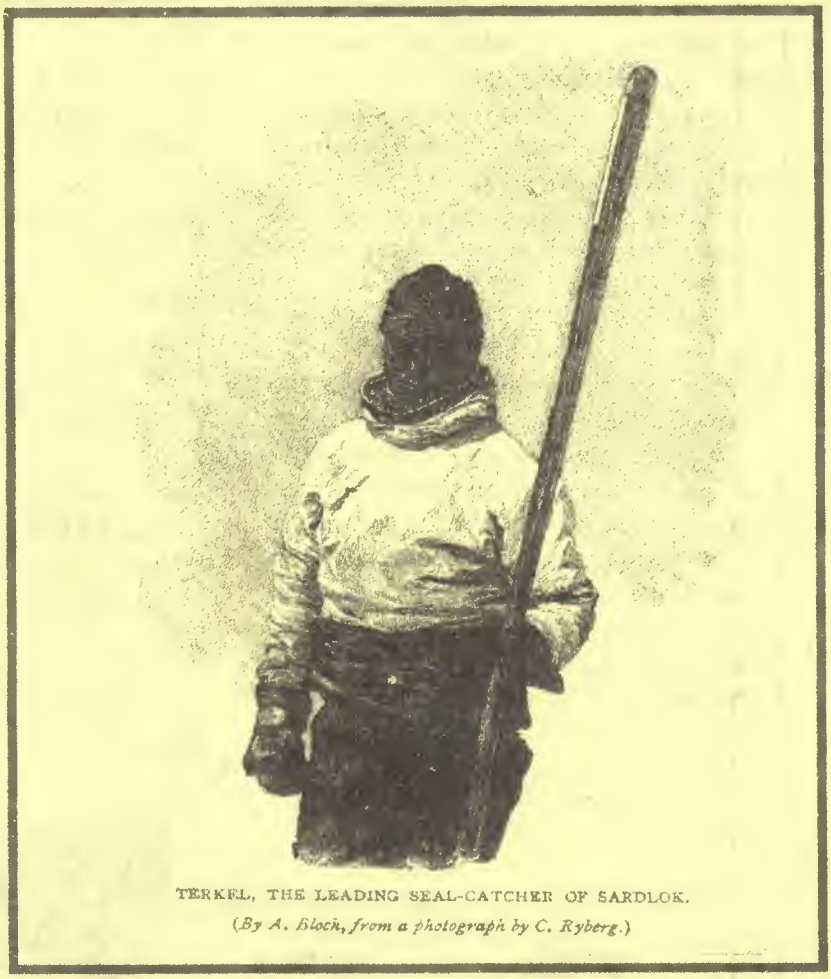
OCEAN KAYAKER

NEWSLETTER OF THE
INTERNATIONAL SEA KAYAKING ASSOCIATION

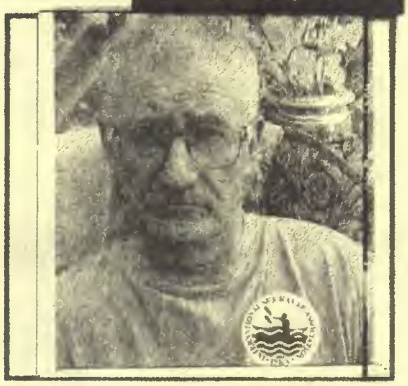


TERKEL, THE LEADING SEAL-CATCHER OF SARDLOK.
(By A. Bloch, from a photograph by C. Ryberg.)

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

AUGUST 2004 ISSUE # 59

Ocean Kayaker



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

EVENTS

Please note that we are not including a guide to events within the newsletter itself. As we only produce this letter once every two months we have decided that a current list of pending events is best kept on our web site <www.seakayak.co.uk> So keep Chris Bolton informed of all your events by emailing him at :- seakayak@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

I really cannot believe the tussle going on between the Mountaineering Council UK and the Health & Safety Executive (HSE). The HSE, driven by Brussels, is wanting outdoor centres to place notices in strategic positions to the affect that mountains are dangerous and that certain slopes are 'fragile'. For two years the Mountaineering Council has fought the good fight but the will of the HSE will predominate. Is this crazy or what?! Kayaking, like other outdoor activities, carries with it inherent risks. It is these risks that make the activities attractive. Without them we might as well stay at home, wrapped up in cotton wool and watch 'Neighbours' on telly. Where will all this nonsense end? Already LEAs have drastically cut back on all extra-curricula activities to avoid parents using these insurance companies that badger us all in the high street demanding to know whether we have been involved in an accident or injury. It seems that there are parents almost willing their off-spring to have an injury - nothing too serious of course- so that compensation can be gained. Maybe I am over-reacting but society needs to indulge in some adventure, particularly our young people, if our lives are to be given a little spice. As I've said before, we either find risk and adrenaline and adventure in socially acceptable ways or we choose to turn to drugs, binge drinking, over eating or worse. Most youngsters I have worked with in the criminal justice system have fallen foul of it through boredom. Drifting, aimless and boring lives is a recipe for trouble. We all need a little excitement.

I have been asked to give a presentation to the BCU Sea Symposium at Cwm Pennant in September. The dates are 4th and 5th. My subject, "Managing Kayaking Expeditions". If you want to know more telephone 01766 530682.

Raleigh Int, are laying on another training/selection weekend at Anglesey Centre in September. If interested then call 0207 371 8585

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No prizes for knowing where this is.

ADVENTURE RACING

Paul Grogan

You may recall an article (Pg 14 of the April 2004 -No. 57) entitled 'Death By Adventure'; about a death during an adventure race in Canada. Since writing this article I have had quite a few enquiries about just what is this 'Adventure Racing'. I did give a brief description at the time but I came across (Thanks to Mark Tozer) an article in an issue of 'Paddles' which gives a wider explanation of this fairly new phenonema. In this article Adventure RAcing is referred to as 'A Multi-Acivity Endurance Race' - this one in the Scotish Highlands

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Steve almost chokes on his pint. I let out a half-hearted miaow and Richjust opens wide and stares.

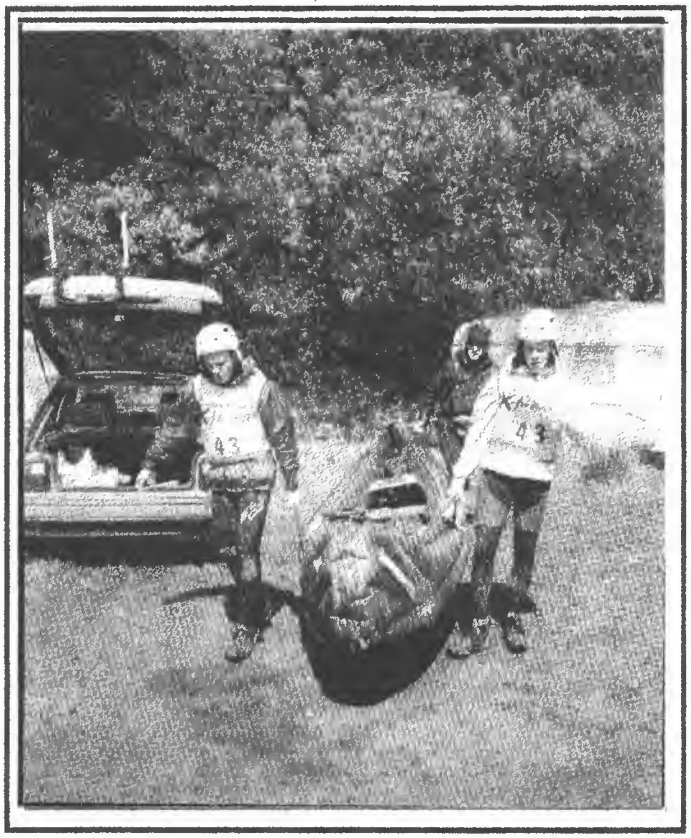
On the table in front of us is a graph showing the elevation change for the first day of the race. At first glance the peaks and troughs don't look too bad, and on the richter scale of lung-bursting ascent it probably only measures a five. A quick climb up Ben Nevis to start, but then nothing more serious than the odd 500m meander across the glen. Only when we see the scale at the bottom -apparently simultaneously -does the bigger picture emerge -the distance to be covered on the first day measures a fraction under 150km.

Now in its second year, the **Salomon X- Adventure** (pronounced cross-adventure) is arguably the most demanding multi- activity adventure race in the UK. Only the Western Isles Challenge is comparable, but even then most competitors choose to run it as a relay.

An off-spring of the now infamous Raid Gauloises, the X-Adventure is a series of races throughout Europe, allowing teams of four to race for two days across wild and demanding terrain. Our wild and demanding terrain just happens to be from Fort William to Inverness, a distance I can't help but notice is considerably less than 150km.

The race is divided into separate stages, each of which is timed. Between stages, teams can rest as long as they want, but they must start the next stage before the cut-off time. The longer you rest, the closer you get to your cut-off - and after 15 stages, you might be cutting things a little fine.

In the event, bad weather forces the organisers to re-route the race, and the summit of Ben Nevis is no longer on the agenda. Shame. Instead, the first stage takes us up the tourist track and then around the mountain to the CIC Hut, before descending to the Gondola car park on the



Ben's north face. Fifteen kilometres done and it's only 10am. And we've still got 14 more stages to go.

A breezy 16km bike ride brings us to the first canoe section of the day, a 5km canoe across open water. The wind's blowing up a fair swell, aided admirably by the film helicopter kicking down a storm overhead.

My own open-boating experience is limited to swimming pools and glassy, sub-tropical lakes. I'm having trouble steering across the wind, and head for the shelter of the shore where a friendly breaker gently tips us all into the Loch. As the designated canoeist, I soon become the victim of much mirth.

The next stage is on foot, taking us 20km across Glengarry forest. I sense Steve and Rich are tiring a little (and after only 60km too), but I'm too busy worrying about the next canoe section, a 10km paddle along the length of Loch Oich and 'down' the River Oich. As it happens we don't set off until after 8pm, and the water's settled a little since the morning. By th~ end I'm absolutely shattered. 10 o'clock and only 37km of biking and 22km of walking to go before bed-time.

We manage most of the bike ride in complete darkness, but it's midnight by the time we finish the stage, and we miss the cut-off by minutes.

The marshalls are checking people for signs of fatigue, but many of the teams press on, arriving at the campsite at Sam. It shows. Forced to rest, we manage two hours' sleep, before getting up at 3:30am for the next stage. Actually, we're still
on day one, but the cut-off time for the last stage is 4:30am, so we decide to get some kip first. This does mean, of course, that we have to sea-kayak across Loch Ness straight afterwards.

