

# 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**

APRIL 2004

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# Ocean Kayaker



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*Whether you kayak regularly or  
hardly ever you must have some-  
thing 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 let-  
ter once every two months  
we have decided that a cur-  
rent 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@cjbolton.plus.com  
Ensure you include WHAT,  
WHERE, WHEN and  
WHO (i.e. contact details).  
There is no charge for this  
service.

I am sorry to announce the  
death of Drew Delaney on  
9th February 2004. A friend  
and sea paddler who I know  
is known to many of you.

## Editorial

Will you be at the Ordnance Survey  
OUTDOORS SHOW which includes the  
INTERNATIONAL CANOE EXHIBITION?  
It is over the weekend of the 2nd to 4th April  
at the NEC, Birmingham. ISKA has a stand as  
usual, as it has done these past 40 years.  
Jenny and son Chris will be manning it as I am  
at a BSES (don't ask!) briefing weekend. So  
come along and announce yourself. Many use  
the ISKA stand as a meeting spot. Why not.

Spring is in the air and I have taken my kayak  
from its' winter quarters (behind the shed).  
This wasn't always the case as my winter  
paddling meant it never got put away as such  
but then that was some years ago! Age taking  
its' toll!! I still seek to emulate Eric Totty with  
whom I paddled around the Skerries on his  
80th Birthday. Man proposes and God disposes  
My first outing is with Raleigh International  
over the weekend of 24/25th April off the  
Anglesey coast. Anyone interested in joining  
us, let them know on 0207 371 8585; ask for  
Tory.

Hope you enjoy the variety of material in this  
edition of our Newsletter. I particularly want to  
congratulate Duncan - see Pg 19. Great news  
and the award could not have gone to anyone  
who would do it more justice than Duncan.

At the time of writing I am just about to head  
off to Plas y Brenen, N. Wales for a BCU  
Coaching Meet. I am looking forward to the  
presentation from Ray O'Brien on Inuit Style  
Paddling. Hopefully I can feed some of this  
back to you.

Until the next Newsletter,

## ISKA SHOP

I still have a few T shirts, L and  
Extra L, grey with the ISKA logo, for  
sale @ £6.00 and now have some  
short sleeved polo yellow shirts, again  
with the ISKA logo for £8.00

## CONTENTS

Editorial.....	Page 1
<b>Morbid Dirk</b>	
<i>Richard Melville.....</i>	<i>Page 2</i>
<b>Woolacombe to Lundy</b>	
<i>Olly Sanders.....</i>	<i>Page 3</i>
<b>Limp Praise</b>	
<i>Sunday Times.....</i>	<i>Page 4</i>
<b>Seaquest (Announcement)</b>	
.....	Page 4
<b>Thinking About Sections</b>	
<i>Percy Blandford.....</i>	<i>Page 5</i>
<b>1st Northumberland Sea Kayak Symposium.....</b>	<b>Page 5</b>
<b>How to Select a Sea Kayak</b>	
<i>Prof. Udo Baier.....</i>	<i>Page 6</i>
<b>Why a Mile Feels Twice as Far</b>	
<i>Seatrek Newsletter.....</i>	<i>Page 8</i>
<b>Vancouver, North Island</b>	
<i>Julies Fisher.....</i>	<i>Page 9</i>
<b>Letters to Editor .....</b>	<b>Page 11</b>
<b>The Inca Trail (Advert) Pg 13</b>	
<b>Seaworthy Compass</b>	
<i>Robin Cole.....</i>	<i>Page 13</i>
<b>Death by Adventure</b>	
<i>David Leach.....</i>	<i>Page 14</i>
<b>Sea Kayak Stability</b>	
<i>John Winters.....</i>	<i>Page 17</i>
<b>Risk v Safety</b>	
<i>John Ramwell.....</i>	<i>Page 18</i>
<b>Duncan Winning on a Churchill Fellowship.</b>	<b>Page 19</b>
<b>Carbon Fibre Wing Paddle For sale.....</b>	<b>Page 19</b>

**Morbid Dirk, an adventure set not far from Fleetwood boating lake.***by Richard Melville*

Ever the subtle pioneer, Chrisp (not his real name) had long hinted at a trip to the "Moulin a vent" a man made structure off the west coast of Anchorsholme. Detailed plans, selection of tide flows and tidal constants were carefully considered and at the last minute we decided to "go for it". A brisk wind and moderate seas greeted us as we loaded provisions and stores carefully chosen for a couple of hours on the water. Carrying the laden kayaks towards the launch site we each prepared ourselves for the journey ahead. My colleague and mentor had been adorning himself with extra layers of clothing, was he aware of a possible change in the weather or was there an ulterior motive? Read on and discover for yourself!

"Wimpl!" said Chrisp as I drew Pogies onto my paddle, my most recent experience of paddling had been on balmy Greek seas and I felt the icy chill of the Irish seas breezes.

As I gingerly braced myself and launched gently into the foam, Chris, boldness personified and singleminded of purpose charged forward bravely on to our destination.

Interesting seas and lack of landmarks made it difficult to measure progress but ever so slowly the "Moulin" drew near. Battling against the waves relentless power I struggled to catch up with Chrisp who was focusing his every effort on reaching our destination. Silly me, I'd forgotten that he had been on a Level Two training course whilst I was on holiday and there lurked in his mind a devilish plot. Passing the halfway point I found myself in unusual territory -I was in front of the master kayaker. Panic set in as I looked behind to see what was going on.

Chrisp then played his master card, - selflessly he plunged in the water and I could see him holding on to the white hull of his upturned kayak. From that position he beckoned to me for assistance like Captain Ahab on the white whale.

How kind of him to endure the cold of the sea in order to check my reaction and rescue skills, raising my gaze heavenwards I sought divine assistance.

As promptly as I was able (please consider my advancing years) I eventually arrived on the scene and commenced rescue procedure as per the manual.

- 1) "Are you alright"? his answer is, I fear, not repeatable.
- 2) Empty kayak and return same to normal mode. (ie. hull down, deck up).
- 3) "Please remove yourself from water with alacrity and re-enter kayak"
- 4) Spraydeck on-- paddles in hand-- recommence voyage.

Ever vigilant and puzzling over the contents of the Level Two syllabus I wondered if Chrisp had further challenges in mind for me.

Too right! -not happy with my previous rescue and in order to give me much needed practice he again threw himself into the sea and did his Ahab impression. As an additional measure he launched his paddle into orbit testing me to the fullest.

Eager to gain his approval I made my way as quickly as I was able, recovered his paddle and following procedures 1 to 4, as above, had him returned to his kayak.

Fast approaching my dotage (some unkindly say I'm already there) I no longer have the strength for prolonged physical effort and I pleaded with Chrisp for a return to the beach. Although mad keen to continue the trip he relented and allowed for a curtailment of activities and return to the shore.

Kayaking equipment can involve serious financial outlay and though I looked long and hard I was unable to find the bottle which Chris claimed to have lost. I regret that this trip may have cost him dear!

With the wind and the waves behind us the return to shore was a speedy affair Chrisp, satisfied at my achieving the minimum standards of teamwork powered away at the front. Ever the showman the master mariner had a final fling to be flung, making sure that a reasonable crowd was available (passengers in the car park) he performed his version of the "Pope" beachlanding. That's the one where you fall on your knees and kiss the ground!

As we changed from damp to dry clothing the sea and the wind eased off, Chrisp was as ever determined to renew the battle with the elements but I was too eager to cry off. Keen to return to the warmth of home I made excuses about the need to service my Zimmer frame and dashed away to settle down to a hot cup of cocoa and to fabricate the basis of this tome.

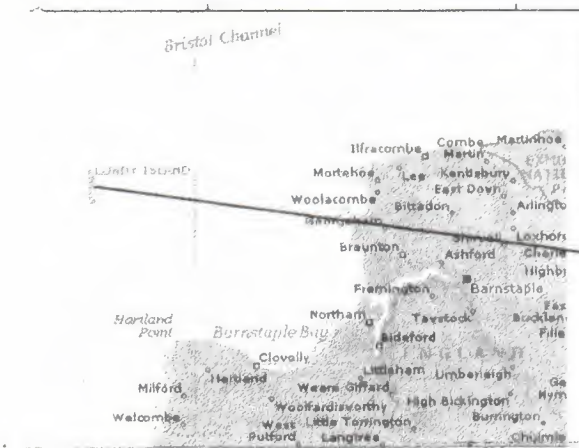
No doubt an attempt to complete this voyage will be high on our list of must-do activities over the months to come, I look forward to that event and will train to meet the high standards expected.

*Only the names have been changed to protect the gullible and promote the incontinent.*

# WOOLACOMBE TO LUNDY ISLAND. BRISTOL CHANNEL

by *Olly Sanders*

**Exposed to the full brunt of the Bristol Channel tides. Lundy lies about 35km off the North Devon coast, depending on where you depart from.**



Having already paddled to Ireland and The Isle of Man from Anglesey, this appeared to be an easier option. I was training for a solo trip to Cape Horn and needed to spend time alone in my sea kayak, to get in to the physical and mental state needed for solo crossings and coastlines.

Woolacombe beach was the start point, in the middle of the summer tourist season. I parked up and asked the attendant if I could leave the car overnight, no problems, I would be charged for two days.

I have always paddled to get away from crowds, yet here I was wheeling my boat through a sea of humanity covering the beach. I could not wait to get in the boat and paddle away. The weather was great. No wind and flat calm. The boat cut through the water like a knife, away from the noise and bustle.



However, no wind meant fog! Two kilometres out from Woolacombe and that was it, surrounded by mist. It is amazing how quickly you get disorientated on the sea. I had experienced this before, but it still saps your confidence.

I was in a rush before I left and was unable to get a chart, so I was stuck with a road atlas map of which I had quickly drawn on the rough lines of longitude and latitude. I paddled for a couple of hours in the mist and then started to feel the old doubts about the navigation. I felt completely disorientated with nothing to make a reference on. Lundy is a small target to hit, being only five kilometres long and one and a half kilometres wide. That, combining with strong tides and currents that run round the Island, was making me a little nervous.

Whilst getting a grip of myself and doing lots of positive thinking, I get this 'presence' to my starboard side and looking up I see the ferry to Lundy appearing out of the mist. Somewhat relieved, I get into my paddling rhythm, checking my fix every hour.

Coming up to the seventh hour I still have seen no sign of life, according to the Latitude and Longitude I should be near the northern end 'the Island'. I therefore adjusted my bearings slightly a few times. It is always hard to keep on the exact bearing when the sea is a bit choppy.

