Advanced Sea Club Kayak

Newsletter

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J.J. Ramwell, BCU Coach
Secretary A S K C
32 Glebe Road
West Perry
Huntingdon
Cambs. PE18 ODG

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ADVANCED SEA KAYAK CLUB
NEWSLETTER NO. 19

EDITORIAL

I was just about to say that I hadn't received many contributions for this Newsletter recently when suddenly my letter box started clattering and now I am able, hopefully, to compile a reasonable letter. Do please let me have your exped. reports, no matter how small. There are three good reasons for this request: (1) I need material for this letter.

(2) Even if I don't publish I have volunteered to maintain a 'library' of sea canoeing expeds. for the B.C.U.

(3) And finally they can be sources of information when I am answering queries for sea canoeists.

Hopefully I met up with most of you who attended the Canoeing Exhibition in February. I spent the whole weekend, with others of course, on the BCU Sea Touring Stand, and without doubt we were the busiest BCU stand. Continually we answered all sorts of enquiries, took many new A S K C members and generally responded as best we could to the obvious interest and enthusiasm that sea canoeing now engenders.

SEA CANOEING SYMPOSIUM REPORT

This is now available (This is the good news, now for the bad news) and they have cost me £1.10 each, to have professionally printed. Despite this there is no way I can charge this much for them (though they are worth this much) and I am asking 75 pence each for them. It would help the A S K C finances if you send off for your copy now. I have arranged to have the following advert placed in the canoeing press:

SEA CANOEING SYMPOSIUM REPORT. JUST OFF THE PRESS
PROFESSIONALLY PRODUCED REPORT COVERING IN FULL
EVERY LECTURE AND TALK GIVEN AT THE RECENT
SEA CANOEING SYMPOSIUM.
SEND TO J.J. RAMWELL FOR YOUR COPY

THE TASMANIAN SEA CANOEING CLUB

This is a recently formed club and I mention it here because, in my opinion, their newsletter 'The Sea Canoeist' is well

worth subscribing to. Obviously it is mainly about sea canoeing from Tasmania and South Australia but it makes excellent reading. If interested send $ 4 (Australian) to Laurie Ford, Secretary, G.P.O. Box 599F, HOBART 7001, TASMANIA, AUSTRALIA

BOOK REVIEW

"I'm in a world where there are few great challenges left for the adventurous, it is easy to understand how the heart and imagination of many New Zealanders were captured as they followed the progress of the lone canoeist during the first solo circumnavigation of the South Island by canoe".

So begins the advertising literature for OBSCURED BY WAVES by Paul Caffyn. One immediately thinks of a kayak loaded to the gunwhales with gear, pushing on when ever possible to compete this major feat. It wasn't altogether a solo trip but I guess the statement is covered by journalistic licence, which other more recent adventurers have used to cover deliberate falsehoods and exaggerations.

Actually the trip took part in several stages, the first part being done in company with Max Reynolds. This covered from Te Waewae Bay to Jacksons Bay, taking about 27 days, carrying most of their gear and using food drops as well. This covered the Fiordland coastline, but right throughout the book, the maps only seem to cover day by day sections, and there is no one larger map to give the trip perspective. No doubt a N.Z. reader would follow the course without trouble but I still only have a sketchy knowledge of the location of many places named. After this trip both paddlers returned home, but a couple of weeks later Paul got itchy feet and only then decided to try the complete circumnavigation. He went on to do this, starting from where they left off, paddling an empty boat and being met each night by a support party.

"OBSUURED BY WAVES" is a well written book with some beautiful colour photos, and is a must for anyone interested in canoeing.

He covers fitting a skeg to his Nordkapp, and other minor modifications to improve the comfort. He paddled in huge seas and occasionally needed more than one attempt to break out through massive surf, and occasionally coming to grief in an attempt to land in similar condition.

It has approximately 200 pages, 35 B & W and 16 colour photos, 16 drawings and 30 maps. Cost is £5.40 (including p & p) and is available from: Valley Canoe Product,
Private Road 4,
Colwick Estate
Nottingham

Paul is an experienced mountaineer, having made two ascents of Mt. Cook, plus a winter ascent of Mt. Tasman. He has also spent time in Tasmania, climbing the NW face of Federation Peak. As stated, this is an excellent book and well worth getting.

L. FORD

STOP PRESS

QCCC SCIENTIFIC BREAKTHROUGH IN CANOE CONSTRUCTION

Doolandella, 27th October Structural engineers at the Doolandella Fibreglass Construction Lavatories have released details of the method of canoe construction.

Spokesman, Professor I. Patcham said today that because of the growing need for stronger kayaks they have been concentrating on the problem for the past year. Professor Patcham said, "It is quite simple really. It's the same two layer lay-up as before except that three layers of patches are applied during construction before the holes appear, thus eliminating the need to continually put the patches on afterwards."