Once again the wind has picked up, and a broken rudder makes the going heavy in force 4 winds. It's my first time in a double sea-kayak and it would be fair to say I am touching cloth. It doesn't help .knowing the lead team capsized in the middle of the loch.

Despite rudder problems we manage the 10km paddle in a little over an hour, but by now I'm getting fed up.

'Doubledown' Watkins, our support driver and substitute, takes over on the bike to give me some much-needed shut-eye for the final, blissful13km canoe into Inverness.

No matter how hard we paddle, small children in dinghies seem to aqua-plane past, and it's all I can do to keep the monstrous inflatable monster in a straight line.

"Remember boys, at least we're all in the same boat," Steve quips. As quips go, it was very nearly his last. But then, with barely a kilometre to run to the finish, all the tensions dissolve and the gende chafing of neoprene on scrotum is all that's left to remind us of the last 32 hours.

In that time we've gone through £"100- worth of food, a few dozen bottles of water and an inner tube. We've paddled 45km, hiked 45km and biked 85km. We've laughed, we've swam, we've grimaced. Somewhere along the way there was even a death-slide across a waterfall, but I don't recall where.

Would we do it again...? Does a cat miaow?

ON THE WATER REPAIRS

By Wayne Horodonich

There will be a time, sooner or later, you or your partner will have to fix something on one of your kayaks while on the water.

Get out that boat!

Sometimes you will be able to do the repair with all parties sitting in their own kayaks. However, some repairs will necessitate someone getting out of their kayak in order correctly repair the kayak.

Successful in rough waters

Doing this on the water can be difficult but here is a method that gives you the stability needed while you repair the kayak and keeps the paddler out of full submersion. There are stories of this method being used in rough seas with successful results. It also provides other alternatives if you need a very stable platform while on the water.

Raft up & get on deck

Once you decide an out of the kayak repair is needed raft up in the bow to stern position. The paddler in the damaged kayak will work their way onto the deck of the assisting kayak. You may have to move some deck gear if it is too cluttered The use of a paddle bridge makes the transition a bit easier. Do not use a light weight paddle shaft for bridges that require weight on them.

The paddle of the assisting kayaker could be used to help stabilize the kayaks with a bridge under the arms or it could be put on a paddle leash and draped on the outside. Once the paddler is on the front deck, they can do an extended sculling brace if support is needed during this transitional phase.

T for Support!

The paddler in the cockpit has the responsibility of turning the kayaks into a "T" position. Once the boats are in the T- position slide the damaged kayak across the cockpit between the two paddlers. The support provided by the empty kayak is critical in keeping everyone upright. It is important for the paddler in the cockpit to have hands free operation. If a paddle leash is not being used the paddle (belonging to the paddler in the cockpit) can be held by the kayaker on the deck. The paddle can be held between the kayak and their leg that is in the water.

Get the Boat out the Water

When the damaged kayak is pulled up on the cockpit you will be amazed at the support you have. It would be extremely difficult to capsize given the huge outrigger you now have. Now that you have a stable platform and a way to get an unobstructed working area get to you repair kit.

Keep your Repair Kit in Your Day Hatch

If your kayak is not equipped with a day hatch then hopefully you will have your kit behind your seat. The contents of your repair kit is personal to your needs, but it should allow at least temporary repair so you can get back to shore with your kayak. If you store your kit in the front or rear hatch, maybe you need to rethink your strategy. As a general rule, it is not recommended to open your front or rear hatches while on the water. Remember, these are your kayak's floatation. Keep a sharp eye on your hatch covers. At no time should you trust the tethers attached to some covers (provided by the manufacturers) while on the water. They are OK on shore to keep the cover from blowing away but do not let the cover dangle blindly after opening the hatch. The consequences are too grave to feel comfortable.

Once the repairs are completed get the repair bag repacked and stowed away. Then reverse the process to get

the paddler on the deck back into their kayak.
If you wanted to test the stability of this configuration try standing on the deck. It provides a nice platform to help increase your line of sight over the horizon (thye increased height of standing over sitting gives you an inceased horizon of around 0.8 knautical miles).

Reverse the Process

Remember the key points when reversing the process:

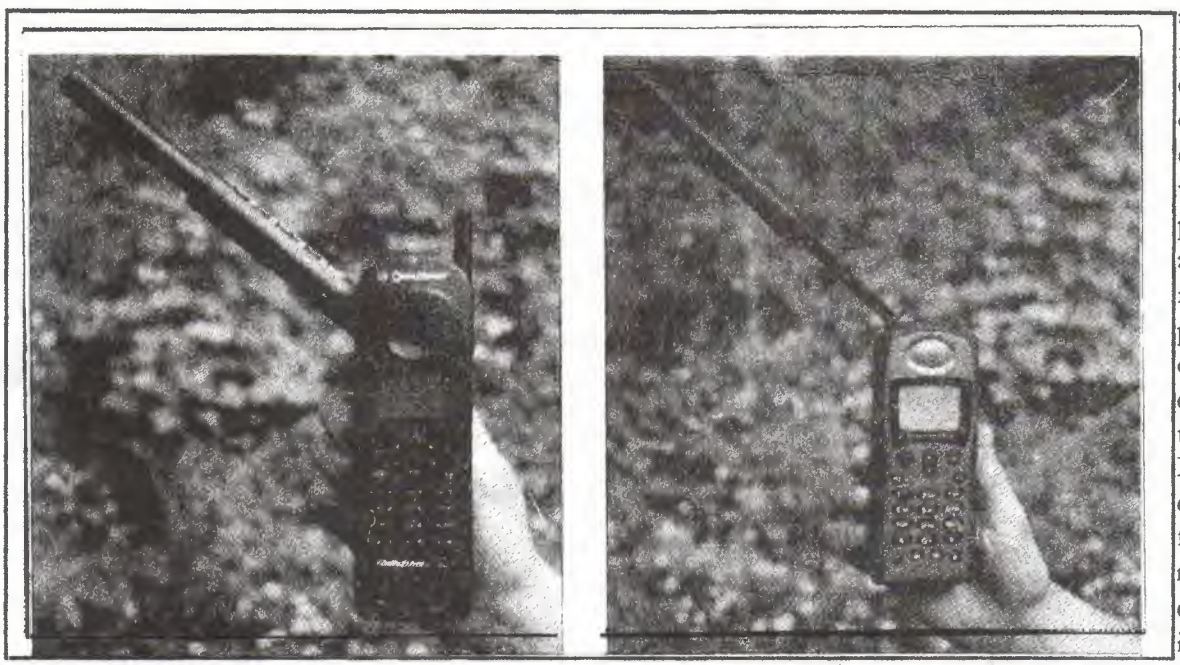
The paddler on the deck will need to use an extended sculling brace if support is needed as the balance changes when sliding the repaired kayak back into the water. The paddler in the cockpit needs to have hands free operation so their paddle needs to be stored somewhere other than across their lap. Use paddle bridges as needed if the paddle shaft can handle the forces. In this day of stronger materials being used in constructing kayaks you will probably end up using this technique more often in fixing rudders, foot rests and seat backs. As mentioned earlier one shouldn't entertain the idea of opening front or rear hatches on the water, but if you had to do so, this method minimizes the risk of flooding the hatches.

Doing the repairs while sitting freely on the deck of a kayak allows more freedom of movement rather than trying to do repairs and reaching while twisting from the confines of a cockpit. Also, there a repairs that cannot be done easily or at all if the paddler is in their kayak.
Go on -give it a lash! You know you want to!

KEEPING IN TOUCH FROM ANYWHERE.

Two affordable handheld satellite phones for sea kayakers **Gary Lai**

According to the Cellular Telecommunications and Internet Association there are currently over 145 million wireless communication subscribers in the U.S. alone. Given the magnitude of these statistics, a significant fraction of sea kayak- ers undoubtedly own cell phones. What do these kayakers do with their cell phones on paddling trips? If they're paddling nearpopu- lated areas, some may choose to take their phones along to keep in touch with family or to call for help in an emergency. Using a cell phone is often not an option on a paddling trip, however. The very solitude kayakers seek when paddling into wilderness areas frequently means spotty or nonexistent cell-phone coverage.



Satellite phones have long been an option for wilderness expeditions of all kinds. Unlike cell phones, satellite phones can work virtually everywhere on Earth. Until recently, they weren't a good option for recreational sea kayakers due to their high price tag and bulky size. With the introduction of services over the last few years by two companies- Iridium and Globalstar-all that has changed. These companies offer satellite phones that are not much larger than ordinary cell phones, and prices have come down dramatically.

Frequent users can now purchase satellite phones and subscribe to rate plans similar to cell phone plans. Occasional users can rent satellite phones on a weekly basis and pay modest per-minute charges only for the calls they make. Renting a satellite phone and keeping it available only for emergencies can cost less than $75 for a week or $200 for a month, and the cost can be split among all the group members. Professional guides can offer satellite phone use as a valu- able and relatively economical service to their clients. Any kayaker who can afford to own a cell phone can probably now afford to rent a satellite phone for the occasional multi-day paddling trip to a remote place. Like it or not, traveling far away from civilization is no longer a good excuse not to stay in touch with a spouse or boss.

A Primer on Satellite Communications

Satellite phones communicate directly with orbiting satellites in space. The satellite acts as a relay station, relaying the signal down to a station on the ground called a

gateway. The gateway then routes the call into a standard telephone network.

Satellites phones communicate with satellites in either geo-synchronous orbit (GEO) or low-Earth orbit (LEO). Until recently, all satellite phones communicated with GEO satellites, which orbit the Earth at an altitude of 22,238 miles above the equator. In this orbit, they take exactly 24 hours to circle the Earth once-the same amount of time it takes the Earth to complete one rotation. Therefore, from the point of view of someone on Earth, CEO satellites appear to hover motionless in the sky. The high altitude allows each CEO sat- ellite to be in contact with up to one- third of the~arth' s surface at all times. However, to link with satellites at such a high altitude, CEO satellite phones are usually power-hungry and bulky (typically the size of a small briefcase).

LEO satellites orbit the Earth at a much lower altitude of only 1/000 miles or less but have to be much faster; LEO satellites take only about 100 minutes to orbit the Earth. Because of the lower altitude, LEO satellite phones usually require less power and can be smaller than traditional CEO satellite phones. A LEO satellite can communicate with only a small percentage of the Earth' s surface at once and only for a limited amount of time. LEO systems must therefore consist of dozens of satellites in carefully planned formations to ensure uninterrupted coverage, requir- ing a very large investment to deploy. Since any particular LEO satellite will only be within range of a user for sev- eral minutes, they must incorporate complex switching systems to pass phone calls from satellites going out of range to satellites coming into range. Until recently, no one could develop the technology or come up with the investment to make LEO satellite phone systems a reality.