A few seconds pass and then this eerie noise rose above the mist. Is it a foghorn? It doesn't sound quite right, yet still I start to head towards it. Suddenly, out of the mist appears the Island some three hundred metres away. It does not seem to fit the picture on the map. I then realise I am at the south end. I must take more time drawing those pencil lines on the road map and use a thinner pencil next time. Maybe even use a ruler instead of the side of my driving licence!

The strange eerie noise began to make sense, it was a chorus of seals moaning in sync with the foghorn. Not really caring where I land, I empty my pee bottle and race into shore to stretch my legs.

Another sting in the tail, an awkward clamber up a steep hill to the camping area with all the gear. On the way up I meet two lads who had heard me on the VHF to Swansea Coast Guard. They direct me to the mist filled campsite, which I stagger into; at least I've stretched my legs!

I quickly set the tent up, throw a bit of food down my throat, and then head off for a beer. The Marisco Tavern brews its own beer. I bump into some old climbing friends in the bar, (it's a small world) who tell me the fog has been in for a couple of days.

The Island is owned and managed by a trust, and has a fascinating historical exhibition of the islands history. They also rent out properties to climbers and walkers who visit the Island.

The fog was still around in the morning and my tent and clothes were still wet. I decided to paddle around the Island and return via the North end. The dramatic scenery unfolded. Huge cliffs and rock arches appeared out

of the mist! felt the current picking up as I approached the northern end. I paddled passed the Devil's Slide, one of Lundy's famous climbs, into the overfalls called the Hens and Chickens. The plan was to head off the North end straight back to Woolacombe. Once again the mist came in. Swansea gave a good forecast on VHI'; so it was back into my paddling rhythm.

I felt tired after the previous day, but more in tune with the conditions. Four hours later a boat loomed out of the mist, a small tanker! The cook was having a fag along the port side, which dropped out of his mouth when he saw me. It's always a worry these boats often have nobody on the bridge and are navigated by computers. You certainly wouldn't have been picked up by radar being such a small

**Situated in the Bristol Channel 11 miles north of Hartland Point, Lundy Island is three miles long, a mile wide and stands 400 ft above the sea. The island is like a plateau with a flattish top, high sea cliffs on the west coast and more vegetated steep sloping sidelands on the east coast.**

craft. So I always assume I will never be seen and try to stay away!

I remembered the car park shut at 7.30pm, so upped the pace, and arrived back at Woolacombe at 7.00pm. I loaded the boat on its wheels and legged it up the beach. The car park staff were great, they helped me load the boat on to the van. They said that they were beginning to get worried about me.

I jumped in to the van and drove up to the barrier with my money at the ready. With a wink from the gatekeeper the barrier opened. No charge he said, then added "Have you heard about the Great White Shark that was spotted of Woolacombe yesterday"!

I don't often take Editorial liberties but I could not resist this article and picture as published in my weekly paper

From Sunday Times 25.1.04

### LIMP PRAISE FOR NAKED HEROISM

Steve Gough, the naked rambler, has finally got his Groats. It's taken him seven months to walk from Land's End to the tip of Scotland, where last week in driving rain 25 wellwishers greeted him with applause. Shrivelled, I expect, but unbowed. He'd done it with only a silly green hat, a beard and a simple grin above the ankle. En route, he was arrested 15 times. Many things remind us that the law is an ass, but nothing quite so graphically as locking up a naked walker. Gough is a true English hero.

While more and more dull, sad loners drag mattresses to the poles, falloff mountains or bob round the world in aerodynamic computers that cost more than a street of houses, Gough did a simple, profound, brave thing (would you walk to the postbox naked?). He did it without sponsorship, a petition, a back-up crew or, blissfully, any mention of charity.

After his little achievement, the least the press could have done was print a full-frontal photograph, but I expect we'll just have to wait for calendar



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### ANGMAGSSALIK ROUND BRITAIN

Geoffrey Hunter

Five copies of this book are available from the writer/publisher, Jack Clarke at £5.00. Jacks' contact details are 6, Church Close, Hoscote, Leics., LE14 4JJ. Tel: 01949 860833

"SEAQUEST" SATURDAY-18th SEPTEMBER 2004 -11.30 am

A SEARCH FOR ADVENTURE

The River Wyre in Lancashire is a most unusual river as it goes from hill to sea in one area, rising in the Forest of Bowland and flowing out to sea into the Morecambe Bay at Fleetwood. In this distance it flows through rapids, rural settings and a wide estuary.

The event is to be held in the tidal reaches of the river and as well as taking in the historic port of Fleetwood, competitors will have an opportunity to travel past a SSI and travel alongside hidden villages lost in medieval times. The "SEAQUEST" event, which will involve locating checkpoints, will run up-stream to Shard Bridge with the flooding tide, take in the benefits of slack water and then use the ebb of the river to return to the finish. The competitors will need to be fit to cover the 22 kms, have map reading skills and be competent at rescues in the event of a capsized.

Local experts will be on hand on the day to give advice. You may compete as an individual or team and in any type of canoe or kayak. Trophies will be awarded in each class and all paddlers completing the course will receive a certificate showing their time.

**Any proceeds will be donated to the R.N.L.I** Contact John Ackerly. 32. St. Stephens Avenue. North Shore. Blackpool. FY2 9RB.

Bring the family and friends!

Tourist Information Tel 01253 891000

## THINKING ABOUT SECTIONS *Percy Hancock*

The cross-section of the hull of a kayak or canoe determines its stability, particularly the centre and the load-carrying part. It is interesting to see how shapes have developed.

A hollowed-out log of normal round section (A) does not have any inherent stability and will rollover in the water. Some Western-made Eskimo kayaks have this section, or something close to it, presumably to facilitate rolling.

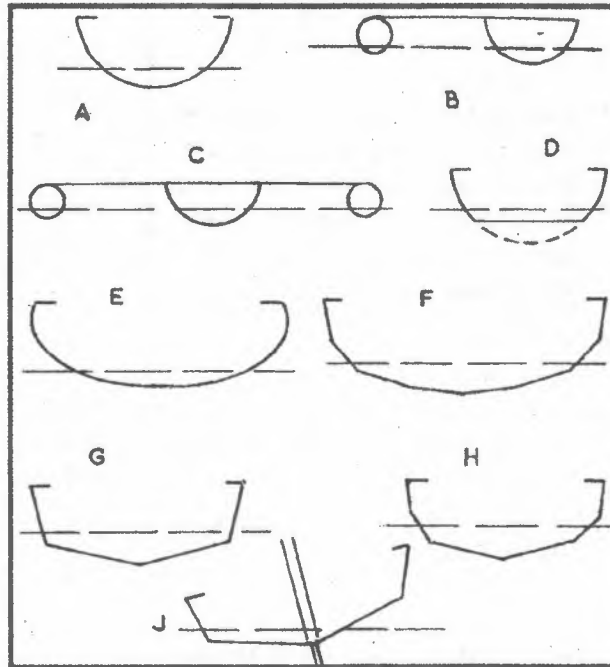
Native canoe-makers approached the problem of staying upright in two ways.

Some fitted outriggers. A single small log on crossbars suited paddling (B), but there was a need to keep the weight tilted towards the safe side, if the paddler was to avoid capsizing. Two smaller logs (C) gave stability when sailing on either tack.

The alternative was to chop away the bottom of the log to give it a D section (D). No doubt it was soon discovered that the wider and longer the flat area, the greater the stability. The cross-section of the majority of un-ballasted boats was born.

Many touring and load-carrying canoes have very broad and near-flat bottoms, giving load-carrying ability and stability. This also means a shallow draught, which is an advantage negotiating rapids. This could mean an excessive beam and was alleviated for ease in paddling by giving the gunwales a turn inwards, which in larger craft is called 'tumble-home' (E). Some modern canoes would benefit from this, but production difficulties and getting a plastic canoe out of its mould, mean that they do not.

If a hull is made by stretching skins or fabric over a framework, you do not get a rounded bottom. It is multi-chine (F) according to the number of stringers. The more stringers, the nearer it gets to round-bottomed. Some



modern rigid and folding canoes and kayaks are close to this. With very few length-wise members, the result is called 'hard-chine' (G) or 'double-chine' (H). These sections are now used for planked and plastic boats. Some Eskimo kayaks have these sections, probably because of a shortage of wood, rather than a knowledge of naval architecture.

Hard-chine is used in some modern sailing canoes. When heeled, the one chine digs deeper and helps the dagger-board or centre-board keep the craft on course (J).

We are familiar with powerful high-speed planing motor boats. The hull is broad-based and near flat from near the middle to the stern. With enough power the boat can be forced to lift so this flatter part skims on the surface of the water.

In the post-World War II years our fastest racing paddlers were the Prout brothers, of the Geoffrey Prout firm, using kayaks they built themselves. They built a K1 with the nearest they could get to a planing section aft. They never managed to paddle hard enough to get it on to a plane. Uffa Fox also tried it with his sailing craft. He never got a sailing canoe on to a plane, but his planing sailing dinghies were a sensation.

The usual definition of a canoe is that it is pointed at both ends. Grumman and others make canoes with a small transom to take an outboard. Are they still canoes?

I heard of one South Sea Island where canoes were made open at the stern, presumably for ease of chopping out the interior. When going afloat they sat a woman in the open stern. Presumably broad buttocks are better for keeping water out. Is that strictly to be called a canoe, or is a woman's bottom accepted as an alternative to a pointed stern?

### **FIRST NORTHUMBERLAND / SCOTTISH BORDERS SEA KAYAK SYMPOSIUM**

This new symposium will be held over the weekend 28th - 30th May 2004. Three days of lectures, paddle trips and workshops will be led by local paddlers and by others who have grown to love this particular stretch of coast line over the years. Speakers will include Derek Hutchinson and Nigel Dennis. The emphasis will be on paddling. The North East coast offers an abundance of half and full day journeys at varying levels of commitment along a little known but beautiful stretch of coastline which includes the Farn Islands wildlife archipelago and St. Abbs cliffs. There will also be dry feet workshops, a range of demo boats and manufacturers to chat to. **Where:** The symposium will be based in the village of Belford offering easy access to the coast line 90 minutes north of Newcastle upon Tyne just off the A1. **Accommodation:** Centre, B&B, Pub, and Hotel accommodation is available there is also a local campsite close by. An accommodation list will be provided with booking details.

**Numbers:** This is a new symposium and we are employing a more the merrier strategy. Sea kayaks to hire will be available but the numbers are finite book ahead of arrival to avoid missing out. **Cost:** Symposium weekend £60.00 / Person. Kayak Hire £15.00 / day. Accommodation as arranged by yourself. **The Following Week:** A range of training and assessment courses will be on offer the week following the symposium details to be made available upon request. **Further Information:** Contact The Outdoor Trust, Windy Gyle, Belford, Northumberland, NE70 7QETel/Fax 0166821389. We look forward to seeing you.

