

# OCEAN KAYAKER



NEWSLETTER OF THE  
INTERNATIONAL SEA KAYAKING ASSOCIATION



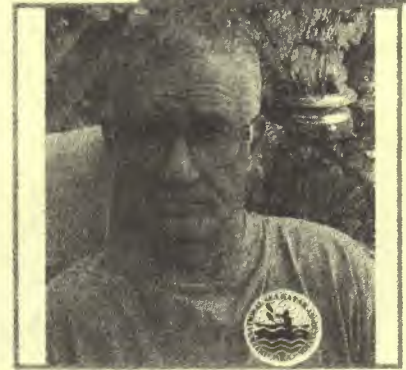
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**An international & independent sea  
canoeing association open to all  
interested in this aspect of canoeing  
with the objective of promoting safe  
sea kayaking for everyone**

JUNE 2004

ISSUE # 58

# Ocean Kayaker



address for copy for this newsletter is:-  
5, Osprey Ave.  
Westhoughton,  
Bolton  
Lancs  
BL5 2SL  
email  
<jramwell@provider.co.uk>

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

## EVENTS

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

**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

## Editorial

For the last 40 years every two months I sit at this space and ponder on the substance of my editorial. Sadly, not for much longer. Even Alistair Cook and his 'Letter from America' has called it a day. OK, so he has been going longer than me but he knows that the trick is to quit whilst ahead. I have enjoyed attending a few events over the last few years and noting the growing numbers of new paddlers coming on to the scene. There are a lot of new technological innovations which seem to be dashing ahead of my ability to keep up. New construction materials, advanced navigational and communication equipment, upgraded safety regulations; all meaning that our sport is changing just like the rest of the world about us. If ISKA keeps going, and I truly hope it does, then a younger and more contemporary editor will keep you ahead of the game. My last 'Ocean Kayaker' will go out December meaning that all of you who joined up for this year will get your 6 newsletters. So what of the future. Many of you know that I, as well as others, over the years have tried launching a 'glossy' for sea kayakers that is European based. This remains my wish. One day we will achieve this. Meanwhile I hope to pass ISKA over to a paddler who will keep it going another 40 years. Do I have any takers?

According to my Sunday paper of the 28th March, 04 "More than 2m weekend seafarers face the prospect of being breathalysed under a government crackdown on drunken sailors on Britain's coasts and inland waterways. The move will place boating enthusiasts on the same footing as car drivers and could see such as yachtsmen, speed boat owners and jet-skiers being jailed for up to two years if they fail to stick to new 'drink-sail' limits. The change is linked to the introduction of a new alcohol limit for professional seamen, such as skippers of fishing boats and dredgers which comes into force on Tuesday. The same alcohol limit - identical to that enforced on the roads is eventually intended to cover recreational mariners". It is currently undecided whether certain types of private craft such as rowing boats, should be exempt. Could sea kayakers be included???

## CONTENTS

Editorial.....	Page 1
<b>Johnstone Strait, BC</b>	
Brian Cyr.....	Page 2
<b>Excerpt Passage to Juneau</b>	
Jonathan Raban...	Page 5
<b>Scottish Paddlesport Festival, 2004</b> .....	Page 6
<b>Qajaq USA Web Site</b> .....	Page 7
<b>Books</b> .....	Page 8
<b>How to live happily with your Primus Stove</b>	
Duncan Mackay .....	Page 9
<b>Mapping Explorers Footsteps</b>	
Gemma Bowes....	Page 9
<b>Books for Travellers</b> ....	Page 10
<b>Doubles in Surf</b>	
Philip Dodderidge.....	Page 11
<b>Planning and Leadership for Sea Touring</b> .....	Page 11
<b>What Have I Learnt To Avoid Frustration</b> .....	Page 13
<b>Rudder, skeg or Paddle Steering</b>	
Dave Miller.....	Page 14
<b>UK Canoeing Incident Statistics 2001/2</b>	
Anne Young.....	Page 18
<b>First Solo Circumnavigation Of The UK &amp; Ireland</b>	
Sean Morley.....	Page 18
<b>Trangia Cooking Recipes</b>	
Jean Jackson.....	Page 19

**2004 IRISH SEA KAYAK SYMPOSIUM** will be at STRANGFORD LOUGH Tollymore Mountain Centre and the CANI will host this year's symposium at Killyleagh Outdoor Education Centre. The date of the symposium will be 28 -31 st May 2004. There will be workshops and clinics from Inuit technique and camp craft to advanced kayak-handling skills. major competition which will include navigation, cooking, fishing, archery, rolling etc. Also the usual gear stands and slide

## Johnstone Strait, British Columbia by Brian Cyr (visit <[www.blindseyefotography.com](http://www.blindseyefotography.com)>)

With a last push and the scraping of fiberglass on rocks, we're off. The paddle breaks the surface and the dripping water leaps from the paddle tip and back into Johnstone Strait.

This narrow passage of water runs between the snow-capped mountains of British Columbia's rugged coastline and the northern tip of Vancouver Island. The Strait is 113 km long and is from 3-5km wide. It joins the Strait of Georgia, in the south with Queen Charlotte Strait, on the north end of the island. There are countless inlets and island groups to explore in this paddler's paradise.

People have long paddled Johnstone Strait for its remote beauty, the spectacular coast mountains thrusting from the ocean and the opportunity to come face to face and eye to eye with the resident pods of salmon-eating orcas that frequently fish the coastline. There are 2 resident pods or matriarchal families of orcas (*orcinus orca*) in Johnstone Strait, however, the area is occasionally visited by transient pods which roam far beyond the strait into the open ocean side of Vancouver Island and eat mainly sea mammals such as seals and sea lions. Kayakers are often surprised and thrilled by the frequency of visits by the whales and sightings are almost guaranteed.

If you miss out on the whales there is still the spectacular scenery and the vibrant First Nations Culture and History. This is what has brought Rich Duncan and myself here. Rich is a good friend and fellow photographer like me that looks for any excuse to be in the wilds of BC. Rich is our trip leader by virtue of his greater experience in kayaks. This is his 5th trip to Johnstone and only my 2nd. He surveys the map, points across the strait to our first destination and sets the pace.

We've just departed from Alder Bay Campground on Vancouver Island just south of the tiny fishing community of Port MacNeil.

At the campground, there with a small store for last minute supplies, showers and a boat launch. It's \$6. to launch your kayak and \$5 a day to park your vehicle. There is an advantage to leaving from Alder Bay instead of the usual, Telegraph Cove. Most trippers leave from Telegraph Cove and hug the shoreline of Vancouver Island and camp on

one of the many beaches along the way. This is usually the best chance at sighting whales. Rich and I are headed across the strait to the First Nations village of Alert Bay on Cormorant Island. Leaving from Alder Bay places us 5 miles north on the coast which saves us about 5 nautical miles in the kayaks paddling against the incoming tide.

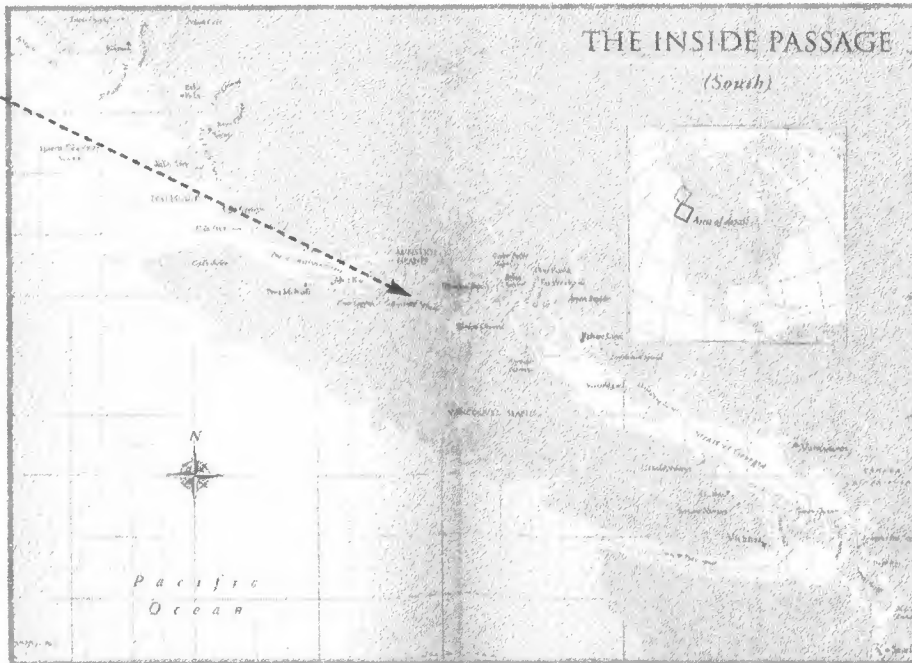
Blue Skies and a mirror-like surface make for a beautiful beginning. The tides are still at slack, the period between high and low tide when the currents are at their slowest and it's the safest time to cross the wide open channels.

As we near the shores of the First Nations community of Alert Bay, chainsaws rip the silence. Workers cut and stack driftwood for use by the Namgis people in their homes for the impending winter. Originally a wintering home, Alert Bay became a permanent residence in the late 1870's when Rev James Hall was persuaded to build the first school for boys on the island. 2 entrepreneurs, Spencer and Huson, looking for year round workers for their saltery, convinced Rev Hall to move there from Fort

Rupert.

Today, Alert Bay is a vibrant fishing community of about 1,600 people, mostly Namgis peoples and was incorporated in 1946 as the Namgis First Nations community.

Bloody water and salmon heads cascade down from



a fish cleaning station on the wharf above as 2 fisherman clean the day's catch. We dodge the water and incoming seagulls and spot a beach. Towering over the beach like old sentinels are totem poles from the Namgis Burial Grounds.



We beach our kayaks under the staring eyes of ravens and bears, wolves and fox reaching into the sky. We tie our boats, grab our cameras and step onto Fir Street, Alert Bay's quaint and quiet main street. Looming overhead are the weathered grey totems. One totem catches my eye. A raven sits on top and perched on its head is a tuft of

grass like an Indian headdress. The totems are rooted majestically on the green grass with thousands of yellow dandelions dancing at their feet. A photographer's dream. After taking my photos I drop my camera and watch Rich, running around with his camera like a kid in a candy store. We pay our respects to the ancestors buried there and head off down the boardwalk. A single car passes slowly by and overhead roofers put the finishing touches on a new roof of one of the town's restaurants. We venture into the Alert Bay Museum and Art Gallery. In its day the old building housed the municipal building and the town's fire truck.

The main attraction is the U'mista Cultural Centre and its Potlatch collection of carved masks, robes, rattles and coppers, which symbolized wealth to the First Nations peoples. Each copper had its own story and its value increased everytime it was passed down. Native peoples of the Northwest Coast gathered together to celebrate birth and deaths, the naming of children and marriages in a tradition called the Potlatch, which means "to give."