(Thanks to the Queensland Cruising Canoe Club 'CRUISENEWS' for this enlightening article)

Derek Mayes has kindly allowed me to reprint his letter as recently published in CoDe:

> LONERS - Derek Mayes, Plass-y-Brenin, National Centre for Mountain Activities Instructor, and involved in the first recorded successful crossing of the Irish Sea, Writes ...
>
> I have read your small article in CoDe regarding LONERS ... I consider myself fairly experienced in this matter having done as much as anyone et. etc.... There is a point, perhaps to be made about sea canoeing as a whole... It seems to have 'gone mad' regarding equipment and safety. I notice people (lots more lately) using what I would call Ocean Gear ..... You know, Nordcaps with radio direction and rocket assisted equipment, neoprene face masks, marine specified salvage ropes around their shoulders, triple strength lifting brackets inbuilt and more..... I've encountered a few who'd not the balance to stop and talk, not the strength to turn towards me and not the observational power to even see me! It worries me a little that all this gear is becoming commonplace and that very inexperienced kayakists will be fooled into thinking that they are okay going out to that lighthouse, that island or around that headland just because they have a waterproof chart,a flare and some cocoa. I know a lighthouse keeper who sees the look of tired fear on visiting faces more than he used to. I know a helicopter winchman who has only done two canoeist rescues, <u>both</u> this year and one very well-equipped indeed. I know a coastguard officer who takes his job regarding canoeists much more seriously <u>now</u>, guess why!
>
> There's a missing link, it's not just experience, judgement, discretion, strength or planning..... it's indefinable. There are times when I have this indefinable feeling, especially when I'm alone....out there.
>
> I've had this feeling in some of the best places in the

world from Galway Bay to Cook Strait but always alone.... I get another sort of feeling of course when I'm with others, more urgent but not the same. I can tell you it's nothing to do with what I am or am not carrying or even how I carry it. No, it's a hard won... indefinable feeling which every canoeist should experience, one day but don't rush. I promise you that you'll get it but only out there....alone!

P.S. When are deck fittings and shoulder tow lines to become part of the essential equipment for Basic Sea Proficiency?

I have published a lot about flares in the past. Now it is the turn of radio equipment. Here is some correspondence, some going back to 1978 and some as recent as March this year. It is all relevant and in order and hopefully, self explanatory:

4th November 1978

C.E. Godsmark, Esq.,
Home Office,
Radio Regulatory Department,
Licensing Branch,
Room 769,
Waterloo Bridge House,
Waterloo Road,
LONDON, SE1 8UA

Dear Mr. Godsmark,

At a gathering of advanced sea canoeists last December, 1977 we suggested to Cmnd. Douglas, the then chief Inspector of H.M. Coastguards, that we felt we needed access to a radio channel to enable the leader of a group of canoeists to communicate with a mobile. A typical situation where such equipment would be invaluable was, for example, when a coastal trip was started and the group's transport then set off for the destination. However when the group reached a headland the conditions dictated a return to the start or somewhere else. There is then the obvious problem of getting the transport to a new destination. Telephoning the Coastguard on arrival is one way out but it depends upon the transport driver making contact with the coastguards also. Whilst the coastguards are most helpful it is unreasonable to make too many calls on them when they are often very busy.

Cmnd. Douglas felt that an extension of the use of the channel that Marines use for communicating with their rescue craft, etc. might be a suitable avenue to explore. He felt that we had a very good case and offered any assistance he could give to such an end.

We have been in touch with the Home Office Directorate of Telecommunications and the Radio Regulatory Department.

Their suggestion was that we should contact you. They further suggested that our case should include full details of service required; for example....

1. Where will it be used.
2. Times when it will be used.
3. Number of channels required.
4. Would it be used under the umbrella of a national or international canoe organisation.
5. Would an emergency only channel suffice.

The answers to these points we would suggest are.....

1. Anywhere around the U.K. coast to a range by the equipment, etc. enabling communication between canoe, mobile and coastguard.
2. Anytime, but mainly at weekends and school holidays
3. The number of channels depends on whether the mobile to canoe requirement can be met on a cahnnel normally covered by the coastguard equipment. If this is the case then such a channel plus an emergency channel would be ideal.If not, then a third channel would be necessary.
4. Such a scheme would be sponsored by the Sea Touring Committee of the British Canoe Union.
5. Most of the communication would be in the nature preventing emergencies, but it would be stretching the definition to call them emergencies. However, if used in a responsible manner, this might be acceptable, in which case the one channel would suffice.

Our requirement seems to be an original one. It combines two seperate fields of communication and one piece of equipment would not cover both fields, so it seems to us that an extension of one field is called for.
The two fields referred to are covered by the following:

1. Private mobile radio (PMR) bands
These are known as low, mid and high VHF and are in the 80, 140 and 170 MHz ranges and there is a choice between Amplitude Undulated (AM) and Frequency Modulated (FM).
About four years ago it was reasonably easy to obtain a licence for these bands, but now with so many taxi services on radio control, etc. the demand exceeds the available channels.
This band is not for use at sea.