ENTER IRIDIUM AND GLOBALSTAR

In 1998, Iridium launched the world's first LEO satellite phone service using 66 satellites at a cost of $5 billion. Iridium was followed a year later by a $3.8 billion system of 48 LEO satellites launched by Globalstar. After failing to get the number of subscribers they needed to support their enterprises, both companies filed for bankruptcy. Iridium emerged from bankruptcy in 2001 after a small group of investors paid just $25 million to purchase all the company's assets. Globalstar is still in bankruptcy, but its investors recently accepted a $55 million offer to purchase the majority of the company's assets.

The good news for consumers is that both systems still work fine, and now that their operating companies are no longer burdened with significant debt,. they've slashed prices dramatically. Iridium and Globalstar currently offer the most portable and affordable satel- lite phones on the market for users in the Western Hemisphere. I tested demonstration phones from both compa- nies over a two-week period while I was kayaking along some remote coast-lines in the Pacific Northwest with spotty or nonexistent cell phone coverage.

COVERAGE AREAS

Iridium phones have truly global coverage. They work everywhere from the North Pole to the middle of the Pacific Ocean. They accomplish this feat using intersatellite links. If the satellite a user is communicating with is not in range of a gateway, that satellite will pass the signal on to successive satellites until it reaches a satellite that can downlink to a gateway.

Globalstar doesn't use intersatellite links. For a call to connect, the user must be within about 900 miles of a gateway. Fortunately, Globalstar gateways are located throughout the world, and Globalstar phones currently work in more than 100 different countries. Globalstar hasn' t established gateways to provide service in the far north or far south (beyond 68' north or south latitude), southeast Asia, much of Africa or in the middle of the oceans. Unlike cell phones, satellite phones need a clear view of the sky. They won't work inside buildings. Large obstructions, such as mountains or buildings, can degiade call quality or even result in dropped calls.

HANDSETS

Iridium and Globalstar phones are similar in size to handheld VHF radios or large cordless phones. The primary feature distinguishing these satellite phones from cell phones is their large antennas. The antennas fold onto the back of each handset and must be rotated and extended before use.

These phones can handle a bit of rain, but they're definitely not submersible, so I don't recommend using them on the water unless it's an absolute emergency. They are expen- sive devices, so I suggest storing them in a rigid watertight dry case. If you rent, the dealer may include a custom dry case for an additional fee.

Iridium offers the 9505 phone, manufactured by Motorola. Older models, such as the Motorola 9500, are no longer manufactured but may still be available from dealers for rental or sale. The 9505 weighs 14 ounces and has all the features you'd expect a cell phone to have, such as call waiting, voice mail and memory to store phone numbers. With the antenna stowed, the 9505 measures 6.25 x 2.5 x 2.4 inches. The Motorola 9500 is slightly larger, weighing 16 ounces and measuring 7.5 x 2.5 x 2.6 inches. Globalstar offers the GSP-1600 phone, manufactured by Qualcomm. It weighs 13 ounces and also has all the features you'd expect a cell phone to have. With the antenna stowed, the GSP-1600 measures 7 x 2.2 x 1.9 inches.

The GSP-1600 works as a digital Code Division Multiple Access (CDMA) cellular or 800MHz analog cellular phone. This gives you the option of using it as a regular cell phone and switching to the satellite network by raising the satellite antenna only when cell phone coverage is not available. Using the GSP-1600 as a cell phone

requires a service agree- ment with a cellular company and a separate phone number and bill. If you rent, using the GSP-1600 as a regular cell phone probably won't be an option. Iridium no longer en- ables its phones to be used as regular cell phones.

MAKING AND RECEIVING CALLS

You should have no problems operating either an Iridium or Globalstar phone if you're accustomed to using a cell phone.

All calls made from Iridium phones are dialed using standard international format. To make a call to a U.S. number, for example, you would enter "001" followed by the area code and phone number. All calls made to an Iridium phone are likewise international calls. To place a call to an Iridium phone from the U.S., you'd dial "011" followed by a 12-digit Iridium phone number. All Iridium phone numbers start with a special country code of 881. This code doesn't relate to an actual country-it's just a special access code that tells the long-distance carrier where to route the call.

Dialing rules for Globalstar are the same as land-line phones in the country from which the Globalstar phone originates. If you rented or purchased a Globalstar phone from Globalstar USA, for example, the phone would have a standard U.S. number with a Texas area code. To place a call to any U.S. number using a Globalstar USA phone, you would dial "1" followed by the area code and phone number, even if you're outside of the U.S. To place a call to a U.S. number using a Globalstar phone rented or purchased outside of the U.S., you would use standard international dialing rules.

All calls made from Iridium phones are charged at the same per-minute rate. There are no roaming charges and no surcharges for long-distance or international calls. Incoming Iridium calls are free, but the caller must pay international long-distance rates. If you rent or purchase an Iridium phone, tell anyone who intends to call you to check with their long-distance carrier for the per-minute rate to dial the special "881" Iridium country code. Most major North Ameri- can carriers charge $2 to $3 per minute to call Iridium phones, but some smaller carriers may charge as high as $11 per minute or may not route the call at all.

Users of Globalstar phones incur roaming charges if they make or receive calls when outside of a home calling area. With phones purchased or rented through Globalstar USA, the home calling area includes the continental U.S., the Caribbean and the Gulf of Mexico.

CALL QUALITY

Voices heard over Iridium had a slightly robotic, synthesized quality. Nevertheless, I could still clearly recognize the people I was talking to by the sound of their voices and had no problems communicating.

Globalstar has a slight edge over Iridium in terms of sound quality: I couldn't detect any difference between the sound quality of a Globalstar phone and my own digital cell phone.

During the two-week trial period, I did experience dropped calls with both phones. This didn't happen often. Usually, it happened only when part of the sky was blocked by an obstruction, such as a cliff or structure.

TEXT MESSAGES AND VOICE MAIL

If you're kayaking with a satellite phone, the most effective way for others to contact you is to send a text message (called the "Short Messaging Service"). There's no cost for sending or receiving text messages, and anyone with an Internet connection can send a text message to an Iridium or Globalstar phone by visiting each company's web site. Once sent, it typically takes 10 minutes for the text message to reach the phone. If the phone is off, you'll receive the mes- sage within a few minutes of activating the phone.

Iridium has the superior text messaging system. Text messages to Iridium phones can be 120 characters in length, and every Iridium phone has its own e-mail address. Globalstar text messages are limited to only 19 characters in length. Still, this is enough space to send a message such as "Call home ASAP" or some other short page.

Both Iridium and Globalstar offer voice mail, usually for an additional fee. However, your caller will be charged regular calling rates for leaving the me~age, and you'll be charged regular airtime rates for checking the voice mail message. Also, if you rent the phone, many dealers ship the phone without voice mail activated or may not offer the service at all.

BATTERY LIFE

The rechargeable batteries in both Iridium and Globalstar phones provide talk time similar to that of cell phones. On a long expedition, consider taking along a spare battery. If you rent the phone, many outfitters include a spare battery as part of the package. But even if you have a spare battery, I don't suggest leaving the phone in standby mode, or you will likely deplete all available batteries well before your trip ends. Turn the phone on only to make calls and check text messages or voice mail. If you adopt this strategy and make only a few minutes of calls per day, each fully charged battery should last for several weeks.

The standard Lithium-Ion battery in the Motorola 9505 provides approximately two hours of talk time or 24 hours of standby time. The standard Lithium-Ion battery in the GSP- 1600 provides three-and-a-halfhours of talk time or 19 hours of standby time. Higher capacity batteries are available for either unit.

Both phones come with a charger and adapters to

plug into wall outlets of different countries. The package often includes a car charger that fits into a cigarette lighter socket. You can also charge your satellite phone with a solar battery charger, but be sure to check with your dealer for compat- ibility, or you may damage the equipment.

Data Services

Using optional data kits, both Iridium and Globalstar phones can connect with a laptop computer to browse the Internet or to send and receive e-mails. Maximum connection speeds are approximately 10 Kbps (only about 20 percent the data rate of a standard dial-up modem). At this speed, airtime charges can accumulate very quickly. Since this is a much more technical topic and it's unlikely you'll lug along a laptop on a kayak trip, I won't go into any further detail on this capability. Both Iridium and Globalstar's web sites (listed at the end of this article) have detailed information on the data transfer capabilities of their respective phones.

Rental and Purchase Pricing

For most paddlers, it will make more sense to rent than to purchase a satellite phone. It definitely pays to shop around. I found rental prices on the Internet varying from $40 to $129 a week for the same service. All prices referenced here are subject to change at any time. Prices are expected to come down gradually.

The best rental deals I found were with a company called GMPCS Personal Communications (ph: 954-973-3100; web: www.gmpcs-us.com) in Pompano Beach, Florida. They offer Iridium (Motorola 9500) and Globalstar phone rentals start- ing at $20 per day or $39.98 per week, including an AC charger and spare battery. Their per-minute rate for outgo- ing Iridium calls is $1.80. Their per-minute rate for Globalstar calls is $1.59 within the continental U.S. or Caribbean, and their roaming rate is $3.49 per minute. They charge $14.25 for three-day shipping within the continental U.S. The cus- tomer is also responsible for return shipping. Best of all, while some dealers charge you from the day they ship the phone until the day it's returned, GMPCS ships the phone three days before your rental period begins and gives you a grace period of three days to return the phone after your rental period ends. There are many other dealers. If you can locate a dealer in your city (see Satellite Communications in the Yellow Pages), you can escape high express shipping charges by going to the store directly.

If you intend to use the phone for more than three months or you intend to make many calls in a short period, consider purchasing. The retail price of the Globalstar GSP-1600 is around $600, but many discounts are available, and occa- sionally used units are put up for auction on eBay. You'll need to pay an activation fee of $50 and sign up for a plan with a 12-month commitment. The plans start at $34.95 per month for 30 free minutes and 99~ for each additional minute.

Iridium phones and plans are more expensive. The retail price of the Motorola 9505 is nearly $1,400, but again, many discounts are available. I found a limited supply of discon- tinued Motorola 9500 models available for $850. Like Globalstar, a $50 activation fee and 12-month contract ap- plies. Plans start at $32.95 per month for zero included minutes and $1.49 for each minute. Again, incoming Iridium calls are free.

