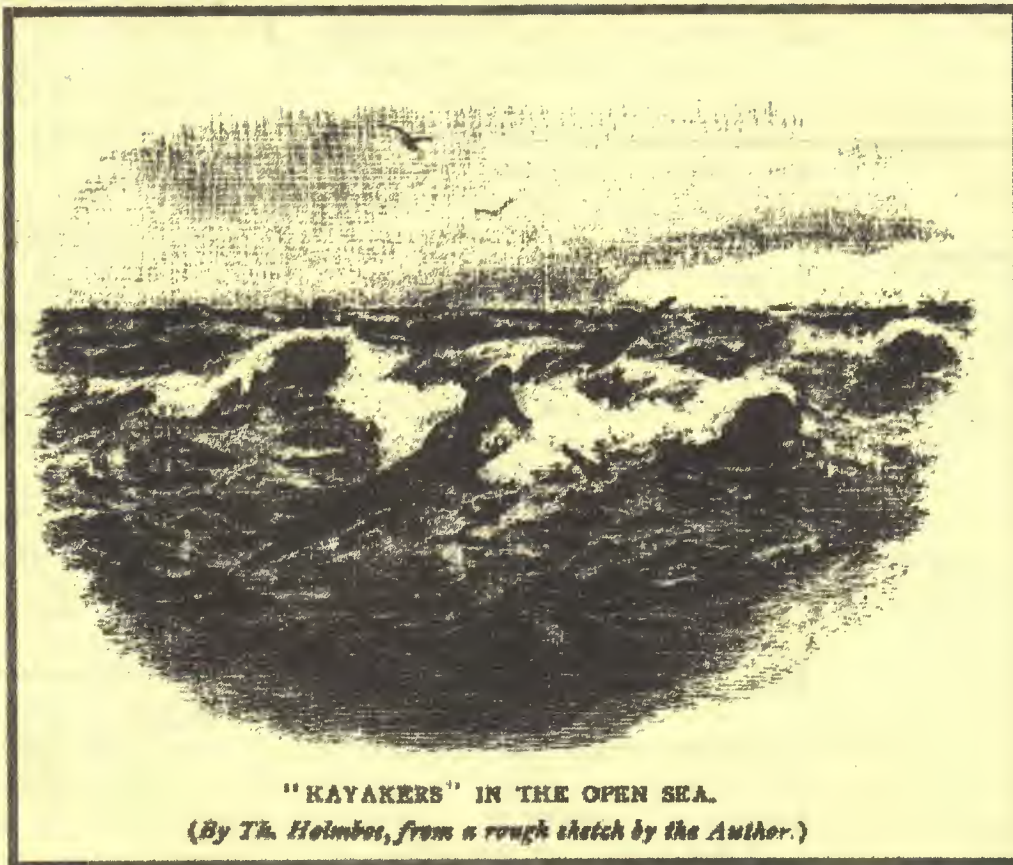


OCEAN KAYAKER



NEWSLETTER OF THE
INTERNATIONAL SEA KAYAKING ASSOCIATION



"KAYAKERS" IN THE OPEN SEA.

(By T. Holmes, from a rough sketch by the Author.)

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

OCTOBER 2004

ISSUE # 60

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 some-
thing to say. Share your views,
information, trip reports and
opinions with us. Like what you
read - say so. Don't like what you
read - then it is even more
important to say so*

EVENTS

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

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

The Sea Kayaking Festival at Cwm Pennant
was a huge success. With several paddlers
unable to make it because it was a full house.
Don't be disappointed next time and get in
early. It was held over the w/end 4/5th
September. Over 60 kayaks on the water on the
Sunday as well set off for a gentle paddle
around St Tudwals Islands from Abersoch in
glorious weather. I was fortunate in getting to
our lunch break beach among the first arrivals
and we spend an enjoyable yet perverse time
watching those behind us come in with the
surf!! Some made graceful exits on to the
beach, others much less dignified. It is really
great to see how our sport has grown over the
years. It is now clearly an aspect of canoeing
attracting large numbers for it's own sake and
not, as previously, when most came to sea
kayaking from other canoeing disciplines.

After quite a spell with little kayaking
opportunities - my wife and I run a business
which appears to have totally absorbed us - I
was able to get away again to help out on the
Raleigh Int. Sea Kayaking Development
Course at Nigels' place on Anglesey. We were
not blessed with great weather and were
confined to the Menai Straits to avoid the worst
of the high winds. It all seemed a
success and we enjoyed a great weekend. We
are going to stage two of these development
w/ends each year so if interested get in touch
with Raleigh. They have a great web site.

And what about this weather! A summer of
wind and rain. Global warming or a natural
weather cycle? Even the experts cannot agree
on this. Perhaps there is something in it as my
recent British Schools Expedition to Svalbard
this summer found little snow to ski upon and
the glacier opposite our base camp was hyper-
active throughout our stay. Not only was
there no snow, there were no polar bear visits
either. Just as an aside, we did 'rescue' a
couple of German kayakers
stranded due to damage from pack
ice to their Klepper kayak!! There
lies another tale.

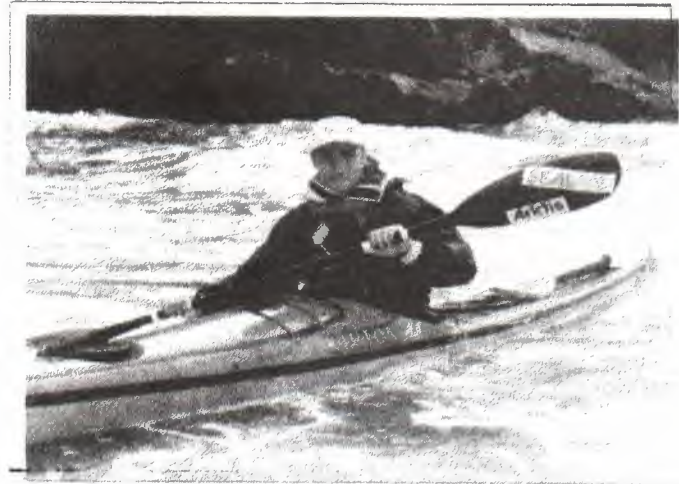
CONTENTS

The Race Is On; Sea Morley and Fiona WhiteheadPage 2
ISKA, More Than Just A Club, John Chamberlin ..Page 3
Simon Osborne Kayaking Around IrelandPage 5
A Weekend Around Anglesey, North Wales, John Badger.....Page 6
Consider Risk Exercise Extract from "Sport & Recreation"Page 7
International Charity Puts Kayakers Through Their Paces; Raleigh InternationalPage 8
Bearings And Headings From Portsmouth Canoe Club NewsletterPage 9
Warmer Climate Turns Britains' Sea Green Jonathan Leake ...Page 10
Top TenPage 10
Expedition Leaders RequiredPage 11
Mexican Outrigger Rafael Mier-Maza..Page 11
The Greenlandic Kayak Frame, Duncan Winning OBEPage 12 & 13
Tenosynovitis Mark HughsPage 14
From Dick Faulder,Page 17
Lleyn Peninsula John Badger.....Page 18

The Race Is On!

It seems that two people are doing almost the same paddle. Circumnavigating England, Wales, Scotland and Ireland all 2700 miles of it!

Sean Morley set off on 3rd April from the National Maritime Museum at Falmouth. His intention is "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."

To check out his progress go to <http://www.expeditionkayak.com/progress.php>. He has two charities nominated for any proceeds, they are the RNLI and The Marine Conservation Society. So far he has done over 2005 Miles. The website is very readable and gives lots of details about his journey, including an excellent set of maps. He even took the time to head out to the Scilly Isles from Land's End, an adventure in itself! It does

John Chamberlin wrote to me recently.....

John,

Hi. Thanks for the latest mag. I've already begun counting down! Three things:

1. I note what you say in your editorial. No, I don't think you're 'over-reacting'. I couple of years ago I sent you an article that, in fact, had appeared in the Midland Canoe Club's Newsletter exactly thirty years ago this year. I think the comment, 'Civilisation has eliminated many risks but the need for action and risk remains in man's genes, so to speak.' is perhaps quite appropriate, and in line with your views. You didn't get round to printing it then (2001), but I attach it again in case you're so minded now.

2. Reading Sean Morley's 1998 Record Crossing of the Irish Sea, as part of the 'Preseli Challenge', brought back a few memories. It was thirty-two years ago this month that George Bazeley (now deceased), Ian Tatam and myself made the original, unescorted kayak crossing of the St George's channel. It took seventeen hours, but we were in slalom boats! We weren't too worried about how long it took, within reason, the priority was just to get there! It's

not look too good for Sean at the moment as he was suffering a bulging disc between the lowest lumbar vertebra (L5) and his sacrum which has degenerated to a point where it is trapping the nerves that extend around his pelvis.

At the same time it seems that Fiona Whitehead (who at one time worked at Woodmill) is also doing a similar thing 9th April she set off from Portsmouth Harbour heading the same way around as Sean.

The website www.fionawhitehead.com is full of many of the other trips she has taken part in and details of sponsors. There



are also two charities nominated for her event. Again the RNLI but also The Patey Day Centre for Alzheimer's and Dementia sufferers who looked after her Grandmother. She mentions that she intends to "sea kayak around the outside of Great Britain and Ireland." Fiona has had a few off days due to weather and has had a few friends accompanying her on occasions. It is not certain if either knows about the other but we have noticed that Fiona appears to be gaining ground on Sean. The subtle difference is that Fiona went down the Western Solent, if Sean completes his route as he suggests he will head around the South of the Island. Keep an eye on the web for further details

----- quite interesting to read, now, how it's actually become a 'normal' trip and shows how the sport, and the paddlers, have come on. We would never have considered setting off in the conditions in which Sean, Ian and Jim did. Very impressive indeed.

3. Finally, whether or not you print the one above, I'd be very grateful if you could please print the other one (ISKA-04).

Looking forward to seeing you at Cwm Pennant.

Yours,
In deep water...
John C.