2. Marine bands
This is a high band V.H.F. and is in the 160 MHz range and is Frequency Modulated (FM). This is the band containing Channel 16 which is the Call up/ Distress Frequency 156.8 MHz, being constantly listened in to.
We feel that an extension to the use of this band, which is intended for ship to ship and ship to shore, is most likely to suit our need. It would mean

permission being granted for a shore base to be in a mobile vehicle instead of a building. This could lead to suppression of interference problems, but if necessary it would be no great hardship to prevent transmission with the engine running.

This is the groundwork for a case as we see it.

We would very much look forward to hearing from you.

Yours sincerely,

John J. Rawwell
Secretary to the B.C.U. Sea Touring Committee.

From: Home Office
Waterloo Bridge House
Waterloo Road
London SE1 8UA

To: J.J. Rawwell Esq.
32 Glebe Road
West Perry
Huntingdon
Cambs, PE18 0DG

Date:17 November 1978

Dear Sir,

Thank you for your letter dated 4 November 1978, addressed to Mr. Godsmark, which has been passed to me for attention.

Within the high band, private marine VHF frequency 157.85 MHz has been reserved on a national basis mainly for use in sailing club rescue boat services where messages are passed from the control point on shore to the rescue-craft and vice versa. The frequency should not be used for intership working except in emergency.

Communications systems of this kind are authorised by a Private Mobile Radio Licence. The cost of this licence per annum is £7.50 for each of the first 2 stations and £4.20 for each station thereafter. The equipment used in such systems must meet certain technical specifications and I enclose a list of manufacturers of Radiotelephone apparatus who produce suitable equipment. I also enclose an explanatory memorandum BR1 and an application form BR2.

The exchange of messages by radio telephone, to the Coastguards is only permitted from a mobile station in a vessel which is covered by a Ship Wireless Licence (or a 'Transportable' Licence) and I enclose appropriate application form MPT 150A. The operator should also apply for a Certificate of Competency in radiotelephony to use International VHF Channels. No such communication with the Coastguards can be granted to any private shore station, ie transport vehicles.

If you have any further queries please do not hesitate to contact me.
Yours faithfully

J.R. SHARMAN

LICENSING OF RADIO TELEPHONE APPARATUS ON SMALL VESSELS

1. General

The Wireless Telegraphy Act, 1949, as amended, provides that a Licence shall be issued by the Secretary of State for the Home Department before any radio apparatus is installed or used on board a British ship whether registered or not. This leaflet shows the principal licences available and explains how to apply for a Licence, the cost and the technical requirements.

2. Equipment

Equipment to be installed in a British registered vessel, or in an unregistered vessel owned by a British subject, must be of a type currently approved by the Home Office. Equipment made outside the UK is often designed for frequencies and channel spacing not used here, and cannot be adapted to Home Office standards. For further advice on this matter, please contact Home Office Licensing Branch, Radio Regulatory Department, Home Office, Waterloo Bridge House, Waterloo Road, London SE1 8UA.

3. Callsign

The Callsign is allocated when the vessel is first licensed for radio. It remains with the vessel irrespective of change of ownership or change of vessel name.

4. Radiofrequencies available

The frequencies are allocated in accordance with an international plan. Those principally used in UK coastal areas are:

Channel 16 for Distress, Safety and Calling only.
Channels 6, 8, 70, 72 or 77 for intership use.
Channels 12, 14 etc. (according to location) for communication with Port Authorities.
Channels 26, 27 or 28 etc. (according to location) for connexion, via Post Office Coast stations, into the public telephone network.
Channel 67 for the exchange of safety information between small vessels and HM Coastguard Stations.
Frequencies in other bands are assigned according to requirements.

5. Types of Licences and Fees

The principal Licence is the Ship Licence which permits the use of all the radiofrequencies in section 4. The issue fee is £6.40, renewal annually at £6.40. Among those also available are the Transportable Licence (which permits one equipment to be operated on any vessel,) for which the issue and annual renewal fee is £5.60; the Emergency Only Licence at £3.70 for five years; and the Receiving Only Licence for receiving messages from coast stations, ship stations, radionavigation stations, etc. at £4.60 annually.

6. How to apply

Having consulted a manufacturer of approved equipment or his agent about the cost, supply and maintenance or equipment, you should then apply for a licence by means of the form supplied by the Home Office at Waterloo Bridge House. The completed application form together with the issue fee should be sent to the Accounting Officer at the Tolworth Tower address shown on the form.

7. Business Use

A limited number of VHF radio channels is available for private radiocommunication with vessels for exchanging messages in company business.

8. The Marina/Yacht Club Facility

Marinas and Yacht Clubs may set up their own base stations for communication with pleasure vessels on matters related to marina and yacht club business. Details will be sent on request (Memo BR1). Owners of pleasure vessels wishing to take advantage of this service are normally granted an Authority free of charge.