## A FEW FACTS AND FIGURES ABOUT SEA KAYAKS -

### HOW TO SELECT THE BOAT BEST SUITED TO YOUR NEEDS

In the Buyer's Directory (published with the ISKA Members Directory) there is more than 160 individual single seater sea kayaks available on the European market. At least 50 of these kayaks are available in the UK. No-one would raise an objection when I assert that each sea kayaker - the inexperienced or the advanced - has a problem in choosing the right kayak for his personal needs, when attempting to make a selection from this list. It is hoped that the following article will enable the reader to make the right choices which will lead to selecting the kayak to which he is best suited.

When setting out to buy a sea kayak, it is recommended that this is done in three stages.

#### FIRST STAGE - THE ROUGH IDEA

Select from the sea kayaks on offer those which personally appeal to you (ie, form, length, beam, quality, material; the maker or dealer also should perhaps also have an influence on your decision. Watch out, however, that you do not pare this list down too much, so that your eventual "short list" becomes too small. For instance, it has been proven that it is relatively unimportant how long a sea kayak is - 480 cm or 550 cm - provided that one does not wish to paddle faster than 4 knots (7.3 kph).

#### SECOND STAGE - THE EQUIPMENT CHECK

Now, select from those kayaks which are of interest to you, those you consider seaworthy. By seaworthy, I do not just mean that it is capable of being paddled in big seas; it is more than this. A sea kayak must be capable of being navigated from; be an asset even when capsized, and be highly visible. A sea kayak with these attributes is what I mean by seaworthy; however, this is not the end of the story, one must also consider how the kayak is to be fitted out. - this is covered in the Fitting Out Tips - Points I - IV, and the additional notes.

#### THIRD STAGE - THE TRIAL RUN

Now, it is time for you to carry out trial runs in the kayaks which now remain from your now reduced list, to establish whether they really are seaworthy. This includes a trial run in calm water to see whether the craft is comfortable, and, a trial run under realistic conditions on the open sea. The latter much depends on prevailing conditions - is there enough wind - are the sea conditions ideal - for such a test to be carried out; is the maker or dealer willing to let you have a test boat; and finally on you, yourself (have you decided on a particular boat design or on features on a kayak which really are of little importance?)?

#### THE COMFORT TEST

Sit in the boat, check the cockpit, the seat, and initial stability. You should check that the thigh, foot and back-

by Udo Beier

rest are adequate, or whether it is possible to make fine adjustments (for instance with the help of foam blocks or a different backrest) so that you can sit securely and comfortably in the boat. Above all, you should check that stability - that is initial stability - is right for you. Is the kayak so tippy in calm water that the problem of stability will be multiplied when in bigger seas (by this I mean in a cross sea, in a ground swell, a tide rip, or in the surf zone)? Naturally given time, you can come to terms with a tippy boat, however should you not be able to paddle most weekends, this will take some time. Nevertheless, why buy such a boat when there plenty of other kayaks - many under 60 cm beam - which are more stable to choose from?

#### TRIAL RUNS

Trial Runs under Realistic Sea and Wind Conditions: You should also consider, wherever possible, a much longer trial, lasting several days in realistic wind and sea conditions. It is only then that you can be sure whether the boat weathercocks or lifts too high or dives too deep in moderate seas, or whether it becomes unstable when the pace is increased, or will hold its course. It goes almost without saying that such a trial should be carried out when the kayak is loaded. Those who make only short trips should therefore be equipped for day trips, whilst those who normally undertake weekend trips, etc, should also carry out such a trial appropriately loaded. Should it be found necessary to add ballast by carrying full water canisters to counteract weathercocking or to make the boat less tippy, then you should choose another kayak - one with a lot less volume.

#### VOLUME

On the subject of volume, it is a far more important factor than the length of a kayak. The total volume (V) you decide upon will reflect the total weight (W) the kayak can possibly carry. By this I mean that the total weight is the weight of the paddler, the boat, and the weight of equipment carried, in kg. This should be 30 - 60 per cent of the volume, in litres. It is, however recommended that this should be between 45 and 50 per cent.

#### DIRECTIONAL STABILITY

Directional stability does not just mean keeping a course against the wind, but more importantly how the kayak reacts to side winds and winds from the rear. It is therefore important that the boat is correctly trimmed. You can check this with the help of a canoe trolley; place a canoe trolley directly under the front edge of the seat to see whether the kayak is bow-heavy, or stern heavy. Adjust accordingly to whether you want the kayak to weathercock or not. It stands to reason, of course, that any deck cargo will affect trim!

Finally, you should also check how easy it is to make course corrections. This becomes important when quick changes of course are needed to avoid shallows, rocks, or other boat users, or to prepare to meet a breaking wave; especially if you do not have the power to take on breaking waves as they come at you. The less power and experience you have, the less you are able to perform bow and stern rudders to meet the waves. It is then, and when the wind is above Force 4 (when you can then reckon heavy seas) that having a rudder seems most appropriate.

### **THE FIRST TRIP WITH YOUR OWN SEA KAYAK**

Having bought your own sea kayak, it is now important to decide how it is to be fitted out. It is one thing to have a seaworthy kayak, but one needs to consider other matters too, to ensure that when on the water you feel both and safe and sure. One needs to consider, too, equipment, the sea conditions, and the experience and knowledge of the paddler.

On the subject of fitting out and equipment, additional information is given in Point V below. On the subject of the hazards of sea kayaking, I can only say that in the first instance you would be wise to put these questions to experienced sea kayakers.

Ultimately, on the subject of the ability and skills of a sea kayaker, it is emphasised that it is not just a seaworthy boat which is needed. You, yourself, must also be seaworthy, be able to meet the challenge of prevailing sea conditions, be able to competently navigate, and be able to withstand a capsize. Seaworthiness in this sense, is only gained through experience. Should you not have this experience, then you should not go out alone, but only paddle with experienced paddlers.

In addition, it is worthwhile to participate in courses and trips, such as those offered by the British Canoe Union. It is here that the elements of safety, group togetherness and an experience with nature will be brought to the fore, whilst anxiety and fear will become a thing of the past.

### **TIPS FOR A SEAWORTHY KAYAK**

#### **I. Seaworthiness**

1. Seaworthy shape (about 480-550 cm long and about 52-60 cm beam) with not too much rocker (directional stability) and sufficient volume (dry boat and weathercocking)
2. Properly fitting cockpit (up to 80cm inside length) (with enough thigh, foot and back support) with stable rounded edged outer cockpit rim
3. Thigh support (in the event the cockpit is too large)
4. Possibility to correct direction of travel (adjustable skeg or rudder) (important for trimming and in particular to correct direction)
5. Waterproof hatches (with klksuring lies, clips, or straps)

#### **II. Navigability**

6. Permanently mounted compass with moveable compass rose (low mounted) (Easy to read and leaving the hands free)
7. Flat chart deck with 2-3 4-6 mm dia elastics to hold the chart in place (Holds the chart secure in wind and from waves, and allow the chart to lie flat)
8. Front of cockpit should be at the same height as the chart deck (to allow the chart to lie flat)

#### **III. Ease of Recovery from Capsize**

9. Two bulkheads (with front bulkhead positioned to leg length, and rear bulkhead immediately behind the seat) (To ensure only minimum amount of water enters the cockpit on capsize)
10. Permanently installed pump (ie, deck mounted hand pump or foot pump) (To ensure fast removal of water)
11. Secure decklines on fore and rear decks (minimum 6mm dia)
12. Toggles at bow and stern (instead of loops) (To ensure good grip during rescues, and to reduce the possibility of injury in high seas)
13. A practically shaped cockpit rim (to ensure the spraycover can be secured easily after a rescue)

#### **IV. Visibility**

14. Boat colour: yellow or orange (to avoid collision with other craft, and in emergency)
15. Reflective strips in the area of bow and stern (To afford greater visibility in darkness)

#### **V. Other Fixtures and Fittings**

16. Quick release paddle line (ie, about 1m in length and 6mm dia elastic (to afford security during a capsize, rescue, and during breaks)
17. Deck fittings flush with the deck (to lessen the possibility of injury)
18. Deck net for snacks, tow line, and sun hat (to ease accessibility in a high sea)
19. Elastics for reserve paddle
20. Space to stow first aid and repair kit (in easy reach)
21. Thermos flask with a hot drink (to lessen the risk of hypothermia through cold and wind chill)

- \* Secure spraycover with quick release device (secure in the surf and when rolling)
- \* Sturdy paddle
- \* Paddle cag or dry suit (when air or water temperature is below 15 degrees C) (survival time in a dry suit is 3 times greater than with a wet suit; and a wet suit twice the duration as with normal clothing)
- \* Neoprene headover (when water temperature is less than 10 degrees C) (to reduce cold shock reaction)
- \* Life jacket or buoyancy aid (fitted with a whistle) (to be worn and not just secured on deck)
- \* Souwester (yellow to afford greater



visibility)

- \* Paddle-float (to ease self rescues)
- \* Waterproof watch and tide calendar (when in tidal waters)
- \* Emergency flares (on the body just in case you are parted from your kayak)
- \* Helmet (when in the surf) and canoe trolley
- \* Radio (for marine weather forecasts) and a water proof chart case
- \* Light sticks (cyclamen) (as emergency light)
- \* Waterproof hand torch (to use as signalling device in an emergency)

There a number of design factors which I have know I have overlooked. I leave it to you, the readers to point these out. One which has a great relevance is the positioning of the compass; and the size and legibility of marks. Nothing is said about having a second bulkhead so that "daytime" articles can be stowed away in a third

watertight compartment, with a small hatch. Perhaps consideration should have been given to such items as effective skeg mechanisms, a bit more about rudders and steering, knee tubes (for charts, lunch, the thermos flask or a camera), sea socks, the advantages and disadvantages of placing pumps in certain positions, size and types of hatchcovers, etc, etc .....I have have only explored the tip of the iceberg.

I find laminated copies of sections of charts, up to A3 size, is far better than having charts in waterproof chart cases - waterproof chart cases are only waterproof up to a point - once water gets inside, charts get soggy and turn quickly to pulp, and condensation which arises from damp charts makes them difficult to read. I always attempt to have charts photocopied back to back (but not adjacent sections together!) and then to laminate. This is more economical, and saves having to carry too many laminated sheets when on a long tour.

## WHY A MILE FEELS TWICE AS FAR ON THE WAY HOME

OR

### CAN YOU FATHOM THIS ONE OUT?

*Courtesy of SEATREK, the journal of the Victorian (Australia) Sea Kayak Club.*

A road mile is 1760 metres, or 5280 feet. Or has been since the rein of Queen Elizabeth I, when she upped it from 5000 feet. She must have been quite a rangy gal, as many measurements related to the size and shape of the monarch. Perhaps that explains why I'd enjoy a litre of Fosters more than a pint of Guinness. Or perhaps she just took the change in her stride.