Before sharing my reply to John with you, let me first publish his article which he entitles ISKA -04

It follows on the next page

ISKA - more than just a 'club'?

John E Chamberlin

The inevitability of John Ramwell's 'retirement' announcement last month (Issue 58, June 2004) made it all the more poignant. The question is; will ISKA continue, post-JR, and if so in what guise? I'm not sure. Everything has its life-cycle: Woodbines, the Ford Escort, Mrs Thatcher. Perhaps this was ISKA's? Who would be the new man (or woman, these days) anyway? In M&S terms, would it be 'Stuart Rose'-type (a paddler), or a 'Philip Green'-type (a publisher)? After all, John's always hankered after the 'glossy'.

John J. has been running the club for more than three decades, four even? My earliest recollections of it starting are from around the same time as Oliver Cock (then, I think, BCU Director of Coaching) visited a Midland Canoe Club (MCC) slalom at Darley Abbey in the very early 70s - yes 'OwJa' really did visit Darley Abbey! - whilst touting for someone to run the BCU's version, their Sea Touring Committee. I turned down the offer. I already knew I was a fraud but was not prepared to go public at that tender age.

Other names bandied around at the time were Martin Barker (Plymouth?), Dave Elmore (London), John Kuyser (Calshot/Cornwall?). I'm not sure who picked up the baton and ran with it then. Dave, I know, was a founder member of ISKA. John, I think, was always involved in both. Dave Evans now runs the STC.

I think I've been a member since its inception as the Advanced Sea Kayak Club - I still have my original, plastic, black-&-white 'ASKC' pin-on badge. I've contributed the odd article over the years, but nothing much of late, because I've done b'all of late.

At that time though, we had a pretty keen nucleus of sea paddlers within MCC. We were down in Cornwall or south Wales most summers, over in north Wales a number of weekends through most winters, and elsewhere at other times - and in doing so three of us (on behalf of MCC) picked up the BCU North Wales Coaching Panel's 'North Wales Trophy', awarded for sea paddling in and around north Wales (a brave decision by the Welsh, giving it to us English 'Midland-lubbers' in its inaugural year. 1974, I think).

There are various cardboard boxes in my house containing ASKC/ISKA Newsletters going back most of those decades - in fact my guess is there are few issues missing - much to Janet's annoyance! She just doesn't understand.

Most of us resist any form of change, at least initially, and I remember my own reluctance to accept the change to 'ISKA'. But John was right to change it; it's more than just

a 'club'. Ramblers, aero-modellers, old scrotes with camcorders, and Reliant three-wheeler owners join those.

Sea paddling's been a way of life, even for a scaredy-pants paddler like me. It's been fundamentally instrumental in changing my life in so many ways over those four-plus decades that I've been trepidly venturing beyond the shoreline (RNLI 'Shoreline' membership always up to date). It has helped me develop as a person. Even if I'm still a crap person now; at 58 I'm not finished yet, I'm still under construction. It, and the people I've been privileged to know, meet and continue meeting whilst doing it, has influenced my life, and thinking, in more ways than I could possibly recount.

My reason for writing this time, however, is based on a more recent incident, nothing to do with sea paddling directly, but no less related to the worldwide network of people John Ramwell's ISKA has built up. Over the years I have had recourse to the annual ISKA Directory of Members on a number of occasions, mostly for some local knowledge on trivial stuff, like car-parking or accommodation. A few years ago a guy in Penzance let us park the car outside his house while Janet and I (plus dogs) backpacked the Scillies. Simple stuff, but like-minded, friendly people.

My latest use, though, was far more personal and, for me, much more urgent.

My son, Adam, has been in Australia since last December, on a one-year trip with his girlfriend Kate. Three months ago, in mid-April, he was having increasing difficulty with a worsening 'situation' in a hostel, somewhere in Perth, SW Australia. It was the sort of situation where, had it got even worse, I'd have been on a plane and over there, however futile a gesture that might have seemed later - if you're a parent you'll know what I mean.

But that would have been a reaction, not a response. Nonetheless, having spent some time on most days of the preceding week in phone calls, during which my normally very robust, 27-year-old son was in tears, was enough to stretch anyone's rationale. I knew I had - wanted - to do something to help, to sort it out, but where could I turn? Who did I know on that opposite side of the world? No-one.

I turned to ISKA. John first, at home. "Try Peter Carter," he suggested.

I'd heard of him. Who hadn't? Would he want to talk to me? In the event I didn't find out immediately, as my mental arithmetic skills were not up to the task of

estimating the correct time it would then be in mid-south Australia early on a Sunday evening. I left a message, assuming he'd gone out for the evening. In fact he was in bed asleep, where all decent Oz's ought to be at two in the morning!

I tried the ISKA Directory (2003) again, and found the number of a guy (I assumed) at a place called Nedlands, which I also hoped might be in the right 'corner' of the country - completely failing also to appreciate just how big a one it is. Nonetheless I rang it. 'D Javies Williamson', his name in the directory; 'Dr James', I later realised (I guess that's 'OCR' for you). The guy had just come in from a weekend away.

"You're lucky to catch me," he said. I was. I rambled on, pathetically trying to explain why I was ringing. I was concerned, very concerned, about my son. A nutter from the UK ringing, out of the blue, very late at night. What did I expect this guy to do?

He did what I hoped I would do - he listened. Because he listened, and then because, incredibly fortuitously, it turned out he was just a few miles from where my son actually was, he offered to help. I explained - amid, I now admit, great emotional difficulty, for which I apologised at the time - that I wanted no money, no 'accommodation' favours; just someone who might act as a 'temporary friend' to my son, who was a long way from home. Someone whom he might be able to ring and talk to, someone just a few miles away, not half a world.

'James' agreed to do this.

In the end the situation was sorted without James's active intervention. But the mere fact that he had agreed to do what he said he would do was of more value than he will possibly ever appreciate. Over the succeeding few days Adam and Kate tried hard to meet up with 'James' to buy him a beer or a coffee, just to say thank you for 'being there'. In the event, James's busy schedule at the Univ' of WA prevented this, but they did chat a few times.

A few weeks later - post Perth - I had a letter from my son. It was the most emotional communication I have ever received from him, primarily because he's not normally like that. However, in his own way and obviously struggling to say it as he wanted, he wrote and made it very clear how unbelievably grateful he (and Kate) had been for that offer, of simply being available, that James had made. It had made such a difference to them, simply to know there was someone nearby, within reach, at that time, someone to talk to, even though they'd no idea who it was. Adam knew, though, that it had come via the ISKA.

Through its same pages, now, I would like to record my own very sincere and heartfelt thanks and appreciation for that offer by James Williamson (and for Peter Carter's e-

mail the following day) to be that 'temporary friend'. Adam's thanks also, although I believe he has already made those clear. Nothing I could say now would make James understand how important that offer was to me, at that time. I will be eternally grateful. As I said, if you're a parent, you'll know what I mean.

Was I wrong to ring? I don't think so. Two simple principles apply: 1) If you don't ask, you don't get; 2) Never ask of anyone else something you wouldn't be prepared to do for them (or someone else) in similar circumstances. I hope - I know - I would do the same, should that situation be reversed.

As I said; ISKA's more than just a club. It's a worldwide network of similarly-minded people. John Ramwell brought that about, and grew and maintained it for well over three decades. Beat that. I doubt anyone will. Thanks John, an equinoctial-spring bundle.

Everything has its life-cycle. Venus has just passed in front of the sun. I think the tide's just gone out on the ISKA.

Yours, In deep water...

John C. JohnSea@BTInternet.Com

Here is my reply to John. I'm sure he won't mind me sharing it with you all.

Hi John, with any long term project there are seminal moments. I remember stopping off at a cafe on the way home from a surfing weekend. I was on my own and the seats were high backed. A couple of paddlers also stopped off and sat behind me and they chatted within earshot but with no idea I was ear-wiggling. They were agreeing with each other on how useful they found the Advanced Sea Kayak Club (as it was then) newsletter. This was very early in the development of the Club and remained an inspirational conversation for many years. I get the occasional card and thank you note from grateful paddlers who have found the Club useful. I have been awarded various recognitions from such as Germany, Holland (where I am an honorary coach) and from the BCU in the shape of the Award Of Merit. I have always assumed that ISKA was successfully providing a service. Your piece entitled "ISKA - more than just a 'club'?" was another of these moments when the printing, the collating, the enveloping, the stamping, etc. has all been really worth while. But realising that ISKA provides a service is one thing. I can honestly say that the rewards for my efforts have gone far and beyond any expectations. For one thing, I never had any particular expectations other than wanting members to enjoy the organisation. But it is true that I have been invited to coaching sessions and sea kayaking meets and symposiums around the world on the back of my running ISKA. My 'reputation' in the sport is mainly due to ISKA and this has been sufficient to get me invitations to lead youth organisations on expeditions around the world. In fact I leave for Spitsbergen with an expedition this Friday. This time

with British Schools. None (or very little of this might have happened without ISKA. So my rewards have been ten fold. There is little doubt that I shall miss the regular composing and sending off the newsletter. The only time I listen to the steam radio is when I am doing all the collating etc. and some of the plays and concerts I would'nt have wanted to miss. So, on balance I am very much the winner and would gladly do it all again if we could set the clock back (God forbid!). I will gladly publish both articles as sent with your email. I remember well you telephoning me for info. on members in Aus. Of course I was intrigued as to how it had panned out but never made any

enquiries of either Peter or yourself. I just hoped that what ever was needing support from a fellow ISKA member would be forth-coming. Reading your account of events was very emotional - really it was, you know me better than to believe me flippant. I will proudly publish your article ISKA - more than just a 'club'? A fitting contribution to what will be the penultimate issue of 'Ocean Paddler'. Before I do though, I would'nt want to break any confidences. Is Adam OK with it's contents? Forgive me for asking but 'sons' can be funny creatures sometimes. In shallow water, John

SIMON OSBORNE

KAYAKING ROUND IRELAND 2004

Simon writes.....June 2004

The expedition has started and is going well. The weather has not been too kind yet but there is hope for a high pressure soon. The BBC website is being updated on a daily basis with multi-media postcards. Please forward this email onto anyone you feel may be interested in kayaking for cancer. Money has started to come in for Leukaemia and cancer research Ireland and there is great potential for the rest of the trip.