9. Authorities to Operate

A ship radio station, licensed by the Secretary of State and registered in the United Kingdom, shall be controlled by a person holding an appropriate certificate of competence issued by the Secretary of State and possessing his written Authority to operate the particular type of ship station.

Certificate of competence in Radiotelephony are issued to persons of any nationality but in general the Authority to operate radiotelephony equipment on board UK registered vessels is granted only to British subjects, British protected persons and citizens of the Irish republic. Advice on eligibility for the Authority may be obtained from the Aeronautical and Maritime Branch, R1 Division, Home Office, Waterloo Bridge House, London SE1 8UA.

Radio Regulatory Department, Home Office
1 March 1978.

List of manufacturers who have had radiotelephone equipment tested and approved by the Postmaster General for use on Voluntarily-fitted ships

Marconi International Marine Co Ltd., Elettra House, Westway, CHELMSFORD, Essex.

International Marine Radio, Peall Rd., Croydon, CR9 3AX.

Redifon Ltd., Broomhill Road, LONDON SW18.

Astron-Bird Ltd., (Coastal Radio) Cyldon Works, Fleet Lane, POOLE.

Pye Telecommunications Ltd., Newmarket Rd.,CAMBRIDGE.

Woodsons Ltd.,Tullos Radio Works, Greenbank Road, ABERDEEN.

Ajax Electronics, 84 Southchurch Avenue, SOUTHEND-ON-SEA, Essex.

S P Radio, Carolyn House, Dingwall Road, CROYDON, CR9 2XT.

Kelvin Hughes Ltd., St Clare House, Minories, LONDON EC3.

K W Electronics Ltd., Vanguard Works, 1 Heath Street, DARTFORD, Kent.

Derritron Telecommunications Ltd., Sedlescombe Road North, HASTINGS, Sussex.

T443/68-CJ

From: British Canoe Union
Coaching Scheme
Flexel House
45-47 High Street
Addlestone
Weybridge KT15 1JV

To: J J Rainwell

Dear John,

I'm enclosing some thoughts on the French Coast Ordnance No. 227 problem in a separate letter in case you are wanting to assemble a dossier of opinion.

Thanks for your letter of 29 January. I've used a Day & Night flare for some years but there has been a problem of seepage and corrosion around the firing mechanisms after a season. I've now got a new style one with "O" rings inside the screw caps, so I'm hoping this may be an improvement.

As for radios you're right about the cost of waterproofing. This will be a limiting factor. We can partially overcome the limited market problem by doing our own market research and coming to some consensus on a specification of model that will be widely acceptable and therefore is likely to be purchased by a large number of canoeists. I know that sub aqua enthusiasts are keen to find a similar type of apparatus; their situation in a 'wet' inflatable is very similar to ours and I've heard of several radios having to be written off due to water penetration.

I am therefore putting forward the following specification as a basis for discussion - I've checked it over with a neighbour who is an electronics expert, he says it is all possible with present technology, but his firm does not handle VHF radios.

1. Must be small enough to be held and operated in one hand, and be carried in a buoyancy aid pocket.
2. Must be totally proofed against water penetration, salt corrosion, and strong sunlight; and be able to withstand impact (eg. if being carried in a buoyancy aid pocket when a deep sea rescue is being performed).
3. Must float.

4. Needs minimum of operating controls viz:
   on/off incorporating receiver volume
   press to speak
   channel selector
   Squelch control

5. Need to have two channels:
   Channel 16 for emergencies
   Channel 6 or 67 for kayak to kayak/Kayak to ship/kayak to shore.

6. Two similar sets need to be able to communicate over 8-10 km, along line of sight at sea level.

7. Single set needs to be able to communicate with a more powerful set in a ship or ashore over about 20-30 km.

8. Battery pack needs to be rechargeable at home or from car battery; and also be temporarily replaced by standard disposable cells (eg. Alkaline Type) during multiday expeditions.

9. Battery life should be a minimum of about 4 hours continuous receive or about 1 hour continuous transmit.

10. In addition the equipment should be able to be powered from a 12 volt car or boat supply when required.

I haven't included an automatic distress beacon in the specification as I don't believe this is the sort of facility we should encourage. (Some newcomers to the sea already have the idea that a helicopter will come flying over the horizon as soon as you let off a miniflare, or equivalent!)

Sea canoeists should concentrate upon not getting into that sort of situation. Voice communication is a more positive way of obtaining the right kind of assistance before one lets the incident deteriorate to the "last hope" stage. Secondly, an automatic beacon would not operate for very long on the limited size of batteries that a hand held transmitter would use.

Anyway those are my ideas on the subject, let me know what you think. Thanks also for putting my May Kayak Camping Course in the Newsletter.