Iridium and Globalstar also offer prepaid plans. Like prepaid cell phone plans, you can purchase either phone with a bundle of minutes valid for a set period of time (such as 12 months) rather than a monthly plan. This may be a more cost-effective option for some users, such as those planning to use the phone on several different trips but not needing the phone in between those trips.

Which Phone is Best?

The choice between an Iridium or Globalstar phone depends on how and where you intend to use it. If you intend to stay almost exclusively along coastlines in your home area (for U.S. residents, this includes the continental U.S. and the Caribbean), Globalstar is probably the more eco- nomical choice. Globalstar also has a slight edge in sound quality, and anyone trying to reach you only needs to dial a regular U.S. phone number.

On the other hand, while Globalstar charges higher roaming rates if you wander out of your home area, Iridium rates are the same regardless of where you go. Iridium also has a superior short messaging service. More important, Iridium phones work virtually everywhere. If you're looking for a satellite phone to take to the South Pacific, for example, Globalstar currently can't help you, but Iridium will work fine. Globalstar also has spotty coverage in Alaska and no coverage in Hawaii. Check the Globalstar web site for a detailed coverage map, or ask a dealer.

Whatever phone would work best for your trip, you no longer have to be completely out of touch when you paddle far away from civilization. Satellite phones obviously won't appeal to all kayakers. For some, getting as far out of touch as possible is one of the principal motivations for paddling into remote areas in the first place. But for others, the ability to talk to loved ones back home or to call for help from anywhere in the event of an emergency will be a great comfort on kayaking expeditions.

Just don't tell your boss you'll be available by phone. II

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Resources

Iridium's web site: www.iridium.com

Globalstar's web site: www.globalstar.com

"Preseli Challenge"

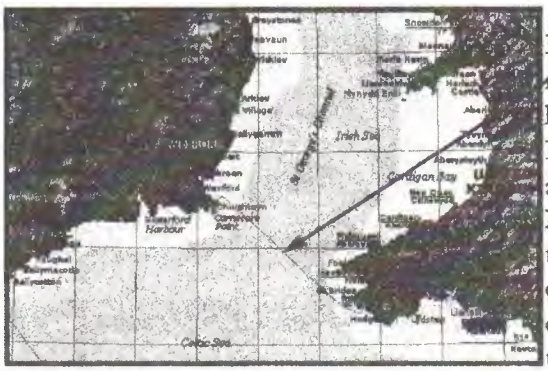
Irish Sea Crossing Record Attempt, Saturday 1st August 1998. Sean Morley

Four hours gone. I was deep in a tunnel of nausea. The only light from a distant western horizon. My arms felt so weak I just wanted to stop. I wanted to throw up but I knew if I did I would be in serious trouble. I was somewhere in the middle of the Irish Sea. Ahead of me were two good mates who were relying on me to keep going.

BASICALLY THE CHALLENGE WAS TO BREAK THE RECORD FOR THE FASTEST UNSUPPORTED CROSSING OF THE IRISH SEA IN SINGLE KAYAK

How had I got into this mess? I had heard of the Preseli Challenge through my good friend and sea kayak guru **Rob Feloy**, designer of the Inuk sea kayak; 'a high performance sea kayak' built by Kirton Kayaks. I rang Nick and Sophie Hurst at Preseli to find out more. Basically the challenge was to break the record for the fastest unsupported crossing of the Irish Sea in single kayaks which stood at 12 hours 45 minutes set by **Graham Dore** and **Alan Chapman** from Poole. There was mention of a trophy and £100 of kit for the fastest team each year. The start / finish points were Whitesands Bay, Pembrokeshire and Rosslare Harbour, County Wexford. A straight line distance of 45 miles complicated by fierce tides in the St. George's Channel.

The trick was to combine a neap tide with settled weather.



I decided to rely on the luck of the Irish so I asked **Jim Morrisey** to join me on the crossing. A typical Celt living in Galway, Jim is a true gentleman, laid back, full of charm but as tough as they come. He had beaten me in the West Cornwall Sea Kayak Race earlier in the year having also produced an excellent performance in the Devizes to Westminster K1 race. I knew he would be ready for it.

Another guy who is always 'up for it' is **Ian Wilson**. A fellow police officer and kindred spirit, Ian lives life 'to the max'. Having come a close second in the Western Isles Challenge he was ready for more.

Having discussed plots and tidal streams, way points and reciprocals with anyone prepared to listen I did the homework to work out start times. I only had one weekend available. It happened to be a neap tide and being the first weekend in August there was a possibility of good weather.

I based our predicted paddling speed of 4.5 knots on that maintained by Rob, John and myself on our crossings to and from the Isles of Scilly last year which formed the crux of my 413 mile paddle around the South West peninsular. The next problem was where to start from. Because the crossing would take almost a complete tidal cycle to complete it made little difference in that respect. It appeared to be slightly quicker starting from Rosslare but that would mean approaching St. David's Head and the notorious Bitches Tidal Rapid with tired arms. I decided to postpone a decision on that issue until I had seen a weather forecast.

Having convinced Nick that I had some idea of what I was doing he was very supportive providing us with a campsite and shower facilities at the Preseli Venture base near the village of Mathry. He has an excellent set up with plans for an impressive Dutch Barn next to the existing cottage. The location is perfect for anyone wishing to experience the magic of Pembrokeshire.

I arrived with my partner Linda on Thursday afternoon. Linda proved to be the real star of the trip. Nothing was too much trouble - even cooking up a bucket load of pasta in the pouring rain.

I collected Jim from the ferry port at Fishguard that evening. On the crossing from Ireland he had a sneak preview of what was in store. Lumpy but definitely paddleable was the verdict. Ian arrived late into the night after a nightmare journey from Harlow. Our plan was to do a recce around Ramsey Island the next day to check kit and settle nerves with a view to making the crossing on the Saturday. It all now relied on the weather.

We met with Barry Scot of H.M. Coastguard the next morning. I think he was impressed with the amount of preparation we had put into the record attempt. He offered to inform the ferry companies and Rosslare radio of our plans. We received a weather fax for Saturday 1st August predicting North Westerly force 4/5 veering Northerly 2/3 by midday. Far from ideal it would be a close call. We had decided on paddling from Wales to Ireland; this had more to do with the cost of the

ferry than any cunning navigational strategy.

We were all keen to get wet. Linda played in the three foot surf at Whitesands on her racing ski whilst the lads went rock hopping. The tide was slack so the Bitches was flat but once we had rounded the southern tip of Ramsey Island we were into a different world of clapotis, caverns and cathedral like stacks. A solid swell made going for the marginal gaps risky and exciting. It was the perfect warm up. Ian and Jim looked at home in their Inuks. I was beginning to wish I had spent more time training and less time studying charts. We immediately bonded as a team with just the right amount of healthy competition that was going to be essential if we were to break the record.

That evening it threw it down frustrating Linda's attempts to create a culinary masterpiece under a makeshift awning. But the wind had eased and our confidence grew, assisted by the inevitable pint at the Farmer's Arms at Mathry.

It was essential that we left on time from Whitesands the next day to ensure my tidal calculations held true. The alarm was set for 0515hrs. As soon as I awoke I knew the wind had increased. Despite this there was a professional air about the team as we set about final kit checks. Arriving at Whitesands we were met by Jim's girlfriend Sarah and her Mum. Goodness knows what time they had got up to have driven down from the Welsh borders to see us off.

Jim was able to offload a bit of surplus kit and flutter his Irish flag as we hastily took some departing photos.

At 0625hrs I rang Nick at Preseli and the Coastguard, then we were off!

We all got drenched by the two foot surf running onto the beach. It awoke us to the fact that this was not going to be a picnic. Conditions were far from perfect as the wind was a solid NW 4/5 as promised. The strong ebbing tide was set south wanting to take us into the jaws of the Bitches.

As soon as we came out of the lee of St. David's Head we were into a steep chop that made the kayaks shudder as we struggled to maintain any forward momentum. Every other wave came crashing over our heads, exciting stuff! We were fresh and committed and enjoying the thrashing, charging into the waves as a threesome.

Our boat speed was down and our speed over the ground even worse. As a result we were being swept much further south than I had anticipated. We passed close to North Bishop - too close. We kept heading up, compensating for the leeway: 305 became 310, then 315. After an hour we stopped briefly to discuss the situation. There was little doubt that if these conditions persisted we would not make it. Our hopes were pinned on the improving forecast. We agreed to continue for another hour and reassess. I felt that once we were away from the land the sea would organise itself into a more predictable swell. I was wrong.

After two hours we rafted up intending to discuss our options: carry on or turn back. We were more intent on getting fuel on board. Typical marathon paddlers! Without a word Jim broke away, heading west, heading for home. I guessed we were carrying on! I was impressed not only by Ian and Jim's commitment to the challenge but also their willingness to put their faith in me. I just hoped that my navigation was up to it. We were putting a lot of trust in the weather forecast but I reckoned that we were fit enough to paddle our way out of trouble if required.

It was after rafting up that things got unpleasant. The seas remained confused and despite the excellent design of the Inuk we were being tossed around by the three foot chop. I started to feel sea sick. It insidiously crept through my soul. I tried to deny its existence but it was there, denying me strength, seeping away my desire to go on. Within an hour I was in a mess. I knew I was slowing the other two down although they did well to make sure I was not left behind. Checking the compass became a chore. I became reliant on the others to steer a true course. I knew if I was actually sick I would lose vital fluids and commence a spiral into disaster. Apart from the odd regurgitation I kept everything on board and Jim and Ian reminded me to drink plenty when we occasionally stopped for a rest.

For three hours I felt horrible. But I knew that turning back was not an option. I would feel even worse with a following sea and we had been pushed too far south to have a hope of making it back into Whitesands. The sky had started off pretty much overcast but there was a definite lightening of the western horizon. This clearer weather took forever to reach us but after five hours conditions definitely started to improve. The sea mellowed and

the sun came out. The wind eased and veered as promised. I am sure we all made a silent prayer of Thanks. Mine was to the 'Gods' at the Met. Office.

Visibility throughout the trip was quite remarkable. After four hours we could still see the hills above St. David's. We saw loads of Gannet and Petrels and several Puffin. At some stage we saw what appeared to be a small whale but you will have to forgive me as my recollection of the middle part of the crossing is blurred partly by the sea sickness and partly by having to work bloody hard to keep up with Ian and Jim. We were immensely cheered to see an Irish Ferry and successfully passed our position to them using the hand held VHF radio. We had two GPS units but neither seemed to function correctly - or was it our brains that had ceased to function? I am not sure.