In 1884 the Dominion of Canada and the missionaries bent on destroying First Nations culture, outlawed the potlatch and in 1921 on Village Island, 45 people were arrested and all the gifts were confiscated and sent to the Museum of Man in Ottawa and the Royal Ontario Museum in Toronto. Pieces of the collection even made it into private collections. In the early 1960's an effort began to repatriate the artifacts. A condition was set for the return by the Board of National Museums Corporation. The return of the artifacts were subject to the conditions set by the board.

Museums were to be constructed at Alert Bay and Cape

Mudge on Quadra Island. In 1979 the Kwakiutl Museum in Cape Mudge and in 1980 the U'mista Cultural Centre at Alert Bay were completed. Part of the exhibit at the U'mista Centre are letters, petitions and reports documenting the persecution by the government and missionaries of the Namgis people and their traditions. The potlatch was forced underground until 1949 when the law was finally deleted from the Indian Act.

Heading back down main street we notice our kayaks are right at the waterline. The tide is coming in and the

levels are rising. I'm about to learn a quick lesson on the power of the tides. Rich pushes off and is whisked off by the current. Right behind him I begin to maneuver under the wharf and around the piers. I grab my camera for a quick shot of Rich and forget the tide has me in its grip. Just as I look up from my lens my boat is slammed sideways into a pier. My camera's knocked from my hands. With water rushing all around me, I wrap an arm around the pillar and right myself. My camera flips in the air and lands in my open pelican case strapped to my boat. One crisis averted, I close my case and thrust away from the pier. The look on Rich's face is priceless. If ever I needed a camera this is it but it isn't coming out of that case for awhile.

We travel south along the shoreline to the end of the island to where the Pearse Passage meets with Johnstone Strait. These passages run between the groups of islands that are throughout Johnstone Strait. The passages are from 1 to 4 km wide and can be treacherous if not crossed at slack tide. The incoming and outgoing tides create currents around the islands and standing waves where the bodies of water meet. Slack tides eliminate or lessen these effects and make crossings safer. Of course this is all new to me being a flatwater canoeist from Ontario. I follow Rich blindly, questioning our every move. One moment we're side by side and the next your 50 metres apart and going in different directions. The water boils around you and in the distance are the standing waves we've heard about. We paddle furiously and fight our way across without any mishaps. I wonder to myself about those calm, stress-free lakes of Northern Ontario.

With the Pearse Passage behind us we dart into the



Pearse Island Group. It is only one of a number of groups of islands we'll pass on our journey. The islands and narrow channels offer the opportunity for Rich and I to explore and shoot. Kingfishers screech our presence while hawk-eyed eagles stare down from overhanging trees. They keep a watchful eye as Rich breaks out the food and I pop up the tents. The island is so small it only rates a number on our map. An island with no name. We christen it ours for the night. Chef Richard prepares a tasty scallop pasta on the stove. A fire ban prevents the warmth and comfort of a blazing fire, however, a nightcap and the smells and sound of the ocean more than compensate. The sun sets on our first day as we discuss tomorrow's passage. We check the tide charts and the slack isn't until early afternoon which gives us the morning to explore, photograph and watch the rise and fall of the tides.

The morning rises slowly and methodically. The early fog burns away from the surface of the ocean and looks like ghosts dancing on a mirror. The tide is out and its left our bay empty but before our eyes it's slowly being transformed. The incoming tide is creeping in one rock and shell at a time. We walk over to the island beside us on the floor of the ocean. Later we'll paddle over this same spot. Nothing stays the same here. It changes constantly. One moment your sitting on a beach and a couple hours later it lays submerged under the ocean. The change feels good. The city I left only yesterday, 180 miles down this strait, is dripping from my memory like the water off a paddle.

By the time Rich and I eat, break camp and reload the boats, the tide has reached the back of the kayaks. I like this, waiting for the water to come to the boats as opposed to carrying the boats to the water. Lazy means you think before you work. The boats slip into the current and even at slack the currents whip through these narrow channels between the islands. We're whisked away and heading across Weynton Passage. Weynton separates the Pearse and Plumper groups of islands. The sun is warm on our faces and Hanson Island is in our sights. We enjoy the crossing and take turns playing model for each other's shots. Looking through my lens, Rich slides into the frame. In the distance behind him mountains thrust from the ocean to touch the sky and islands float on the surface. Layers of mountains, the highest, snow-capped slip into the background in a blue haze. The scenery at times is absolutely breathtaking.

We pass Ksuiladas Island, the gateway to the Plumper Islands Group on our way to Hanson Island. We explore the myriad of islands and stop for lunch on one of the campsites on the west side of Hanson. Rich and I unpack the kayaks and set up a tent. This site is perfect for photos. A small bay with a sandy beach and a point in which we stop to eat and scout photo opportunities. Fishing vessels of all sizes bob on the waves in Blackfish Sound. Salmon is the prime catch but these waters offer a smorgasbord of sea treats. Rich pulls out his rod and throws a few casts

hoping to land a fresh salmon for dinner tonight. I grab my camera and with late afternoon light raking the shoreline, I position Rich in the frame and snap off a couple photos. We spend a couple hours throwing the tent up here and there and playing model for each other. Next year, we're bringing more people along. We're better behind the camera than in front and it shows.

With the sun sinking low in the sky we decide to pack up and continue along. This decision proved to be one of those that fate has a hand in. We ended up on Hanson Islands Northeastern shore. We pulled into a bay at last light and pulled the kayaks on shore. It wasn't much but there was a small overgrown road in which to pitch our tents. We threw together a quick meal and ate under the light of our headlamps. We cleaned up and walked the trail with our lights. We quickly came upon small wooden signs pegged into the ground and trails running off into the woods in all directions. The signs with things like Namgis FN Camp and Namgis CMT's and Archaeological Sites. We slid into our tents with the mystery of the signs still on our minds.

Morning fog lay heavy on the water the next morning and high tide slack is still hours away. It was the perfect opportunity to explore and attempt to understand the signs found the night before. An old overgrown road from early attempts to log the island led off into the dense forest. From this main trail countless small trails trailed off into the woods in every direction. We found a sign with Orcalab printed on it. We had heard of this research station and headed off in the hopes of finding answers. The lab is on the north eastern side of Hanson Island and consists of a research lab and guesthouse for visitors. It was started in 1970 by Dr Paul Spong to research whales in their habitat with no intrusion. We walked out of the forest and onto to rocky shoreline. People flit about in the bright morning sunshine. A rowboat makes its way out to the research boat moored offshore while a young lady by the name of Twyla shoots the scene on video. We barrage her with questions and she turns out to be a wealth of information. We learn of David Garrich or Walrus as the locals know him.

David has been on Hanson for years researching CMT's or Culturally Modified Trees. On our hike through the forest, Rich and I had found trees wrapped in surveyor's tape with Culturally Modified Trees printed on the tape. What we had thought was research by the logging companies was actually an age old practice by the First Nations "FN" peoples of the coast. For thousands of years the coastal peoples of BC harvested Red Cedar trees for their bark and even planks for building materials, without damaging the tree. A narrow strip of bark 12 to 18 inches wide would be peeled of the tree in long strips. After harvesting a section of bark, the tree would heal itself and continue to live. Some trees have been harvested more than once. The inner bark is soft and pliable and was used in every-

thing from boats, roofing materials, and cooking vessels. It could also be woven into clothing, blankets and ceremonial dress or twisted together to make rope and fishing line.

Because of the research by David and the archaeological significance of the trees a logging moratorium was placed on Hanson Island. Legislation was also enacted where logging companies must employ a First Nation's person to survey a cutblock for CMT's before it can be logged. In July of 2003 an agreement between the Provincial Liberals and the 3 FN peoples in the area was completed. Forest Harvesting, mineral and energy development will not be allowed on the island. The history and culture of the island will remain intact for all who visit the island.

As we trekked back through the lush green forest a new light shone through the trees. We found evidence everywhere we looked. We stopped at the Grandmother tree wrapped in surveyor's tape. A massive old giant that had been harvested for both the planks of wood and the bark. We touched the old wounds that had healed over and wondered at the ingenuity of these people and gained a respect for a way of life we knew very little about.

Our kayaks slip through the waters of Blackfish Sound. Another crossing between Hanson and Harbledown Islands called Blackney Passage. This is the main channel for ocean going vessels and the ferries heading north to Alaska. The passage is without incident and soon we are in Indian Channel. The waters in this area are dotted with thousands of islands and channels and passages criss-cross each other on their way to Knight Inlet. Time does not allow Rich and I the opportunity to explore as far as Knight Inlet but the area we paddle is one of the most spectacular I've seen thus far. The areas of Indian and Village Channels contain hundreds of archaeological sites dating back thousands of years one being the village of New Vancouver. Once a site of the Da'n'sxda'xw peoples that was abandoned. Chief Bill Glendale and his wife Anne moved back to the site and in the last 5 years have completed a traditional big house and other buildings. With the help of the government a large dock designed for boats of all sizes was constructed. Plans are in the works to move the Administration building to the island and to allow visitors to stop by. Next year Bill hopes to have at

*Co-incidentally to the article from Brian above I have recently been reading Jonathan Rabans' book, "PASSAGE TO JUNEAU, - A SEA & ITS MEANING". Well worth a read from many perspectives, not least of all your own interest and knowledge of the sea as kayakers. Meanwhile, here is a flavour of it. Ed*  
David Lewis, a New Zealand born doctor who gave up his London practice to become a freelance ocean adventurer, sailed in the 1960s with some of the last traditional Polynesian navigators in their outrigger canoes. *'We the Navigators'* is his firsthand report, from the Pacific Ocean in the mid-twentieth century, on how sailors like Odysseus crossed the Mediterranean circa 700 BC, before the invention of the magnetic compass. Most importantly, Lewis's

least 10 families living on the site. During the summer months on Monday and Wednesday, families will be offering traditional stories and legends on the history of the area and the peoples who live there. Salmon BBQ lunches will be served and traditional dance offered up for visitors. For more info you may contact Joan Glendale, economic development officer and grand-daughter of Chief Glendale at 250-974-2179 to arrange for a guided walking tour of the village.

New Vancouver is as far as our travels take us on this voyage. A slight drizzle can't dampen our spirits as we paddle back through village channel towards Johnstone again. Rich raises his hand for me to stop as we pass Ralph Island. I scan the shore to where Rich points and there at the water's edge is a family of 5 deer. We drift into their tiny bay and pull out the gear. For 20 minutes we observe the deer and burn their images onto our film and into our minds. Is it just a family of deer or are these ancestral spirits of the peoples of the coast? The native peoples believe that the spirits of their ancestors live on in the animals. Continuing on our journey we pass Berry Island and its petroglyphs. An ancient story left for visitors. We don't understand the story painted before us but the message we're left with is unmistakable. There is a history here. Long before people like Captain George Vancouver and others like him reached these islands, the First Nations peoples and their culture had thrived for thousands of years.