Best wishes

Mike Fennessy

From J.J. Rawwell, BCU Coach

To: M. Fennessy
66 Lulworth Drive
Roborough
Plymouth

Date: 10th March, 1980

Dear Mike,

Your comments on radios for use by sea canoeists are encouraging. This is a facility we have not really capitalised on and I think it is about time we did. Though they are expensive they are invaluable when embarking on extended trips. I have considered a sort of co-operative ownership of a couple of suitable radios. I have a Sea Star Mk 5 manufactured by Frank Cody Electronics.

It is not water proof and so I only use it on special occasions. I shall publish your comments on this subject in the next edition of the A.S.K.C. newsletter and see what sort of response we get.

I look forward to hearing about your May Kayak Course. Unfortunately I shall be out of the Country and will not be able to attend. A short report for the newsletter would be appreciated.

Meanwhile, all the best.

Sincerely,

John.

R A F Nimrod in the S A R role
by Tony Cowen, a Nimrod pilot, 201 squadron, RAF Kinloss

The views expressed in this article are those of the author, and do not necessarily reflect official policy.

In the Fastnet incident, a Nimrod flown by 201 squadron was one of the first aircraft at the scene, and the Kinloss-based crews, supported by their colleagues from R A F St Mawgan, maintained a continuous search until the incident was closed. But why should this particular aircraft be tasked with SAR, when its primary role is anti-submarine warfare(ASW)? The fact is that the very qualities that make the aircraft a potent submarine hunter are, in many cases, the same qualities required of an SAR aircraft. In addition, the maritime crew is trained to look for elusive targets while flying at low level over the sea.

The Nimrod was developed from the Comet airliner, but it is doubtful if the air traveller would recognise this lineage. The fuselage has been shortened in length, and a radar compartment and bomb bay have been added; to compensate for these changes, a fillet has been fitted between the fin and the upper fuselage. Internally, the flight deck, with its accommodation for two pilots and a flight engineer, has changed very little from its Comet predecessor but the remainder of the fuselage now contains beam lookouts, a tactical area for two navigators and sensor operators, and an ordnance area for the loading and deployment of internal stores. The original Rolls-Royce Avon engines have been replaced by four Rolls-Royce Spey 250 engines which develop sufficient power for two engines to be shut down, thereby saving fuel, when the aircraft is engaged on a search operation.

SAR operations

At any one time throughout the year, one Nimrod is at readiness for SAR at either RAF Kinloss in Scotland, or RAF St Mawgan in Cornwall, RAF Kinloss, with its greater number of squadrons, takes the lion's share of this duty, and holds the SAR committment for three weeks in every four. For the SAR role, the aircraft is fully fuelled, and the bomb bay is loaded with up to eight liferafts, each with a carrying capacity of nine persons. In addition, the bomb bay contains parachute. reconnaissance flares for night illumination. Internally, the aircraft contains flame floats for marking search datums, and green verey cartridges for night searches. When scrambled

the aircraft is expected to be airborne within one hour, but 30 minutes or less is the norm. If the aircraft is then required to search for an aircraft or ship, there are three types of search: visual, radar and electronic.

Of the three types of search, the visual search is the most common, and the most difficult. The integrity of this search depends upon such variables as the sea state, the position of the sun, the amount of light available, and the alertness of the observer. After considering these variables, a sweep width will be chosen for the anticipated target: for a liferaft this could be as little as a mile, and the search will be orientated downwind to reduce the possibility of the target being missed because of its drifting across the aircraft's successive tracks. Having been given a search area and having chosen a search pattern, normally a creeping line ahead (CLA), this information will be fed to the aircraft's computer and both the search area and search pattern will then be displayed on the navigator's tactical display screen, a 24-in diameter cathode ray tube which dominates the navigator's station. By reference to his tactical display, the navigator can control the search, and ensure that no part of the area is missed. The computer can also feed steering signals to the aircraft auto-pilot which then flies the aircraft along the chosen search pattern; this permits the pilots to maintain a visual look out, as well as monitoring the aircraft's flight path. To combat fatigue, observers are changed at regular intervals. However, one variable that the Nimrod crew cannot account for is the action of the survivor. If the survivor has transmitted a distress call and given an accurate position, his chances of survival will certainly have improved. If he subsequently uses flares, lights or a mirror to attract the attention of SAR forces, his rescue is almost assured.

3000ft below cloud

The night search is a variation of the day visual search, but instead of flying at 500 feet or less, the aircraft will be flown at about 3000feet below cloud, and green vereys will be fired at regular intervals. If these green vereys are sighted by a survivor, he should wait, and then reply with red flares until the aircraft turns and flies overhead. At night, the sweep width of the search is increased to account for the fact that a flare at night can be sighted over a greater distance than a liferaft by day. The success of a night search is wholly dependent upon the actions of the survivor.

The radar search is also based upon visual search patterns. The sweep width is dependent on the performance of the aircraft's radar and the size of the target. Liferafts are poor radar targets, and this type of search would be used only if the ship were expected to remain afloat. However, the sweep width is always greater than that for a visual search, and therefore a greater area can be searched within a given period. A Nimrod can be expected to use radar during all SAR operations, either to detect stricken ships, or to keep a plot of surface vessels that could be used to effect a rescue.