Having only been out of sight of the Welsh mainland for about an hour the hazy form of Irish mountain tops took shape in front of us. When Jim first pointed to what he took to be Tuskar Rock I was not convinced. Yes it was a lot further north than it should have been but we knew we had been pushed a long way south. After a while I knew it could not be anything else. At last we had a point of reference. I was determined not to head directly for the Rock even though it lay only five nautical miles south east of Greenore Point and the Irish coast. The tide by now was starting to flood into the basin of the Irish Sea from the Atlantic and I wanted to use this to accelerate us north towards our destination. In retrospect I think I had probably underestimated the speed of the tide around St. David's Head and overestimated the assistance we would get as we approached Rosslare. I was conscious of the warnings of overfalls on The Baillies and off Greenore Point. As it was the sea was tranquil and stubbornly refusing to carry us north.

By now I was feeling much better, the sickness dissipating with the realisation that we were without doubt going to make it across. The big question now was: How fast were we? We had always been confident of breaking the record because of the inherent speed of the Inuk kayaks we were using. Conditions for the first half of the crossing had been undeniably slow. We now had to make up for lost time. It was warm; I was soon down to a short sleeved thermal. We pushed the pace, all three of us perfectly matched. The low lying hinterland of Rosslare became dwarfed by the distant mountains. Slowly but surely the definition of the coastline sharpened as we made excellent progress to our goal. The fact that we had been paddling pretty much non-stop for ten hours seemed to have been forgotten as we bashed on past Tuskar Rock, now clear and proud just a mile or so to the north. We passed a group of fishing boats, inspired by their look of surprise as we appeared from nowhere.

I had estimated our crossing time at 10 hours 20 minutes. We were obviously going to be slower that that. Could we make it in under 11 hours? We pushed as hard as we could, the Inuks really doing their stuff, cleaving through the glassy swells. Our wing paddles flinging spray skywards as we devoured mile after mile.

As we rounded Greenore Point we entered very shallow water pockmarked with boulders. There was a significant reverse eddy that forced us to hug the shore. We were so tantalisingly close to breaking 11 hours. But it was not to be. As we approached the beach at Rosslare we became aware of a group with balloons and streamers. We had not expected a reception committee. It was Jim's family, come down to welcome us to Ireland. It was fantastic to see them. We hit the beach at 1731 hrs; a crossing time of 11 hours 6 minutes.

We were delighted of course. But we had little time for celebration. The Lynx ferry back to Fishguard, due to depart in less than an hour, steamed in behind us as we hurriedly sorted our kit out for the journey home. We had to ring Nick, get our tickets and somehow get our boats on the ferry. It was a bit of a panic to say the least. After an epic half hour which included a nightmare obstacle course through the terminal building with two loaded sea kayaks we said our farewells to Jim and his family.

The trip back to Fishguard was awesome in two respects; firstly the speed of the Lynx catamaran - has anyone tried to surf its wash? Secondly, I found it difficult to comprehend that we had just paddled across the same stretch of water. It looked a long, long way. A sense of achievement overcame the exhaustion I felt.

I would like to pay tribute to Ian; only those fortunate to know him well will appreciate how remarkable it is that he can paddle at all, let alone set records in such style, and to Jim; who I am privileged to have paddled with to his homeland.

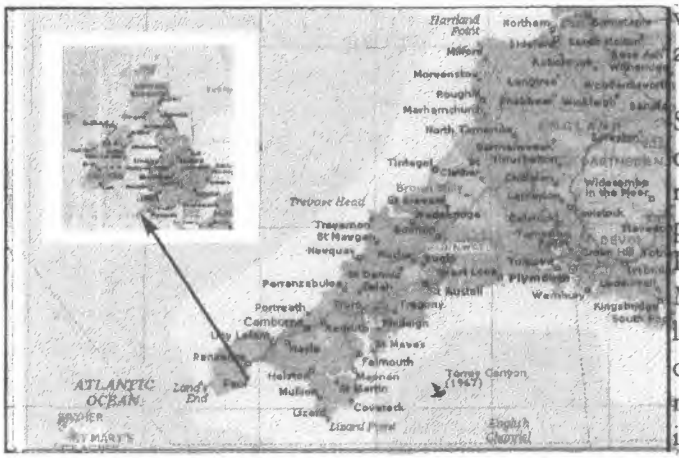
The Inuk sea kayak is a remarkable craft. Its classic looks belie its speed through the water. It takes everything in its stride and aims to please. Our thanks to Kirton Kayaks and Rob Feloy for the loan of the boats and various bits of kit.

The record is there to be broken. I am sure Nick will accept any well organised attempts at the Preseli Challenge. Under ten and a half hours is definitely achievable given the right conditions and a fast team in fast boats.

Johns Magical Easter Mystery Tour in Cornwall

By Dave Rawlinson (*Taken from the Portsmouth CC Newsletter*)

This year John's Easter trip to wayward places took the Club to Cornwall. We camped at a site called Noongallas, which sounds quite delightful but was the worst official campsite any of us had stayed in. But, being brave, we survived. The intrepid explorers were; John and Tymele, Julie Fisher, Andrew Wallace, Dave Walters ("Marine Dave"), Dave Allen ("Navy Dave"), Steve Alderslade, Don Thacker, Russell Paling (for the Monday paddle) and me ("the Other Dave").



Most of us were at the campsite by 10am on the Friday morning. The weather was looking good so the first trip was from Newlyn, near Penzance, to Sennen Cove, taking in Lands End. Since we were working from a fixed campsite we had to arrange a car shuttle. Once this was sorted we rubbed in the sun cream and set off. For those who do not know this coastline it is a lovely contrast of rocky headlands, rolling hills, pretty coves and lovely sandy beaches. There were dozens of walkers striding along the coastal footpath who looked enviously at us as we effortlessly slid past them.

The lunch stop was at Porthcurno beach, overlooked by the Minack open air Theatre, which has been putting on productions here since 1932! Also on this beach was the "Cable Hut". This is where the original transcontinental telegraph cables came ashore from the British Empire and were linked to the UK's network. The first cable was laid to India at about the turn of the century, if my memory is correct. This was before BT when the operator's worked in the UK!

Moving on we passed the climbing cliffs of "Chair Ladder", which was festooned with rock climbers and got Julie and I itching to land and attack the rock. Soon we were at Lands End, with the Longships reef and its lighthouse about 1mile offshore. Just around the corner was Sennen Cove and the end of our first day's paddle.

After dinner, in the campsite, we stood around an open wood fire that wafted smoke directly into John's tent. No wonder he was the last to go to bed.

On the Saturday we paddled from St. Michael's Mount down to Mullion Cove. The day started overcast but soon brightened up to give glorious sunshine. This was a more friendly coastline with many sandy bays. We aimed across from Porthleven to where we thought Mullion Cove was. As we got closer we were still unsure where the cove was. It was not until we were about 100m from the breakwater that it appeared from behind a small headland.

Sunday started cloudy, with a slight drizzle. There was a long shuttle this morning because we planned to paddle south around the Lizard Peninsula. Our starting point was Mullion Cove. This part of the coastline is more rocky, with 200ft high cliffs, and fewer pullout places. We did not land at Kynance Cove, where there is a good tea-shop, but sped on to the Lizard Head. This was also thick with people who were fascinated to watch as we threaded our way through the off-shore rocks that pepper the seas of this point. We cruised along with a light northerly wind and a gentle sea. Should anyone think the Lizard is always like this I suggest you read Bill Taylor's account of his expedition's epic at this point in "Commitment and Open Crossing", about the first circumnavigation of Britain and Ireland. To quote from his book, "... a huge wall of water could be seen rushing towards us, growing and steepening. There was nothing to be said. We all knew that for the next few moments it would be everyone for himself. We all sprinted towards the wave. Bill's boat picked up speed, climbed steeply and burst through the crest before it broke. I could see Mick pulling up on my right then the wave was on us. It seemed to catch Mick first and his bow rose to the vertical but ceased to climb as the boat stalled. The crest was now smashing and crashing into my chest. I tottered on the top, was airborne then smashed down on the reverse side with a crash that shook the whole boat, but Mike had not fared so well. He had executed a "reverse loop"... the bottom of Mick's capsized boat had just emerged on the back of the wave. His paddle was pushed to the surface as he set himself up to roll but what he did not know was that a second wave was already forcing me and Bill into a second sprint. It broke right on top of Mick... the next time we saw Mick he was swimming...just a few metres from the rocks. He was in real trouble..."

Our lunch stop was a deserted cove where we enjoyed our lunch in the privacy unique to sea kayakers on a rocky coast. The sun was out and so was the sun tan lotion. We only had a few miles to go to the pull-out point at Coverack.

That night we ate at the Engine Inn, near St. Ives, a pub to be recommended.

Our final day began at Sennen Cove. Russell Palling had joined us at the car park and we paddled out in

glorious sunshine across a clear, blue sea northwards to Cape Cornwall. On arriving there Steve felt his strained right arm was not up to the full trip so he and I returned to Sennen while the rest of the group paddled on to Pendeen Watch 3 miles further along the coast.

They had to stay close to shore to avoid the tide pushing them back too much. This allowed them to observe close to hand the buildings that formed many of the mines along that rugged coastline. Lunch was found in a small cove where they shared the sandy beach with a group attempting to scale the rock and a family unsure of whether the tide was coming in or out. Reasonably important information if you are about to get down to a sandy beach otherwise inaccessible.

The return route meant a good push from the tide so the group headed out to the Bisons. These are a small group of rocks ¾ Nm off shore that were sadly missing much life. The chart shows many overfalls slightly further out to sea but despite a slight chop no problems were found. After a quick drink and a check of the chart they headed back into Sennan Cove.

By 1500hrs we were all on dry land. We packed up quickly then made our way to Tymele's latest find, a teashop serving beautiful cream teas. Sea kayaking is a tough game with all those scones, cream and jam to struggle through. Then it was time to leave for home with some super memories and many promises to return.

Many thanks to John and Tymele for organising a super trip and ensuring we were all at the right place at the right time. Thanks also to Andrew for keeping a sharp eye on the navigation and producing an inexhaustible supply of beer, chocolate biscuits and mini-Easter eggs. You can adopt me anyday!