Simons Profile

Having been born on the boarder of England and Wales I grew up with Welsh white water on my doorstep. My father being a level 4 coach introduced me to kayaking at an early age. I took to it quickly and won some junior 12 and then later junior 14 slalom events. After getting a taste for travelling by visiting the Alps kayaking I then travelled around Central and South America experiencing the cultures and environments they had to offer. During my degree course in geography I ran the university canoe club and introduced people to the world that kayaking opens up. On completing my degree I travelled again this time to North America and Canada to experience the north western coastal environment. Once I had returned I finished of the organisation of a circumnavigation of the UK to raise money for the Leukaemia Research Fund in memory of my brother Mark.

Why

15 years ago I made a promise to my brother Mark to raise money for the Leukaemia Research fund. In the summer of 2002 I kept this promise by raising over £21,000 by circumnavigating the UK by sea kayak. Mark was diagnosed with Leukaemia at the age of 4 with less than a year to live. Yet through his amazing strength and determination he lived a full 13 years. As a keen kayaker he went on expeditions to Scotland and the Ardeche. Even with his young

age and condition he was able to lead an active life and made the most of every day.

I am also a keen kayaker and therefore feel that a circumnavigation of the UK is a suitable way to raise money for the LRF. Losing my brother has given me an enormous amount of motivation to succeed. I only have to think about what my brother went through to put the size of the challenge into perspective. Mark made more of his 13 years than most people do in a life. In 2002 I saw the potential to raise money and I hope to raise more this summer by Circumnavigating Ireland.



The Plan

On May the 11th 2002 I set off from Aberystwyth, Wales, and headed north to circumnavigate the UK in a clockwise direction. It took 112 days in total (me 82 kayaking days 30 bad weather days) to see Aberystwyth again. The challenge pushed me both physically and mentally with every day throwing something new at me. The expedition turned out better than I ever

thought it would due to the enormous support from friends family and the British public. The BBC website followed my progress on a daily basis allowing people to listen to me describe the days events. You can view and listen to the website now by clicking here

http://www.bbc.co.uk/shropshire/features/kayak_2004/index.shtml

simon osborne we wish

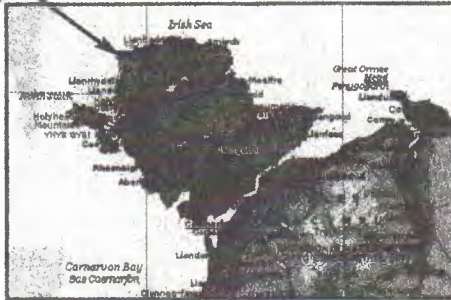
fiona whitehead them well

A WEEKEND AROUND ANGLESEY! By John Badger



Just a few days before a wedding is not necessarily the best time to head off for three days of potentially tricky paddling. However, when the bride-to-be is having a hen-night over a bank holiday weekend there is no excuse for moping about the house and getting bored.

This is why Andrew Wallace, Julie Fisher and myself found ourselves sat at Plas Menai loading kayaks for two nights away at 6:30 am. We



had arrived reasonably late the evening before thanks to Bank Holiday traffic so were not exactly very awake. Eventually the kayaks were loaded and we were heading up the Menai Strait. Very aware that we were almost 30 minutes late starting and pushing into a reasonable breeze emotions were charged. The speed was much slower than the original 5 - 6 knots we had planned on and we knew we had missed our window at the Menai Bridge. As we arrived at the first bridge the tide was pushing against us reasonably well. At the last one we snuck over to the Anglesey side and forced our way up between the stantions.

Still wondering how things would work out we arrived for breakfast at Beaumaris. Our decision to find an official loo stop seemed to cause amusement amongst some of the locals. As we wandered about in kayaking gear they looked at us in a very peculiar manner. It seemed lost on them that they were also dressed unusually as they were in Welsh National Costume. Back on the water we headed for Puffin Island on the Eastern end of the Island. From here we knew we would have tide behind us.

Thank fully the tide was in our favour and we started the 3 - 4 hour crossing to our lunch stop. By the time we had arrived for lunch we were a little tired. As we rounded the point to what should have been a sandy beach all we could see was rocks! Placing complete faith in the Ordnance Survey map we rounded the headland and behind the rocks was a lovely sandy beach, complete with Jet Skiers! With time getting on we had a brief lunch and headed on to our camp spot.

The books all say odd things about the tides and we certainly found this out. The tide was offering little assistance and it was long before we found ourselves hugging the bays looking for eddies. This seemed to work quite well, except for one headland where the eddy was causing some tricky conditions. Whilst it was fun to play for a while the

progress was not so good. Eventually we were able to camp up amongst derelict buildings of what may once have been a brickwork's. With the sun shining we were soon able to dry soggy gear and enjoy the evening. The morning was amazingly sunny and calm. I began my usual morning routine of trying to load far too much gear into the kayak. Unfortunately I did not mention to the others that that was where I was going. Having disappeared for almost an hour they began to get concerned and started to search for me. I returned to collect the tent, now dry in the morning sun, only to find my fellow campers were a little upset that I had not in fact fallen down a mine shaft or similar.

Sensing bumpy conditions we had all decided to put cags on, even though it was flat and sunny. As we rounded the first corner this ended completely! We were soon in a 3 - 4 knot current with a few waves to keep us from getting bored. Further out to sea even bigger crests were seen, and this was supposed to be when it was calm! The West Mouse light to our right was beckoning but the waves out there looked like our route would give a better chance of enjoying our breakfast. With a few waves as a starter we arrived at Carmel Head. The effect of a headland, two conflicting tides running reasonably fast and a decent wind was not going to disappoint. Thanks to the tide behind it was just a case of looking for the smoothest route and riding out the waves. Once round things should be calm until we got to North and South Stack. In the far distance we could see Holyhead. It would be a case of plodding for almost 2 hours in glorious sun. The sea was calm and we were in buoyant but cautious mood. Ahead lay some rocks and ledges that had been written about in great detail. Since some of the impressive conditions we had passed were not mentioned in many of the guides we were apprehensive. Far off in the distance a ferry was heading for the port. We paused for a while to let him pass. Having waited for a while he suddenly changed course and so we pushed on towards lunch.

The beach was littered with lots of bumpy rocks but we were soon ashore. Just as we were landing we could see a SeaCat coming in from Ireland. The wash from these is legendary so we quickly dragged the heavy kayaks further up and watched as the wash arrived. Many checks were made on our calculations for the Stacks and having decided we needed to leave we headed for the point of no return.

We were convinced we were on the last of the tide but even so... As we approached the corner we were met by some of the flattest conditions we could ever have imagined, we had got it right! Phew. Since the weekend coincided with the ASSC symposium we suddenly found ourselves surrounded by kayakers. The only thing of concern for us was that the main group were already some distance

ahead of us heading back! Knowing we were close to losing the tidal assistance we pushed on to catch them up.

Soon they were behind us but we were still able to find yet more as we entered the next large bay. They were sat on the edge of a ledge at Porth Ruffydd. The eddy from the bay was creating a fantastic set of standing waves. Sadly we did not really have time to play and chat as the tide would soon be against us quite strongly.

After a long and uneventful crossing we arrived at the next headland to pass some very enjoyable rocks. The theory was that at the end near Rhoscolyn we would be able to find a small area to camp. All the land seemed taken up by notices saying PRIVATE. A loan seakayak was seen and so I asked her if she knew of anywhere we could camp. The next bay looked like it had lots of opportunity but we just wanted to make sure as time was getting on. Sadly she was not sure but there was a campsite 3/4 mile inland. Deciding to take our chances in the dunes we pressed on to our first suspected camp point. As we entered Silver Bay we could see grassy areas and sandy beach, heaven. The landing was simple and soon we were on soft golden sand.

The problem with sand is first it is not easy to walk on, second it gets in everything and thirdly not all tents will pitch well on it. Julie, always prepared, had brought some sand pegs for her tent and we suspected mine should be OK so we were soon camped at the far end of the beach. With plenty of driftwood we soon had a roaring campfire going to dry off all our gear.

The next morning found us threading our way through

some small rocks as we pushed on past Phosneigr. The morning calm was disturbed by the noise of a motor race exactly where the circuit was shown on the map. With a little tidal assistance we headed for a lighthouse way off in the distance. As we approached the headland the waves got very steep indeed and I was grateful we managed to get round without any mishaps. Pausing for a quick snack we were soon heading for the beginning of the Menai again. Since the tide would soon be coming out of the river we had to hug the shore for a while.

As we crept round into the entrance we could feel the flow of the river just a few feet off shore. This made us decide to creep inshore a little and pick a way through the many sand channels to head up to the Mermaid Inn for lunch. Landing at almost low tide we made our way over very soft mud to find the pub had closed about three years ago, so much for new OS maps. From our lunch spot we could see Plas Menai.

The higher vantage also allowed us to see the channel continued through to deep water so once back on the water we were soon on our way. The tide was now hardly moving and we were almost sprinting through the water. We passed our start point and landed at the slipway to the centre. At this point Andrew produced his wheels and we began the task of getting the kayaks one by one to the cars.

Thank you both Julie and Andrew, it was great paddling with you. A fantastic paddle that we just got away with thanks to the weather. Wonder what you fancy doing when I can get a few days free next year???

CONSIDER RISK EXERCISE

In response to my editorial in the last issue of Ocean Kayaker (No 59) John Chamberlin sent me this extract from 'Sport & Recreation', the official magazine of the CCPR.....

At a meeting of the Sports Council held in Edinburgh on 15th July 1970, Mr Eldon Griffiths, Minister with Special responsibility for Sport, said:-

"Leisure, it is true, is becoming more abundant but it is still too precious and, in most cases, too hard earned to be frittered away. And physical fitness for those who have it, or who can if they will, achieve it - is surely too valuable an asset to be neglected."

