

A.S.K.C. STICKERS AND TIES.

Both are now available. One sticker comes free to all members, spare ones are available at 30 pence.

I have just taken delivery of a consignment of ties. These are in bottle green to match the coaching scheme/B.C.U. ties with our own A.S.K.C. motif below the knot. These are available from me at £2.00 each. (30 pence above cost - which will help me pay for the stickers and postage)

THIRD NATIONAL SEA CANOEING SYMPOSIUM

The following notice will soon appear in the canoeing press:

'The 3rd. national sea canoeing symposium will again be staged at Newman College in Birmingham over the weekend of the 9th. and 10th. December, 1978 at a cost of £(yet to be calculated but should be around £15) per head. Applications to me on a 'first come, first serve' basis'.

Obviously priority will be extended to A.S.K.C. members, but this is dependant on your early application, so please, if you wish a place let me have £5.00 deposit as soon as possible. If the past two symposiums are anything to go by, we should enjoy a good weekend.

P.s. Full reports of the last symposium are still available @ 30 pence a copy.

FOURTH NATIONAL MEET, EASTER, 1979.

The object of this Meet, like it's predecessors, is to provide an opportunity for paddlers interested in sea canoeing to come together to share their experiences and knowledge and to undertake group trips appropriate to their skills.

Novices are equally welcome as are experts. The programme will be adjusted to the needs of different levels of experience.

Date Thursday 12th. April to Monday 16th. April, 1979

Venue Essex C.C. camp site, East Mersea.

Further details from the Chief Organiser Tom Baptie,  
Merton Adventure Centre,  
226, London Road,  
Mitcham, Surrey, CR4 3HD.

or from myself. Please enclose s.a.c. with your enquiry.

This meet, though suitable for the individual of course, would be particularly suitable for school or youth groups. Perhaps you would spread the word to your local teachers and youth leaders.

TOWING LINES.

You will remember answering a questionnaire from M.J. ENGLISH from Iron Marsh College of P.E. on towing lines. The finished project which is extremely comprehensive is to hand and is available from me if you send an envelope 9"X12" with a 30 pence stamp attached, together with a written undertaking that you will return it to me with 10 days. (I have only the one copy available)

CIRCUMNAVIGATION OF D'URVILLE ISLAND, NEW ZEALAND.

I have enclosed an interesting account of this expedition from Brian Joyce, an A.S.K.C. member from New Zealand.

NORTH WALES KAYAK EXPEDITION TO NORTH WEST GREENLAND, 1977.

An illustrated lecture by Mike Jaques, leader.

Expenses plus a negotiable fee.

Expedition reports are available from Mike @ 75 pence plus s.a.c.  
Mike's address is 1, Plex Lane, Hadnall, Nr. Shrewsbury.

#### COPYING CHARTS. A PHOTOGRAPHERS METHOD.

As promised in the last Newsletter No. 7, I have enclosed an article on this subject, courtesy of Mick O'Connell.

#### GERMAN KAYAK EXPEDITION TO GREENLAND.

I have read this report prepared by Eric Totty and I found it most interesting. Copies are available from Eric @ 35 pence (inclusive of postage). Send to Mr. E. Totty,

'Craignuir',  
High Knott Rd.,  
Armside, Camforth,  
Lancs. LA5 0AW

Eric is also prepared to give an illustrated lecture on this expedition....details from Eric on application.

#### SEA TOURING COMMITTEE OF THE B.C.U.

In accordance with the Constitution we need to publicise the forthcoming annual general meeting of this specialist committee. It is to be on January, 27th., 1979 at the venue chosen by the B.C.U. for their A.G.M. I would be happy to receive any item for the agenda.

#### COASTAL ADVISORS

I have been asked by the Sea Touring Committee to make mention of these advisors who are volunteers looking after sections of our coast line in terms of providing information, etc.

From the list of advisors, which were set up by the A.S.K.C. the S.T.C. have selected Regional Representatives whose duties are defined as follows:

- 1/ To act as the local representative of the Sea Touring Committee, providing communication between the Committee and local canoeists and authorities.
- 2/ To establish close contact with the Coastguards, Corps of Canoe Lifeguards, ~~R.N.L.I.~~ R.N.L.I., police, education authorities and similar bodies.
- 3/ To assist these bodies in all matters, particularly with the investigations of canoeing incidents.
- 4/ To co-ordinate coastal information as relevant to canoeists.

If you are already an advisor for part of our coast, then you will be hearing from me again very soon. If you are not, but would like to be one, then drop me a line and let me know which stretch of coast line you are reasonably well acquainted with,

#### NEXT NEWSLETTER

The contents of this depend on your contributions and expedition reports. Please let me hear from you. After all, it's your Club, I just hold it together.

John J. Ramwell,  
32, Glebe Road,  
West Perry,  
Huntingdon,  
Cambs.  
PE18 ODG

## COPYING CHARTS - A PHOTOGRAPHER'S METHOD

Before copying charts permission must be obtained from the publishers usually the Admiralty in the UK.