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THE 'T' RESCUE

By *Brian Day and Scott Lynch*

The T -rescue is one of the fastest and most effective methods for helping a paddler recover after a capsize. Many people have learned a basic version of this technique, which involves emptying a swamped kayak across your deck. The two kayaks form a 'T' shape at the beginning of the rescue, hence the name. If the second kayak is pulled across the deck, the two boats form an 'X' (This version of the technique is called the 'X' rescue.)

The T -rescue is often taught as part of an introductory sea kayaking course. Unfortunately, many people struggle with basic elements of the technique. As a result, the T-rescue often is characterized as being physically difficult or impractical for use on fully loaded kayaks. This doesn't have to be the case. You don't need to have bulging biceps to empty a kayak. By focusing on a few specific points, a T-rescue can be executed safely and easily, even on heavily loaded boats. The following suggestions are offered to help make your T -rescues more effective.

Equipment

Bulkheads are a critical safety element of kayak outfitting. This particular T -rescue will not work unless the swimmer's kayak has a bulkhead behind the cockpit to limit the amount of water in the kayak and facilitate draining it. Any kind of rescue is much harder to perform on kayaks that have only air bags for flotation. Whenever I paddle far from shore, I prefer to use a kayak that has bulkheads. Deck lines are a tremendous help when executing rescues. They give you something solid to grab and make it much easier to handle a slippery boat in rough conditions or while wearing gloves. Many manufacturers offer these perimeter safety lines as standard on their kayaks.

Kayaks without deck lines can easily be retrofitted.

Technique

Leadership is an important element of any rescue technique. Unfortunately, it rarely gets the mention that it warrants. As the rescuer, you must be in command. I always tell my partner what to do and when to do it during a rescue, regardless of his or her experience. Hitting the cold water can confuse even an expert paddler, and it helps to be reminded about what comes next.

Always evaluate your partner's mental status before you begin a rescue. Don't rush in to help someone who is panicking, or you may find yourself in the water. Keep commands short and direct. For example: "Swim to your bow!" or "Grab my boat here!" or "W AIT"

At the beginning of a rescue, I instruct the paddler to hang onto his paddle and move to his bow. When I make contact with his kayak, I tell him to hold onto my boat. Ideally, the paddler will hold my kayak near the bow so that I have him in sight during the rescue. If this proves awkward, I may direct him to take hold of the deck lines right behind my cockpit. In rough conditions, it may be safer for the swimmer to hold onto the deck lines of your kayak near the bow, rather than hold on to the bow toggle. This reduces the chance that he will be hit with the point of the bow in heaving seas. Keep your commands simple, and make sure that the swimmer does not let go of your kayak.

I prefer to have the swimmer in contact with my kayak during the entire rescue. This does several things. First, it eliminates the chance of my losing him if I'm somehow separated from his boat. Second, it keeps the swimmer away from the rudder and cables, which are at the stern of many kayaks. Finally, it keeps him from slowing the emptying process that I will outline shortly.

Of course, the trade-off for having the swimmer in contact with your boat is that in strong winds his kayak can blow away quickly if you let go of it after it has been righted. If this happens, your best option may be to get him up onto your back deck and head for the nearest landing. You are not likely to be able catch the empty kayak if you paddle with him on your back deck, and it can be risky to leave the swimmer bobbing around as you go to fetch his boat.

The solution to this problem is to hang on! Once you have practiced this rescue, you will find that there is about a 15 second period between starting to empty the kayak and having it in position for the swimmer to reenter. For that 15 seconds, it is essential that you not lose contact with the swimmer's kayak. Before and after the active emptying phase of this rescue, the swimmer will be holding onto his kayak and helping prevent it from drifting in the wind.

It is worth noting that the old adage of "always three on the sea" comes into play here. You will always have more options for rescues when you are paddling with three or more competent paddlers. A group of three can tow an incapacitated paddler and can "anchor" a rescue with a towline to prevent drifting into danger. With a group of three, you will have the ability to chase down a lost kayak or send someone for help. Consider paddling in a group of three or more if you are challenging your limits on a trip.

Other reasons for keeping the swimmer in contact with the rescuer's boat have to do with efficient technique and safety. One well-known version of the T- rescue technique requires the swimmer to push down on the stern of the swamped kayak to assist in lifting the bow. This is not necessary during this version. In fact, the rescue will be slower if you keep the swimmer in contact with his boat, because you will need to drag him through the water as you slide the swamped kayak over your deck. Also, if he is holding onto your kayak, he can keep clear of his boat's rudder and avoid the possibility of being injured by a swinging blade or loose cables. Keeping the swimmer away from the stern of the swamped boat makes good sense from a safety standpoint, and it helps to make this rescue faster.

Initial Contact

An area where even experienced kayakers may struggle is in making initial contact with the swamped boat. The key point is to rotate your body toward the capsized boat after you have made contact with it. Although it may feel insecure initially, put your near hand well out onto the hull. Once you have made contact with the swimmer's boat, do not let go! This is not the time to fiddle with paddles or other equipment. Regardless of what you're doing, keep at least one hand firmly fixed on a toggle or deck line throughout this rescue.

The description here is for a rescue in which the swimmer's kayak is on your left side. In this case, your left hand is the near hand and will be supporting your weight as you lean over the swamped boat. Your right hand will grasp the point of the bow (or the bow toggle, if it is at the end of the boat). Lean your weight out onto the capsized boat and use it for support. If you commit to this position, you will find it remarkably stable. (Figure 1.) (For clarity, the swimmer has been omitted from these photos.)

Figure 1.

Emptying the Kayak

Rotate: From the initial contact position, push away with your top (left) hand while pulling the bow with your bottom (right) hand. (Figure 2.)

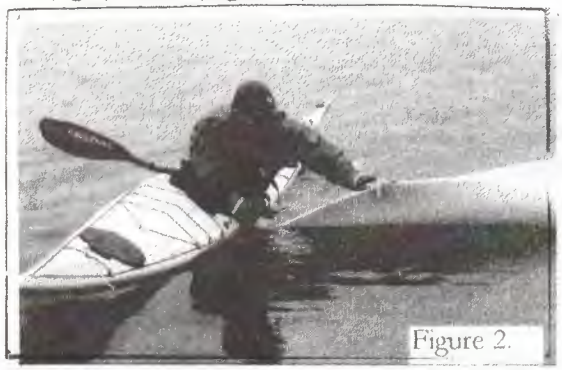


Figure 2.

This action will rotate the kayak to an' upright position with almost no effort. Many people makel the mistake of pulling up on the bow in an attempt to lift it onto their deck. This is very difficult, as you are lifting the boat and fighting the suction created by the cockpit opening. Rotate the boat upright instead. Don't worry about scooping excess water into the cockpit as you do this, since you won't be relying upon arm strength to lift and drain the kayak during this rescue.

Slide: With the kayak upright, the bow of most kayaks forms a ramp at the bow, and it is easy to slide the boat sideways up onto your deck from this position. The slide is carried out in a single motion-unwind your torso, and pull the deck line with your left hand. Push out and to the right with your right hand, using either the deck line or the bow toggle for grip. This is a dynamic move that requires more finesse than upper body strength. Don't get carried away and try to pull the cockpit all the way onto your lap. Instead, slide the kayak only far enough that the bow is hanging over the right side of your boat. If your right arm is locked out straight at the end of the slide, you have gone far enough. (Figure 3.)

Figure 3.

Rotate: Rotate the kayak back to an upside-down position. I typically roll the boat toward myself. You may have to reposition your hands to get effec- tive leverage. Again, deck lines will make this easier. In most kayaks, this roll back to upside-down empties the majority of the water out of the cock- pit. (Figure 4.)

Figure 4

Rock and Roll: This is the trick that makes it possible to further empty the boat without lifting. With your right hand on the bow toggle and your left hand on top of the kayak, edge your boat to the right. The swamped boat will provide a great deal of stability, so you can be quite dramatic with this move. Putting your boat on edge pulls the cockpit of the swamped kayak clear of the water and empties the boat. At the apex of your edging, rotate the emptied kayak away from you. Hold your boat on edge until the rescued boat is upright. By holding this position, you'll keep the cockpit of the other kayak from scooping water as you right it. When the empty kayak is upright, set your own kayak back on an even keel. With practice, this maneuver can be done in one smooth motion, which takes only seconds. The empty kayak can now be slid off your deck and into the water for the swimmer's reentry. You should practice this technique until you are comfortable with the timing of this edging. It is possible to capsize while you are edging your kayak if you let go of the swimmer's kayak. However, if you keep a good grip on the deck lines or bow toggle, you will be able to keep your balance. (Figures 5; 6 and 7.)

Getting In

Many rescuers have difficulty controlling a swimmer's boat as he re-enters. It is critically important to have a solid grip on your partner's kayak before he attempts to climb in. Rotate your body toward the other boat and grasp both sides of the cockpit coaming.

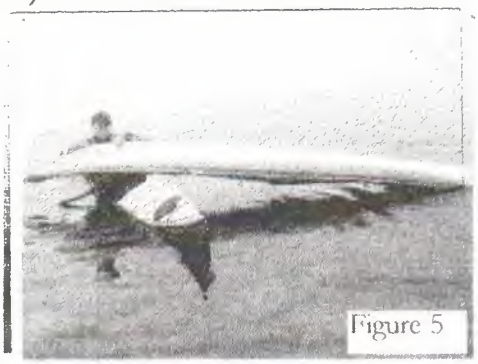


Figure 5

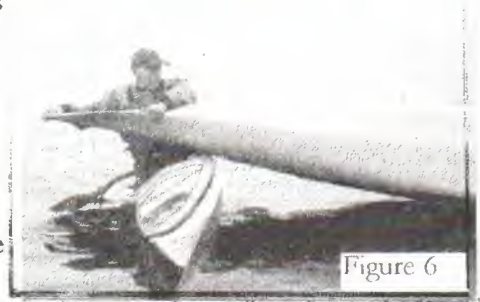


Figure 6

Make sure that the swimmer waits until you're ready. Keep a firm hold on the cockpit coaming until your partner is in the boat and has his feet on the foot braces. Move your hands to the deck lines in front of the cockpit as he finishes securing his spray skirt. Don't move your hands


Figure 7

from this position until your partner can lean on your kayak for stability or is ready to begin paddling again.

As you approach a swimmer and his kayak, you will need to secure your paddle. I often use a paddle leash and simply drop my paddle during a rescue. One of the best methods I have found for stowing an untethered paddle is to set it across the cockpit coaming at your waist and lean forward to clamp it in place with the bottom of your PFD. This takes a bit of practice but is easy once you have the hang of it.