If used correctly, the emergency locator transmitter (ELT) can be used to enhance the survival chances of a person in distress. The majority of ELTs transmit on 121.5 and/or 243.0 MHz in the aeronautical band. The Nimrod, and all UK SAR helicopters, can home to transmissions on 243.0 MHz. The RAF Sea King can also home to transmissions on 121.5 MHz, but the Nimrod would have to establish a datum by a navigational technique. Unfortunately, a lot of people seem to think that the ELT is an alternative, and inferior, to the emergency radio set. The two pieces of equipment have a quite different role. The emergency radio must be regarded as a substitute for a ship's normal radio equipment. On the other hand, the ELT is used to mark the position of a liferaft so that it can be located by an aircraft; the position from a radio is only as good as the operator's navigation plot. The ELT is not an alerting device, although a VHF model would certainly cause an alert in the North Atlantic, due to the fact that it is mandatory for trans-Atlantic aircraft to monitor 121.5 MHz. In addition, the USA and Canada intend to launch a satellite which will monitor 121.5 and 243.0 MHz.

If an ELT is known to be carried by a missing ship or aircraft, the Nimrod will search at high altitude and at high speed, using a sweep width that relates to the range at which the ELT signal can be intercepted. With an RAF ELT (SARBE mk 2), which transmits continuously for 48 hours, the sweep width could be as great as 100 miles! Once the signal is received the Nimrod will descend while using its homing equipment to establish an on-top position. The only action required of the survivor is to switch the ELT on. The homing can be accomplished by day or night, and in any weather conditions. However, to remain totally effective, ELTs should be used only if a genuine distress situation occurs; any false alarms must be immediately cancelled by radio. The SAR authorities should also know if a ship or aircraft carries an ELT; aircraft flight plans are annotated with this information - perhaps ships, especially fishing vessels, should register them with HMCG?

As well as being well equipped as an SAR aircraft, the Nimrod is also well suited to act as on scene commander (OSC) at a distress incident. The tactical navigator can use the aircraft computer and navigation systems to co-ordinate an SAR operation by several units. The Nimrod's communication system is also very comprehensive, with coverage on the marine 2000 and 3000 kHz bands, DSB or SSB, the aeronautical V/UHF band and the marine VHF band on channels which include 0,6,10,16,67 and 73.

The RAF Nimrod, with its 12-man crew is, a very efficient ASW aircraft, and can also be used for SAR. When tasked with SAR operations, its crew will use all available information to formulate a search plan. If the survivor uses an ELT, the Nimrod crew can home to its signals; if the ship remains afloat then radar can be used to gain detection. If neither of these conditions exists, then the aircraft's computer will be used to generate a visual search pattern. Of the three types of search, the visual search is the most difficult,and, in comparison to the radar and electronic search, only a small area can be covered in a given period. The aircraft's navigation, computer and communications systems also make it suitable for the role

of OSC when a complex SAR situation requires on-scene co-operation.

LANDING ON THE FRENCH COAST BY KAYAK

I am continually being asked for an up-date on this situation. As previously stated I promise to keep you all in the picture as developments occur. The latest is that we have clarified the French Ruling (known as Ordnance 227); we have the BCU, British Government, French Canoe Association and French Maritime Authorities involved and we are at the stage of setting up a meeting with all these parties to attempt a lifting of the prohibition, - Ordnance 227. At the end of the day there may have to be compromises in order to get some sort of concession from the French. The kind of compromises I envisage are the use of permits, limit on numbers, escort boats, etc. If you have views on this problem and on any possible compromises, then write to John Evyser, c/o Calshot Activity Centre, Calshot, Southampton in his capacity as Chairman of the Sea Touring Specialist Committee. Both he and I will be pleased to hear from you.

Peter Carter from South Australia writes:-

"Some time back in the (ASKC) newsletter there were details of a tow line system with its effective towpoint underneath. I didn't think much of the cleating systems in the original article, and came up with the system on the enclosed sheet when I had to make a new towline for a new Olymp which I use for instructing. It works very well, even on a BAT, and has been used to tow a damaged sailing dinghy to safety. I normally have a rubber band around the pin so that it does not slip out and carry it with the loop joined up. To rig it, the loop is passed over the bow and pulled into place as this seems easier than reaching under the boat in a rafted situation".