A Geographic mile was 1853 metres, and has been called a British mile. Perhaps it shrunk in those foggy northern climes.

Of course, the Irish and the Scots had to be different. An Irish mile was 6721 feet, the Scots a more frugal 5951 feet. Myoid Yorkshire granny told me the Irish sometimes stretched things. And the Scots saved their feet on long marches.

As a matter of origin, the Italians started it. The Romans created the mile and, you guessed it, set up metrics at 1,000 paces. Serf or legionnaire pace?

Now, to go nautical. The definition of a nautical mile is one minute of latitude. If you measure one across different maps, there's a maximum variation of 18.898 metres. So its been standardised at 1852 metres. Simple lineal arithmetic says that, at Melbourne's latitude, we're paddling some 0.0587% less than the Tongans, but 0.057% further than the Inuit. In terms of displacement, there's some justice in that. Of

course, there's always another influence. There's a counteracting change in the saltiness of the water in the tropics, creating different buoyancy, and therefore different wetted surface to push along. Perhaps another reader could take up this one?

Did old salts really do it hard? Not so, an old sea mile was a mere 1829 metres. A following wind perhaps? But a Swedish mile is 10 kilometres! A pleasant day paddling with the Swedes, anyone?

Confused? Tied you in knots? Perhaps I'd be ahead by a country mile if I just stayed home.

*Our anonymous technical scribe*

*(we believe, however not a Greenlander paddler, so if he starts on the beach like those with longer boats, he has to travel an extra. 6m to reach the beach again. Seems he didn't think that one through.)*



In the last (February) issue I did a piece on TIDES and included a mention of Bores.

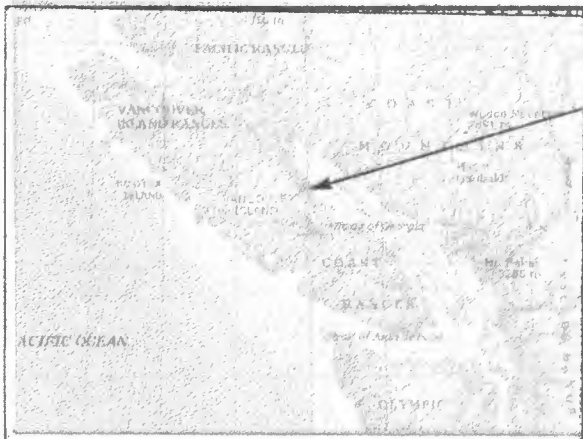
This picture of one 'bombing' up the River Trent (Nottingham) was kindly sent by John Chamberlin

# VANCOUVER NORTH ISLAND *By Julie Fisher*

I rashly made the comment to Dave Felton (Knoydart Kayaking Systems) that he couldn't sell me anything else, as I'd bought pretty much his entire catalogue. "How about a trip to Canada, then?" was the response. How could one refuse a sales pitch like that?

I flew over mid-August to join 10 other punters for a 6 day expedition setting off from Port Hardy, North Vancouver Island, and heading down the Johnstone Strait, which the Orcas frequent, before turning off to paddle round, and stay on, a number of the hundreds of Islands. In the area, camping wild, and completely self-contained. I haven't attempted a full trip write-up here -more a case of giving some details for anyone thinking about going over themselves or looking for somewhere to go.

We picked our kayaks up from North Island Kayak Rentals -got boats, buoyancy aids (not good - uncomfortable and a poor fit -take your own) and, optionally, dry-bags. Boats were big, wide, with large storage hatches -easy to pack. They had rudders, and also very good initial stability -pretty hard to lean them at all. However three of us fell out of



them at separate times getting out of them due to either over-confidence in their stability or a complete lack of secondary stability. Doubles were also available -but so heavy that the one we took had to be unloaded, not only because of the difficulty in lifting it, but also because of the creaking it made when lifted loaded, I'm told they won't rent to solo paddlers, but seem to have minimal requirements in terms of proven qualifications for groups -mostly involves watching a 5 minute safety video on how to use the removable seat as a paddle float!

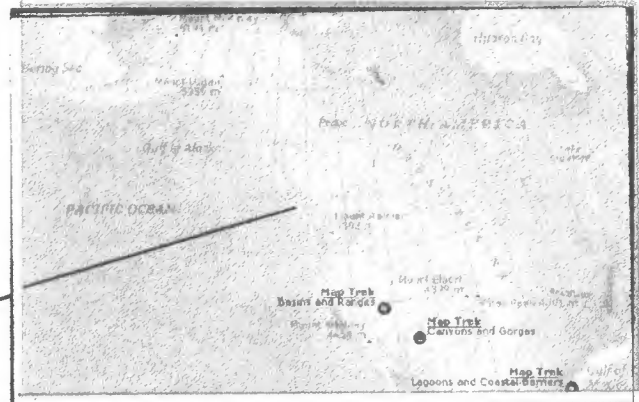
The camping was rough -the Islands are, universally, pointed from shore to peak, and covered in firs. The only flat ground is immediately around the shoreline, and was created by the native Indians dumping their detritus (sea-shells and bones) around the shore, gradually and deliberately

building up the land to make the islands more defensible. This is a pretty impressive intake of shellfish, even when considered over time, as the land is built up 8-10 feet around the edges of some islands, but don't assume enough flat land uninterrupted by trees to site more than a 2-person tent. There are bears, big ones! The statement that "they are only black bears, not grizzlies" is reassuring until you see the size of a black bear, or, in our case, the size of the footprints they left behind on their way through our campsite. Take rope enough to suspend your food.



(Also mosquitoes -take a face-net, and to hell with looking stupid!).

The paddling, once through the Strait, took us through the hundreds of islands that make up this area -it looks, on the map, as though someone had lobbed a very large meteor at a land-mass, and split it into millions of bits. This made



navigation pretty challenging, (for me, completely impossible, in fact, but that's nothing new). As the islands are all pretty identical (cones covered in pines, with little-no rock scenery), and the water was, on this occasion at least, generally very calm, the scenery sometimes got a bit monotonous -bit like being on an enormous Keswick lake, with many more islands. What was fantastic, however, that you don't get on Keswick lake, was the sense of exploring what is pretty much a wilderness, -places that are not inhabited and covered in human detritus. There are no pubs, shops, people, cars or any other artifacts of civilisation. We rarely paddled for a day without seeing other boats (kayak and motor), but had long periods utterly on our own, -an experience increasingly difficult to get, these days, and one brilliant for paddling in a totally different way to the adrenaline rush that I., at least, get from rougher water. Don't assume that it's always like this however, a couple of the group stayed out, and said it got a lot lumpier when the weather turned, and our guide said that the Atlantic produced some very impressive rollers the previous week when he'd taken a group outside the islands.

The tides were confused, to say the least, as the

islands broke up the flow so much, but there were areas where there would clearly be big races in rougher weather, as many different (and fast) currents came together. The only real impact on us, however, was some longish carries at the start and/or end of each day, to get the boats above the tide line (usually by balancing them on the plies of huge logs that were washed up on every shore).

The whales were great, apart from getting bawled out by the whale police for going too close to one. (I tried to explain that the whale was the one who approached, I was more concerned with retreat). The other wildlife was fantastic - bald eagles, loads of different birds, Stellar seals, (three times the size of British ones, and very aggressive). Also, distantly, dolphins (only saw the fins). We had one particularly magical evening, having paddled the morning, set up camp, and then gone out again at dusk. Imagine the air, still and warm, the sun setting over the Rockies, then, first, the ghostly noise (very loud) of whales blowing - indescribable and unmistakable - and then their surfacing around us, passing by on their way back up the sound.

Worth doing, if you are over there, is planning the trip via a camp at Village Island, ([www.villageisland.com](http://www.villageisland.com)) which has a tiny trading post on it, inhabited by a guy called Tom and his wife. He is a native Indian, very active in the Indian rights movement, and very willing to spend time (I think, at a price) talking about the history and culture of his race, together with some of the legends (how the Raven got his white eye-patch, for example). He will also, on request, cook Salmon Indian-style - staked out on a grill made of green branches in front of a log fire - It comes out sort of grilled/ baked/ smoked - absolutely wonderful.

If the Indian culture then gets to you (as it did us) there is then a second, more populated island worth visiting - its name is off my chart, but the bay is called 'Trinity Cove', above and to the left of Port Hardy. This has a museum built and run by the Indians, stocked with masks, paintings, carvings, and artifacts, plus a 20 minute video on their history. It's not big, but it's well worth a couple of hours visit, and you can then walk along the coast to the Indian graveyard, and see some stunning totems (in addition to "the biggest totem pole in the world" which is nearer the campsite - its big!). (As a bonus it has a real campsite - here we got our first and only showers).

We had a brilliant week, some challenges in the group, as you'd expect when you go off with people that don't know one another. I'd been very worried about being too slow, as I'm usually one of the back-markers in the club, but found that there was a wide variety of paddling speeds, from dead slow to one guy's 'warp speed' (think he had a motor hidden somewhere). However the group was managed brilliantly around this, and it was generally more like a club trip than a commercial venture in terms of general atmosphere and 'paddling rules' - safe, rather than regimented, with coaching only if you wanted, both infor-

mal and encouraging. (And yes, the group stretched out over considerable distances pretty regularly, and were then herded and hauled back together at moments of difficulty - recognise this, anyone?).

Needless to say, beach fires, whisky, talk, and (given an Irish contingent) song, were a major feature of the evenings.