This is also a great way to control the swimmer's paddle as he reenters his kayak. During the rescue, the swimmer will be holding his own paddle. When you're ready for him to climb back into his kayak, you can take it from him and tuck it under your PFD. One or two paddles clamped under your PFD and bridging the two kayaks will add stability as the swimmer reenters. (Figure 8.) After re-entry, returning your partner's paddle is as easy as sitting up and handing it to him.


Figure 8

Fast and Effective

The best rescue is a fast rescue, -one that puts that paddler back into the boat with a minimum of exposure to cold water. The technique outlined here addresses the points most people struggle with in the T -rescue. Many people have difficulty lifting the bow of the swimmer's kayak onto their deck at the beginning of the rescue. Part of this may have to do with an inefficient starting position, but part is also because of the weight of the boat and water, particularly if it is loaded. If you eliminate the lift from the T-rescue, the technique becomes much easier. The fine points of the technique, like securing paddles during the rescue and holding the cockpit during reentry, will help you improve the speed and effectiveness of your rescues. As with any skill, practice will improve your performance. Take the time to experiment with these ideas in a controlled setting to see if they work for you. Get confident with your T -rescue-your paddling partners will thank you.

The Importance of Ken Taylor's Igdlorssuit Kayak

Duncan R Winning OBE, May 2004 Issue 2
22 Brisbane Glen Road, Largs, Ayrshire, KA30 8QX, Scotland.

This article to be read in conjunction with the diagram on Page 17

In 1959 Kenneth I Taylor, a member of the Scottish Hosteller's Canoe Club, and then a student at the University of Glasgow, undertook a one-man expedition to Igdlorrsuit in the Uummannaq Fjord area of West Greenland, to study kayaks, kayaking techniques and seal hunting by kayak. While there he had the local kayak builder, Emanuele Kornielsen, make him a fully equipped sealskin covered kayak. The following year I and other members of the Hostellers, had the opportunity of paddling it on Loch Lomond, Scotland and trying out some of the techniques Ken had demonstrated to us.

I was so impressed with the handling characteristics of the kayak that I took profile and bottom view photographs, enlarged these to produce a lines drawing which became the first in the "Canoeing" magazine's "Project Eskimo" series. I also used it as the basis for the design of a plywood hulled sea touring kayak, which was built in 1961. My then paddling companion, the late Joe Reid, an experienced sea paddler, kayak designer and builder was so taken with the design that he also built one. Being of the age when I had my first I serious girl friend I designed and built a double version, this time canvas covered. Both single and double proved to be good sea boats and were taken up by the "Canoeing" magazine's plans service.

When Brian Skilling gave up editorship of "Canoeing" the service was dropped, but distribution of the plans for the single and double, now called "Kempock" and "Cloch" respectively, was taken over by R&W Canoe Plans. Kayaks were built to these drawings all over the world and some are in active use to this day, other members of the Hostellers built plywood and GRP versions of the Cloch. Big John Reid, from Coatbridge, got plans for the "Kempock" but thought it too small for his bulk. He built an enlarged canvas covered version and for its maiden voyage set off solo, from Morar on Scotland's West Coast to finished the trip at Lerwick in the Shetlands Isles, he now resides in France and still paddles "Manannan".

In 1964 Ken Taylor moved to America and left his kayak in Joe's care. With the real thing to hand Joe built a canvas-covered semi-replica, a little wider and with a bigger

cockpit. Andrew Carduff, of Irvine Canoe Club, impressed with Joe's semi-replica, lifted templates from the hull and built a plywood kayak by Ken Littledyke's ply-tie method. He called his boat the "Skua". In turn John Flett of Aberdeen copied it in fibreglass and many were built for use with the outdoor activities program within the Scottish school system. Later a modified version, fitted with bulkheads and hatches was produced commercially under the name "Griffin".

Joe and I carefully measured Ken's kayak in October of 1964 and I drew up a more accurate set of lines, copies of which were and still are, given freely to anyone interested. Using the improved lines plan I drew up a new plywood kayak called the "Gantock". We both built prototypes and proved them on a trip to Norway. Five or six years later, in response to many requests, plans were drawn up for a version with a canvas deck and taken up by paddlers' worldwide. One of them produced a GRP version, which he called the "Cumbrae". A double version of the "Gantock" rapidly followed the single. However, home construction plans for it were not produced until much later. Subsequently it was built in 19 foot and 22 foot versions.

Tay Canoe Club built canvas-covered semi-replicas in the 1960's. They even used them for down river white water racing.

With the increasing use of glassfibre for small craft, I produced lines for a round bilge version in 1970. ;
Joe built a prototype of the "Hebrides", modified for cold moulded veneer construction. However, neither he ril nor I fancied working with glassfibre so it was not until some time later that a modified GRP version appeared as a club kayak, produced by Paisley and Garnock Canoe Clubs. A double version followed, produced by Garnock and called the "Cloch Clubman", after the Cloch Canoe Club, who's winding up provided the funds to finance its construction.

Among the people who received the lines drawing of Ken's kayak from me was Geoff Blackford. Geoff, then in charge of canoeing at the Calshot Centre on the Solent, could not find a commercially produced sea kayak to suit his requirements. So he took the lines drawing, increased the length by some 9 3/4 inches and altered the ends to suit plywood construction. To accommodate European sized bodies, the deck was raised and a bigger cockpit fitted. The resulting sea kayak was called "Anas Acuta". Subsequently, he designed an "Anas Acuta Chick" and "Mini Chick" for his children. The "Chick" later became the basis for the "Sea Squirt" and "Sea Squirt II" produced by Radical Moves.

The "Anas" proved to be an excellent craft, not surprising considering its development over thousands of years. Carl Quaife then Alan Byde became involved, reproducing it in glassfibre. In 1972 Frank Goodman of Valley Canoe Products took up commercial production, under licence to Geoff, Carl and Alan. Till then Frank's expertise had been with river paddling, the "Soar Valley Special" slalom kayak being one of his early successes. However, with his introduction to the "Anas" he became increasingly involved in sea kayaking. At the time of writing Valley's kayak production is exclusively sea boats and the influence of the "Anas" is obvious in the current range. Frank has told me that he and his friend George Parr, a hydraulics expert, had developed a formula for converting hard chine designs into round bilge ones and that its application to the "Anas" had resulted in the "Pintail".

In 1977 Grahame Sisson began manufacturing the "Nordkapp" in New Zealand under licence to Frank and is still producing a version of the original. Grahame's" Arctic Raider" sea kayak, developed from the "Nordkapp" in 1991, is more stable, has a longer waterline and incorporates ideas from the famous extreme long distance sea paddler Paul Caffyn. Also in 1991 the multisport racing kayak the "Eliminator" appeared based on the "Raider" hull. A narrower version of the "Eliminator" was produced in 1994 called the "Esprit". An even longer and narrower development of the "Esprit" appeared in 2000 under the title "Centrix". The following year a double version of the "Arctic Raider" emerged under the title "Voyager".

The late John D Heath from Texas, an internationally renowned expert on Greenland kayaks and paddling techniques, gave a number of presentations to a military sea kayak symposium hosted by the American Seals at their Machrihanish base in Scotland in the spring of 1995. To assist him with the Greenland style rolling demonstrations a plywood hulled semi-replica was built, based on Ken's but sized to fit Gordon Brown who was doing the rolling. Gordon now runs Skyak Adventures in Skye with his wife Morag. Ken Taylor had a kayak frame built for John in 1959 at the same time as his own kayak was built.

While in Scotland John attended the Scottish Sea Kayak Symposium and he so impressed the contingent from Jersey that they invited him to their Symposium the following year. For that event another semi-replica was built, this time with a canvas skin and only eighteen inches wide. Gordon again did the rolling.

A friend, whose sea kayak was a large heavy touring boat, underwent serious back surgery. So, a made to measure, state of the art, three hatch, lightweight plywood day kayak was built for him in 1997. Austin must have been of similar stature to Ken Taylor as his new kayak's hull was almost the same as Ken's sealskin one.

As part of the kayak building demonstration at the 1998 Jersey Symposium I built a small kayak, designed to fit Sara Mansell, the 12-year-old daughter of the Jersey Club's Chairman. Again based on Ken's kayak the "Jersey Junior 98" was 4.3 metres by 46 centimetres and weighed in

at 9½ kilos, fully bulkheaded and hatched.

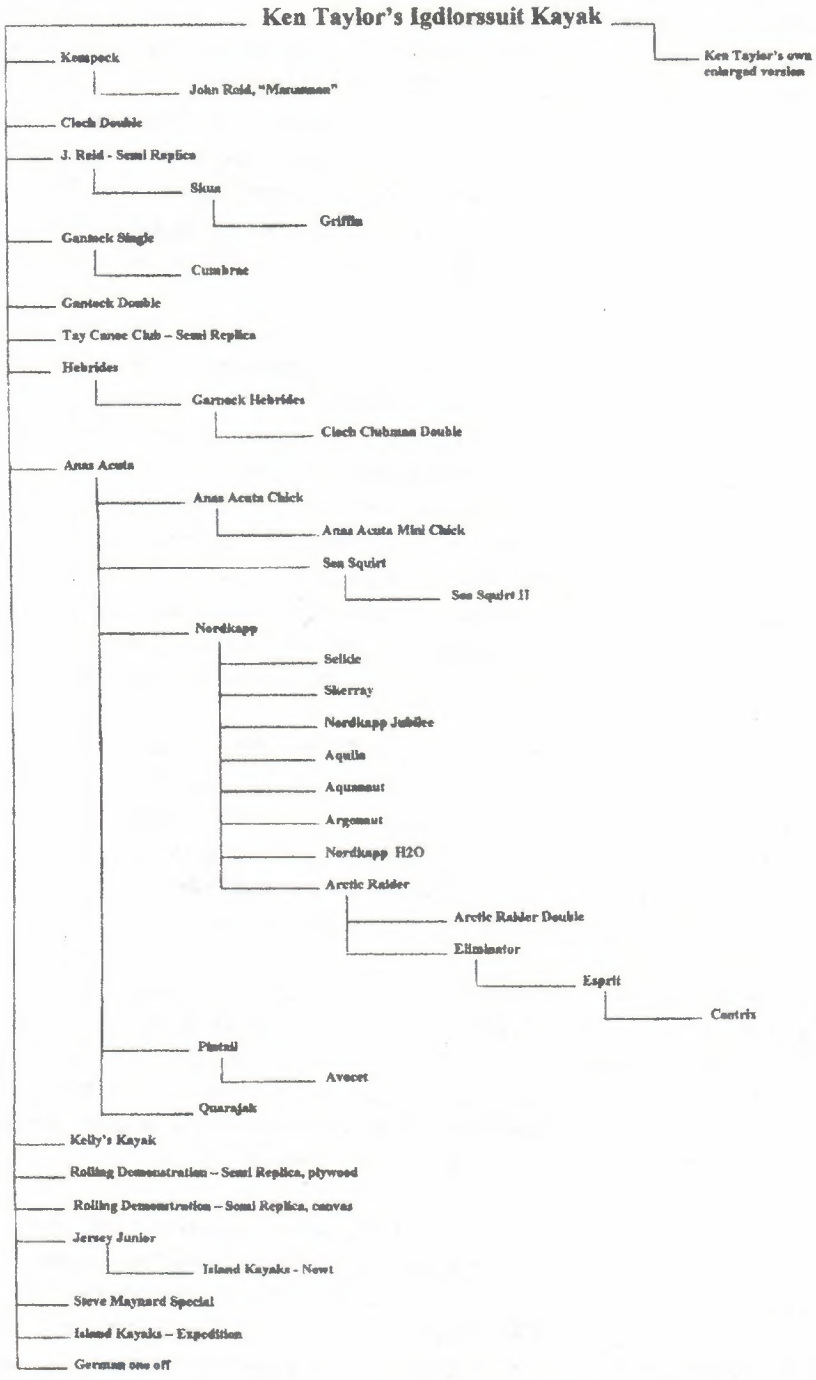
Steve Maynard, a level five sea coach, who had worked along with Radical Moves on the development of the "Sea Squirts" from the "Anus Chick", was given a set of drawings of Ken's kayak in 2000. He had come up with a method of producing a custom built, made to measure sea kayak, which would be as strong or stronger than a GRP kayak, yet lighter and still, he thought, be reasonably priced. His prototype, with a hull shape based on Ken's kayak was launched in the spring of2001.