Assuming you are not an amateur photographer or even a professional one, enlist the aid of such a person and thrust these notes at him with a cry of HELP!

### Equipment Required

Camera: 35 mm Single Lens Reflex to be preferred.

Film: 1st Choice: AGFA Ortho 25 Professional available in cassettes or 10 m lengths.  
2nd Choice: Any orthochromatic film.  
3rd Choice: Slow speed panchromatic, eg ILFORD Pan F.

Film Developer: KODAK D8 or any very high contrast film developer, eg D19.

Stop Bath: 4% solution acetic acid, or rinse in running water for at least 3 minutes.

Resin Coated (Bromide) Paper: 'KENTMERE Kenthene'  
'ILFORD Ilfospeed'  
'KODAK Veribrom'

Any surface, Pearl or semi-matt is good; glossy is OK but can glare at you in strong sunlight.

GRADE 2 NORMAL  
GRADE 3 HARD if using Panchromatic film or accidentally under-exposed negatives.

Other Photographic Chemicals: As usual for developing and printing.

### Method

Set up chart on wall with two lamps, one on each side of camera, at 4 feet distant and pointing at an angle of 45 degrees to the centre of the chart. Try to get the lighting even over all the chart - mind the light coming through the windows or better still wait till dark and switch off room lights before actual exposure.

Select only the area of the chart required, photographing it in sections if necessary. Focus accurately. Use a good tripod and ensure that the back of the camera is parallel to the wall. With two ordinary 200 watt bulbs try a series of exposures around  $\frac{1}{4}$  sec at f8, at  $\frac{1}{2}$  stop intervals.

Develop for 4 minutes at  $20^{\circ}\text{C} - 68^{\circ}$  with continuous agitation. You must use a stop bath (30 seconds) or rinse really well to prevent dichroic fog. Fix and wash as usual. The processed negative which will give you the best results when printed will be the one in which all the fine detail (eg sounding numbers) is visible. At the same time the white areas of the chart will have been recorded just dense enough (ie blacklooking on the negative) so as not to print through and thus appear as a grey tone in the finished print. If using panchromatic film some greying will occur unless you are an expert and know what you are doing.

A good negative will print on Grade 2 NORMAL paper with no trouble at all. A slightly thin transparent looking negative will need Grade 3 HARD paper. It should be possible to render the contour shaded green areas (on metric charts) as a grey tone, but the blue will probably just turn out white. Using pan film the tones can be recorded but the crisp detail together with the high contrast qualities (which make it so easy to read the chart) will be lost. Print, ~~making~~ test strips first, in the usual manner.

#### Resin Coated Paper.

The magic quality of resin coated paper is that it is 100% waterproof PROVIDING the edges of the paper are sealed with thin strips of waterproof black tape and that care is taken to avoid deep scratches to its surface. Additionally after fixing, the paper needs only to be rinsed under the tap - one minute each side will suffice. Hang up to dry on a line with a clothes peg, if you haven't got access to a proper RC paper drier. DO NOT try to glaze the paper - you will end up with a sticky mess on your glazing plate.

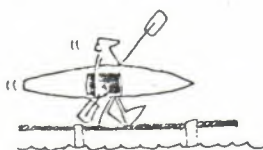
Off to Sea

In practice I produce my copies on paper 12" x 16" (30.5 x 40.6 cm). After sealing as described, two charts of different but adjacent areas are put back to back and may be turned over as you paddle from one area to the next.

Advantages v Expense

RC paper is more expensive than ordinary photographic paper but what about the costs of clear Fablon or other transparent plastic laminates? Your original chart can stay at home in its virgin state, and all chart work lines drawn on your copies. (Ordinary matt photographic paper can be used for dry lecture room work). RC paper will take chinograph, felt pen and soft pencil.

Copies produced in this way are of very good quality and a delight to use.



## CIRCUMNAVIGATION OF D'URVILLE ISLAND, NEW ZEALAND

"Canoe around D'Urville! You must be mad." With these reassuring words ringing in our ears we (Steve Bagley and Brian Joyce) set out recently to test our skills and Nordkapps against D'Urville Island.

Named after the famous French explorer Dumont D'Urville, the island is remarkable for many things -- it guards the western approach to the treacherous Cook Strait between the two main islands of New Zealand; it is exposed to the wild Tasman Sea; it is separated from the South Island by French Pass where the tidal race reaches 8-10 knots; it is the home of the tuatara, one of the few remaining links with the dinosaur.

We left the township of French Pass at 9.40am on Feb 4 (much later than intended but then what canoeist has ever left on time). French Pass is about a four-hour drive from Nelson, so we left after work the night before and camped overnight at the town.

Only our womenfolk were there to see us off as we paddled out into the pass in perfect weather. The waters of Tasman Bay pour through the pass on the outgoing tide. The half-mile gap is further constricted by a reef which almost spans the pass. Consequently, the tide roars over the reef like a half-mile wide weir. Fortunately we did not have to tackle the pass until our return and we got a great lift from the tide as we paddled north along the eastern side of the island. The sea was a millpond that first day as we visited places used by Captain Cook during his visits to N.Z. and Maori settlement sites and cooking sites from last century.