(NB I have attached a photocopy of Peter's Towline System to this newsletter as best I can, you may have to route for it, Editor)

PRESS RELEASE No. 1 - January 1980

"PROJECT 80"

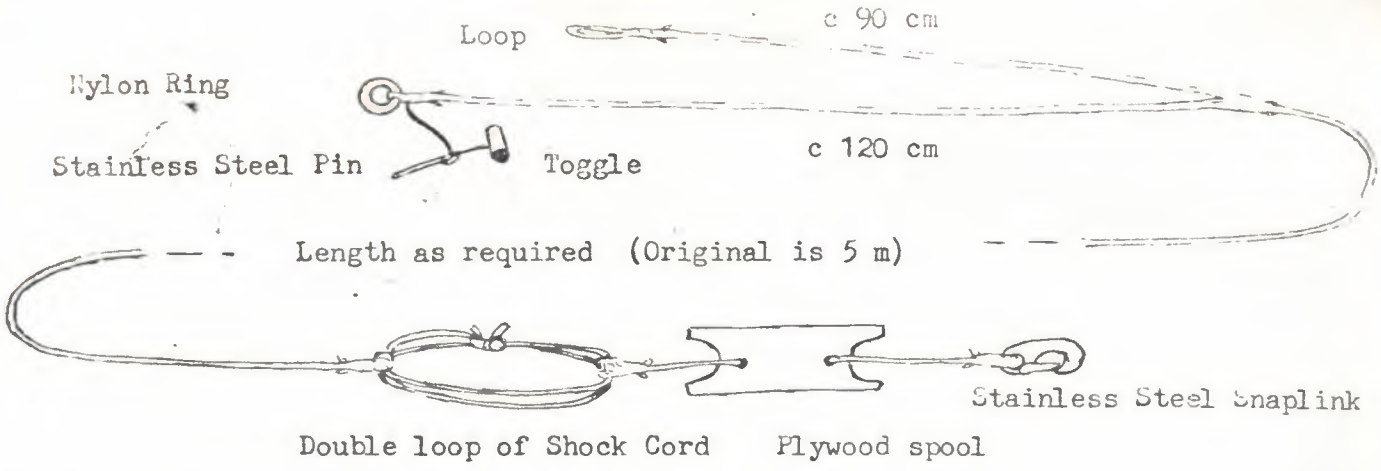
INTRODUCTION

The staff and children of BROOKSIDE INTENSIVE CARE UNIT are currently organizing an attempt to canoe around the entire English and Welsh coastline. This project will take place in the summer of 1980. Two Brookside staff members will try to paddle a two-man canoe around in less than six weeks. Other staff and children will back up the attempt by providing camping and other shore based facilities.

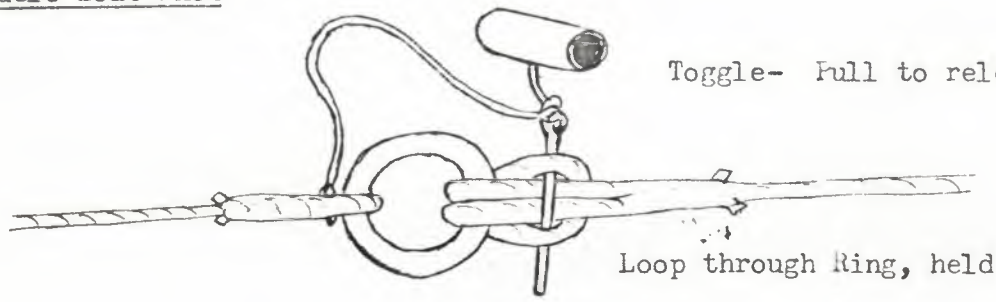
AIMS

(1) To raise £25,000 for a HALF-WAY HOUSE to bridge the gap between the intensive care environment of BROOKSIDE and the demands of the everyday world.