Universal, systemised, physical fitness programmes have been stressed repeatedly on both local and national levels; leading medical authorities to agree that exercise is vital to physical and mental health. The question arises as to the relative merits of the various types of exercise and which

of these will so interest the participants that they will pursue them over long periods of time.

The thesis presented in this article is that man in his primitive state took risks daily in his hunt for food and in protecting himself and his family against his enemies. There was nothing foolhardy about the risks he took; they were well calculated and contributed to the moulding of our evolution.

Civilisation has eliminated many risks but the need for action and risk remains in man's genes, so to speak. To satisfy this urge, I recommend Risk Exercise (RE) as the modern counterpart of what our ancestors were confronted with in their everyday lives. RE is necessary for our daily well-being and should replace not only the violent acts of our ancestors, but the violent acts of today.

To test this hypothesis, a comparative study was conducted by means of personal interviews and questionnaires of several hundred individuals who participated in RE

I RECOMMEND RISK EXERCISE (RE) AS THE MODERN COUNTERPART OF WHAT OUR ANCESTORS WERE CONFRONTED WITH IN THEIR EVERYDAY LIVES. RE IS NECESSARY FOR OUR DAILY WELL-BEING AND SHOULD REPLACE NOT ONLY THE VIOLENT ACTS OF OUR ANCESTORS, BUT THE VIOLENT ACTS OF TODAY.

and non-RE sports. Among 35 RE sports reviewed were boating and sailing, mountain climbing, outdoor living, hunting, skiing, boxing, wrestling, rugby, soccer, flying and gliding, judo, motor-cycling, horseback riding, polo, etc. The non-RE sports were golf, tennis, jogging, callisthenics, etc. (I looked it up and it means, 'Body-building for strength and grace.' JC.)

A HIGH LEVEL OF ELATION

The degree of physical invigoration, and the mental feeling of well-being, at times bordering on euphoria, was in 97% of the cases greater for RE than for non-RE sports. This feeling of elation, well-being and euphoria is what addicts one to RE sport. The height of exhilaration easily approached that described for 'acid' (LSD), but the overall effects were constructive rather than destructive.

Non-RE sports can be highly invigorating physically but as a rule are not accompanied by the high level of elation and euphoria that is experienced following RE sports.

Furthermore, it is frequently reported that after a hard game of tennis or golf, for example, one may feel good but dog-tired and ready to crawl into bed - whereas after skiing one may be tired but elated and ready to 'go out on the town'. These are some of the reasons why one becomes 'addicted' to RE sports but one returns to some non-RE sport in the main because it is good for one.

These facts are not presented to undermine participation in non-RE sports but rather to stress that RE and non-RE sports should complement each other depending on

availability.

The degree of the RE effect is directly related to the proficiency in a sport. In fact, in novices the effect may be the reverse - a dejected and depressed feeling. The feeling of well-being bordering on euphoria does not usually occur during the actual participation in a given RE sport but shortly afterwards (up to one hour) or long after (up to 24 hours) and may last for days.

THE CASE FOR RE

Our genes have been coded through evolution to receive a great deal of stimuli (chemical or otherwise). Over the years the stimuli remitting from RE have become less and less intense so that it is postulated that a deficiency has been built up which 'frustrates' our genes. Deficiencies of certain hormones or related substances in animals and man are known to produce states of irritability, hyper-activity, and violent reactions. In this regard it is relevant that in questioning some 216 students from eight major universities of the USA, where demonstrations and riots had taken place, up to 80% experienced elation to euphoria, during or shortly after the demonstrations. Some of these reactions were not too dissimilar to those described by skiers or mountain climbers. Furthermore, these same students rarely participated in sports.

RE sports are proposed not only to supply our basic physiological needs but to give exquisite joy, vigour and to maintain our sense of humour and perspective.'

INTERNATIONAL CHARITY PUTS KAYAKERS THROUGH THEIR PACES

In its search for kayak expedition leaders, Raleigh International, the youth development charity, will be running a kayak development weekend for kayak enthusiasts on 11-12th September. Raleigh has joined forces with paddlers John Ramwell and Nigel Dennis to run the course at the Anglesey Sea and Surf Centre.

The course is designed to help enthusiasts with some experience to develop their skills and confidence in the water. Every participant will leave with a personal development plan and learning points. Participants will also have the chance to be considered as expedition leaders in Southern Chile

Richard Solly, manager of the volunteer staff recruitment team at Raleigh International, comments:

"Regardless of an individual's experience, taking part in highly specialised kayaking training with two of the best in the field is a fantastic chance for anyone who loves water sports and adventure. What's more, participants will have

the chance to consider joining a Raleigh International expedition as a leader. Anyone who has attained a certain standard and has a passion for sport and adventure is likely to inspire young people to follow in their footsteps - exactly the skills we are looking for."



All participants will get free entry to the 2005 Anglesey Sea Kayak Symposium in May on completing the course.

Raleigh International is currently recruiting for expedition staff over the age of 25 to lead expedition adventures on three month expeditions throughout 2004 and 2005. For more information about the training, becoming an

expedition leader and other volunteer staff opportunities contact staff@raleigh.org.uk or call 0207 371 8585.

ABOUT RALEIGH INTERNATIONAL

Raleigh International is a leading international youth charity. It 'inspires people from all backgrounds and

nationalities to discover their full potential by working together on challenging environmental and community projects around the world.' For the last twenty years, the charity has enabled over 28,000 people to volunteer on 1,800 different development projects overseas. Through working on a variety of projects these volunteers not only

contribute to the host country, but they also develop new skills and learn to work with people from a large variety of cultures and backgrounds. Raleigh International's current expedition countries include Chile, Costa Rica, Fiji, Ghana, Namibia, Nicaragua and Malaysian Borneo.

www.raleighinternational.org

BEARINGS AND HEADINGS

From Portsmouth CC Newsletter

So often we may hear the leader ask us "to take a bearing" or to follow a particular course.

Are we really sure what they mean?

Today life is fast for many of us and the 21st Century has included lots of toys to simplify our life. Mobile phones are being carried instead of VHF radios and GPS has replaced the theory required for good navigation. Just join the dots and follow the course. Sadly, as I know only too well, a reliance on electronic gadgets can be the first stage of a very quick downfall. Batteries fail, electronics get soggy, or you just say YES to the delete option, "OOPs."

A compass is still a gadget! It can go wrong. How often does a group head off on 045° and you follow but look at your compass and think "but I am on 030°!" There are many reasons for this, some very complicated. A compass used to thought of as magical. In many ways it still is. The dial or needle is trying to sit parallel with the earth's magnetic field that runs between the North and South poles. In this way it is pointing at a moving target we tend to call Magnetic North.

So what is it that makes it read different on my kayak to yours? If you are a regular kayakcamper you will know what I am suggesting. Putting your tinned food in the front hatch may make it easy to get at but can mean you end up looking in a different area to the rest of us. Each kayak will often have a slightly different compass reading to the rest. Sailors go through quite elaborate procedures to make sure that they have a good compass. If only we did the same.

A compass gives readings between 000 and 360 degrees. A reading should always be written with 3 digits! North is 000° or 360°, angles are then made clockwise from this point.

This is why East = 90°, South = 180° & West = 270°.

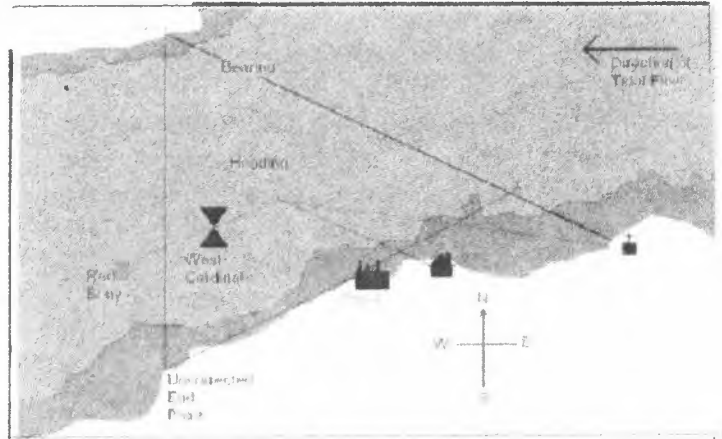
First some simple definitions of what we mean;
HEADING: The direction you are actually going in.

BEARING: The direction you are looking in.

TRANSIT: Take two points and line them up.

If we look at the image in the next column for examples. We wish to take a journey from Start to Finish. At Finish we can see a large building so we can see if we are going the right way.

The tide is flowing from East to West. So if we were to paddle straight over we would end up at the uncorrected



end point. To compensate for this it is just a case of taking the distance from this point to the Finish and measuring from Finish in the opposite direction (point X). If we get it right the red line indicates our actual route, or Heading.

As luck would have it there is a church in a direct line behind point X. Looking from Start to the Church we will find the compass tells us we are looking in a direction of about 120 degrees.

THIS is our bearing. So we will paddle on a BEARING of 120°, i.e. the compass will always read 120°. As we make our way across the water we will find that if we keep looking at the church we will land somewhere between our target and the church. So we must realise that we must stop looking at the original target once we have our bearing, use the compass.

Making our way across we are on a bearing of 120° but our heading is closer to 150°. How can we prove it? From the chart we can see that a transit exists between a red bouy and a West Cardinal bouy. At this point we should find we are pointing straight at a house and our original church is now on a bearing of about 100°. Knowing all this we can realise that when the red bouy and cardinal are in line with each other we need to look at the church. If the church is at a bearing of 100° then we are in exactly the right place. Simple!

So next time you are paddling and you are asked to "take a bearing on the spire" look at the spire, see what your compass is reading at that point and keep your compass lined up in that direction. You should then find the spire will move sideways. If you have any further questions why not just ask the leader of the trip.....

EXPEDITION CHIEF LEADERS REQUIRED FOR 2006 AND LATER

BSES Expeditions, formerly the British Schools Exploring Society, is a non-profit making youth- development charity based at The Royal Geographical Society in London.