#### FACT FILE

- \* Flight Heathrow to Vancouver; Air Canada: about 11 hours flight, but, confusingly, only 2 hours when adjusted for local time, which is 9 hrs behind.
- \* from here either use the ferry, the coach, or the local shuttle flight (Pacific Coastal Airlines) to get to Port Hardy. I don't know about the ferry, but the coach was very strongly NOT recommended by those who took it - 12 hours of endless road between endless conifers, zero scenery - all the coach-users caught the plane back. The shuttle flight is about 1 hr 45 min, very scenic (very small!), and goes from a different terminal to the one the Air Canada arrives at - allow 20-30 mins to transfer. (It is possible to book straight through to the local shuttle from Vancouver, but the Travel Agent is unlikely to know this unless you lean on them - Air Canada have an arrangement with the local shuttle service. Booking is worth while - the seats are limited and one flight, at least, was full when some of the group tried for a late booking).
- \* Port Hardy has two campsites - we went to "Sunny" campsite - fine, hot showers, flat ground, clean loos.
- \* Travel everywhere around the town is easiest by Taxi - can walk to town in about an hour, if you must, but taxis are cheap, easy, and friendly.
- \* 'Town' has supermarkets sufficient to get all of your food for the week (fresh and otherwise) - but pretty basic; the place isn't big enough for root ginger, fenugreek, soya chunks or anything else exotic. (Well, I think they are exotic!) - Don't forget the pancake mix and maple syrup.
- \* Cooking gas, British style, is not available - the Canadians have a different stove-attachment. White fuel and meths is available (Trangia and multi-fuel stoves are ok). If you are a gas devotee, however, North Island Kayaks will rent you a stove and sell you fuel.
- \* Take loads of water - there was no water supply on any of the islands we stayed on. We were, reluctantly, given some at one island we stopped at, with a warning that it must be boiled, and that it contained minerals that would lead to some looseness of the bowlels - not good in a kayak! (fortunately we inherited, the same day, the surplus clean water from a finishing expedition that had over-stocked).

t h e e n d

From Ron Reilly

Dear John

We drove along the area of the Zuytdorf cliffs a few years ago during a trip to Aussie; what a wild and imposing area. Still paddling my 'home-built' Patuxent, and sailing it whenever possible -- the wind a great aid to these 75 year muscles.

For the past 6/7 years I have run kayak surfing weekends at a little place called Klitmøller on the n/w coast of Jutland.

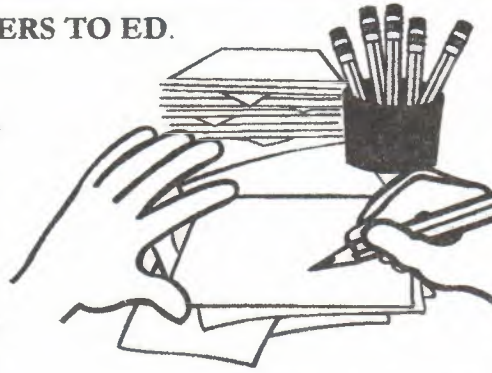
This year was a special one, with Groups coming from Sweden and a few from Norway. The Surfing bug bit the Swedes so well, they are at this moment of typing, down in Portugal chasing the waves.

Klitmøller has a reef stretching out to sea for about 400 metres so gives decent conditions most of the time; so much so, the Germans hold their 'Windsurfing Championships' there; with The European Championships being held there a few years ago.

Having resigned myself to having to live without surf after coming to live in Denmark, it was a pleasant surprise to find such good conditions.

Keep the newsletters coming, John, and have a good 2004. Ron.

## LETTERS TO ED.



*Festival, an honour for the sport in general.'*

Do you have any knowledge of 'Robert McLaughlin' (I can't see him in the ISKA Directory)? I would like to track him down in order to add to our knowledge about who has paddled around Britain, and in what circumstances, etc. Any chance, please, of asking around, or printing an item in your mag for anyone who might

still be in touch with Robert to contact me (JohnSea@BTInternet.Com, etc.)? All the best.

In deep water... John C.

From Colin Gill, <GillColin17@aol.com>

Dear John,

Enthused by recent and past experience a small group of sea paddles have banded together to hold a symposium on the Northumberland and Scottish borders coast. **The first Northumberland / Scottish Borders Sea Kayak Symposium will take place over the May bank holiday weekend Friday 28.05.04 to 31.05.04.**

We hope to make this a biannual event and have already received support from symposium providers Duncan Winning OBE and Niger Dennis. Duncan has spoken with the organisers of the Jersey International Sea Kayak Symposium and all are agreed that the expanding UK sea kayaking community is big enough to benefit from another event albeit organised to take place over the same weekend. I am writing for several reasons:

1. To ask you to include the event dates in On the seakayak web site (Ed. This has been done)
2. To seek any advice you have on how best to promote the event from your perspective. I have met few paddler's who would disagree that our coastline offers beauty and challenge enough to bring a smile to the face of anyone choosing to sit on salt water. Unfortunately I have met too many paddler's who have never had the opportunity to experience it..... we hope the Northumberland / Scottish Borders Sea Kayak Symposium will go a long way to changing this. Many thanks, Colin

Colin McWilliams; 17 West View, Clara vale; Ryton; NE40 3SR Tel: 0191 413 5079 e-mail: GillColin17@aol.com

Email from Alan Bye, December 03

This item was published this week in the Canterbury Association of Sea Kayakers n/1. My item. I think it will interest you.

Wartime, 1944-1945. Fighter aircraft were required for ground attack in Normandy. North American "Mustang" single seaters were flown over Atlantic in numbers. Extra fuel was carried in wing tip tanks. Those tanks having helped the 'plane over, were dumped in great heaps in UK. The lightweight tanks were made of moulded ply-

From John Chamberlin.

John, Hi. Thanks for the latest mag. Rob Cunliffe's article obviously brought back a few memories and the one on 'Tides' is a useful refresher.

Now, ref. the e-mail below, sent to you in Aug. '03; I had no response to this and would like to try again, please. My reasons are stated more clearly in the attached item for print, but also because when it first appeared in its original form in your Oct. 03 issue, the editorial item could have led people to believe it happened in '2003' (Stuart Fisher rang me on that point last week) as the '1983' part wasn't mentioned there, even though it was in the item on p. 11. However my own contact details weren't reproduced on p. 11, so that might be another reason why I got no response? I'm trying to overcome that by this repeat attempt, if you're willing. See you at the NEC?

All the best. In deep water ...John C.

----- Original Message -----

From: John Chamberlin To: John Ramwell

Sent: Saturday, August 30, 2003 5:33 AM

Subject: Paddlers round Britain?

John, Hi. How's tricks? Going to Cwm Pennant next weekend? I've just been sent a copy of the October 1983 issue of 'Canoeist' by Stuart Fisher. On p. 7, in 'Undercurrents', is the following item:

***'Robert McLaughlin completed his circumnavigation of Britain on September 4th and was met by a crowd of about forty at Westminster, including Deputy GLC Leader Ilyd Harrington. The GLC have expressed a wish to make him their Guest of Honour at the coming London***

wood, teardrop shaped, circular section, 13 feet long and 2 feet diameter. The "Cockleshell Heroes" offered the first sniff of victory when they attacked German shipping up the Gironde estuary. This had great political value and their heroism was rightly praised. Many youngsters wanted to be canoeing heroes too. They wanted to have canoes. There were great heaps of 'canoe' shells at airfields all over UK. The shells were taken home, a cockpit hole cut in the centre and there was a canoe, as stable in roll as a beach-ball.

Some died. In 1957 when I built my first (and only) PBK 20. I found myself in demand to help beginners to begin, on the river Wear by Durham Cathedral. "Can I have a go in your canoe, please, Alan?" Within a year the Central Council for Physical Recreation had me on their books as an instructor. I was assured that when I ran one of their courses for teachers and youth leaders, I was covered by their insurance. The canoe club in Durham had insurance for the fabric of the Old Mill where we stored canoes, and that was all. Soon after that the British Canoe Union President and Chief Coach visited Durham and told me "So many youngsters are dying each year in so-called canoeing accidents that the Government have told the BCU that if we don't do something about it pretty quick, canoeing will be made a criminal offence." Around 25 died each year in what I called then, "Cheap Floating Accidents" They were not canoeists. Canoeing was the solution, not the problem.

The President was the first "Senior Coach" appointed, I was the second. I had to acquire the qualifications PDQ. That included the Royal Lifesaving Award of Merit, which alone took dedication and three months hard work to obtain. EAR was not known then. Add to that I visited paddlers from Calshot to Berwick, N Wales to Essex, to ask them, who also did not have qualifications, to test me according to the BCU rules, which were sparse. We qualified one another at first. After two years of enthusiastic effort and many thousands of miles in my Austin A 30 van, complete with family and tent, the rules were satisfied and I had my Senior Coach Award on genuine terms. I had earned my place and I tested men and women for years to satisfy the rules.

During that time the rules developed. The annual coaching convention was at times hilarious and at times verged on violence. Personal scores were settled. Sporting politics hit the heart of the recreation. The sprint paddlers reckoned that everyone else was an encumbrance and they demanded and for a while got, the bulk of the meagre Governmental grants. People like myself struggled to acquire and to keep going (at our own expense) a motley collection of what passed for canoes. Lifejackets were a rarity. The death rate declined during these years from around 25 a year to 10 a year. Something was working. The BCU had made the effort, the Government took notice.

Canoeing became an acceptable recreational activity.

Amateurs like myself, in Education, found ways to make the plugs and moulds for grp kayaks. True canoes were very rare. Using fiery materials in school workshops we turned out a kayak a week. Parents were asked to provide paddles, spray deck and lifejackets. I was invited to turn my collection of duplicated sheets of advice into a book, "Living Canoeing" That made its way here to NZ in 1969 and two great NZ business ventures were started on the strength of that advice.

In 1968 I was appointed to a position as warden of the Riverside Centre in Oxford. We taught schoolchildren, we suffered vandalism, we made hundreds of canoes in the five years I was there, we bought an old ambulance with worn out kingpins, we took young people thousands of miles each year to great surfing spots and white water rivers. We lost none. Around 1970 there was national concern that insurance for these activities was insufficient. Schools and Education Authorities were told when they applied as usual each year for insurance, "Are your people qualified?" No qualifications, no insurance.

I was pig in the middle. On one hand I held my Senior Coach Award from the BCU, and upheld their standards, on the other hand my colleagues in Oxford were stating the obvious, that although they had taught youngsters for twenty or more years on a pond by the Cherwell stream, without trouble, now they had to have qualifications? What qualifications? Back at BCU the chief coach, Oliver Cock, with roots in the thirties and the 1936 Olympics, insisted that all tests be taken as for touring canoeing, with tent, repair kit, food, spare clothes, etc etc. Tell that to a teacher at Dragon School Oxford with a pond to play with and he asked plaintively, "Why do I need all that?" I was made to feel as welcome as a bad smell on a crowded bus. I offered my resignation as a Senior Coach to the BCU but the Chief Education Officer pointed out that without that, Oxford was unlikely to qualify for insurance. John Kirk Anderson's talk last night (17/09/03) showed me that the BCU has come a long way since I dropped out in 1984. It also became evident that kayaking and canoeing in NZ is at much the same pass as the BCU in 1960. The background conditions are vastly different, The gear is excellent, the variety of kayaks huge, the knowledge reliable, but the hazards of sea and river remain the same.

"What to do?" I hear. I suggest, as a Pom with no qualifications but a lot of experience, that so-called blood chits and escape notes of that sort are without value. If anyone says "Lets go to the Sounds" and something goes seriously wrong, that person will be hauled in front of the coroner and be given some bloody awkward questions by experts in intimidation.