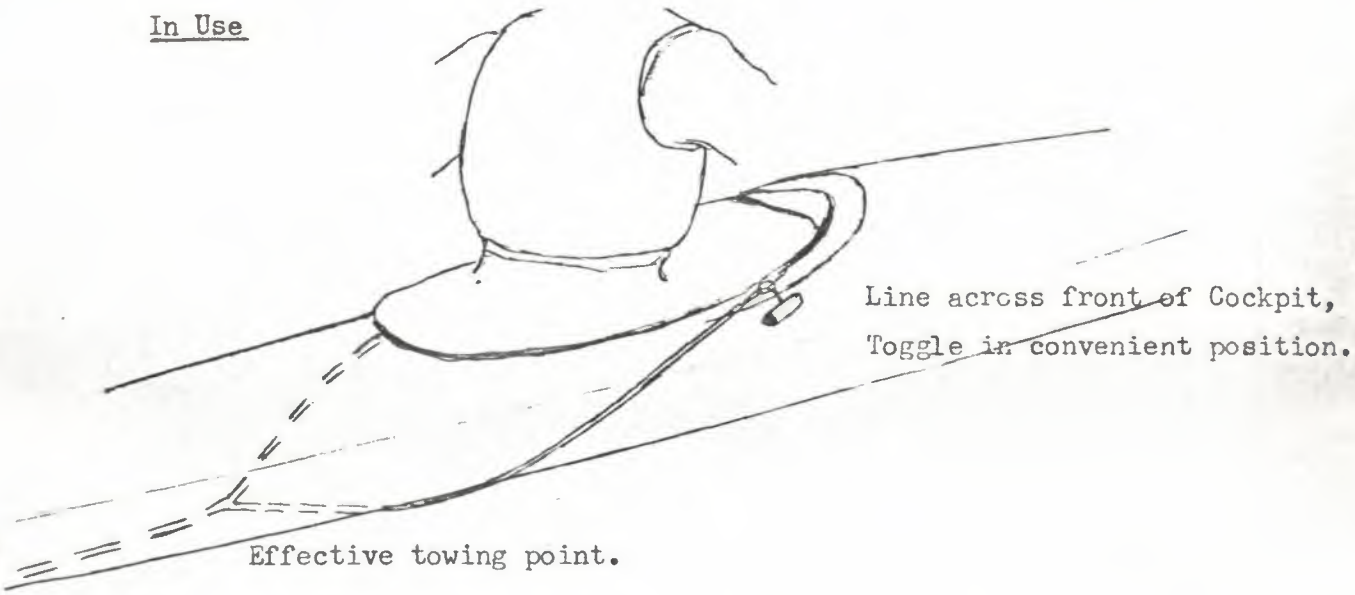
A Towline System — P. J. Carter



Double Boat Knot



In Use



This towline system can be used on almost any boat, even a BAT. In the case of sea kayaks there is no interference with equipment on deck, although it could not be used on a boat with a rudder. The effective towing point is immediately behind the cockpit, where it should be, and the line can be released instantly if necessary. The cockpit rim forms a bollard, and the release mechanism with its toggle is in a convenient and readily found position at one side.

(2) To engage BROOKSIDE KIDS in a major confidence building activity which permits them to work together with staff in a worthwhile and stimulating task.

BROOKSIDE

BROOKSIDE is situated at 103 BATH ROAD, SLOUGH, SL1 3UH. Tel; Slough 34384. The principal is Mr. IAN STOAKES.

It is an intensive care and treatment unit for up to twelve children between the ages of 11 and 16 who are severely emotionally and socially deprived. It has a purpose built four-place secure unit and also there is provision to take some children on a daily basis.

PHILOSOPHY OF BROOKSIDE

The philosophy of BROOKSIDE runs counter to that underlying the Triple S (Short, Sharp, Shock) approach to disturbed children. BROOKSIDE aims to provide short-term very intensive care and treatment facilities whereby the children can, in an atmosphere of growing confidence, self-respect and positive interrelationships, understand and come to terms with their own problems thereby eliminating the need for aggression, disruption and other anti-social activities. This alone can provide a secure foundation for a child's future.

THE NEED FOR A HALF-WAY HOUSE

Naturally BROOKSIDE needs to provide the maximum possible post care and support facilities. However, in the present climate of spending cuts this need is too often left unfulfilled. Children are being forced to face the world and working life alone just when support is most greatly needed. To ease this transistion from BROOKSIDE to the wider world a HALF-WAY HOUSE is essential. PROJECT 80 seeks to raise the money for this. The house would ideally comprise of 3 or 4 bedsits for ex-BROOKSIDE children with accommodation for a member of staff. Structure and restrictions would be less than at BROOKSIDE itself but sufficient support and guidance would be provided to facilitate the gentle easing of the child into taking responsibility for his own life.

SPONSORSHIP

BROOKSIDE will be contacting companies manufacturing the equipment to be used in the project, and other companies and organisations (especially in the Slough area) in the hope of financial backing. Also we hope to enrol individuals on a money-for-mileage basis.

GRAHAM MACKINTOSH
"PROJECT 80"
PUBLICITY OFFICER

GM/JMS

KAYAK MARATHON MEN GET READY

Two Anglesey men will undertake a hazardous expedition next Spring by circumnavigating Britain by kayak.

The journey is expected to take about four months during which time they will travel some 2,500 miles

The two men - Mr. Tom Hughes, tenant of the Stag Inn, Cemaes Bay, and Mr. Nigel Dennis of Trearddur Bay - decided last year to undertake the voyage for no other reason than that it represented a worthwhile challenge.

But Mr. Tom Hughes said yesterday: "As our planning progressed, we realised that the expedition could well generate funds for two worthwhile maritime charities - the RNLI and the Coastguard Association - and both organisations adopted the idea with enthusiasm.

"We hope to raise £50,000 which will be shared equally between the two organisations."

The two men will be using Nordkapps, and will take aboard all the necessary equipment, tents, etc.to enable them to make the journey. They plan 70-odd landfalls, and they will be supported only by a land-based party with a radio-equipped vehicle.

The longest leg of the journey - some 42 miles- will be the very first, when they start paddling from Holyhead to Port St Mary in the Isle of Man. Both crew have been practising hard over the summer months and have received tuition from trained service units.

In the next edition - Sectional Kayaks by Guy Ogez, Circumnavigation of Ireland by Tom Daly, Isles of Skye Expedition by the Army, a brief presentation on Cold Water Safety based on recent research, and an account of my trip to South Australia.

Till then

Good Canoeing

J.J. RATWELL