Annually it mounts three 4-6 week expeditions in the summer, and one 2-3 month expedition at another time. All expeditions go to remote trackless wilderness. The summer expeditions routinely consist of one Arctic / Antarctic, one mountainous, one jungle / arid / plain. Proposals for any of these destinations for expeditions in 2006 and later are invited from prospective Chief Leaders.

Chief Leaders of BSES expeditions, being volunteers, are not paid but the BSES Council will award an honorarium of £500 on successful completion of planning, one month before expedition deployment, and £500 on completion of all post-expedition administration, plus all reasonable expenses. Applicants should be aware that the post of Chief Leader is time-consuming. As the Chief Leader you will be required to work with the BSES Office staff to plan the expedition. The task will begin this summer with a recce to the expedition area to establish contacts and to research objectives for the expedition. You will then be required to work with the Expeditions Officer to select a leader team and plan the logistics, adventure and field-work/research. Each expedition could have up to 72 Young Explorers between the ages of 16-20. The team will be split into smaller groups of 12 (called Fires) to complete research projects. The Chief Leader, the Chief Scientist and the Fire Science Leaders will be responsible for designing, conducting and reporting these projects.

To be considered for this position the applicant is likely to have: .Experience of leading and managing teams.

.Experience with Young People.

.A scientific / mountaineering or expedition background.

.Free time to devote to the planning of the expedition.

.Familiarity with computer packages such as Word and Excel. .Access to email.

.An ability to organise efficiently and effectively.

If this opportunity to lead a group of Young Explorers in a remote part of the world appeals to you, please contact Sarah-Jane or Alexander in the BSES Office on 0207-591-3141 or info@bses.org.uk

If you do not feel able to commit to being a Chief Leader but would like to be one of the other leaders, please contact us for a leader application form. We are always looking for suitable Science Leaders, Mountain Leaders (Fire Leaders), Base Camp Managers and Expedition Doctors. I hope to hear from you soon. Regards

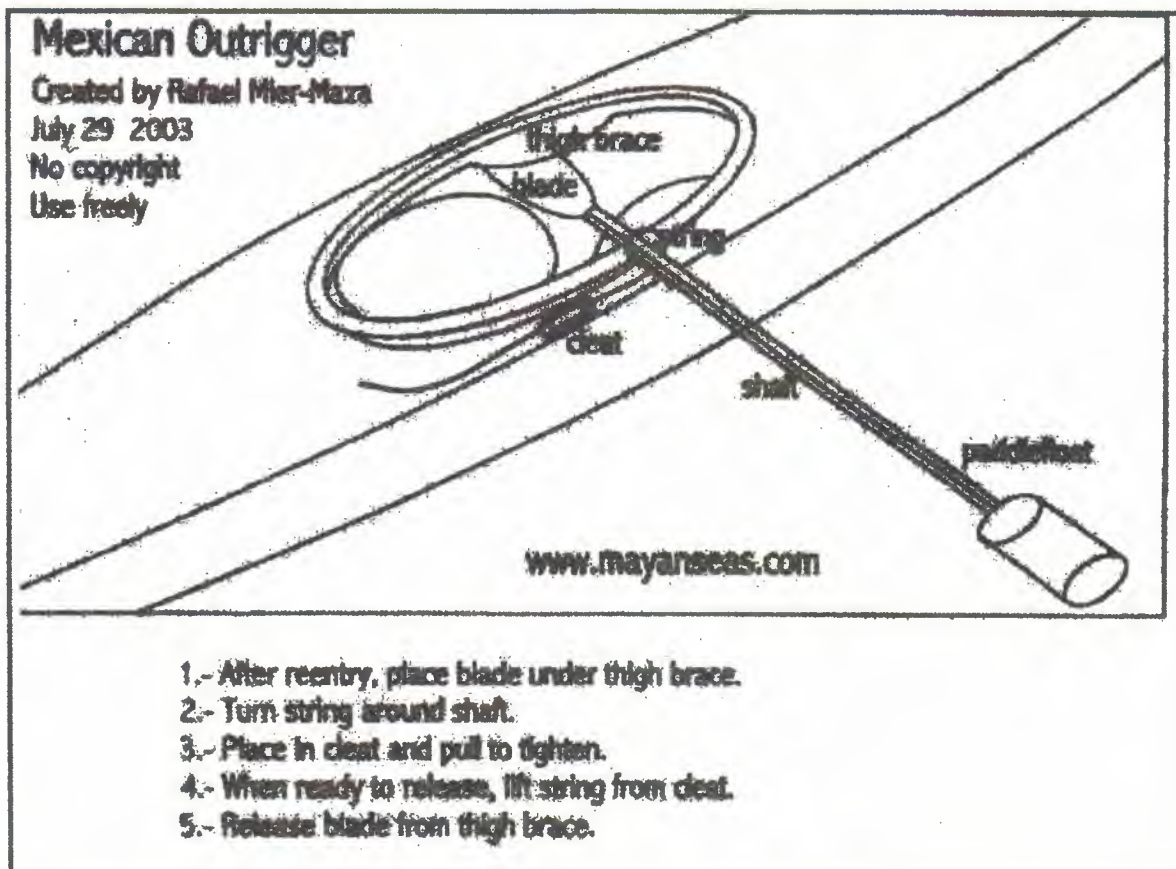
Sarah-Jane Goodall Expeditions Officer

sarah-jane@bses.org.uk

BSES Expeditions at The Royal Geographical Society, 1 Kensington Gore, London SW7 2AR t.0207-591-3141

f.0207-591-3140 www.bses.org.uk

Information about the following expeditions is available now: Summer 2005 to Arctic Norway, Peruvian Andes and Svalbard (all 4-6 weeks). And a 2 month gap year expedition to the Cordillera Darwin in Chilean Patagonia (January-March 2006). Please e-mail us for details or send SAE for 41p to the above address.



WARMER CLIMATE TURNS BRITAIN'S BLUE SEAS GREEN

by Jonathan Leake.

ONCE they were deep blue but now the seas around Britain are visibly changing to a much greener hue. A 50-year study by scientists of Britain's coastal waters has shown that the latest and least expected result of climate change is to create a surge in green plankton so powerful it has altered the colour of the sea.

The tiny green plants used to bloom for two short spells, once in the spring and again in the autumn.

Now they are thriving all year round -and in far greater numbers. A cubic metre of sea-water can contain millions. The phenomenon is linked to a dramatic increase in the power of the deep sea currents that carry warm water from the sub-tropics to British shores. These currents also carry heavy loads of the nutrients needed by plankton. Studies suggest they owe their new-found strength to climate change.

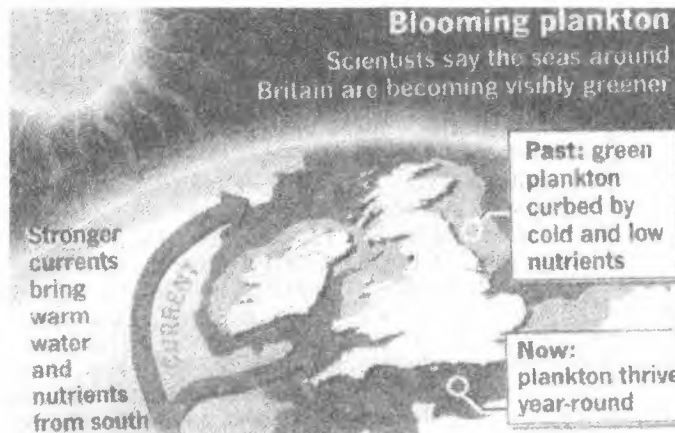
The result, say scientists, is that Britain's seas are gaining a distinct year-round green tint.

The study was carried out by the Sir Alister Hardy Founda-

tion for Ocean Science (SAH- FOS), based with the Marine Biological Association in Plymouth. It has been surveying Britain's seas since 1931. Dr Philip Reid, director at SAHFOS, collated 40,000 samples taken over five decades to confirm the findings. "This change took off from 1988 and is making our seas visibly greener. The plankton are changing too -we are seeing Mediterranean and tropical species replacing the native ones," he said. "This is likely to continue - last year for example the temperature in the North Sea was 3C higher than it should be."

The effect is most marked in the North Sea, along the east coast of Scotland, around the Shetland Isles and off the west coast of Ireland. It is also particularly strong east of the Thames estuary, off East Anglia and can also be seen in the Channel.

Such changes have major implications for commercially important fish species such as cod, which need cold water to breed. "People think cod will come back to the North Sea if we just stop fishing so much. This evidence implies they may never return," said Reid.



TOP TEN: THE SPORT WOULD BE DIFFERENT IF MICROSOFT BUILT SEA KAYAKS:

