobolt, Labakken, 4920 Staubo (Sweden) (?) → Dealer Sweden: Kajakcenter Grebbestad (S) / www.kajakcenter.com
Contre (F)	Contre Courant c/o Jean-Pascal Le Han - 76, Boulevard Jules Verne, 44300 Nantes (France)
CD (CDN)	Current Design - 10124 McDonald Park Road, Sidney, B.C. V8L 5X8 (Canada) / www.cdkayaks.com → Import Germany: Wavecrest J.Rostock (D) / www.canoes.de → Import Sweden: Kayak Support - Box 19093, S-16119 Bromma (S) / www.kayak.se
Dagger (USA)	Dagger (USA) / www.dagger.com → Import Germany: Sport Schröer (D) / www.sport-schroer.de → Import UK: Palm Equipment Intern. Ltd. - Harbour Road, Prtishead, North Summerset, BS20 7BL (UK) E-mail: info-bw@Palm-Qquipment.co.uk
Danner (D)	Danner Bootswerkstätte - Koblenzer Str. 13, 65582 Diez/Lahn (Germany) / www.marktplatz-rhein-lahn.de/Danner-Boote
Feathercraft (CDN)	Feathercraft-Folding Kayaks - 1244 Cartwright Street, Vancouver, British Columbia, V6H 3R8 (Canada) / www.feathercraft.com
Feuillette (F)	Feuillette - Base de Beaulieu - 1, rue Franche l'Etang, 45630 Beaulieu sur Loire (France)
Francesconi (I)	Francesconi-Canoe → Import Germany: Kanu-Outdoor (D) / www.kanu-out-door.com
Fritid (N)	Fritid, E. - Mjøndalen (Norway)
Fujita (Japan)	Fujita Canoe - Kyoto, Japan → Import USA: FoldingCraft - www.foldingcraft.com
Fun-Run (E)	Canoas y Kayaks - Apartado 298, 09400 Aranda de Duero - Burgos (Spain) / E-mail: fun_run@teletel.es
Hanord (PL)	Hanord Garenja Boote, ul. Benzynowa, 80-158 Gdansk (Poland) / www.hanord.pl → Import Germany: Hanord F.Kreuz - Dorfstrasse 21, 19412 Keetz (D)
Hasle (N)	Hasle, Arne AS - Vestre Ringvej 1, 1800 Askin (Norway) → Import Germany: Junglas - Klever Str. 6, 46419 Isselburg-Anholt (D) / www.junglas-boote.de
Helmi (D)	Helmi Sport - Eilvese an der B6, 31535 Neustadt a. Rübenge (Germany) / www.helmi-sport.de
Inuit (NL)	Inuit Kanusport - Suidwal 9, 4341 CG Arnemuiden (The Netherlands)
Janautica (I)	Janautica-Tekno-Sport - 2, Via de Gaspen, 20060 Pessano con Bornago (MI) (Italy)
JF (F)	Kayak-Mer J.-F..Jehl - 2, rue du Château, 30420 Calvisson (France)
Kajak-Sport (FIN)	Kajak-Sport OY Matti Valonen - Tohkantie 6, 27100 Eurajoki (Finlandia) / www.kajaksport.fi → Import Germany: H.Gadermann (D) / www.gadermann.de
Kanot Bryggan (S)	Kanot Bryggan - Stockholm. → Export/Dealer Sweden: Kajakcenter Grebbestad (S) / www.kajakcenter.com
KCB (NL)	Kanocentrum de Biesbosch / J.v.Fluis - Calandstraat 26, 4251 NZ Werkendam (The Netherlands)

Manufacturer/Importer (continued)	
Kirton (UK)	Kirton Kayaks Ltd. - Marsh Lane, Crediton, Devon, EX17 1ES (UK) → Import Germany: O.Rosenkranz - In der Wöste 11, 59073 Hamm (D)
Klepper (D)	Klepper Faltbootwerft AG - Klepperstr. 18 M, 83026 Rosenheim (Germany) / www.klepper.de
KSK (D)	Kanu-Sport Klein-Impelmann - Weseler str. 12, 46519 Alpen (Germany)
Lettmann (D)	Lettmann Sport GmbH - Franz-Haniel-Str. 53, 47443 Moers (Germany) / www.lettman.de
Mack (F)	Mack - 25, avenue des Peupliers, 35520 Cesson Sévigné (France) / www.mack-kayak.com
MAR-Kayaks / Nelo (P)	MAR-Kayaks - Travessa da Arribel, Pavilhao 5, Mosterior, 4480 Vila do Conde (Portugal) → Import Germany: O.Rosenkranz (D) / www.ro-tex.de
McNulty (UK)	McNulty - Corstorphine Town, Commercial Road, South Shields, Tyne & Wear, NE33 1RZ (UK)
Mega Sports(UK)	→ Import Germany: Aqua Splash - Cuxhavener Strasse 164, 21149 Hamburg (D) / www.aqua-splash.de
Meier (D)	Paddel-Meier - Heinrich-Osterath-Str. 256, 21037 Hamburg (Germany) / www.paddel-meier.de
Nautiraid (F)	Nautiraid - Z.I. 53480 Vaiges (France) / www.nautiraid.com → Import Germany: Maitre Bruno (D) / E-Mail: Bmaitre@t-online.de
NDK (UK)	Nigel Dennis Kayaks c/o ASSC - Porthdafarch Road, Holyhead, Gwynedd, N.Wales, LL65 2LP (UK) / www.assc.org.uk → Import Germany: Nanuk-Seekajak-Vertrieb P.Nicolai (D) / www.nanuk.de
Necky (CDN)	Necky-Kayaks - 110 Riverside Road, Abbootsford, B.C. V25 7P1 (Canada) → Import Germany: KAGRO Elements (D) / www.kagro-elements.de → Import Netherlands: Kajak Centrum - Poelweg 1 b, 1531 MD Wormer (NL) → Import Norway: Aktiv Fritid - Lokketangen 56, Postboks 326, 1301 Sandvika (N)