Re-crossing Blackney Passage into Johnstone Strait we spot in the distance the familiar tour boats following a pod of orcas. The drone of the boat's engines are frequently broken by the orcas breaking the surface and the sound of their breaths sailing across the water and riding sound waves into our ears. I am reminded why most kayakers, including myself make this journey. It's the chance to see orcas in the wild but like their visits and ours these memories are fleeting. This trip holds a deeper meaning for Rich and I compared to other trips here. Understanding the peoples, their culture and history of the coast peoples is indelibly stamped into our memories.

Brian Cyr

book conveys how the open sea could be as intimately known and as friendly to human habitation as a familiar stretch of land to those seamen who lived on its surface, as gulls do, wave by wave.  
Seamen. For the testicles were, Lewis wrote, the instruments best attuned to picking up slight variations in the rhythm of a swell -a sudden steepening, an interlocking of two opposed wave-trains. Rest your balls lightly on the top of the stem post and feel the jaunting upsurge of the bow, then its sudden, precipitous collapse into the trough. ..As a four-year-old, I keenly anticipated the approach to hump-back bridges in my mother's lightly sprung 1938 Ford. Taken a mile or so too fast, each bridge induced a

moment of exquisite, unmentionable pleasure; it was like finding a small but energetic tree frog trapped inside one's scrotum. Had I been blindfolded on these car rides in 1946, I believe I could have identified half the humpback bridges in Norfolk by my genitals alone.

So did Lewis's Polynesian friends feel their way across the hump-backed ocean. On these voyages, Lewis -a vastly experienced small-boat sailor -often found himself totally disoriented, as the wind changed direction, the sea got up, and the underlying swells became confused or imperceptible. Yet his guides could sense a regular grain in the roughest, most disorderly sea. Time and again they'd sail through fifty or more miles of murky overcast, without sight of the sun, and make a perfect landfall at -in one instance -a narrow passage between islands, breaking into sudden visi-

bility less than two miles off.

Sailing with no instruments, the primitive navigator knew his local sea in the same unselfconscious way that a farmer knows his fields. The stars supplied a grand chart of paths across the known ocean, but there was often little need of these since the water itself was as legible as acreage farmed for generations. Colour, wind, the flight of birds, and tell-tale variations of swell gave the sea direction, shape, character.

Here, where you feel the intersection of two swells, each deflected by islands far over the horizon, you make your turn. ...Now you search for toake, the tropic bird, and follow its homeward flight until the sea begins to brown with sand. ....

**SCOTTISH PADDLESPORT FESTIVAL & EXHIBITION 2004** (SPFE) organised by the Scottish Canoe Association, will be held in Perth over the weekend of 30th & 31st October 2004. It is the only event in Scotland to bring together all paddling disciplines. Historically it has attracted around 1,500 visitors over two days.

#### Venue

The main exhibition hall for the event will be the Bowling Hall at Dewars Centre, with access for stand set-up from 12 noon Friday October 29. (Note: NOT THE FREEZING ICE HALL OF 2002). It is a venue known to work and familiar to trade and visitors. Agreement has been reached with the Centre for exhibitor access via the Ice Hall loading ramp on Friday and Sunday pm. Volunteer manpower will be on hand to assist exhibitors assemble their displays. Provisional booking has also been made for the coaching pool in the adjacent Leisure Centre, allowing the Festival a degree of on-water activity in controlled conditions.

#### Format

As in previous years, there will be a balance between trade exhibition and participative activity for visitors.

#### Trade activity

Stands for 2004 will be sold, as before, in 3mm3m 'blocks' priced at £19 per sq.m i.e. £171 for the smallest stand. This is a modest increase on the last event in 2002 and is necessary to help offset a 20% increase in rates for the Dewars Centre. Booking forms will be available from the SCA electronically or posted out from January 2004.

#### Participative activity

To increase the value of the event, both in festival terms and to increase value to exhibitors, a busy programme of events which change significantly between the Saturday and Sunday is being planned to encourage people to attend for both days.

#### Ideas currently in planning include:

- " On water 'Come and Try' sessions in the coaching pool on Saturday and Sunday with separate booking times for primary and secondary age schoolchildren as well as adults. All sessions will cater for people with disabilities with specialised equipment and trained coaches on hand.
- " Flare demonstration by RNLI
- " Combined family ticket to SPFE exhibition and skating in the neighbouring Ice Hall
- " Combined family ticket to SPFE exhibition and use of the main leisure centre swimming pool
- " Final judging of the SCA Touring section photographic competition
- " A programme of speakers/seminars
- " SCA AGM and discussion Open Forum

#### Promotional activity

- This year's event will benefit from the most committed marketing campaign SCA has undertaken to attract maximum visitor numbers. Current plans include:
- o 1,000 flyers to each exhibitor for their own distribution
  - o 1,500 flyers distributed by Dewars Centre to their own mailing list
  - o 7,500 flyers distributed by Perth & Kinross Leisure Services to their own mailing list
  - o Direct contact with all Perthshire schools
  - o Promotional support from Perthshire Tourist Board
  - o Posters for promotional display onsite and to supply to exhibitors
  - o Regular emailings to all SCA member clubs, representing approximately 2,000 paddlers
  - o Dedicated editorial in April and July editions of Scottish Paddler magazine
  - o Special 'Show Guide' for October issue of Scottish Paddler
  - o Advertisements in SCA and BCU Yearbooks
  - o Regular updates on SCA website
  - o Media Relations programme



*Here is a fabulous web site You have got to go there and visit. Quite amazing It was thanks to Ray O'Brien (who gave us a session on Inuit rolling at the BCU Coaches Meet in North Wales, February, 2004) that I came aware of it. Go to <[www.qajaqusa.org](http://www.qajaqusa.org)> To give you a flavour I have downloaded some of it here You'll love it. John (Ed)*

On the Home Page you will find the following sites.  
 Home Qaannat Kattuffiat Qajaq USA ---Membership ---Newsletter (the MASIK)  
 ---Events Forums Kayaking Technique ---Video Clips Kayaks, Paddles, Gear ---  
 Audio Glossary Culture & History Photo Gallery Links Site Map Qaannat  
 Kattuffiat Competition Rules ---Qajaq USA --- Mission Statement - ---  
 Membership --- Qajaq USA Printed Journal -----Newsletter (the MASIK)-----  
 Winter 2004 issue now available -----2004 Board & Staff Bios Mailing List ----  
 Events -----Greenland Forums ----Greenland Kayaking Techniques -----Video  
 Clips -----Competition Rolling List -----Roll Translations -----Kayaks,  
 Paddles, Gear -----Audio Glossary -----Culture & History -----Photo Gallery -----Links -----Site Map ----

What's New on the Website

*I visited the [Competition Rolling List](#) site and here is an extract*

#### Side sculling

Innaqatsineq — "lying on the back".

To make this more difficult the judges for 2002 preferred to see the participants keep their kayak deck at right angles to the water (outside of the competition it is usually preferred to keep the kayak as flat on the water as possible, done by arching your back). Two points/side.

#### Chest sculling

Palluussineq — "lying on one's belly".

Some judges allow you to turn your outboard hand so that your thumb points toward the outboard paddle tip, but in 2003 you were required to keep your normal paddling grip. Two points/side.

#### Standard Greenland roll

Kinnguffik paarlallugu/nerfallaallugu — "coming up on the other side, on one's back".

Start tucked forward, finish leaning aft, recover to start position). You are optionally permitted to finish in a low brace, sweeping forward, as shown in the video clip. Two points/side.

#### Rolling with paddle held in crook of elbow

Pakassumillugu/unermillugu — "(holding the paddle) in the crook of your arm". Inboard hand grasps the paddle blade as per a standard roll, outboard hand holds the paddle clamped in the elbow. After rolling return to initial setup position with the paddle still held in the crook of your arm. Three points/side.

#### Storm roll

Siukkut pallortillugu/masikkut — "leaning forward, at the masik". Start tucked forward, finish tucked forward. The inboard hand stays in contact with the deck/hull throughout roll and is often levered off the hull during the hip-snap. This is a low brace roll (palms down). There is a misconception that this roll must be performed in a combat (non-extended) paddle position. Like all of the rolls, you can extend the paddle as much or as little as you wish. Three points/side.

#### Reverse sweep roll

Kingumut naatillugu — "(holding the paddle) pointed/touching aft". Sweep from stern to bow in a low



brace, finish tucked forward). You do not need to return to the original setup position upon recovery. Three points /side.

#### Spine roll

Aariammillugu — "touching the area between the shoulder blades". Start with paddle behind your back, along spine and projecting over your head (or over your shoulder). Tuck forward, finish leaning aft, recover to start position. The back of the hand grasping the paddle should face your back. You may or may not get points for cupping your hand around the end of the paddle, depending on the judge. After rolling, return to your initial setup position with the paddle still between your shoulder blades. Failure to do so will disqualify your attempt. Three points/side.

#### Paddle held behind back

Kingup apummaatigut — "(holding the paddle) at the stern-gunwale". Start with paddle behind back, against gunwale leaning aft, finish with paddle behind back leaning slightly forward. Forward or reverse sculling motion for recovery is permitted. Different variations are cupping your inboard hand around the paddle tip (easiest), holding the paddle tip palm-up (slightly more difficult) or holding the paddle tip palm down (most difficult). The palm-up version is expected for competition. You are not required to return to the original setup position upon recovery. Three points/side.

#### Standard roll with paddle behind neck

Siukkut tunusummillugu — "forward, touching one's neck". A variation of roll #3. You are not permitted to cup your hand around the end of the paddle. After rolling, return to your initial setup position with the paddle still behind your neck. Failure to do so will disqualify your attempt. Four points/side.

#### Reverse sweep roll with paddle behind neck

Kingukkut tunusummillugu — "backward, touching one's neck". A variation of roll #6. You are not permitted to cup your hand around the end of the paddle. You are not required to return to the original setup position after rolling up. Four points/side.

#### Armpit roll

Paatip kallua tuermillugu illuinnarmik — "using only



one arm, with the paddle touching the shoulder".

For the setup the paddle tip is pressed against your chest near your armpit (but not under your armpit). The paddle is swept palm-up with one arm. The lift and buoyancy from the extended paddle powers this roll, no hipsnap is necessary. Keep the paddle in your armpit until you sit upright. You do not need to return to the initial setup position. Three points/side.