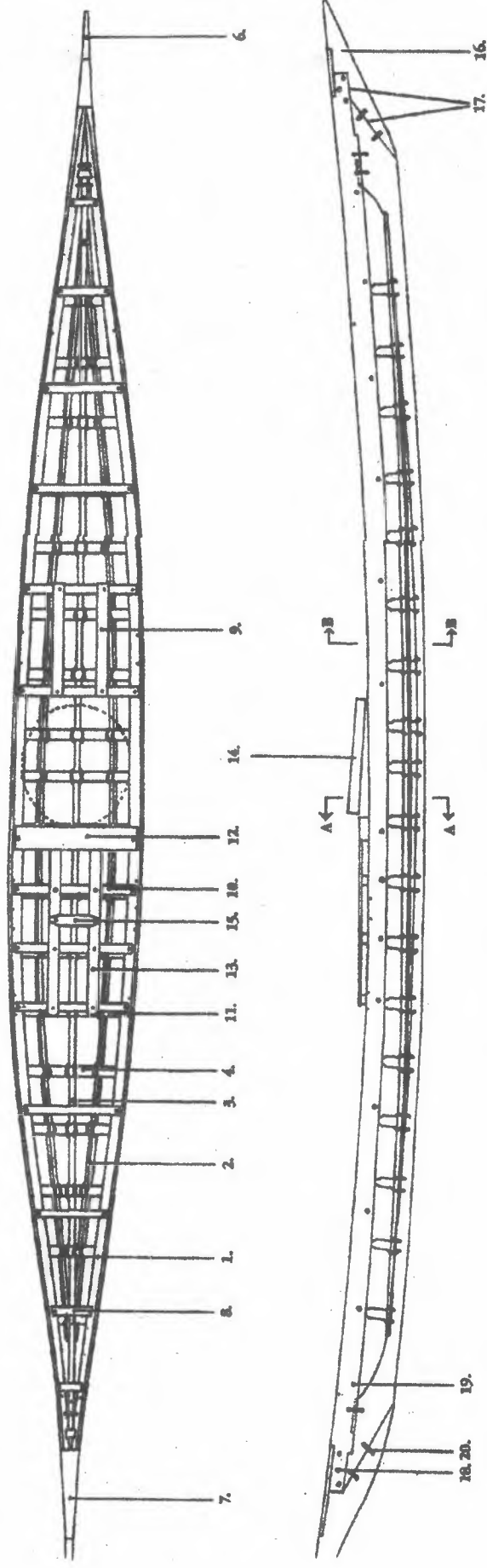
10. Bill Gates would not be quite so high on the Rich List.
9. Every time you upgraded to a new paddle (or, WAND), you would have to buy a new sea kayak.
8. Occasionally your kayak would stop dead in the water for no apparent reason. No amount of paddling would budge it. You would have to tow it back to the launch site (or, LANDING place) and start your journey all over again. For some strange reason, you would simply just accept this.
7. Two people could not both paddle your kayak unless you paid extra for a '95 kayak, NT', or 'XP' kayak, in which case you would also have to buy an extra seat and expensive new charts.
6. A sophisticated marketing blitz would make you feel like a second-rate tasteless slacker for failing to upgrade your sea kayak. On a trip all of the kayaks around you would be faster.
5. Sun Microsystems would make a kayak with 70% less hull drag, half the weight, watertight in all conditions and twice as stable. Unfortunately, it could be used on only 5% of the available seas.
4. Your Microsoft kayak's compass, weather radio, and sump pump would be replaced with a single "General Kayak Fault" warning light.
3. The enthusiasts' press would get people excited about the "new" features of Microsoft kayaks, forgetting completely that they had been available in other brands for years.
2. Microsoft's inconsiderable owners manual would spawn a whole cottage industry of outsiders who would write hundreds of books explaining how to paddle your Microsoft kayak. Amazingly, we would buy all they printed.
1. If you wanted to go kayaking in a group with your club members or friends (known as Network Kayaking), EVERY ONE in the group will have BUY special group-kayaking accessories however, only one member of the group (known as the kaysysop) would have the foggiest notion of exactly what they did and no one else would be permitted operate them.

Unknown Author (sent in by John Chamberlin)

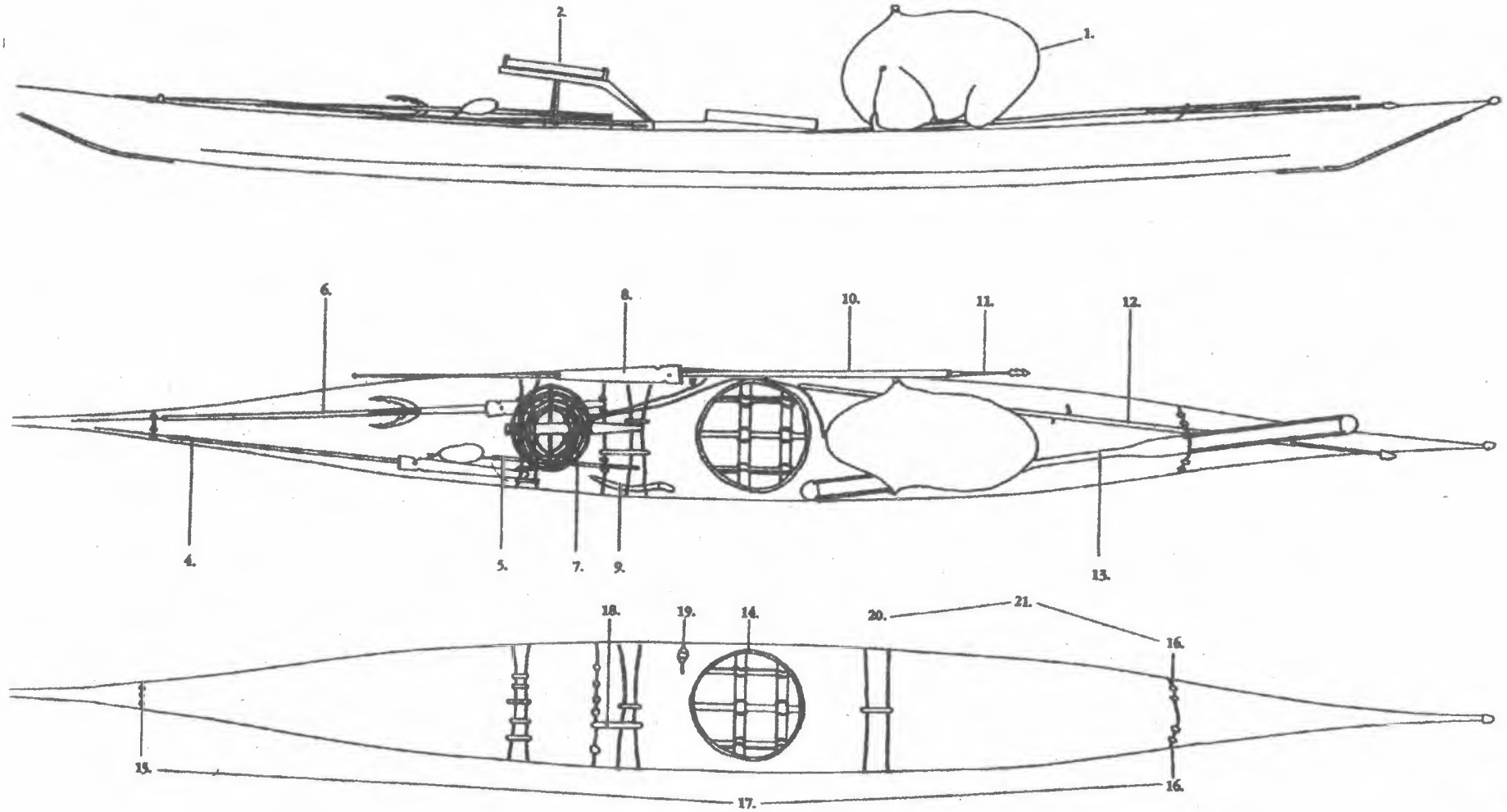
These two line drawings were sent to me by Duncan Winning OBE following his recent Churchill Fellowship visit to West Greenland

THE GREENLANDIC KAYAK FRAME

- | | | | |
|------------------------|---------------------------|------------------------|-------------------------|
| 1. Sheer board | 6. Hinder part of a kayak | 11. Foot brace | 16. Stem and sternpiece |
| 2. Chine stringer | 7. Stiffening plate | 12. Curved cross-piece | 17. Assembling |
| 3. Keelson | 8. Cross beam | 13. Deck stringer | 18. Assembling trunnel |
| 4. Rib | 9. Back support | 14. Kayaking | 19. Mortise |
| 5. Stem and stern post | 10. Knee brace | 15. Deck plate | 20. Lashing |



THE GREENLANDIC KAYAK AND ITS TOOLS



1. Bladder float

2. Line rack

3. Bone knob at tip of kayak

4. Bladder dart

5. Small lance

6. Bird dart

7. Harpoon line

8. Throwing board

9. Ice scraper

10. Knob harpoon

11. Harpoon head

12. Lance

13. Paddle

14. Kayaking

15. Foredeck strap

16. Deck strap

17. Cross straps

18. Tightener of cross strap

19. Harpoon rest

20. Hindmost cross strap

21. Paddle holder





I
T
'
S

A

D
O
G
'
S

L
I
F
E
!



Taken from 'Paris-Kayak International' # 91, August 2004. Photos by Deddeda Stemler. With grateful thanks.

TENOSYNOVITIS by Mark Hughes

Taken, with grateful thanks from TREASNA NA D'TONNTA, the newsletter of the Irish Sea Kayaking Association

My personal experience with the dreaded "Paddler's Death"-

After a particularly nail-biting paddle in force 5-ish conditions between Rush and Lambay (this is my first proper year of sea paddling) I found the area on top of my wrist quite painful, but assumed it was just muscular pain from what had been a strenuous piece of paddling for me. The following weekend I had another short paddle and found that I was having great difficulty doing anything without a lot of pain in my wrist. Someone noticed that

my wrist was badly swollen and had become a purplish colour while my paddling partner from Rush announced that he was experiencing exactly the same problem. So commenced my introduction into the world of Tenosynovitis. It was a full 5 depressing weeks before I could safely get back to paddling which gave me plenty of time to become an amateur expert in what Tenosynovitis was all about. Hence this article.

SO WHAT IS TENOSYNOVITIS?

Tenosynovitis is a painful inflammation of the

tendons in the wrist caused by friction. It almost always occurs on the thumb side of the wrist directly behind the thumb where two tendons intersect. If you hold your right arm out with palm and fingers facing the ground, the injury site will be on the raised bit on top of your wrist and to the left about where your watch strap would go around. You can feel the tendons working by putting your left hand on top of your wrist and moving your hand up and down pivoted at the wrist. It is also called Tendinitis, Intersection Syndrome, De Quervain's Tenosynovitis, Washer Woman's Sprain and, of course, in sea kayaking circles Paddlers Death and without doubt seems to be the most common arm injury in sea kayaking. Nearly everyone I've talked to has experienced it to some degree or other. General statistics indicate women are 8-10 times more likely to get Tenosynovitis than men but this may not be borne out in the sea kayaking community. It falls into the "repetitive strain injury" bracket of conditions which includes Carpal Tunnel Syndrome (CTS).