2002 saw the appearance of the "Expedition" from Island Kayaks of Skye. This large capacity (by British standards) kayak is another, which is based on Ken Taylor's. Island's new junior kayak the "Newt" is based on the "Jersey Junior 98".

I gave a copy of the drawing of Ken's kayak to a lad from Germany at the 1999 Scottish Sea Kayak Symposium. He has since built a plywood sea kayak based on the drawing and I am presently trying to get further details of it.

At the time of writing I have just discovered that Ken Taylor had himself built a larger version of the Igdlorrsuit kayak for camping trips in the United States of America.

It may be that the reader can add to this list or correct some aspect of it. If so I would be delighted to hear from you. Never the less, I doubt if any other single kayak has had such an influence or given rise to so many derivatives, direct or indirect, as Ken's. In my opinion its pivotal roll in the development of modern sea kayaks in the UK, and beyond, deserves better recognition.



BASKING SHARKS IN U.K. WATERS

by Gavin Saville for the Marine Conservation society

The Marine Conservation Society (MCS) Basking Shark Watch is a sightings scheme in which members of the public lucky enough to encounter this harmless giant report their sightings to MCS.

The Basking Shark Watch Report 1987-2001, published this Spring by MCS, summarises the first 15 years of data. The Report answers a number of questions about this enigmatic creature, particularly concerning where and when it is most likely to be encountered, and gives pointers to further areas of inquiry.

Background

The basking shark (Cetorhinus maximus) is the largest fish species in the Northeast Atlantic, growing in excess of 11 metres in length and weighing up to seven tonnes. However, despite its great size, much of the basking shark's life history, movements, population dynamics and general ecology have not yet been described. This lack of ecological data, and thus our ability to influence conservation measures, led MCS to launch the Basking Shark Watch project in 1987, as part of our campaign to protect the species from fishing and disturbance.

How many sharks are there?

A total of just less than 17,000 sharks have been recorded through Basking Shark Watch over the 15 years. Few other shark sighting schemes have been carried out around the world, let alone around the UK.

Where and when are sharks most commonly seen?

Basking sharks are seen around the UK, principally off the west coast, from April through to October. In the South-West, most sharks have been recorded in May, with a second peak in July; in the Isle of Man, the peak occurs in June; and in Scotland, most sharks are seen in August. The report contains distribution maps which indicate three hotspots for shark sightings. The South-West as a whole, giving rise to nearly 12,000 records, is comfortably the top region for sightings.

The Isle of Man has a comparatively small area of coastline, but the number of basking sharks reported around the island is also high. And the waters surrounding the Isle of Arran (Firth of Clyde, Kilbrannan Sound, Sound of Bute) are a real hotspot for basking shark activity, too. The report also identifies a fourth area, Strangford Lough in Northern Ireland, as a possible hotspot that might be under-reported in this scheme.

What more is there to learn?

There are a number of intriguing questions arising from the results of the scheme, some of which may be answered with future recording.

The sighting reports back-up the fact that UK sightings are rare in Winter. The shark's Spring appearance and subsequent Winter absence in surface waters has long been assumed to indicate a winter migration to deeper water, -recent research is challenging the assumptions that sharks stop feeding at this time, or go into hibernation.

Breaching, where the shark leaps clear of the water in a feat that seems totally out of keeping with its seemingly sluggish lifestyle, was most commonly reported around the Isle of Man and Cornwall, with a peak in incidence for the South-West in May. This behaviour has been variously suggested as a means of removing parasites or as a breeding display, -the sightings do not confirm either way, but could indicate a seasonal or geographical factor influencing when the sharks breach.

Taken as a whole, sightings over the past 15 years show a 10 year cycle, with a surge of sightings from 1988 to 1989, and then a drop until 1998 when sightings started to increase again. During the period of low reported shark numbers, MCS had promoted the project, indicating that this cycle is not directly linked to project promotion, but probably reflects a natural population fluctuation. Only several more decades of Basking Shark Watch will tell us if this is indeed a true cycle.

A summary of the Basking Shark report is available free from MCS, on receipt of an A4 SAE.
The full Basking Shark Watch 1987-2001 Report is available from MCS Sales price £12.50 (inc p&p).

I'm keen to publish something on solar panels, their availability and use in the field to keep our batteries up. If you or a mate have the knowledge perhaps you could share it with us. I'd appreciate hearing from you. John

SEA KAYAK LIAISON OFFICER

ISKA Member, Anne Young

Dear John,
Thanks for your letter, I must lookout that other article I started about a year ago on EPIRBs and get working on that again. I'm not very quick at writing these articles.

The role of MCA Sea Kayak liaison Officer (or Canoeing liaison Officer) has always been an additional task that interested Coastguards have taken up. Usually there is one National liaison Officer who is supported by a network of District liaison Officers. These officers are selected either because of their location, or more usually because of their interest/expertise. The following description is taken from our operations manual:

"One of the prime tasks of the National liaison Officer (NLO) is to produce a national report of activity, including a breakdown of all incidents including lessons learnt if appropriate. The report should also include a summary of local training and liaison initiatives. NLO may attend national activity based events if it will be of benefit to both the MCA and the organisation running the event. Firstly to provide an opportunity for keeping up with developments within the sphere of interest, both of an operational and equipment nature. Secondly, to make the organisation aware of Sea Safety Initiatives in their given field. This may also include a brief outline of incident statistics and additionally, details of any particularly spectacular or interesting incident which the event organisers may be able to learn from and disseminate among their membership.

NLOs are not to make policy decisions in their field of interest. Should they feel that the Agency would benefit from the introduction of a new or revised policy or initiative; such suggestions would be welcome and should be submitted in writing through line management to the Senior Operations Manager.

District liaison Officers (DLO) are responsible for ensuring that information relating to (diving or) canoeing incidents is sent to the NLO without delay to assist in the compilation of the annual national statistics. They are also expected to visit and liaise with interested parties and clubs within their District.

Terms of Reference:
- Manage the implementation of Maritime and Coastguard Agency (MCA) Canoe Safety policies to the coast via DLOs in order to reduce the number of canoe related incidents in the UK Search and Rescue Region.
- On behalf of the MCA, work closely with British Canoe Union in order to raise the profile of canoe liaison. Advise on matters of safety and draft answers to policy questions for MCA HQ.
- Attend appropriate meetings with BCU to keep abreast of developments within canoeing leisure industry, and input to such meetings, developments in GMDSS, statistics relating to canoe incidents, highlighting specific incidents of note or interest.
- Facilitate the MCA taking the lead in developing initiatives aimed at preventing canoe incidents through targeted safety education, training and informational campaigns.
- Review PR material and liaise with HQ on relevant changes.
- Analyse incidents to identify trends and areas of 'black spots', raising any concerns relating to specific incidents, keeping regions informed, and arranging to deliver follow-up safety advice where appropriate.
- Assist with specialist and qualified advice within the sphere of liaison.

As you can see from the long (and repetitive) explanation the post really requires a qualified Coastguard from the Maritime and Coastguard Agency's point of view. As the Agency changes the equipment within the operations room, I am not certain whether the recording of statistics can be done by one person at HQ without requiring information from the coast. The Agency also has a new Chief Executive who will probably have his own ideas about things and may scrap the position of liaison Officers. In the mean time I will contact the Diving liaison Officer and see how he obtained the post. I will also contact the other District liaison Officers and see if anyone is interested in taking over the post, if not I will put my name forward.
I will keep you updated with the situation but don't hold your breath, this is the civil service and it doesn't always move very fast. Anyway I'd better go and see if I can raise the funding for a stand at the Scottish Paddlesports Festival and Exhibition in Perth this year.
Regards Anne Young MRCC Aberdeen

I replied to Anne as follows:

Hi Anne, Receieved your letter re: Sea Kayak Liaison Officer, for which many thanks. I understand how the civil service can be ponderous -I worked for them myself for 36 years!! Of course I would be delighted to have a NLO appointed to ISKA to keep us informed of incidents and relative information, etc. coming from your Service but this might be an 'overkill' as ISKA is very much a bunch of sea kayakers who are simply keen to know what sort of sea kayaking incidents are happening around our coast. This information is of particular interest as clearly we would have some indication as to what causes most of our incidents. Would it be bad weather, lack of skills, lack of experience, inadequate equipment, bad luck, the list goes on. We don't require names or any sensitive information. An outline of any incident would be sufficient so we can all learn from the experience of others. I do rather think that the terms of reference as described are over the top for ISKA. I guess having someone like yourself keeping us abreast of events within HMCG as they effect sea paddlers is all we really need and if you are prepared to undertake this role, then this would be just fine. Good luck with the funding for a stand at the Paddlesports Fest. Best wishes, John