#### Vertical sculling roll

Qiperuussineq/paatit ammorluinnaq — "sculling with paddle held vertically". Hold the paddle in an extended low brace position and raise your upper hand so that it is close to your forehead, your palms face toward the gunwale, capsize and scull up with the paddle held vertically. You must scull with the paddle face held parallel to the keel. Finish in a strong forward tuck. If you allow the paddle to become horizontal while underwater (which makes the roll easier), the judges will disqualify your attempt or deduct points. Four points/side.

#### Sculling roll with paddle held horizontally

Masikkut aalatsineq — "sweeping the paddle at the foredeck (masik)". Paddle is kept in contact with the foredeck. Best form is to scull completely around with the paddle horizontal. If you "reach up" with your paddle to brace for final recovery, some judges may deduct points. Four points/side.

#### Rolling with the arms crossed

Tallit paarlatsillugit paateqarluni/masikkut — "holding the paddle with arms crossed, at the masik".

Similar to storm roll. To setup on left side, right arm is crossed over left. For best form, lift the paddle upward upon recovery to show that your hands are crossed. You are not required to return to the initial setup position after rolling up. Five points/side.

#### Sculling roll with paddle held under the kayak

Qaannap ataatigut ipilaarlugu — "rotating (the paddle) under the kayak" Forward leaning recovery with the paddle sculled under the kayak. Some judges require that the paddle is sculled at least three times or more (this is not a problem for most rollers!). Five points/side.

#### Quick succession of storm rolls

Pallortillugu assakaaneq 5 — "forward rolling, round and round" The most rolls performed in 10 seconds wins. To earn three points you must complete at least three rolls in ten seconds (if you don't complete three rolls you don't get any points). You get an additional point for each additional roll completed (e.g. 4 points for 4 rolls, etc).

#### Quick succession of standard rolls

Nerfallarlugu assakaaneq 5 — "rolling, lying on one's back, round and round" The most rolls performed in 10 seconds wins. To earn three points you must complete at least three rolls in ten seconds (if you don't complete three rolls you don't get any points). You get an additional point for each additional roll completed (e.g. 4 points for 4 rolls, etc).

#### Roll with hunting float

Avataq isserfiup taqqaanut qaannap sinarsuanut qilerullugu — "with a hunting float tied to the deckline at the isserfik (deck beam immediately behind the cockpit) at the side of the kayak (i.e., as opposed to putting the float on the aft deck of the kayak)".

For a roll starting with a capsize on the left, the float is tied to the right side of the kayak, and vice-versa. Float is tied tightly with one line to the decklines aft of the cockpit and another line to the decklines at the stern so that float rides in the water on the side of the kayak just aft of the cockpit. Once float is rigged, perform a standard roll (with paddle), the float provides strong resistance to test your roll. Five points/side.

#### Throwing stick, start tucked forward, finish tucked forward

Norsamik masikkut — "with a norsak at the masik (forward)". Hold your off-hand against the hull during the roll. Six points/side.

#### Throwing stick, sweep from stern to bow, finish tucked forward

Norsamik kingukkut — "with a norsaq, starting aft". Hold your off-hand against the hull during the roll. Six points/side.

#### Throwing stick, start tucked forward, finish leaning aft

Norsamik nerfallaallugu — "with a norsaq, lying on one's back". Your sweeping hand must be palm-up during the roll. In execution, this roll is very similar to roll #11, the "armpit" roll. You may "throw" your off-hand over the hull on recovery. You must sit-upright to win points but you do not need to return to the original setup position. Six points/side.

#### Hand roll, start tucked forward, finish tucked forward

Assammik masikkut — "using your hand, at the masik (forward)". Hold your off-hand against the hull during the roll. Six points/side. Seven points/side.

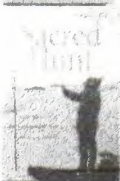
#### Hand roll, sweep from stern to bow, finish tucked forward

Assammik kingukkut — "using your hand, starting aft". Hold your off-hand against the hull during the roll. Six points/side. Seven points/side.



Eskimo Life by Fridtjof Nansen.

Replica (facsimile copy) of 1893 edition by Longmans, Green, and Co., London. This is an enchanting book with beautiful illustrations and vivid writing. Colorful accounts of the dangers and skills required for sealing via kayak. Includes a wealth of information regarding kayaking equipment and culture in post-contact Greenland.



Sacred Hunt: A Portrait of the Relationship Between Seals and Inuit by David Pelly.

In this book David Pelly richly describes the importance of the seal hunt, beginning with the respect for seals underlying the hunt. This respect is reflected in the myths, legends, rituals, and traditions of the Inuit, which include stories about hunters transforming themselves into seals and the practice of offering a killed seal water to drink.

## HOW TO LIVE HAPPILY WITH YOUR PRIMUS STOVE

Duncan Mackay provides invaluable advice for those of you planning the next adventure!

There are two things that always cause problems on expeditions. Feet and Stoves. The regime of regular foot inspections combined with timely medical intervention for serious cases will, I think, go a long way to solving the foot problem. So what can we do about stoves? There is more than one answer to that question, and earlier this year, with the help of a fuel engineer from Edmonton Canada (Prof Dave Checkel), I set out to solve the riddle. I conducted a series of tests with different stoves and fuels in order to find what was causing the blocked jets and poor combustion that had been experienced on some expeditions in recent years.

### The main conclusions that I came to were:

~ Premium grade paraffin is the best fuel to burn on expeditions. It combines relative safety with good combustion characteristics. You won't get many blocked jets with this fuel and it is

not very volatile so there is a reduced risk of explosions.

~ Coleman fuel, white gas or white petroleum are all names given to a pure form of petrol that burns well in primus stoves. But the drawback is that it is very volatile and can cause explosions. So great care must be exercised if this type of fuel is to be used.

~ Kerosene is similar to Paraffin, although it is not quite as clean a fuel as Premium grade paraffin. It is normally used as aviation jet fuel, so is readily available at airports and in many remote locations. It burns quite cleanly in Primus stoves, but can be prone to jet blockages. There may be additives mixed with aviation kerosene, so be careful if you are cooking in confined spaces. Heating oil (28 second spec) is similar to Kerosene and burns with similar characteristics.

~ Diesel for road vehicles is a revolting fuel. It has poor burning characteristics and includes cyclical organic com-

pounds and lubricants that can cause big problems to your stove. You can burn it in an emergency, but it should be avoided as far as possible. In remote locations, people may try to sell you this instead of paraffin. But it is the cause of endless stove problems. You will find it produces a smoker black flame that will turn your cooking pots black and sooty. Yuck!

Other than fuel there are three other factors that may affect how well your stove runs.

~ The first is jet diameter. The diameter of the jet controls the rate that fuel vapour is released into the burning nozzle. To get a hot flame you need to match the fuel to the right jet size.

~ The second factor is priming. For the stove to function correctly, you need to get the burner head hot enough to vapourise the fuel, before you try to light the stove. If the head is not hot enough, liquid fuel rather than vapour will start to pass through the jet. This will burn with a cool flame and cause the jet to become blocked. To get a good flame, when the head is hot, open the fuel valve slowly so that the rush of fuel doesn't cool the burner down too much. Proper priming with the right volume of meths or similar primer, will avoid many problems. You can use a syringe to deliver the right volume of primer onto the burner head (this cuts down on wasting primer).

~ The third factor is the human one. Make sure that the people who are using the stove are well trained and understand the principles behind how it works. A little practice and supervision early on can make all the difference.

One surprising discovery from the tests was that the good old fashioned primus stove, the sort that Captain Scott took to the South Pole, burns almost all types of fuel. It does not suffer from half as many problems as modern stoves, which is why I treasure my little half pint primus, brought in 1972 it even burns diesel!

### MAPPING THE EXPLORERS' FOOTSTEPS

*From Shackleton to Michael Palin, Stanfords is the first stop for globetrotters. Gemma Bows visits the revamped London shop on its 150th birthday*

Intrepid adventurers and stay-at-homes alike have long been making the journey to Stanfords travel book shop in Convent Garden, London; which this month (December, 03) is celebrating its 150th anniversary with a £million refurbishment.

Explorers galore, from Scott of the Antarctic and Shackleton to David Livingstone, and those with other causes to travel such as Florence Nightingale, have all visited the shop, where an unconquerable range of books and maps cause an intense itching of the feet. More recently Brad Pitt caused a flurry of excitement when he visited, sporting a beard of mountaineer proportions. Stanfords has had a distinguished history since it was established as the first specialist map shop in the UK in

1853, by cartographer and printer Edward Stanford. It was appointed sole agent to the Ordnance Survey in 1885, in 1922 it produced a tiny map for Queen Mary's doll's house, and in 1943 Fraser Stanford did map-planning for a secret war operation. It even gained fictional recognition in Arthur Conan Doyle's "Hound of the Baskervilles", - when Sherlock Holmes sends Watson to Stanfords for a map of Dartmoor.

The shop has been located on Long Acre in Covent Garden since 1901, surviving a World War II bombing and multiple offers from powerful fashion chains wanting to buy the well placed building.

"What's ironic is that Stanfords moved to this location because it was quiet", said managing director Douglas Schatz. "There used to be just fruit and vegetable markets here."

The renovation, completed this weekend, has extended the

shop by 5° per cent, with an extra floor, and huge maps have been embedded in the floors. The floor tiles arrived at the store in separate pieces, like a giant jigsaw,' said Schatz. 'The guy fitting them had a bit of trouble working out which bit went where.'

A street map of London covers the basement floor, a world map covers the ground floor, and a night sky scene showing the Milky Way spans the ceiling above. 'People have been wandering around and bumping into each other as they try to read the maps,' said Schatz.

Stanfords has continually adapted its stock to keep up with evolutions in travel and tourism, and changes in customer taste. It had a small clientele as a specialist cartographer during its early days and then expanded with upper-class foreign leisure travel at the turn of the century, growing even more with mass tourism in the Seventies and the explosion of travel in the Eighties.

'We see the trends in travel even before people in the travel industry do, because our customers start asking about places,' said Schatz. Then we tell our publishers where people are interested in, and the books come out.' Customers are currently chasing books on Slovenia (of which there isn't much published), and Ethiopia and Sri Lanka are back in vogue.

The wars in Iraq and Afghanistan boosted sales of maps of the countries, but the most popular publications are Lonely Planet India, and the Times Atlas of the World. More unusual products include a book on 'extreme ironing' (where

people go to unusual locations to do their ironing), and many large maps of the world are sold to people looking for unusual wallpaper.

Customers often return to the shop to give post-trip feedback, and some enthusiasts visit every weekend. Schatz said some customers were obsessed with learning about other countries, even though they had never left the UK.

One fanatical man would regularly order dozens of maps of islands, even though he could only ever afford to buy one or two. Another man visited Stanfords to chat to Schatz for 15 years, but it was only when Schatz received a postcard from Africa two weeks ago that he finally found out his name.