THE TECHNICAL BIT

Tendons are fibrous tissue which connect muscles to bone. Some tendons run very close to each other (such as in the wrist). In these locations they are protected and separated by their own sheath which secretes a thick fluid called synovia to lubricate the tendon as it passes up and down the sheath. When a tendon is called upon to work hard it swells slightly and puts pressure on the sheath as it moves. If the sheath is unable to secrete enough fluid to lubricate the tendon's movements, it dries out (so to speak) and heat develops through increased friction. If the activity causing the problem continues, there is increased blood flow to the site and quite visible swelling. The area also becomes painful and inflamed. In severe cases, a squeaking noise (called crepitus) can be heard quite clearly. It can be a disabling condition preventing use of the affected hand altogether in severe cases. If the activity causing the inflammation continues, scar tissue can develop in the sheath inhibiting further lubrication. The condition may then become chronic and require surgery to slit open the sheath and remove scar tissue.

WHAT CAUSES IT?

RAPID MOVEMENTS

Generally, it is caused by rapid repetitious movements of the thumb and wrist and, for example, it is common in assembly line workers. Interestingly, the occurrence of tenosynovitis in assembly line workers is more common in those workers performing a task for the first time. This tends to correlate with the observation that it is also a more common condition for those new to sea kayaking or who have had a lengthy rest from paddling than it is for paddlers paddling frequently (though excessive paddling can bring it on also). It would seem that there is some conditioning factor here and that those returning to paddling after a lay-off should do so gently at first.

GRIP TOO TIGHT

In sea paddling though, the consensus is that it is almost always caused by holding the paddle too tightly. I can concur with this view. This may be due to instability, nervousness, strong winds, aggressive steering strokes, etc, and it may only be for a short time but once the inflammation has started, it is highly unlikely that the tendon will repair itself that day. Wind, short steep seas and narrower kayaks may make newer paddlers hold on too tightly with closed hands around the shaft and no hand relaxation during the pushing phase.

PADDLE FEATHER ANGLE

The condition may also be caused through the use of a feathered paddle and the associated wrist cocking. Some paddlers use feathers of around 45 degrees and it's unlikely that such a small feather angle would contribute to the condition.

TOO MUCH PADDLING

Essentially, if you paddle every day you will eventually experience repetitive stress injury due to this movement. More mature individuals taking up paddling for the first time are the most susceptible group to suffer from this. If you are over thirty and you either have taken up paddling or are doing a lot more than you used to and have sore forearms, wrists, thumbs, sharp or dull pains in your shoulder that don't go away when you take a short break or return when you recommence paddling, then you are probably suffering from some form of repetitive strain injury -tenosynovitis or carpal tunnel syndrome.

ALL OF THE ABOVE

In my own case, in Rush, I used a river paddle with a feather angle approaching 80 degrees, held on for grim death and fall into the over thirty bracket so was a perfect candidate for Paddlers Death.

NOTE ON CARPAL TUNNEL SYNDROME

CTS is pain, numbness and tingling of the fingers (thumb and first three fingers only). caused by compression of the median nerve where it passes under the carpal ligaments. Under the ligament, in the carpal tunnel, run veins, arteries, eight flexor tendons and the median nerve. There's not much room in there and any swelling of the tendons can put pressure on the median nerve causing tingling and numbness. If the pressure in the carpal tunnel continues, the nerve can become scarred, further tightening in the tunnel and leading to pain (especially at night) and ultimately, loss of hand function.

WHAT TO DO IF YOU GET IT?

1. Like many inflammation type injuries, the first and best treatment is rest. That is, rest the limb from the action suspected of causing the injury. In this case, it is rest from paddling and in severe cases in conjunction with a splint that immobilises the thumb and wrist. The splint can be made of anything -clothing, bandages, even sticks

and duct tape! Anything that stops the tendons moving will be OK. Splinting especially at night is helpful.

2. If it happens at sea, you don't have much choice -you may have to paddle ashore but if you can get a tow take it. It may make the difference between whether or not you can paddle tomorrow or the day after. Resting the wrist is not limited to just not paddling once ashore, you may still need help with getting out of paddling gear, erecting tent, etc.

3. If, like me, you work on computers a lot, and can't really justify/afford to take time off, consider teaching your left hand (if you're right-handed) to use the mouse to cut down on wrist flexing, I did, with some difficulty as first, but now do it naturally.

4. Use topical anti-inflammatory medication to reduce swelling, as well as ice packs, compression and elevation if practical. For immediate effect aspirin can give short term relief. Anti-inflammatory drugs can also be used if the injury is acute. The golden rule is that more initial pain will mean a longer recovery.

5. If points 1. and 2. aren't successful, consider a visit to the doctor for a corticosteroid injection into the tendon sheath. If the doctor gets it in the right place, the relief is instantaneous and that may even cure the problem, as long as the arm is also rested. Success rate in surgical intervention is less than 100% though. Stretching and strengthening exercises will be prescribed during recovery.

HOW DO YOU PREVENT IT?

1. First and foremost is not to hold the paddle too tightly. This can take a bit of getting used to for beginners. Pull the paddle with hooked fingers rather than a closed fist type grip. During the push phase of the forward stroke open the fingers and relax the hand if possible. Better stroke technique on it's own will generally ward off the likelihood of Tenosynitivits.

2. If you want to minimise the chances of getting it don't use a river paddle (they tend to be shorter, thicker and heavier, have a bigger blade, require more work, requires a cocked wrist due to high feather angle and therefore more wrist turning action and thus wear and tear).

3. Use a sea paddle: Get a sea paddle from one of the categories below:

a) A Double Torque Crank shaft. There are two reasons for having a crank shaft. One is to improve reach, for racing, and the other is to relieve the stress angle in your wrist. The double torque shaft improves reach by placing your hand behind the centre line of the shaft and hence the paddle blade further in front of your hand than you would ordinarily be able to reach. This unfortunately de-stabilises all of the strokes you do behind yourself i.e. pry strokes, reverse sweeps etc. but is generally not a problem for touring.

b) A Modified Crank shaft: This type of paddle shaft neither improves your reach nor impairs your pry strokes. It is basically neutral just like a straight shaft. It does however greatly reduce the stress on your wrist. There are two principal stress components at work on your wrist. Firstly there is an up down movement associated with the feathering of your paddle. This is easy to reduce by reducing the feather angle of your paddle. The second component is a horizontal movement from side to side associated with reaching forward and back. This is much harder to reduce and is the far more erosive or damaging movement.

4. Blade Feather Angle less than 55°: Going for lower feather angles is definitely better for your wrists, whereas something like 70° degrees definitely does have an advantage in windy conditions. Remember though, once you lower your feather angle, you will find it a little difficult to return back to a higher feathered blade angle, at the least a few missed strokes and at worst, wrist strain. A paddle with a feather set to approximately 55° has been calculated and proven to be the optimum feather angle to reduce the associated strain on you back and shoulders.

5. I personally use a Rough Stuff Sea Walker paddle with adjustable length and feather angle and have it set to 45° (though haven't used this angle in very windy conditions yet so may increase it for the Winter).

6. When you do your pre-paddle stretches and warm-up routine, don't neglect your hands, wrists and forearms.

7. If you got it and don't want it again, for the immediate period after coming back to paddling consider using a wrist support bandage (I got one from Elverys which was for use for Tennis players) to support wrist twisting movements. It generally makes you more aware of there being a problem arising again.

From: <A.M.Perch@roadways.co.uk> To: <jramwell@provider.co.uk>

Sent: Thursday, August 26, 2004 10:58 AM

Hello john

could you please put this advert in the next issue of the news letter,

KNORDKAPP HM FOR SALE RED HULL / DECK £250 ONO.

phil bancroft 0161 430 8618

FROM DICK FAULDER, A LONG TIME MEMBER OF ISKA

Dear John,

I share your dismay expressed in your editorial of issue 59 ~ August 2004- on several grounds, which have triggered off the outburst below, which is obviously not suitable for publication, but you may use what parts of it you want. *(With only 2 issue to go I can publish with abandon!!)*

As you say where will all this nonsense end.

It seems to me that there is little that could beat the absurdity of the Brussels backed requirement, but if you want a suggestion; see to it that a notice is put up in every hospital

Delivery Room such as:- 'Life is dangerous; Exit if you dare'. (Stay inside whilst you've got the chance, it's safer; or is it?)!

It is natural for man, and I believe for the whole of the animal kingdom to tryout their strengths and learn their limits, but obviously in such circumstances limits will occasionally be exceeded with disastrous results, but it is surely the function of training to limit this. After all what are the Olympics all about:- 'I am standing on the top of the Podium, I have tested myself to the limit', and you should see the pleasure in their faces or is it just, the taking part?

Risk will never be completely controlled by Statute, but training may reduce the damaging effect of accident, and the Government should aid trainers instead of making it more and more risky for them. Not unexpectedly School teachers seem to be becoming more unwilling to be involved with outside activities (to their pupils loss and I think their's), and the pupils, as you indicate turn, to other less acceptable activities to pass the time).

I believe that it is the duty of parents to train their offspring I to the dangers of the World, and if they are not familiar with the environment themselves to take some professional training themselves and share it with the children. By all means take steps to remind people that if they take risks, they may be endangering the lives of others in rescue organisations such as Mountain rescue or the RNLI, but let the HSE know that there are such people that are prepared to take risk and may be even get an adrenaline flow from it if they feel that such actions may save life or do other good works. Let us salute them.

It particularly angers me that the drive should be coming from Europe. As far as Europe is concerned, it should be:- 'that we will cooperate, but never be subservient'.

We should set our own standards for the of the local

environment, which hopefully would not be in conflict with international standards, which may be needed for more general and uncommon hazards in the wider world. In this land our Parliamentary laws should be supreme and only modified at European request, if the country as a whole is consulted and agrees.

My Father and several millions of his comrades fought and died for what they thought was the freedom of this country, but we as a nation have gone soft and are allowing ourselves to be taken over by foreigners.

It has been said elsewhere that risk is the price you pay for progress, and it seems to me that the main effect of the HSE (? urged on by Europe) is to ensure that this country makes no further progress. May their death not have been in vain. See to it.