Nelo / MAR-Kayaks (P)	Nelo - Lda. Rua 1.º De Maio, 83-4485-620 Mosteiró VCD, Vila Do Conde (Portugal) / www.mar-kayaks.pt → Import Germany: O.Rosenkranz (D) / www.ro-tex.de
Neptun	Neptun Kano & Kajak - Fyrkildevej 63, 9220 Aalborg Ø (Danmark) / www.neptun-kajak.dk
Neumann (D)	Neumann, Willv - Kelsterbacher Str. 76, 65479 Raunheim (Germany) / www.willvneumann.de
Rainbow (I)	Rainbow (Francesconi) → Import Germany: Kanu-Outdoor (D) / www.kanu-out-door.com
Rotomond (F)	Rotomond - Z.I. Jean Malèz, 47240 Bon Encontre (France)
Seaward (CDN)	Seaward Kayaks (CDN) / www.seawardkayaks.com → Import Norway: Ut i Naturen , Sandviga 20, Bjergstedt, 4007 Stavanger (N) / www.utinaturen.no
Seda (USA)	Seda Products - → Import Norway: Ut i Naturen , Sandviga 20, Bjergstedt, 4007 Stavanger (N) / www.utinaturen.no
Svärdsklova (S)	Nyköpings Kanotcenter - S-61193 Nyköping (Sweden)
Thae (Estonia)	Thae AS, Estonia → Import Sweden: Point 65°North - Styrmanng 23, Box 24088, 10450 Stockholm (Sweden) / www.point65.com → Import France: 6 rue Monsigny, 75002 Paris (F) → Import Finland: Welhonpesä - www.welhonpesa.fi
VCP (UK)	Valley-Canoe-Products Ltd. - Private Road 4, Colwick, Nottingham NG4 2JT (UK) / E-mail: seakayak@globalnet.co.uk → Import Germany: Nanuk-Seekajak-Vertrieb P.Nicolai (D) / www.nanuk.de
VKV (S)	AB Vituddens Kanotvarv - Kanotvägen 2, 59338 Västervik (Sweden) → Import Sweden: Kayak Support - Box 19093, S-16119 Bromma (S) / www.kayak.se
Weiterer (D)	Weiterer, U. - Kreuzstr. 9, 28203 Bremen (Germany)
Watermark (NL)	Watermark J. van Leeuwen - Kuipersweg 13, 4338 PH Middelburg (The Netherlands). There are rumours, that Watermark will no longer produces sea kayaks.(?)
Welhonpesä (Fin)	Welhonpesä , Finland - www.welhonpesa.fi
Wilderness (USA)	Wilderness-Systems - 1110 Surret Drive, High Point, NC 27260 (USA) / www.wildernesssystems.com → Import Germany: Bavaria Boote H.Bösch (D) / www.bavariaboote.de
Nordnes (N)	Nordnes Batsport - 5000 Bergen (Norway)
NSh (UK)	North Shore - Tanton Hall Farm, Stokesley, Middlesbrough, Cleveland TS9 5JT (UK) → Import Norway: Ut i Naturen - Sandviga 20, Bjergstedt, 4007 Stavanger (N) / www.utinaturen.no → Import Sweden: Kayak Support - Box 19093, S-16119 Bromma (S) / www.kayak.se → Import Germany: P.Bockram - Schanzenstrasse 12, 20357 Hamburg (D)
Nova (NL)	Nova Werft - Factory 10B, 16589 AL Zwaag (The Netherlands)
Old Town (USA)	E-mail: feedback@otcanoe.attmail.com → Import Germany: KAGRO Elements (D) / www.kagro-elements.de
Omei (E)	Omei - Canoas & Kayaks C/Sagasti , 30 - 20100 Lezo / Guipúzcoa (Spain) → Import Germany: → H.Gadermann Kajak (D) / www.gadermann.de
Outdoor Leisure Supplies (UK)	Outdoor Leisure Supplies - Unit 5, Lôn Parcwr Ind. Estate, Ruthin, Denbighshire LL15 1NJ (UK)
Patrice (F)	Patrice - 5, rue de Orangers, Port de Plaisance, 64700 Hendaye (France)
Perception (USA)	Perception (USA) / www.kayaker.com → Import UK: Perception Kayaks - Bellbrook Business Park, Uckfield, East Sussex, TN22 1QU, England (UK) → Import Germany: Kober & Moll / www.kober-moll.com
P&H (UK)	P&H Manufacturer Ltd. - Station Road, West Hallam, Derbys DE7 6HB (UK) / www.phseakayaks.com → Import Denmark: Peter Lillehund - Kano & Kajak Butikken, Strandvejen 349 D, 2930 Klampenborg / www.kajak.dk → Import Germany: H.Gadermann Kajak (D) / www.gadermann.de → Import Netherland: Kano Import Tiekano , Hoeksekade 141, 2661 JL Bergschenhoel (NL) / www.tiekano.nl → Import Norway: Eian Fritid - Boks 284, 3051 Mjooondalen (N) / www.eian.no → Import Sweden/Finland: Svima Sport - Box 30034, 10425 Stockholm (S) / E-mail: kanotcenter.svima.sport@swipnet.se
Pietsch & Hansen (D)	Pietsch & Hansen - Dorfstrasse 5a, 25852 Büttjeßüll (Germany) / www.pietsch-hansen-kajaks.de
Plasmor (F)	Plasmor - Z.A.St. Léonard Nord, 56450 Theix (France)