Michael Palin often pops in for a rummage, and he started his Around the World in 80 Days TV show in the store. Sir Chris Bonington and Sir Ranulph Fiennes have also visited, and adventure writer Nick Crane spent a whole day there preparing for his walk across 17 countries. He needed very large-scale maps so after buying hundreds of them, he simply chopped off the bits that weren't needed.

The staff are well-travelled and truly afflicted with wanderlust, to the extent that employee retention has proved problematic.

'They kept wanting to go on trips, so would keep resign-

ing, then coming back asking for their old jobs back,' said Schatz. 'Now we keep their jobs open for them for three months so they can travel. When they get back they do a presentation to the rest of the staff about their experiences'

## BOOKS FOR TRAVELLERS

### London

-The Travel Bookshop (13-15 Blenheim Crescent, W11 2EE; 02072295260) gained worldwide fame by starring in the film Notting Hill, alongside Hugh Grant.

'-Daunt Books (83 Marylebone High Street, W1U 4QW; 020 72242295) stocks around 25,000 new and second-hand titles. An old-fashioned literary treasure trove.

Ancient House in Surrey (51 Bell Street, Reigate, RH2 7AQ; 01737242806) is a general bookshop with an emphasis on travel and history.

For any title with a Latino link, The Spanish Bookshop in Winchester (80 High Street, Winchester, SO23 9AT; 01420 588055) is the place.

The Peak District is rather limited for book shops, but Peak Bookshop claims to be the main provider in Derbyshire, with two stores with a travel section in Chesterfield (11 Lower Pavement, S40 1PF; 01246 201609) and Matlock (15 Firs Parade, DE4 3AS; 0162 956680). It stocks a hull range of world travel writing and walking guides.

The Lake District has a new addition for those with a wandering mind, the Penrith Map Room (4 Middlegate, CA11 7PG; 01768 891900; [www.penrithmap.co.uk](http://www.penrithmap.co.uk)).

Opened in October, it sells anything and everything to do with travel.

In Scotland, John Smith & Son offers a range of travel guides in its main stores including guide books, maps, and outdoor activities books. In Glasgow the Tiso Outdoor Experience ([www.tiso.com](http://www.tiso.com)) has a John Smith & Son section. There are also stores in Stirling University (MacRobert Centre, SK9 4LF; 01786 473891) and St Andrews (127 Market Street, KY16 9PE; 01334 475122).

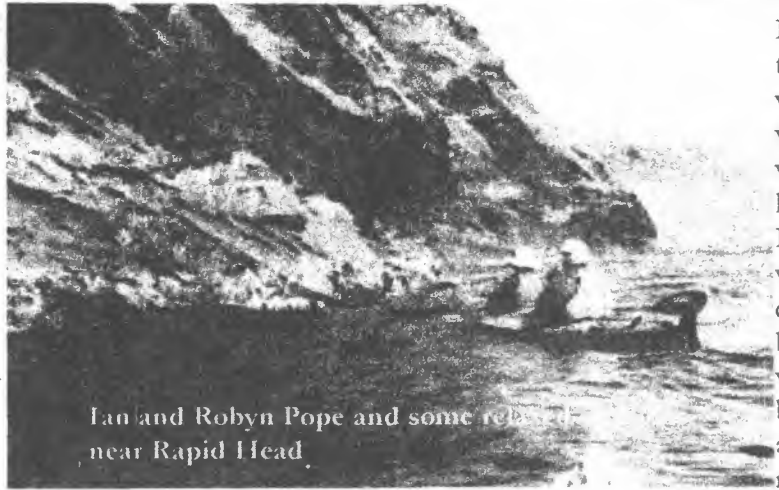


## Doubles in surf

by Phillip Dodderidge

*From the Investigator Canoe Club Newsletter No 57*

What a hoot! Big seas (for metro coast) hit Seacliff, Wednesday 18 September and Neil R and I got into them in a Crosswind double. Neil had attempted to launch through the 1.5 metre shore dumper with a younger female paddler, Rachel, who is keen and paddles marathons, but was quickly sent back to the beach unended! So Neil went looking for another co-pilot for the plastic fantastic. I was not too keen on the front seat in these conditions but what the heck, you have to try it at least once and after belting through Bass Strait with Neil acting as wave shield, lowed him one.



Ian and Robyn Pope and some reef  
near Rapid Head.

Getting through the shore dump with a strong sideshore current (littoral drift) was going to be the biggest drama. Usually what happens is the bow of the kayak starts floating first and is driven sideways by the current while the stem is still grounded. End result, the next wave knocks the kayak side on and in this size shore dump no amount of strength, leaning over on an edge to spin the kayak back on course into the waves is enough.

We had Rachel's voluntary aid to help in the shallows by holding the bow into the current: not the waves as in the shallows the current is the main problem.

Once floating, we powered off and straightened into the first dumper. Luckily we were off the beach on the last

couple of big ones after a set so it was only a matter of holding position for a short time and letting these break in front of us before making a charge for it. Out clean!

I was apprehensive at first as to how the Crosswind would surf these 2-2.5m wind driven breakers. There was not need for it. The kayak behaved predictably. It held course on unbroken wave sections and when it did broach as the wave broke it was controllable with a bit of knee work and bracing. Once the wave lost a bit of energy and steepness it snapped back on course nicely.

The only two criticisms I had were that it had a 'shocking' landing for the co-pilot when coming down from launching off the top of a crest on the way out (if you get my drift) and the rudder could not cope with the load of surfing.. it bent. At this stage I was impressed by Neil's offer to 'hop out and straighten it', which he successfully did. Perhaps a bendable rudder is a specific design feature: easy to bend, easy to straighten.

With that problem solved we tackled larger and larger waves until we met our match, upended 200m offshore, separated from the kayak (a good thing as a totally full Crosswind must weigh several tons!) and a long swim in. Not the first time I have had to do this, probably not the last... but nm, I still have not wet-exited my kayak for some years!

## PLANNING AND LEADERSHIP FOR SEA TOURING: A CHECK LIST

### CONCEPTION PHASE

#### MUST BE DONE

- \* Decide the purpose of the trip
- \* Consider the composition of group that is to participate: leader:paddler ratio
- \* Select location matched to experience of intended group
- \* Match aims of intended group with their equipment, skill, nature of environment
- \* Map the route, entry and exit points, possible campsites, access to safe landing for emergency
- \* Select time frame for expedition considering available time of participants, prevailing water,tidal information, other factors
- \* Survey equipment, possible transport costs, necessary contacts

#### SHOULD BE DONE

- \* Send introductory letter key persons and all interested participants
- \* Assign tasks if more than one leader Research past trips in area
- \* Organise back-up personnel for transport and emergency

#### MIGHT BE DONE

- \* Organise meal for group to foster group building

### BUILDING PHASE

#### THE GROUP

#### MUST BE DONE

- \* Learn about members: swimming, craft, equipment, ability, personality, experience, medical...
- \* Ensure ratio leaders/experienced paddlers to inexperienced is appropriate
- \* Train: practise rescues, group management,

difficult situations, etc. as group

- \* Discuss environmental, camping skills
- \* Fully inform group of possible location, route, camp sites; minimum age, skills, equipment, costs, conditions, environmental factors

#### SHOULD BE DONE

- \* Training weekends or sessions to get to know, check equip, check skills, discuss location, route, maps
- \* Appoint subordinate leaders: deputy, first-aid, campsite manager, caterer

#### MIGHT BE DONE

- \* Appoint food and equipment groups
- \* Provide food and equipment lists
- \* Put out trip newsletters for pre-publicity and information of prospective starters and trip application form with personal details

#### **LOGISTICS**

##### MUST BE DONE

- \* Research the area: Road access, put in, pullouts, escape routes, campsites, coastal terrain
- \* Obtain and prepare maps sufficient for group
- \* Tidal information, best time to attempt each section
- \* Research prevailing weather and influence on water conditions
- \* Obtain contact numbers of important authorities and obtain permission if required (Police, Hospital, other as appropriate)
- \* Plan emergency procedures, safe exit points, alternatives for bad weather
- \* See that transport is arranged for every member
- \* Obtain appropriate group first aid supplies

##### SHOULD BE DONE

- \* Obtain radio (e.g. VHF) appropriate to trip
- \* Obtain any necessary group camping equipment tents, stoves, spare paddles, repair kits, spare deck/vest!
- \* Costing of trip for all members

#### **FINAL PREPARATION**

##### MUST BE DONE

- \* Leave planned itinerary and composition of party with responsible persons and details of authorities to be notified if you do not return I
- \* Obtain extended weather forecast for specific area (prefer fax of chart and forecast)
- \* Double check personal, group and participants' equipment all in good order.
- \* Double check safety equipment
- \* Ensure all group members know exact (transport details (convoy; meeting place and car shuffle, keys if appropriate)
- \* Ensure maps of route are packed
- \* Check personal medication of members: leader to have spare issue with instructions

##### SHOULD BE DONE

- \* Provide members with navigation log of expedition background of area See that group equipment is equally shared: stronger may carry more
- \* Have a group discussion including personal aims and hopes for trip, what if scenarios, etc

#### THE EXPEDITION

##### ON WATER

##### MUST BE DONE

- \* See all group members are present and accounted for
- \* Make frequent checks to see that no members are falling behind, especially in difficult conditions and after stops \*
- \* Be constantly alert for physical or psychological changes in group members
- \* Keep an eye on the weather: receive updated forecasts where possible, take early action to minimise its effects
- \* Constantly monitor your position on the map
- \* Set group standards in staying together Check emergency equipment-stowage, position-especially if carried by subordinates
- \* Check out potential dangers in pre-planned manner, e.g. surf landings

##### SHOULD BE DONE

- \* Briefing just prior to embarking: direction, distances, stops, emergency procedures, equipment needing easy grab stowage, protection from elements
- \* Appoint lead craft/ end craft, control pace of group at speed of slower members
- \* Introduce group members, show interest in welfare of every member of group Budget group's time and energy so targets are achieved
- \* Know how to handle problem people: the racer, sickie, lagger, photographer
- \* In difficulties discuss situation with other experienced paddlers
- \* Give verbal assistance on paddling techniques/improvements

##### MIGHT BE DONE

- \* Point out features of interest along the way
- \* Demonstrate your map position, progress and planned route wherever appropriate
- \* Advise on consumption of food and water depending on conditions

##### IN CAMP

##### MUST BE DONE

- \* Announce toilet area and requirements of hygiene
- \* See rubbish is either burnt or carried out
- \* See that fires are located appropriately and totally extinguished prior to departure

##### SHOULD BE DONE

- \* Announce plans, starting times for next day
- \* Encourage early to bed, early to rise
- \* Minimise environmental damage, leave area cleaner than found
- \* Make sure everyone eats and drinks enough to sustain energy and health

##### MIGHT BE DONE

- \* Organise evening entertainment

#### CONCLUSION AND REVIEW

##### MUST BE DONE

- \* Make sure all members are in safely Notify contacts
- \* See that all have transport
- \* Ensure all borrowed and hired gear is cleaned and returned

SHOULD BE DONE

- \* Complete financial requirements of trip Contact parents of minors who were sick or injured
- \* Advise on transport, stowage, cleaning of equipment
- \* Debrief on the events of the expedition, experiences of members, improvements for next trip

MIGHT BE DONE

- \* Organise date for trip reunion and picture night
- \* Organise newsletter of events to be posted out to members
- \* Thank others involved: back-up transport, land based support, etc

*The Following is taken from SEATREK, the newsletter of the Victorian Sea Kayak Club. Author unknown.*

## **AFTER SEVERAL YEARS LOOSELY MESSING AROUND IN A SEA KAYAK -WHAT HAVE I LEARNT TO SAVE FRUSTRATION?**

I'm still barely an intermediate paddler, and not that fast. I admit it - lack of practice, too much time spent earning a living, and just going through the motions of living -sort of going 'round in circles, a bit of a forced holding pattern of body, bank balance & sanity preservation until escape into the really important things for when life eases off -in retirement? Or perhaps at the end of teenagers.