It is my prediction that if they carry on much longer with this nonsense, it will soon be illegal at the last night of the Proms to sing such songs as 'Land of Hope and Glory' and 'Rule Bri tania', or - even the second verse of the National Anthem, not that this is often used these days.

We should be aware that the price to be paid for 'Never shall be slaves' may be premature death. (2 old sayings:- 'Death like taxation is inevitable' & 'Count your blessings whilst you may')

At one time I had a file named the Weegy Bird effect or 'Shot in the foot' which listed safety requirements, that were damaging the people they were designed to shield; to quote but a few:- an Old peoples home where the cost of the latest safety requirements was such that many of the old people had to move, as they could no longer afford the rent:

ponds where people have swum and played for many years, being closed to the public because the owner has been told that there may be hidden obstructions for which he might be held responsible.

It was my ambition to paddle the Dart at 80, but I fear that my ambition for my post 90 year is unlikely to be fulfilled due to increased immobility. The price may be too great. I have taken part in what may be called Risk Sports (see issue #50) and in 2 have paid a price (a broken leg in both), but it was worth it.

Yours sincerely, D.S.Faulder.

LLEYN PENINSULA

29TH – 31ST MAY, 2004

By John Badger

The Lleyn Peninsula is the small bit of land that sticks out Southwest from the North-western tip of Wales.

The forecast was not too good – well it WAS a Bank Holiday weekend. Rain, rain and showers, but the wind looked OK.

Andrew Wallace, Tim Stewart and Andrew Martin made the long journey to join **Tymele** and myself for a weekend of “adventure”.

Tim drove up on the Friday and was a little concerned that being alone in the middle of the campsite he could get run over by drunken campers. We had got a late start so stopped and slept in the car. We managed to meet Tim as he was having breakfast. Andrew W. soon arrived and we were able to comfort Tim’s fears by placing our tents alongside – making a bigger target?

Andrew M had decided to get up at some early hour and would meet us at the start.

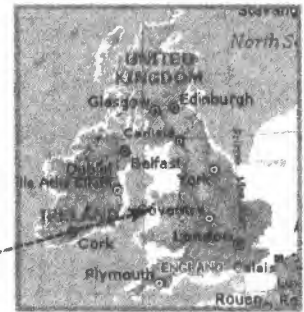
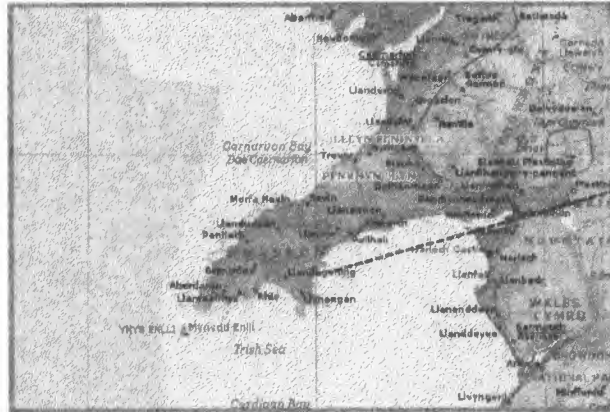
The weather was totally different to that predicted by Michael Fish etc. Our arrival at Abersoch was in glorious sunshine. After the shock of paying £3 for parking had subsided

We were soon on the sandy beach briefing for the day. Our route out to two small offshore islands was sheltered by the headland. The mainland side of the first Island (St Tudwells East) showed a gently rolling slope. As we drew close to the island we could see a few small seals enjoying the conditions of the rocky shore on the east. We did not stay long as we did not wish to disturb them too much. A bash into the breeze and we were soon at the other island (St Tudwells West). This Island has a lighthouse on top and the waves against the rocks were predictable. We crossed to the mainland with the intention of following the shore.

This went perfectly until we got to the final headland. For many reasons headlands can get a little bumpy. The clapotis caused by the onshore breeze, combined with a reasonable swell behind meant that attention was focused by us all. But in the distance lunch beckoned. The long sandy beach ahead looked great for a lunch stop, except for one minor problem.

What was not so enticing were the large waves surfing into the beach! We made our way along the beach, outside the

breakline, looking for a spot that would make for a better landing. After some while we could just determine the frequency of the waves so decided to head in. Andrew M. made for the shore to act a beach-marshal and was



soon safely stood to call/direct Tim in. Despite his best efforts to the contrary he remained dry and upright to soon join Andrew for lunch. Andrew W and I had

been sat watching a few very large waves make their way to the beach. It was at this point that Andrew made the sensible decision. He would pop back to a sheltered rocky area and have a floating lunch. I must admit it did cross my mind on more than one occasion that he was doing the right thing. At that moment the others would not have enjoyed the departure from the beach so I headed in to join them onshore.

During the lunch we were able to view Andrew and also assess the waves as they changed shape with the change of tide. The departure was slightly different as we had to push through some oncoming waves. Despite the soaking we soon met up with Andrew, very soggy but glad we had done it. NOTE: Surf landings can be very tricky and VERY dangerous, start small and build up to the big stuff! The run back was very simple as the clapotis was almost non-existent. This was in part due to the slightly reduced wind over tide effect and the fact the swell was now in our faces.

Even the sun seemed to help us on our way and we were dry by the time we arrived at the last headland. At this point we found picking the exact spot we had left the beach a little tricky. With the wind on our side a little leaning left was required, especially as we picked our way through the capsized dinghies back to Abersoch. Our arrival made Tim decide that a practice roll was required. Although the sun was warm the water seemed a little chilly for the rest of us. The sun in the evening assisted drying our gear and we were soon off to assist the local economy in the pub.

The Sunday looked like it would be much trickier thanks to an interesting tide race between Bardsey Island and the mainland. The forecast had been seen by two fami-

lies with Range Rovers who seemed in a tug-of-war competition with each other. The actual problem was one had decided to launch his motor-boat in the soft sand, with an incoming tide and got stuck. After it looked like Rover number 2 was also about to commit himself to the same fate a tractor arrived to pull them out. Then pushed the trailer further out. Thankfully the weather was again to our advantage and we were soon halfway across from our start at

Aberdaron. The visibility was excellent and this caused me to take a transit rather than stick to my original bearing – which would have worked perfectly! As we got closer to the island we found ourselves in some interesting chop caused by the irregular current. This caused us to lose some ground and drift a little further south than intended.

After a brief course change we were heading straight in towards the Island and lunch. The island is known to the Welsh as Ynys Enlli. This is usually interpreted as "Isle of the Currents" or "Tide-Race Island," in reference to the treacherous waters of Bardsey Sound. It is a designated Site of Special Scientific Interest and owned /managed by the Bardsey Island Trust who maintain it as a nature reserve and seabird sanctuary. There is really only two points on the island that a landing can be made and we were soon enjoying a very calm and sheltered lunch-stop. Just into the next bay we could see rocks moving.

After much discussion we realised it could only be one thing – seals.

Once lunch was over we slowly came round the corner but remained afar so not to disturb. A few heads popped out of the water to investigate us but the seals seemed quite happy to just observe us. As we carefully made our way out of the bay a few seals followed us for a while. Andrew M, at the front, looked similar to the Pied Piper of Hamelin as many seals swam over to investigate. With the shelter from the Island we quickly made our way to the Southern tip in readiness for the crossing back.

The wind had dropped to almost nothing. This merely confirmed our decision to head along the Western coast to Whistling Sands. All we had to do was contact Tymele – our chauffeur. Once contact had been established we were free to investigate the northern tip of the island before crossing the "race." We knew the tide would be slack but just in case gave a small degree of offset for safety before setting off. After a while we could see the drift was very small so made for the point. With a slight wind and tide behind our speed swiftly picked up and we were soon cruising at 6 knots. In the heat of the day it made for warm paddling.

Our arrival seemed to surprise a family that had braved some very steep rock falls so Dad could fish. Sitting just offshore we were drifting at a comfortable 1.2 knots past them. With hills above the cliffs to our right we were able

to really enjoy the remainder of the journey.

Andrew W. found the time to notice a single line of sheep following one after the other. The whole field to play in and they just had to follow each other like sheep - baal! The bay could not be seen until we were almost on it and the number of small surf kayaks amongst the swimmers did cause us some worry. As we drew closer it was clear they were "playing" on 1ft waves, no problem. Tim again felt it worthy of a quick dip and we were soon ashore. The landing was simple and Tymele was able to get the car down a road that made the carry at Lulworth Cove look simple.

Arriving back at the start to collect the other cars, Andrew W felt that cream teas were probably better than ice-creams today. His timing was excellent as just five minutes after he ordered the shop shut and the front area was ours. Again the evening was spent in assisting the local economy and planning the next day. Since the forecast was still for Southerly winds we decided to stick with most of the plan. A trip on the northern section so we could rock hop and take our time. The day started cloudy but the tent was put away dry – always a good start to the last day. With a sandy beach to start from and flat conditions we were happy. None of us were bothering with cags and most of the day was spent nipping in and out of rocks. Tim in his plastic sea-kayak managed to do more "hopping" than the rest of us but he soon managed to escape. Occasionally the tide pushed us round a headland towards the lunch stop.

The plan was for a large sandy beach with the occasional rock in the sand. Not good on a northerly wind but today great. The breeze was a little chilly but this did not stop ourselves or many families enjoying it. Once back on the water we did a little more to enjoy the scenery until we arrived back at Whistling Sands.

The wind in our face at last and we were able to see the landing spot. Tim had decided he would remain dry today and we were inclined to agree. With Tymele stood to grab the nose of our kayaks I popped my spraydeck off a few feet offshore in readiness for a quick, elegant step out of the kayak. Nature had other plans! A wave just two feet high suddenly appeared and a hasty manoeuvre was required to stop it swamping the deck. Tim was less prepared and next thing he knew he was examining the fishes, oops. With no space under him to roll he bailed out, much to his embarrassment.

All that was left was the carry up the steep road and a six-seven hour drive home. Just as all the gear was loaded the first of the rain drops arrived, what timing! Thanks to all three for coming along and to Tymele for the taxi runs. I am sure they will agree it is yet another nice area of the country to paddle in and worth another visit one day.