

# Advanced Sea Kayak Club

AN INTERNATIONAL SEA CANOEING CLUB  
OPEN TO ALL INTERESTED IN THIS ASPECT OF CANOEING



## AIMS

1. Promotion of sea canoeing
2. Communication
3. Organisation of events and conferences
4. Safety and coaching

# NEWSLETTER



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

FROM THE EDITOR

This club of ours is growing steadily. Month by month we are taking on new members and we are becoming, in fact I should say we have already become, a strong and viable concern that has done a lot to promote sea canoeing. Not only do we have this newsletter but we have staged symposiums, courses and meets and so have been responsible for bringing canoeists together and spreading their news and views through out a large proportion of the sea canoeing world.

All this 'trumpet blowing' is not just to create an impression, but to persuade you to remain an A.S.K.C. member. It is 'sub-paying' time folks and you will find a renewal form for 1981 below. Please use it soon and let me have your sub. I have not increased the sub, though I have been tempted to do so. Cost of postage increases next year, the club has no financial reserves, and what with increasing cost of paper and ink, etc., I am working to a very tight budget (aren't we all!)

Membership runs from January to December. To those of you who have joined recently, though you have had all the 1980 newsletters, you have not had the benefit of membership as such, and it would help me and my administration if you could send in say £1.00 or £1.50 as a sub with an explanation, otherwise AFTER the next newsletter I shall be updating the membership list.

In the last Newsletter I announced the arrival of ASKC 'T' shirts and sweat shirts. These are going well. Now I can announce the availability of real woollen sweaters. They come in navy blue with the letters A S K C in gold along the front. As far as I am concerned, this is purely a service for members. There is no handling charge. Complete the order form I have provided, making sure you include your measurements, and enclose your cheque for £11 (yes! that is all, and it includes postage)..... and send it to Mrs. Sharon Rowe, Siabod Cottage, Plas y Brenin, Capel Curig, LL24 OET, North Wales. Don't delay, they really are value for money.

Sharon is also making neoprene spray-deck-vests which will be for sale to order at £25 each. Contact Sharon direct for further information if interested. I shall be publishing full details and order forms in the next newsletter.

The correspondence section of this newsletter is really good. Do please keep those letters coming in as they are what this newsletter is really all about.

A.S.K.C. SHOP

ASKC Ties @ £2.00 each inc. p & p.

ASKC Stickers @ 30 pence each inc. p & p.

ASKC letter headed paper @ 5p per sheet (orders in multiples of ten only)

Sea Canoeing symposium reports, still a few left @ 75 pence inc. p & p.

ASKC T Shirts, small, medium or large (state size when ordering) @ £2.80 inc. p & p.

ASKC sweat shirts, small, medium or large (state size) @ £5.30 inc p & p.

ALL AVAILABLE FROM ME AT THE ABOVE ADDRESS.

\*\*\*\*\*PLEASE TEAR OFF\*\*\*\*\*

ORDER FORM FOR A.S.K.C. WOOLLEN SWEATERS.

Send to Sharon Rowe, Siabod Cottage, Plas y Brenin, Capel Curig, N.Wales, LL24 OET

Name.....	<u>MEASUREMENTS</u>
Address.....	Chest.....
.....	arm-pit to wrist.....
.....	arm-pit to hips.....

I enclose cheque to value of £..... for .....sweater/s

Signed..... Dated.....

CORRESPONDENCE

From Dennis Philpott, Southend Canoe Club.

Dear John,

I have recently returned from holiday and can recommend an excellent base camp site for the N.W. of Scotland, address is:- Mr. Mrs. Fraser, 'Ardmair Point' Camp Site, Ullapool, Ross-shire. We camped there and canoed the areas of Loch Broom, Annat Bay and Head, Horse Island, the Summer Isles, etc., a total of 74 miles of coast line, all outstanding with excellent wildlife, birds, seals, sea otters, etc. The camp site is right on the beach, with hot showers, wash rooms etc. and is approx. 3½ miles north of Ullapool by road. If any one would like more details of this area I would be glad to give them.

Yours sincerely,

Dennis Philpott. (address in last newsletter)

From Tim Ward, Henley Villa, Wycombe Road, Stokenchurch, Buckinghamshire, HP14 3RJ

Dear John,

First of all please note my change of address from Longridge, Marlow to the above. I have recently set up business manufacturing canoes, as yet a very limited range, and stock associated gear. An aim of the future is to build up stock of the odd equipment appertaining to sea canoeing and expeditions as I feel that at present nobody particularly specialises in this field. I write with particular reference to the stainless steel snaplink mentioned by Ron Denton in September '80 newsletter. Readers may be interested to know that I stock these at present at £1.35 each plus 20p post and package. They sound expensive, but they are extremely good and most 'self respecting' boat yards will charge at least £2.00. I will be pleased to receive enquiries for any equipment, as in this way I can judge where the demand lies and buy in accordingly. Thanks for a most interesting newsletter.