So, to try to stay with the pack on a trip, I try subtle, energy-conservation tactics. Some I will share with our readers in the interests of team cohesion, but a few will stay hidden, password protected -man must withhold the most cunning for personal advantage. I'll also add a few strategies for safety that have been discussed on trips.

### **1. CARRY SEVERAL SERIOUS, LONG-ACTING SNACKS AND 750MM DRINK IN THE BAG**

Some leaders in this club will not stop for a midday lunch, let alone morning tea, so you must have fuel to get you through till about 2pm. Sights seen are fresh and dried bananas, boiled spuds, muesli & breakfast bars, and fruit leather. Leave the chocolate bars at home; they only refuel you for 10 to 20 minutes

### **2. FIT A RUDDER OR A SKEG, AND PRACTICE DOING "U" TURNS ON AND OFF THE WIND**

Only experts can turn a straight-running sea kayak around when things get bad and you want to cut short the trip. And that's when it counts. A rudder or a skeg makes a huge difference in both turning the boat in troubling seas. Also makes a huge improvement for keeping it on course, saving frustration and valuable energy in corrective strokes. Corrective strokes quickly wear you out, and you fall behind.

### **3. PADDLE TOWARDS TO MIDDLE OF THE GROUP, AND AVERAGE THE COURSE DIRECTIONS OF THE FRONT PADDLERS**

The front paddlers take a roundabout course, usually 15 to 25% longer than necessary. Being slightly behind allows you to shave distances, avoid sudden steepening waves that have felt the bottom, or mudbanks & a walk. And you save a little energy

### **4. CARRY YOUR PADDLE JACKET HANDY, AND AT ALL TIMES**

Winds are always stronger and cooler on the water, and one can quickly loose heat, and therefore loose speed. Just inside the coaming is neat, as it's quickly retrieved and put on

### **5. FIT A SAIL AND LEARN HOW TO STOW IT FAST**

The worst situation, unless you're very fit and fast, is to be left behind, or be stuffed with some km's to go. The sail allows you to get a breather with a free ride. A fast stowage is essential when things go wrong. Try to get it away in less than 30 seconds, preferably one handed

### **6. EVEN ON A WARM DAY, WEAR SOME FORM OF INSULATING PANTS, AS SOGGY SWIMMERS DRAIN OFF HEAT IN WIND WHEN OUT OF THE BOAT**

Lightweight wetsuit pants seem the best, and you get a bit more padding for comfort

### **7. CHECK THE ROOM FROM FLOOR TO DECK INSIDE YOUR BOAT**

My size 10's are a jam fit in the Pittarak, making it difficult to find room to rest in a new position, without easy free movement to work a rudder bar

### **8. BUY ROUNDED-SOLE BOOTIES**

You can slip into the cockpit much faster as they don't drag on the bottom or snag so easily. They also need less "head" room

### **9. CARRY SUNSCREEN ABOVE DECK**

Some times you forget to put it on in the rush to go, and it's therefore accessible to "retrofit"

### **10. MAKE AND CARRY A TOWLINE**

Often I see new paddlers needing a tow, even early on a trip. The club is attracting more and more, less-skilled paddlers, and they want to learn, but come on the water less experienced in boat handling and fitness than is wise on day trips. Having a towline handy, and practicing tows teaches you how to keep the group together, useful emergency skills and, in the extreme, if you need a tow, you KNOW that there's a line to do your job

11. FIT A DECK BAG

Everything you need is right handy, but can't escape in rough conditions, or when landing in surf. Ready access to cameras, drinks, re-fuelling snacks, compass, mapcase, pencil, sunhat, rainhat, etc. etc.

and finally: -

12. PADDLE WITH AT LEAST ONE OTHER BOAT

If you cramp, fallout, or just spot something shareable, there's no backup, & then you're in a BIG self-help chal-

lenge. Can you get back in, to re-experience the conditions that dumped you out in the first place AND use both hands to re-fasten your spray skirt?

13. IF YOU'RE NEW OR NERVOUS, TELL SOMEONE IN THE GROUP BEFORE YOU SET OFF

It gives you an aware mate to do a bit of mother-henn'ing, and reflects some self-confidence as the day progresses. And they'll often give you energy saving hints on paddling.

# RUDDER, SKEG OR PADDLE STEERING

By Dave Miller

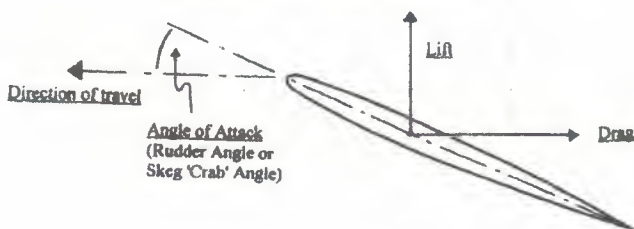
In this article we will take an engineering and design look at steering systems including failures, primarily for sea kayaks used for journeying. Each system has its' pros and cons but we will only consider well designed and built systems which can reliably perform as intended. Poor equipment is a source of frustration as well as a waste of money; it could even be dangerous. Just because a steering system was professionally made does not mean it is good. Some are complete disasters.

### BASIC PRINCIPLES

First, it is necessary to understand the problem of steering in wind and waves, including how foils and the boat behaves. Stay with me; we need to understand the problem to find the solution

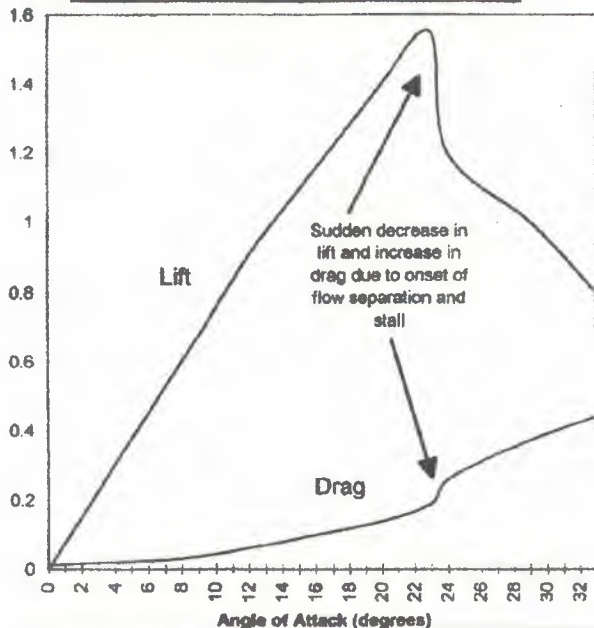
At 0° angle of attack there is no lift and only a small amount of drag; as incidence angle increases so do both lift and drag until a point when lift suddenly drops off and drag continues to increase. From 0° angle of attack water is flowing smoothly across the surfaces of the foil; as the angle increases, small eddies start to form, usually at the tip and trailing edges but while small they do not affect lift or drag significantly. As the angle of attack continues to increase, the water flow detaches from the low pressure side forming an eddy called a separation bubble. When this eddy reaches the trailing edge stalling is said to have occurred.

Foil (Skeg / Rudder Blade) Lift & Drag



Vertical symmetrical foils (rudders and skegs) in water produce both lift (sideways) and drag (backward) which varies according to the angle of attack (angle to the foil's direction of travel)

Example of Lift & Drag For Rudder or Skeg

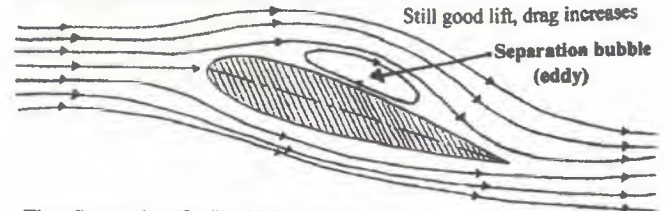


### Water Flow around a Skeg/Rudder Blade

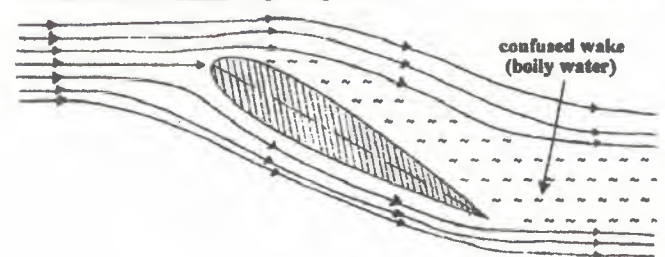
Attached Flow - Best lift/drag ratio.



Flow Re-attaches Behind Separation Bubble



Flow Separation (Stall) - high drag, low lift.



SIDE FORCES ON A KAYAK DUE TO WIND AND WATER

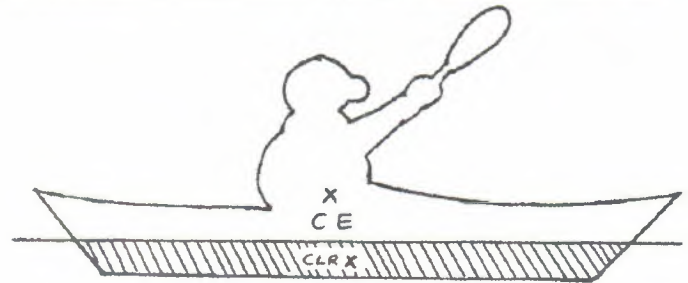
The flow on the two faces fails to re-attach, sucking water round the trailing edge from the high pressure face; the pressure difference between the two faces (and therefore lift) suddenly reduces and drag increases. Recovery from a stall can only be achieved by reducing the angle of attack until the flow re-attaches itself to the surface and the eddy is shed from the trailing edge.