The route may be old, but it is reliable. Education, education, education. Educate the novice paddlers, educate the Government officials. I for one would be afraid if

## HISTORY LESSON MAKES A POINT

we had to rely upon a rescue service that failed to rescue the fishermen off Otago a few weeks ago. Some one out of touch apparently "Knew Best" and had the authority to make it stick while men died.

under skilled instructors, using "BAT" pool kayaks, or something similar, learn all the stroke work, capsizing drills, rescue techniques, where utter novices and tough old seadogs meet and swap experiences. It worked in my time and I suggest it will work here. *Alan Bye*

In May each year advertise winter pool paddling sessions

New for 2004

'Sea kayaking' one of the highest lakes in the world - Lake Titicaca A stunning expanse of shimmering blue water, surrounded by vast Andean peaks, Lake Titicaca is home to the fierce and unconquered Aymara Indians, who even to this day, speak their very own dialect, dress in their colourful traditional costumes and celebrate their very own fiestas. We have four glorious days sea kayaking on its blue waters visiting the famous floating reed islands and the beautiful Taquile and Amantani Islands.

This combined with trekking the famous Inca Trail to the lost city of the Incas, Machu Picchu, has to be the 'must do' Peru trip for 2004. With the first trip leaving in May book early to ensure your place on this awesome adventure!

### **THE INCA TRAIL & SEA KAYAK LAKE TITICACA**

(15 Days)

Lima - Cusco - Ollantaytambo - Five day Inca Trail to Machu Picchu - Aguas Calientes - Cusco - Puno - Three Day Sea Kayak - Uros Floating Reed Island - Llachon - Taquile Island - Puno - Lima

DATES 2004 Minimum 4 persons Maximum 16 persons

IEX1 ITK1....22 May - 5 June

IEX2 ITK2....12 - 26 June

IEX8 ITK3....9 - 25 October

PRICE £1335 + £135 Internal Flights

We fly from Lima, the capital of Peru to the former Inca Capital and Spanish colonial city of Cusco high in the Andes mountains to begin our adventure. This is a wonderful place full of culture, history, good restaurants and fun nightlife. From Cusco we travel through the Sacred Valley of the Incas, passing the Inca Fortress town of Ollantaytambo, before embarking on the famous Inca Trail to the lost city of the Incas, Machu Picchu. This five day / four night trek involves spectacular Andean scenery along an ancient paved Inca trail. We have plenty of time to treasure each view and the many ruins en-route. The final night is spent in the colourful town of Aguas Calientes before spending the whole day exploring the awe-inspiring citadel of Machu Picchu. The return to Cusco is by luxury train and bus in time for a celebration meal and a chance to explore Cusco's vibrant nightlife.

After a day of rest we head of across the Llama rich high mountain plains to the legendary birth place of the Incas and one of the highest lakes in the world - Lake Titicaca. A stunning expanse of shimmering blue water, surrounded by vast Andean peaks, Lake Titicaca is home to the fierce and unconquered Aymara Indians, who even to this day, speak their very own dialect, dress in their colourful traditional costumes and celebrate their very own fiestas.

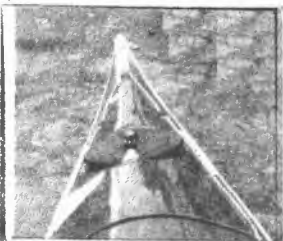
Here we continue our fun with four glorious days sea kayaking on its blue waters. By exploring the islands by sea kayak is a unique and enjoyable way to visit these remarkable islands as well as taking part in our pioneering, community-based responsible tourism project, experiencing life on the lake as guests of the local communities, thus helping to conserve their fascinating traditions for generations to come.

Our island visits include the famous floating reed islands and the beautiful Taquile and Amantani Islands. We have full motor boat support to carry our belongings and in-case of emergencies. We use the boat to quickly re-trace our paddle strokes back to Puno for a celebration last supper.

A visit to the Silustani pre-Inca ruins en-route to the airport completes the adventure and we fly to Lima in time to connect with your international flights home.

A seaworthy compass for £1.99. From Robin Cole(ex of Blue Peter)

I don't do enough sea canoeing to be able to justify spending £40 on a real compass so below is how to make a cheap but not bad one for £ 1.99. It wouldn't get you to Kilda but I've done 10 mile crossings in the mist with surprising accuracy. This' is how it's done:- Go to a car accessory shop. Buy one of those round compasses on a stalk with a sucker that sticks onto the dash board.; Drill a hole through the middle of the sucker.; Drill a hold through your front rubber hatch cover ;Stick the stalk of the compass through the hatch cover Stick the stalk protruding through the bottom of the hatch cove through the hole in the sucker. The suction bit of the sucker will be against the bottom of the hatch cover. Seal with mastic if you want. Paint a white line on the top of the hatch cover. Try it out.



#### **DID YOU KNOW?**

- \*Offshore and onshore winds can cause up to a 3ft difference in the height of the tide.
- \*Just one inch of barometric pressure can cause 1ft difference in tidal height.
- \*The Bay of Fundy in Canada has the highest tides in the world, reaching up to 57ft.



Alex McGruer <mcgrualarms@nf.aibn.com> put me in touch with the following articles as appeared in Canadian Adventure magazine. I have condensed and included them here.

### **Death by Adventure:** By David Leach

*The Fundy Multi-Sport Race was supposed to be his introduction to adventure racing, but something went terribly wrong. Nine months later, those who knew him and those who tried to help still wonder: Why did René Arseneault have to die?*

At first, it didn't seem unusual to Bob Mawhinney that a kayaker, alone in the rebounding swells off Cranberry Head, should be waving at his lobster boat. Paddlers knew to alert larger vessels, like the 45-foot D.P. Clipper, if they didn't want to be swamped by a distracted captain. But as Mawhinney closed with care on the smaller boat he realized something wasn't right—the sideward angle at which the man was tilted, the renewed urgency of his gestures. And then he saw it: the kayaker's other hand gripped the life jacket of a second person, a hunched shape half-submerged in the turbulent waters of the bay.

Sudden clarity: the strange dorsal profile that had bobbed past the D.P. Clipper a few minutes ago, flotsam pulled by the legendary draw of the Bay of Fundy's incoming tide—that must have been the second man's kayak. Mawhinney had heard chatter on the marine radio earlier in the afternoon about some sort of race on the bay, and he understood now that there must have been an accident. If the capsized kayaker had been immersed for long in these cold waters, the situation was dire.

Timing their efforts with the steep crescendo of the swells, his crew of three—his two teenaged sons and his first mate—pulled one young man, unconscious, from the water, and then grabbed the other and his kayak. Both wore only thin cycling clothes. His crew got them out of the rain and covered them in blankets, jackets, whatever they could find. The kayaker who'd signalled him, an Asian man in his early twenties, shivered uncontrollably and asked how his friend was. Mawhinney pressed his fingers to the other boy's throat and then wrist—the skin icy, emptied of colour—but couldn't find a pulse. He called his wife and told her to ring 911, to get an ambulance down to Chance Harbour fast. Then he dropped the throttle and aimed for the wharf.

Adventure racing has been around at least since 1989, when the original Raid Gauloises invited international teams to New Zealand for a week-long wilderness odyssey by foot, raft, canoe and horseback. Even five years ago, though, such multi-sport ultra-marathons still barely rated a blip on the cultural radar of most Canadians. But televised coverage of the Eco-Challenge, the most successfully marketed expedition race in the world, has magnified the profile of the sport and increased the level of participa-

tion. The greatest growth has been in single-day "sprint-style" events that let curious competitors sample the challenges of the sport.

The annual Fundy Multi-Sport Race, held near Saint John, New Brunswick, is one of many such introductory adventure races that have proliferated across the country. The race's organizers—Jayme Frank, 27, and Sara Vlug, 28—are what demographers like to describe as "early adopters."

Early on June 1, 69 racers marshalled near Saint John's Irving Nature Park, better known to locals as Taylor's Island. Once the last had paid fees and signed waivers, course maps were distributed—an electronic version had been sent out several weeks before—and Jayme Frank gave the participants a rundown of the route and a primer in kayak safety. At 9:30 a.m., the race began. The day warmed quickly, and so did the runners, pressing hard around the forest trails and Fundy beachfront that circumscribe the peninsular park. The field of competitors began to spread out more in the bike section. The first 30 or so kilometres led cyclists on an easy spin over an abandoned CPR line, while the last stretch mired their bikes in swampy ATV trails; the only technical obstacle proved to be a steep descent near the end that would send one rider to hospital with minor injuries.

As Campbell and Amirault paddled into Chance Harbour proper, then past the beacon on Reef Point that guarded the western exit onto the Bay of Fundy, the swells increased in size: six feet, seven and higher. The southwesterly wind mixed with the rising tide, and the waves began "haystacking," recalls Campbell—coming from irregular directions, breaking unexpectedly. (Environment Canada recorded wind speeds of 20 to 25 knots, average wave heights of six-and-a-half feet, and water temperature between 8 and 10°C for the Fundy region that afternoon.) The two racers had decided to portage an ugly projection of rocky shallows known as Dry Ledge when an erratic breaker caught Campbell and flipped his boat.

He climbed onto his kayak as Amirault inflated a paddle-float. Two paddlers in a trailing double-kayak had seen their predicament, and helped pump out the boat and get Campbell back into the cockpit. A thickset 200 pounds, he would have fared better in the chilling water than the lean-

### **when an erratic breaker caught Campbell and flipped his boat.**

er triathletes, but he nevertheless realized he was too cold to continue. Campbell and Amirault had decided to head for land when they were approached by a small safety Zodiac. Two race officials—Sara

Vlug's brother, Owen, and another employee of Eastern Outdoors—offered to take them back to the start, and Campbell climbed aboard.

The Zodiac struggled through the swells with Campbell and his kayak, passing most of the other racers as they emerged from the cove. It was a sight that left many

with a mixture of relief and concern: There was a safety vessel watching out for them, yes. But were the conditions out there so bad that they might need it, too? What they could not have known is that this Zodiac—the only motorized race vessel on the water that day—would not return to the bay.

Shawn Amirault had only continued for another 15 minutes when a rogue wave knocked him over as well. Several other racers now spotted him trying to clamber onto his boat. A co-ed team of university friends from Halifax reached him first in a double-boat, and were joined by two solo racers. Rafting up their kayaks, the racers emptied the water from the capsized boat and settled Amirault back into it.