We lunched at Whareatea Bay where Cook spent several pleasant days and camped the night at Garden Bay. We were coming under the influence of Cook Strait and a cyclone crossing the country kicked up quite a sea as it funnelled through the strait late in the afternoon.

The next day it was blowing a screamer from the SE and we stayed on the beach. The tent poles buckled under the battering from the wind despite considerable protection in the bay. Throughout the day we could see Cook Strait battering Stephens Island, an offshore island we had hoped to visit. Two small beaches provide access for canoes (permission is needed to land as it is a wildlife sanctuary) but that day and the following waves were breaking about 15 metres up the cliffs.

Stephens Island is the home of the tuatara, an exciting link with the Mesozoic age of the dinosaurs etc. The island is also one of two offshore islands that provide a home for a rare frog, many species of sea birds and insects.

The SE wind had dropped a little on the third day and we decided to try for the northernmost point of D'Urville Island. Apart from French Pass it has the most dangerous reputation in the area. Tidal races funnel between the ~~island~~ D'Urville and Stephens Islands and if the weather is from the opposite direction nasty currents and overfalls result. It was a lumpy following sea as we paddled the five miles towards Stephens Passage. We hugged the shore and watched with awe some of the big waves marching through the channel out to sea. We picked the tide right and eased round the cape which has some confidence-boosting names as "Hell's Gate". Once in the lee of Cape Stephens we were protected from the SE wind and had delightful paddle down the craggy coastline to Port Hardy where we intended to camp for the night. Port Hardy is rich in English names -- Nelson's Monument, Nile Head, Trafalgar Point, Victory Island, Squadron Rocks and Castle Head. It is rich in seafood, too, because we caught a nice rock cod, collected half a dozen paua (abalone) and a dozen sea eggs for dinner.

The northern end of D'Urville is mainly sheep and cattle farms and in exchange for a couple of eskimo rolls we received permission to camp in a delightful little valley close to Trafalgar Pt. The fourth morning dawned brilliantly fine without a breath of wind. In glassy conditions we glided past the towering buttress of Nile Head and down two miles of imposing cliffs and sea caves. We gave Otu Bay a miss, heeding the ~~legendary~~ local legend that has grown up around the ~~Maori~~ Maori family that owns the land. Apparently they prefer an undisturbed life and, according to local tales, have been unknown to use a rifle ~~x~~ to discourage visitors.

Greville Harbour was our next objective. It is the second large inlet on the west coast of the island, Port Hardy being the most northernmost. As we neared the northern point of the harbour we came under the effect of the outgoing tide and had a hard slog around Seal Pt and Two Bay Pt into the harbour proper. We visited the local farmer who was known to us and then ~~we~~ investigated the inner reaches of the harbour.

A natural boulder bank restricts the outlet from the inner harbour to about 30 metres and we had ~~an~~ to put a little oomph into our paddling to beat the tidal race. With its lovely bush and sparkling water, Greville Harbour is a scenic delight and we dallied a long while -- fishing and talking to two amateur archaeologists.

The island is rich in Maori history. There are many settlement sites and camp sites still surviving from last century despite the deprivations of artifact hunters.

In idyllic weather we decided to push on and discovered the coast south of Greville to be a canoeist's delight. Sea caves, towering cliffs and the sign of humanity being the succession of buoys marking fishermen's rock lobster pots. It is a coast abounding in offshore rocks and reefs with plentiful fish. Using the extra hour's daylight from NZ summer time we finally made Otuatangi Bay -- our best day's paddling (22½ miles)

New Zealand's long hot dry summer continued to bless us as we set out in a flat calm (yet again) for the southern tip of D'Urville. This we rounded after an hour's paddling and stopped to have a look at some Maori middens (deposits of sea shells etc where last-century Maoris had stopped to fish and camp). Then, north again towards French Pass and the circumnavigation of the island.

We could hear the roar of the pass from a mile away. It was almost in full flood and it was an awesome sight as the waters of Tasman Bay poured over the reef. Local legend has it that 50 gallon barrels have been sucked down into the whirlpools in the pass and haven't reappeared for a kilometre or so.

We ferry glided across to the main channel close to the mainland and rocketed through the pass with the help of the current. Several times the current the whirlies spun our Nordkapps as if they were slalom kayaks, and then we were clear. A short paddle to French Pass and we had done it.

French Pass is about 40 miles from the city of Nelson ~~we~~ where we live and with plenty of time in hand we decided to paddle on down the coast to save our wives the arduous drive out to French Pass township.

Altogether we covered ~~x~~ 102 miles in 4½ days of relaxed paddling, stopping when we wanted to and exploring what took our fancy. Apart from the second day D'Urville Island did not live up to its ominous reputation, but then we were in probably the best craft to tackle the D'Urville coast -- 18ft kayaks.