The aspect ratio of a foil is the ratio of height to width. High aspect foils (deep and narrow) give more lift and less drag but are more easy to fully stall. Low aspect foils (typical UK skegs) will begin to stall at the tip then the stall will spread up the trailing edge; however, low aspect foils stall less easily and recover more quickly.

The other important effect to consider is ventilation. When a foil pierces the surface, the surface level will be lowered on the suction side of the foil. When the pressure is further reduced a hole forms which draws air down the foil causing the foil to stall as above but with part of the separation bubble being filled with air. Please note that kayak rudders and paddles do not suffer from cavitation. Cavitation is caused by lowering the pressure on the blade until the water boils. Does anyone remember doing this experiment with a bell jar and vacuum pump at school?

Lift, drag, stalling and ventilation depend on blade size, shape, speed through the water and how near to the surface it is. It is complex to calculate precise values and, unless paddling on dead flat water, they are changing continually so just be aware of the principles.

The reliability of steering systems can be assessed by looking at every part, the way it is used and the forces applied, then giving it a probability of failure. The failure probabilities are then added together giving a measure for the system; engineers call this reliability analysis. A refinement of this system is to look at the way each component failure affects the system, failure mode effects analysis. It is obvious that a rudder steering cable failure would be worse than an uphaul line failure as the second is an inconvenience which does not stop the rudder working so the scoring would reflect that. Another factor is the way each component is used; stranded stainless steel cables are designed to be flexible and used in tension so the probability of one not operating properly would be much higher if we were to push it (as many skeg systems do). You should assess the design of your chosen steering system and if there is an unreliable part change it for a better one. Would you use a parachute with the rip cord made of knitting wool knowing it would probably break? Of course not, yet many people use rudders and skegs that regularly jam or break, boats with holes in and damaged paddles.



**CE** = Centre of Effort (windage) = effective centre of side force from wind.

**CLR** = Centre of Lateral Resistance = centre of underwater area of kayak.

Now for the kayak, stationary and side on to the wind it will, depending on design, usually turn bow or (occasionally) stern into wind due to mismatch of the Centre of Lateral Resistance (middle of the underwater bit) and the Centre of Effort for the wind (middle of the above water bit). It will also always tend to turn head into wind owing to the way water flows round the hull (which I do not intend to go into here but it is the same effect which makes a canoe pushed out onto flat water with no wind, turn sideways; this has nothing at all to do with straight or rockered keels).

Turning due to windage is not constant on a sea with waves, owing to continual changes in the parts of the hull immersed or exposed to the wind, and further complicated by the wind shadow behind waves.

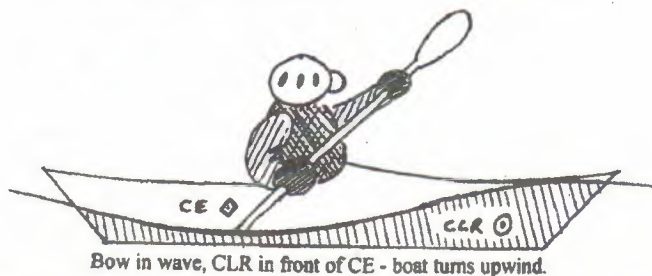
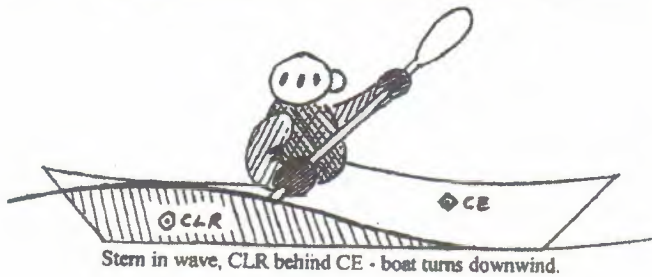
Now we will look at three solutions to the steering problem.

PADDLE STEERING

There is much good and also much misleading written on this subject; however, there are two fundamental types of steering strokes, static strokes (eg bow/stern rudders) where the paddle blade is held stationary and operates as a lifting foil converting forward momentum into side force, and dynamic strokes (eg sweep strokes) where the power is provided directly by the paddler moving the paddle blade and not the boat's momentum.

Either way, forward drive is lost. Either you are paddling sideways instead of forward some of the time or you are not paddling forward while performing strokes which reduce your current speed which then has to be regained. This extra effort is tiring for the paddler over a long distance, particularly if there is a strong side wind when a large proportion of the total effort can go into steering. It should also be remembered that forward paddling is biomechanically much more efficient than lateral strokes so you pay a higher physical price for the 1 steering strokes. The paddle blade must also be a compromise design for a range of strokes instead of being optimized for forward drive. The bottom line is that if you paddle to exhaustion you will go further if all your strokes are forward.



Changes in Course Due To Side Wind And Waves

The benefits of paddle steering are that there is no supplementary steering equipment to fail, extra weight is zero and it is available in any boat you paddle, including those with rudders and skegs if you lift them out of the water.

**SKEGS**

The skeg is a vertical lifting foil, usually shaped as a radial segment of a circle and deployed through the hull under the stern. The axis of the skeg is fixed to the keel line so it will only produce lift if the whole boat is at an angle to the direction of travel, in other words it is making leeway or sideslipping. At low leeway angles of up to 5 degrees or low speeds the skeg will produce insufficient lift to pull the boat back on line so your boat will not be travelling as the designer intended, ie forward. The skeg is set to a depth to (hopefully) average the changes in windage and centre of lateral resistance of the hull in the water and keep you on the correct, if rather sinuous, course.

A skeg or understern rudder with no gap between the blade and the hull is more efficient than a rudder or paddle blade passing through the surface due to water being unable to flow round the top end so it behaves as if it were deeper, in other words the effective aspect ratio of the blade is doubled.

The good side is that the skeg is simple to use; you can set it and forget it to assist paddle steering and not have to think about the constant attention a rudder demands although, in practice, you will also paddle steer, often unconsciously, at the same time, which disguises the actual mediocre performance on any other course than up wind.

A paddler used to a rudder will find a skeg frustrating as it begins to work well then, as your speed changes or you surf into the back of the swell ahead, it runs off and you need to edge the boat and put in a few big steering strokes. It is still a big help in bad conditions and will keep you paddling in worse wind and sea conditions than paddle steering alone although you are still going to have to work hard on the paddles. Remember to adjust the skeg depth when needed and not just paddle steer harder.

Skegs are often let down by poor design and engineering and most UK designs suffer from stones jamming in the slot and the control cable going soft or kinking owing to the practice of deployment by pushing on a stranded stainless steel cable designed to be used in tension. (A solid rod would operate better but would need a straighter run; twin cables used in tension like a rudder uphaul would be more reliable than both). Owing to the usual low aspect ratio of a skeg, especially when only partly deployed, it is not very efficient and, owing to being fixed on the centreline of the boat, cannot quickly recover from stalling. When mounted in a skeg box it would appear that it would be protected from ventilation (air sucked down the face from the surface) but, in fact, some air can travel through poorly sealed cable entries to the skeg box.

The design of most skegs is a compromise with the emphasis on simple operation although they could easily be made more efficient and reliable than current models. As well as the normal understern they can usefully be overstem with a higher aspect blade; also, all control cables can easily be on deck where they can be repaired or disconnected at sea.

**RUDDER**

A rudder can be considered to be a skeg with a variable angle to the keel line. This ability to constantly change the angle and hence the lift means that course correction can be achieved without waiting for the kayak to side slip, therefore reducing drag and speed loss. The rudder does convert hull momentum into steering force (as do skegs and passive paddle steering strokes) but, as correction can occur much sooner than with a skeg, less speed is lost and the kayak travels in a much straighter line than is possible with skeg or paddle steering. Foot control of rudders requires no paddle steering assistance so all paddle power is forward, so picking up and surfing wind swells is much more efficient which is vital when out in extreme conditions, eg running downwind to safety in 50 knots of wind to reach shore; it also allows me to use a sail.

Given the need to constantly control a rudder (active steering), a common view is that this makes rudders too complicated to use and, while the rudder give you the power to do the wrong thing at the wrong time if used incorrectly, this has not been a barrier to acceptance of car steering wheels and bicycle handlebars.

For a rudder to work efficiently it needs to always have a reasonable amount of blade in the water to avoid stalling or ventilation. If you watch the stem of a sea kayak on rough water it is immediately obvious that to achieve this you need a deep blade. The standard blades on commercial rudders are too short and will often lift almost completely out of the water on large steep chop, resulting in loss of steering. If the blade is made deeper (add at least another 6 inches) this problem is avoided.

A common criticism is that rudders have too many parts to fail. This is not true. My rudder has five moving parts, and three of them are the control lines; it has very high reliability and no possible failure modes that would make you worse off than if you relied on paddle steering in the first place. It is repairable at sea, even solo, and can be completely removed in 30 seconds. If you don't want to use it, simply flip the blade up and paddle steer.

If your rudder (or skeg) is badly designed, manufactured, fitted or maintained, that is your problem; sort it out or remove it before you go afloat and prevent an epic. An engineering expression 'designed to fail' and one from the computing \World 'garbage in, garbage out' sum up the inevitable outcome of sloppy workmanship.

Some object to rudders on the grounds that they spoil the clean stem lines of a kayak; that's a personal choice. Derek Hutchinson was not impressed that I had sawn the upswept stem off my Orion to fit a rudder but I consider it made a good design even better. If you want second opinions, in *The Dreamtime Voyage* Paul Caffyn clearly states that a rudder means he can do more miles per day and Bill Taylor, in *Commitment and Open Crossings*, is at a severe disadvantage to the other two paddlers when his rudder fails in bad conditions crossing the Forth.

If you are towing it is possible to get tangled round the rudder stock or blade if you reverse the boat or turn on the spot. Yes, it has happened to me with a polypropylene line on assessment where there is a lot of idle drifting while people talk and get themselves sorted out but there are other deck fittings and loads (such as spare paddles) which can cause similar problems. It is not much of a problem in real towing situations as you should only clip the tow on when you will be pulling, a tight line cannot tangle and if it did you can release your end, let it pull free then pick up and start towing again. The use of non floating or, preferably, lightly weighted sinking line will eliminate this problem entirely. In real situations I have never had a tangle.

Be warned that a rudder on your boat can cause problems on assessments; one of my assessors concluded that my use of a rudder proved that I did not understand the fundamentals of paddle steering, despite my log showing years of top level white water C1 competition.

**MAKE UP YOUR OWN MIND**

Consider the three steering systems and their pros and cons and decide which system (or combination) best suits your needs in principle. Now look at what hardware is available for your choice (this includes paddles), carefully check materials, construction, function and possible failures and reconsider your choice. If you cannot buy the system you would like, consider building your own only if you are going to research it thoroughly and build it better than anything you can buy. Make your own decision, never chose a system just because someone else said it was good or bad and, if you can't make a choice with which you are happy, stick with paddle steering until you can.