Keith Mawhinney, a lobster fisherman like his brother Bob, had been coming home to Dipper Harbour after hauling and baiting his traps, alone on his 42-foot boat, Benevolence. He had passed one group of kayakers near Dry Ledge—a poor place to be paddling, he figured, on a windy afternoon like this—before he spotted this second huddle of boats waving to him. He asked if they were all right, and while the others insisted they'd continue, Amirault wanted off the water. The trick, then: how to get him up and into the Benevolence? As Mawhinney reached for the racer with his sharply hooked gaff and the two men locked in a brief yet dangerous tug-of-war, the swells repeatedly hurled two of the kayakers against the steep side of the lobster boat.

Once aboard, Amirault vomited several times. "I just couldn't handle the cold of the water—not that anybody could," he recalls. "I'd never seen my body in that type of state." He'd been in the bay for about 10 minutes. Mawhinney wrapped him in blankets and a jacket, and then looped back to look for the first kayakers he had seen. But the occupants of the only boat he encountered, a double, dismissed his entreaties: "Everything's fine!" they told him. He rushed Amirault to the wharf at Dipper Harbour, where a race volunteer said he would drive the still-shivering racer to the Vlugs' house to warm up.

"They didn't seem to be in any panic," says Mawhinney. "They did say that they had somebody overseeing the race, a boat looking to see if everyone was okay." So Mawhinney tied up Benevolence and headed home—a decision he still regrets. "I guess now I should have done more. I was under the assumption that they knew what they were doing."

One competitor, Jim Currie, decided to turn around, —a tough call for a veteran of dozens of triathlons and adventure races who had never not finished an event. "I would have rather sea-kayaked onto shore and carried the boat," he admits. He paddled into the protection of McLaughlin's Cove, and as he passed more boats heading out, Currie

warned each, "It's worse the farther you get!" Then he swamped in the surf and had to drag his kayak the final 200 feet.

"It's too dangerous out there for this kayaking section," said Currie, who has raced against both organizers and considers them friends. "We cancelled it," Frank replied. "We're trying to get people out of the water."

**Amirault had only continued for another 15 minutes when a rogue wave knocked him over as well.**

After the Zodiac had struggled back to the shore and couldn't be relaunched, Frank stopped racers as they arrived at the kayak zone and asked them to continue biking instead to Dipper Harbour along the coast road. But the only safety boat now on the water, a double kayak, had no radio, so its two race volunteers didn't know that the paddling section had been cut off. A dozen or more kayakers were still strung out along the 10-kilometre stretch of coast.

"There was mass confusion over who was accounted for," recalls Peter Hancock. Relieved to be reunited with his friends, he turned to them and said, "If someone doesn't die from this, it will be a miracle."

That night the local radio stations reported the death of René Gabriel Arseneault, a 22-year-old from the town of Rothesay, just east of Saint John. Several competitors only learned of the accident when friends called to check if they were okay. Constable Wayne Burke of the RCMP, who had responded to the 911 call, issued a press release: **"Mr. Arseneault was participating in a kayak race,"** it read, **"when an incoming thunder storm suddenly caused high seas on the Bay of Fundy. Arseneault's kayak overturned as a result of his extreme fatigue, and he was unable to get back inside. A fellow racer tried to assist, and held onto Mr. Arseneault for the best part of an hour, at which time the fishing vessel D.P. Clipper...rescued Arseneault from the icy waters."** He had been rushed by ambulance to Saint John Regional Hospital, where he'd been pronounced dead, presumably of hypothermia.

Outside of Saint John, there was little coverage of the accident, but news of the first adventure-racing competitor to die in North America filtered through the sport's Internet-linked subculture. "We were all waiting for it to happen," one adventure-race insider told me. "We just tried to make sure it didn't happen at one of our races."

Race organizers across the country waited for fallout from the Fundy death. Some argued that the Multi-Sport Race shouldn't be considered an adventure race proper, rather an "off-road triathlon," as the event allowed solo competitors and required no orienteering, while teamwork and wilderness navigation have always been cornerstones of the sport. But most realized that such nuances of taxonomy would be lost on the general public, investigating officials and especially insurance companies. Organizers



had already experienced dramatic spikes in their premiums over the past year—tripling in some cases, despite no claims filed—as the insurance industry tried to recoup its post-September 11 payouts. A wrongful-death suit or just bad publicity from the incident could jack up premiums to the few insurers still willing to cover outdoor-adventure events.

With new scrutiny on their events, race organizers became extra-cautious in their safety measures. Frontier Adventure Racing, the Toronto-based company behind the Raid the North series, was holding a 36-hour and an eight-hour race on July 20 along the Bay of Fundy. Eastern Outdoors was to act as the local co-organizer—a first for Frontier, which was exploring franchising possibilities. (They've since decided against it.) On June 19, Dave Zietsma, race director of Frontier Adventure Racing, sent team captains an email, explaining that the "events of June 1st have brought us to reconsider the protocol for the kayak portion of the race." Safety measures would include a minimum of three safety boats, a shortened kayak leg, disqualification of teams that paddled more than 100 metres from shore, and the requirement that, should bad weather arise, all teams had to beach and radio race officials.

There's no how-to manual for hosting an adventure race—various organizers told me that they'd learned through trial-and-hopefully-not-too-serious-error—and no sanctioning body monitors the sport. The single-day events that introduce participants to adventure racing exist in an especially grey area of self-regulation. "Unfortunately, anyone can hang out a shingle and put on a race," says Steve Menzie, co-founder of Adventure Racing Canada and organizer of the Eco-Challenge's North American qualifier. "No one has the intent of doing anything that's unsafe, but A) in many cases they just don't know—it's one thing to do a number of races, it's completely another to organize one. And B) in many cases they just don't have the resources to hire medical personnel or a support staff or vehicles or work through contingency plans."

Even before the incident, there had been several attempts to establish an overseeing agency for the expanding industry. One of them, the four-year-old United States Adventure Racing Association, began to approach Canadian organizers last year. Frontier Adventure Racing's Dave Zietsma, who is also one of our country's top competitors, was unimpressed with the overly general "sanctioning requirements" prescribed by the USARA. Instead, he has been drafting a more detailed set of standards that address specifics on three levels of race safety: participant preparedness, course design and management, and incident protocol. He hopes that these guidelines might become a model for other races, too.

Ultimately, Zietsma feels that the tabloid headline that dogs the sport—"Is adventure racing safe?"—is the wrong question to pose. "Adventure racing is never going to be as safe as a running race or triathlon. It has inherent risks," he

says. "Let's stop talking about whether it's safe or not safe. Let's ask: Is it a quality event? And to me, a quality adventure race matches the competitors' preparedness with the challenges of the race course."

By that standard, though, some participants at the Fundy Multi-Sport Race have wondered about the "quality" of their experience. "It was billed as your totally fun introduction to adventure racing," says one racer who completed the course. "It turned out to be something totally different. We didn't go down for a walk in the park. But the kayaking section turned out to be a nightmare." Bob Leclair agrees: "I think the organizers' biggest failure was that they didn't know what they were working with." What they were working with that day turned out to be a group of fit, determined after-work athletes who launched onto the Bay of Fundy with widely varying levels of paddling experience. Robin Lang, a former member of Canada's whitewater team, finished in the first boat to reach Dipper Harbour. "This is going to be tough for a lot of people," he remembers thinking when he and his partner reached the open bay. "There were a lot of runners and bikers. But kayaking was their weakest link."

While past participants were shocked by the news of a death at the race, some weren't surprised. Tanya Chisholm, a 35-year-old canoeing and orienteering instructor from Nova Scotia, had competed solo in the 2001 Fundy Multi-Sport Race. The dearth of checkpoints and safety boats had bothered her enough that she had planned to enter the 2002 event so she could take notes and file a formal complaint with the organizers. But an ankle broken while mountain biking kept her from returning. "I thought the whole thing was shabby," she says. "They announced it as a beginner course. For a true beginner, it could have been very dangerous."

The last hours of René Arseneault's life are difficult to reconstruct, and excruciating to contemplate. As he approached Reef Point, Arseneault, wearing only a cycling jersey, would have felt the cold from the wind and the waves breaking over his bow. Like other racers, he had arrived at the kayak section—after three-and-a-half hours of physical effort—tired, hungry and probably dehydrated. Still, warmed by the mid-afternoon sun, few people who had brought insulating clothes or waterproof tops stopped to put them on. Most were underdressed and starting to fatigue when they hit the worst sections of the bay. "The only way you could add more factors for hypothermia," says one racer who finished the course, "was if you had people chug beer before they got into their boats."

Arseneault's situation couldn't have been helped by the sprayskirt that had been supplied to keep his kayak's cockpit dry. Nylon not neoprene, the sprayskirts proved the most common complaint among racers. "Those skirts leaked like sieves," recalls one competitor. "The skirts made a big difference," says another. "They were ter-

rible." Arseneault would have soon faced the same Catch-22 that other racers did: the sea water that leaked through his sprayskirt with each wave would have slowed his boat, made it more unstable and drained his warmth as it pooled around his ankles. He could have bilged out the water, but that would expose his open cockpit, as he fumbled with the hand-pump, to a broadside by one of the breaking swells—a daunting prospect for an inexperienced paddler.

The recommendations include requirements that participants first demonstrate paddling experience before an ocean-kayak race; that organizers notify local authorities about events, have an adequate communications system in place and inform participants of the marine weather forecast before the race; that racers should wear numbers corresponding to an official checklist and that this checklist be easily accessible to rescue personnel; and that marine flares should be included with every kayak, while wetsuits and waterproof skirts should be strongly considered for ocean stages of adventure races. The coroner's office has forwarded these non-binding recommendations as guidelines

### SEA KAYAK STABILITY by John Winters

Most articles about sea kayak stability have a diagram showing a wide kayak that heels to follow the slope of the wave and a narrow kayak that remains more upright. The text with the diagram usually suggests that the same stability that makes a boat feel comfortable in flat water contributes to capsizing in waves. Unfortunately this often misleads readers.

The water molecules in a non-breaking wave travel roughly in circular orbits around the center of the wave. This results in centrifugal force that, in conjunction with normal gravitational force produces an apparent gravitational force acting normal to the wave surface. Some call this the 'local' gravity or 'apparent gravity' which makes more sense to me. The combined forces cause the 'shape' of the wave. A blindfolded paddler in a boat lying parallel to the wave will not sense any heeling moment (although they may sense some motion) even though the wave surface may have a significant slope. This causes a problem for paddlers. Even though they may sense no heel they perceive heel visually by observing the horizon. In response they heel the boat into the wave and in so doing actually create a capsizing moment where none existed. You can test this phenomenon best by observing a plumb bob against the horizon while sitting still in a life raft.

I believe that this phenomenon may have contributed to capsizes caused by what some -- researchers called 'kayak angst' suffered by Inuit who paddled for long periods of time. The paddler would sense heel visually, correct against the apparent gravity and capsize. No doubt modern paddlers could have the same problem.