When you try rudders or skegs, do not confuse poor engineering or installation with an ineffective system; stones jammed in the skeg box do not mean that all skegs do not work, just your one. It would be like concluding that Ferraris do not go because the seat in the demo car was jammed too far back for you to reach the pedals.

You have probably guessed what my choice is but, thankfully, we have different preferences because we want different things from our kayaks. My requirements are that my steering system must be efficient, extremely reliable and increase my safety when paddling solo offshore in bad weather.

Having chosen a rudder in principle, I could not find anything that satisfied my criteria for design features, materials, reliability and maintainability, so I designed and made my own. It has evolved from the original version in 1992 and can be repaired anywhere in the world with simple hand tools and materials found locally. The only planned change now is to build a super light carbon fibre race version without reducing strength; however, as this will not be field repairable the original would still be my expedition choice.

I know that some people, particularly in the coaching scheme, have very strong opinions against rudders but keep an open mind or, better still, get in touch and let's paddle together.

**DID YOU KNOW? .....**

That on the subject of safe canoeing, the Marine Safety Working Group (includes ISKA, various government departments, national organisations and the RNLI) has recorded services to canoes under the following headings.

<b>Capsize</b>	<b>40%</b>
<b>Vessel overdue</b>	<b>15%</b>
<b>Adverse condition</b>	<b>13%</b>
<b>May be in trouble</b>	<b>11%</b>
<b>Man overboard</b>	<b>8%</b>
<b>Vessel adrift</b>	<b>6%</b>
<b>Stranding</b>	<b>3%</b>
<b>Miscellaneous</b>	<b>4%</b>

Here's food for thought!

## UK Canoeing Incident Statistics for 2001 and 2002

Anne Young Aberdeen MRCC *Anne is a member of ISKA and has agreed to act as our liaison officer with HM Coastguard.*

This is a brief look at the canoeing/kayaking incidents around the United Kingdom in 2001 and 2002. There are 19 Maritime Rescue Co-ordination Centres (MRCC) and Sub-centres (MRSC) around the UK coast. In 2001 they dealt with a total of 12124 incidents and 13395 incidents in 2002. Canoe related incidents form a very small percent of the total number, approximately 0.68% for both years. Actual numbers are 83 incidents in 2001 and 91 in 2002.

Overall Thames MRSC was the busiest station in 2002; Holyhead MRSC shared the position with Clyde MRCC in 2001. Shetland MRSC had no canoeing incidents either year and Dover had none in 2001. Tyne Tees MRSC closed in 2001; incident numbers have been included with Humber's statistics. London Search and Rescue was created to cover the River Thames, statistics were included with Thames MRSC.

Analysis of the canoeing figures shows an increase in incidents for both years compared to 2000; however it is possible that the foot and mouth epidemic affected the number of people partaking in paddle sports in 2000. Over the longer period the numbers are consistent. Looking at total numbers of incidents from 1997 to 2002 there is an average of 80 per year.

Looking at a breakdown of the incidents the summer months were unsurprisingly the busiest months with August having the most jobs for both years. There was, however, at least one incident every month, with the exception of January 2001. Some of the winter incidents involved false alarms, others involved!

abandoned/ drifting canoes. One or two did involve people getting into difficulty while paddling. No details of weather conditions have been recorded so it is difficult to determine whether weather, inexperience or bad luck caused the problems. There were three fatalities in 2001 and one in 2002. No cause given for the fatalities but one may have involved consuming alcohol before going out in a canoe. Overdue paddlers caused several false alarms. Please try and keep shore contacts informed about potential changes to timescales. I know this is easier said than done in many areas due to poor reception for mobile phones and VHF radios.

A common theme throughout, especially in 2001, was the use of mobile phones to pass distress messages. While it is commendable to carry a mobile phone for contact, it is preferable to also carry a marine band VHF radio. VHF radios are designed to work up to 30 miles offshore unlike mobile phones. The majority of mobile phone aerials face inland, VHF aerials point out to sea. A VHF radio gives direct contact with the Coastguard; it increases the chance of nearby vessels hearing distress calls and offering assistance. It also allows lifeboats and other vessels or aircraft to determine your position using their VHF direction finding capabilities and aids rapid recovery. If you do get into trouble and a mobile phone is all that you carry, remember to dial 999 and ask for Coastguard.

I wish you all safe paddling in 2004.  
Anne Young  
Aberdeen MRCC

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### FIRST SOLO CIRCUMNAVIGATION OF THE U.K. AND IRELAND - 2004

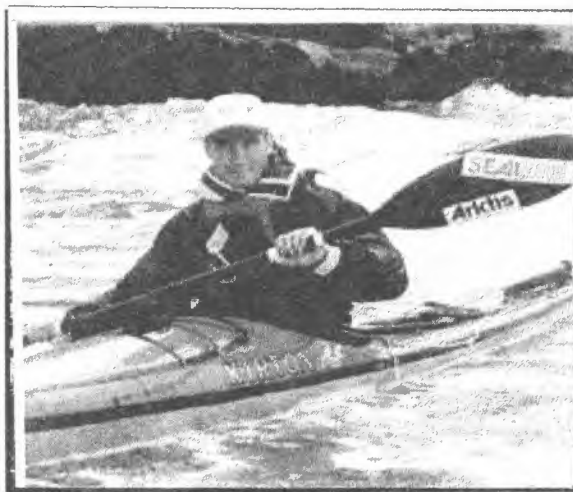
#### SEAN MORLEY

Sean Morley is attempting to complete the first solo circumnavigation of the UK and Ireland by sea kayak. to include circumnavigation of all inhabited islands of the British Isles, including crossings to the Isles of Scilly, The Western Isles, St Kilda, Shetland and the Channel Islands. Sean is hoping to raise funds for MCS and the RNLI through his endeavours.

Sean will depart from the National Maritime Museum, Falmouth on Saturday 3rd April 2004 (all are welcome to give him a noisy send-off).

He says, "I will paddle clockwise around the coastline. I estimate it will take me 6

months to complete the journey. Whenever possible I will keep the land on my right. I will attempt to circumnavigate the whole of the United Kingdom and Ireland, including every inhabited offshore island".



This has never been done before, let alone solo and it is an ambitious project. The weather conditions may make it impossible for him to complete the full route in six months. In which case he will abort the crossings to the offshore islands and concentrate on the main challenge: completing the first solo circumnavigation of the mainland of the U.K. and Ireland.

A brief description of the route: From Falmouth,

along the south coast of Cornwall to Land's End and Sennen Cove. From there, a 28mile crossing out to the Isles of Scilly.

A circumnavigation of the Isles of Scilly returning to the mainland. Up the north coast of Cornwall and Devon to Hartland Point, crossing to 15miles to Lundy and then 30miles to St. Govan's Head, Pembrokeshire. Following the Irish Sea coast of Wales up to Anglesey and around into Liverpool Bay. North towards the Solway Firth then out and around the Isle of Man and back to the Mull of Galloway and mainland Scotland. A short hop via the Isle of Arran to the Mull of Kintyre then the 13mile crossing of the North Channel of the Irish Sea to County Antrim, Northern Ireland.

Down the east and south coast of Ireland to Cape Clear then north west to the Dingle Peninsular. North across the mouth of the Shannon to the Aran Islands and the coast of Galway. Island hopping around Mayo and Donegal to Malin Head. From Fair Head back across the North Channel to the Mull of Kintyre and mainland Scotland.

Several big crossings up the west coast of Scotland and the Inner Hebrides to the Isle of Skye and the Outer Hebrides. Up the west coast of the Outer Hebrides then a 44mile crossing out to St Kilda and back again. Up to the Butt of Lewis then south to Stornaway before a 28mile crossing back to the Scottish mainland.



North to Cape Wrath and a traverse of the north coast of Scotland to Dunnet Head. Over to the Orkney Islands and a 35mile crossing from North Ronaldsay to Fair Isle. A further 27mile crossing to and a circumnavigation of the Shetland Islands returning via Fair Isle and the Orkneys to John O'Groats and the Scottish mainland. Down the North Sea coast of Scotland and England to the Straits of Dover and the English Channel. Around the Isle of Wight to Weymouth. From Portland Bill a 65mile crossing to Alderney and the Channel Islands. A circumnavigation of the Channel Islands and return to Weymouth. From there a gentle paddle along the Dorset and South Devon and Cornwall coast back to Falmouth!

The total distance is in excess of 4,200 miles. He has six months (or 183 days) to complete the challenge. This requires an average of 23 miles per day.

During his 9,420 mile circumnavigation of Australia in 1981/82, New Zealander Paul Caffyn averaged 26 miles per day.

In 1986, a team of three; Bill Taylor, Mick Wibrew and Richard Elliott completed the first circumnavigation of the mainland of the U.K. and Ireland in 155 days averaging 17 miles a day.



## TRANGIA COOKING -SOME GOOD EATING FOR PADDLING TRIPS

Here are two scrumptious deserts from Jean.

### CHOCOLATE SELF-SAUCING PUDDING

3/4 cup SR flour 1 tbspn cocoa  
1/2 cup brown sugar  
about 1/3 cup milk  
20 g melted butter .  
1/3 cup brown sugar (extra)  
1/8 cup cocoa (extra)

Mix into a cake mixture and place in a billy stove pot of about 1.5 litre size. Get some boiling water ready. On top of the cake mixture, sprinkle about 1/3 cup extra brown sugar and 1/8 cup cocoa and pour over 1 cup hot water. Cook on the fuel stove by placing the pot inside a larger one (e.g. 2 litres) which has boiling water to come half way up the inner pot, put on lid and simmer till done. Be careful not to let it boil dry. Amounts have been halved from original recipe as it was too much for my billies. You can pre-mix the dry ingredients at home.

Packet self-saucing puddings are also good cooked this way (one will give a smallish serve for two people).

## JEAN JACKSON

### STICKY DATE PUDDING

I haven't cooked this in the bush but it could be done as for self-saucing pudding opposite. What I've done is cook the cake at home and just heat up the sauce at the time of eating.

1 1/2 cups chopped dates  
1 1/2 cups water  
1 tspn bicarb soda  
1/4 cup butter  
3/4 cup sugar  
2 eggs  
1 cup self raising flour

Combine dates and water, bring to the boil, remove from heat and stir in bicarb (it froths up). Mash dates a bit if you want. Cream butter and sugar, beat in eggs, fold in flour and dates. Bake 180 C for around 30-45 minutes depending on tin (a ring tin is good).

#### SAUCE:

1 cup packed brown sugar  
1 cup cream (or just milk is OK) a dab of butter  
Melt together over low heat till dissolved and smooth.  
Serve hot over pud.