Once the wave breaks, the situation alters as the rotational motion of the water molecules changes to translational

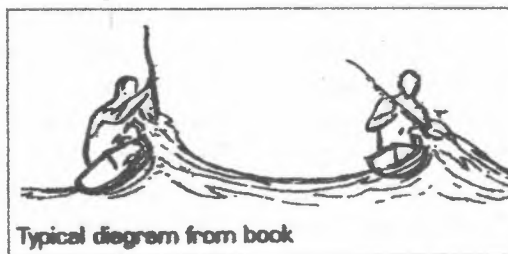
for legislators, safety authorities and race organizers.

The lack of a governing agency for adventure racing or third-party officials at events was discussed at the inquest but did not appear among the jury's recommendations to the relief of some organizers, who fear that too much bureaucracy will undermine the original spirit of their sport. An association is going to happen it's just a matter of who sets it up, says Dave Zietsma, founder of the Raid the North series. Let it be someone within the sport rather than a government body that's how we all feel.

We only ask two things: That a governing body be formed for this sport to establish guidelines across Canada that would ensure safety is in place and consistent, says Jacqueline Arseneault, René's mother. And that the inquest's 10 recommendations be implemented. We do not feel that any of these are unreasonable, nor are they costly. If they save one life, it would all be worth it.

David Leach For the complete story visit :<

[http://www.geocities.com/outrageous\\_outdoors/Trailbywater.html](http://www.geocities.com/outrageous_outdoors/Trailbywater.html)



motion which can cause a capsizing moment proportional to the righting arm of the boat. Note the term righting arm I rather than righting moment. Righting moment is the product of the righting arm and displacement and acts to orient the boat to the surface. The righting arm is a function of the boat's shape and center of gravity without consideration for displacement. Of two boats with the same righting arm, the heavier will have more stability or righting moment.

This difference between righting arm, and righting moment leads to another interesting and sometimes confusing aspect of stability. Due to the centrifugal force, the apparent gravitational force varies with location on the wave. For example, the apparent gravitational force on the trough exceeds that of the force at the crest. Ocean sailors may have some familiarity with this for boats heel more on the crests than in the troughs (more than the variable wind force causes).

I have read some suggestions that, given a large enough and steep enough wave, that the centrifugal force could counteract all gravitational force resulting in no righting moment even while fully upright. This explains the greater capsize vulnerability of boats in breaking beam seas and why a strong brace becomes such a useful weapon in avoid ing capsize for any boat.

So, returning to my earlier comment about the diagrams in magazines etc., a more appropriate diagram would show the two boats in breaking seas, not smooth seas, and the explanation should point out that the increased capsize moment only applies to breaking seas and/or confusion resulting from horizon and apparent gravity providing confusing signals to the paddler about her orientation.

## RISK VERSUS SAFETY - IS THERE A CONFLICT

by John Ramwell

This piece is prompted by the interest in my earlier articles, particularly the one, "Tragedy of a Foolish Teacher" as appeared in issue 55 of Ocean Kayaker. I have received numerous emails and phone calls which have led to some discussion and consequently I thought I would share some of this with you. The American readers want to know how our system of legislation compares with theirs. Does everyone sue at the first opportunity? Are law suits par for the course? I do not think anyone would disagree with my perception that we have moved into such a climate. Again and again I am accosted by 'touts' in the high street who ask whether I have had an accident or injury within the past two years. My responses are not really printable as I think this is a sad way to earn a living and in the final analysis does no one any favours. There are stories of parents waiting for the coach to return to the school with their sons and daughters from a day in the hills, or wherever, and hoping that their offspring may have sustained an injury. Nothing too serious, mind you, but enough to enable a claim against the authorities. The only ones to gain are the lawyers who press a claim and then walk away with the compensation. Even carelessness is rewarded. A simple slip and injury can lead to a claim which leads to a lot of work by lawyers/ courts/ councils/business/etc. and then to compensation for the initial claimant, who receives very little of it anyway after legal fees have been deducted. And who pays for all this, you and me, that's who. Taxes, council rates and insurance premiums have to be lifted, so we all pay. But the bigger losers are the young people who would like to participate in 'risk activity' but cannot because schools and youth organisations will not take the risks and activity centres hike their prices so that only the wealthy can afford to take part.

For some further background reading take another look at Page 17 of Issue 53 and Page 3 of Issue 54. From these articles you will see that I have given this subject some serious airing these last few months, and for this, no apology as I see it as being of sufficient importance to all of us involved in ocean kayaking which is clearly a risk activity. Well, I think it is!!

A lot stems from the formal definition of the much bandied phrase, "Duty Of Care". We now have a legal duty of care to ourselves and to others. This is great and clearly makes a lot of sense. Well, it does until the lawyers, courts and others get down to making a case that this duty was not rendered. Then what? Well, look out because now you are responsible in law and can readily be sued for negligence. Clever advocates can readily prove that this duty of care was not provided in virtually every case where an accident occurs. A twist of the facts here, a spin there, a different interpretation, a gullible jury or magistrate; we have no chance. Do I exaggerate? I think not. I have been

tion to a remote part of the world involving 60 people, 48 of them below the age of 21, on behalf of a large organisation. I know I am taking a risk, as are my co-leaders. Worth it, in our view, for the obvious rewards. Then maybe, if anything should happen, I might be changing my mind and deciding it was not worth it after all. I hope not. The Guidelines issued by the organisation I am working (unpaid) for are voluminous. The Health and Safety Guidelines go on for ever. The Risk assessment is a huge piece of work and I could argue is like a circle and never ending. I have to sign up to having read and understood this material and must formally agree to put it all in place. Hey Ho!!

Perhaps one of you reading this might find some time to visit me in prison!!

None of you reading this will forget the impact of Lyme Bay when four paddlers drowned in circumstances that could hardly have been more benign. A light off shore wind and incompetent instructors was enough to allow a tragedy that went on to have a devastating effect on the outdoor education industry. I am the first to acknowledge that we need Guidelines, Health & Safety legislation, Risk Assessments and a Duty of Care. It really is all down to a matter of balance. Maybe we were all too 'laissez faire' those years ago but now it seems the pendulum has swung right across to the other side and has stuck there. We need to unstick it and get some common sense back into outdoor education so that we again attract teachers, youth leaders and others back into coaching and attract students who want to be coached. We need to make residential outdoor adventure courses come within the means of all and not just the wealthy who can afford the increased costs due to higher insurance premiums. And higher they are. Since 9/11 insurance costs have gone through the roof. Can we unstick the pendulum, can we turn the clock back to the 'good old days'? I think not. It will never happen.

The best we can achieve today is a realisation that there are difficulties as described above and work towards creating a climate whereby they can be kept in perspective. Unless we do, young people will find their own outlets for adrenaline rushes and not all of them will be legal. Somehow we must encourage instructors, teachers and youth leaders to take responsibility for students without feeling threatened and to do this we need a better understanding from such as education authorities, the legal profession and from government. I am not holding my breath. Let us all at least accept that risk and adventure are synonymous and that, even with all precautions and adherence to the duty of care model, we accept that accidents will happen and that there will not always be a culprit, a 'scape goat'. I am still not holding my breath.

spending a lot of time recently putting together an expedi-

## **DUNCAN WINNING, OBE and PRESIDENT OF THE SCOTTISH CANOE ASSOCIATION AWARDED A CHURCHILL TRAVELLING FELLOWSHIP TO STUDY INUIT ORIGINS OF MODERN RECREATIONAL SEA KAYAKS.**

Duncan has been interested in Inuit kayaks since his teens, having started his paddling career on the sea at the age of ten in 1950. As Duncan himself recounts, this interest intensified in 1960, "*when I had the opportunity to paddle a genuine sealskin kayak on Loch Lomond. It had been built for Kenneth Taylor, a fellow member of the Scottish Hosteller's Canoe Club who had been on a one man expedition to Igdlorssuit, in West Greenland to study the use of the kayak in that area. He was then a student at Glasgow University and was prompted to undertake his project by Harald Drever, an Orkney man and a professor at St Andrew's University who had a long term involvement with Igdlorssuit*".

Since 1953 Duncan has designed and built his own sea kayaks. He admits that Ken's boat handled so well and made such an impression on him that all his sea kayaks since then, and there have been a few, have been based on the sealskin covered kayak of ancient lineage as built by the Greenlander Emunuele Komielsen in the village of Igdlorssuit in 1959.

Ken Taylor left Scotland to continue his studies in North America and left his kayak in the care the late Joe Reid. Joe and Duncan went on to measure the kayak accurately in 1964 and I produced a drawing of it which they have made freely available to anyone interested. At least thirty-three different models of kayak have been based on it, either directly or indirectly, including the well known Anus Acuta which was first produced commercially in 1972.

Over the years Duncan's interest in Inuit kayaks, Greenland and others, has developed and widened to include the use of the narrow bladed paddle and Inuit

paddling techniques. He now find himself giving presentations on these topics at sea kayak symposia up and down the country, having made his first contribution in 1987,

It was Gordon Brown who suggested that the logical follow up to Duncan's long term interest in Inuit kayaks, narrow bladed paddles, etc. was to make a trip to Greenland and study these things at their source. Following application to the Winston Churchill Memorial Trust Travelling Fellowships, Duncan secured the one place available in 2004 for a canoeing project in the field of history against some forty other applicants. I find it gratifying that there is so much interest in our activity as some may admit that this is a rather narrow field of interest.

Duncan intends to visit Igdlorsuit in West Greenland as this was where Ken Taylor's kayak originated. He will also visit other parts of Greenland to study past and present kayak design and to ascertain the reason behind various design features. He wants to make a particular study of the Inuit paddle design and technique which he believes has been largely ignored here in the UK.

So it is with a lot of anticipation that we now look forward to presentations by Duncan Winning OBE at various meets and symposia over the next few years. He has previously made his subject both fascinating and educational. After Greenland and the Churchill Fellowship he can only add to his already well justified reputation as being one of the most well informed individuals on the origins and use of the Inuit kayak. I, for one, will ensure I am there to take in at least one of his next presentations.

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I have received the South East Sea Kayakers 2004 Touring Dates. There is a lot going on and you can get some idea of what by visiting our own web site at [www.seakayak.co.uk](http://www.seakayak.co.uk). It's quite impressive and too lengthy to publish here. If you have any of your own trips planned that you wish to share, please let SESK ([seapaddler@postmaster.co.uk](mailto:seapaddler@postmaster.co.uk)) have the details and they'll add them to the calendar. Suffice to say that you do need to. If you want to go on a trip, email ([seapaddler@postmaster.co.uk](mailto:seapaddler@postmaster.co.uk)) (with a contact number) and you will get all the details. Thanks to Nigel Williams for this.

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