Yours,

Tim Ward.

From David Rushfirth, (Address as per last edition of newsletter)

Dear John,

Just a line to let you know about a book I have come across in the local library which might be of interest to members of the A.S.K.C.

This is:

"THE STARSHIP AND THE CANOE"

"The true story of two remarkable men" by Kenneth Brower. Published in the U.K. by Whizzard Press in association with Andre Deutsch Ltd., 1980; 105 Great Russell Street, London, WC1.

The book deals with the lives of a father and son, the former employed at the sharp end of 20th. century technology, and the son choosing to live in spartan simplicity on the coast of British Columbia and navigating the waters from there to Southern Alaska. There is much interesting detail about Eskimos, Aleuts, Baidarkas, Umnaks and all the usual lore of genuine original kayaking. I would also hazard a guess that the detail about starships would whet the appetite of the type of person interested in sea canoeing. This book appears to be intended for the general reader with red blood in his veins rather than for the canoeists in particular. I am sure, however, that anyone interested in canoeing would enjoy it, although the total lack of photographs is to be regretted. A book to be borrowed from the library perhaps rather than to buy.

I have't yet decided on that new boat. I have been thinking for a long time about the design of of the contemporary sea touring kayak and talking to friends whose sea experience goes way back. One questions whether the strong influence the Greenland Kayak has had on most modern designs is a good thing. This narrow beamed type of boat tends to be 'tippy', difficult to turn, cramped for the paddler and with little space for kit as well as tending to be wet, and due to the low rear deck, easily pooped. Wider and larger boats such as the old P.B.K. types and some Tyne and Klepper designs are remembered with nostalgia. These boats did not capsize easily and tended to look after the paddler rather than the paddler having to look after the boat.

My studies lead me to believe that the Artic boat we have copied is a hunting boat and not necessarily designed for long passages on the open sea. A factor in design, for example, might be the ability to creep quietly and unseen through leads in the ice. When the Artic dweller wanted to carry his goods and chattels over the open sea he used a craft of very different design from the hunting boat. Similarly the raiding longships of the Vikings were designed for that purpose and were not as sea worthy as the Viking cargo carriers which they used for long voyages.

All this leads me to the conclusion that Derek Hutchinson is going in the right direction with his Ice Flow. Two very experienced sea rovers of Manchester Canoe Club with whom I am acquainted have recently backed their belief in this idea by investing in the boat. It seems to me that in future one may want to have two types of sea boats, a good 'cargo' type boat for serious sea touring and Greenland type kayak to show

off and lark about in.

Let me hasten to say that the re-introduction of very stable boats should not be allowed to encourage people to attempt sea passages without first learning all the arts of kayak handling such as rolling and recovery strokes.

I would be very interested in the views of other A.S.K.C. members.

All best wishes,  
Yours sincerely,

David Rushfirth.

From A.J. De Haven, 93, Roehampton Drive, Wigston Fields, Leicester.

Dear Mr. Ramwell.

In June this year I sent a letter to the B.C.U. concerning the proposed expedition by the Leicestershire Police canoe section from the tip of Italy to Sicily along the coast and eventually to Malta.

On the 3rd. July B.C.U. replied to my letter stating that he had written to you anticipating your interest and hoping that you would be able to assist us in some area either with advice or indirectly by putting us in touch with persons of practical experience of this area or moving equipment to this area of the world and so on. I understand that you would get many such enquiries but I would appreciate a reply. The expedition is planned for July 1982.

Yours sincerely,

A.J.DeHaven.

Editors note. I have replied to Mr. DeHaven but I have not been able to supply very much in the way of useful information. Perhaps an ASKC member might help.....over to you.

From Simon Brewitt 46, Springhill Ave., Blackrock, Co. Dublin, Ireland.

Dear John,

My apologies for not writing to you earlier. Thank you for your help with the Sea Canoeing Meet in August. Unfortunately the attendance was very poor. I have never found so many people with excuses all of a sudden.

We finished up with 4 of us for the three days, but fortunately we were able to get some fairly good trips done including a nice run through Blasket Sound with the wind running against the tide. There was a nice 6ft. break in the race for most of its length.

However shortly afterwards, we got a group of 10 or so together for a week in Donegal in the North West tip of the Country. Most of the week was spent holding down the trailer (it got blown over on at least one occasion), however some pleasant trips were completed, including one off shore jaunt in force 7.

I am trying to arrange a car load to travel to Southampton in December for the A.G.M./Exhibition, so I expect I will be in touch with you shortly on that as well.

Tom Daly and myself are at present having discussions with our Marine Rescue Co-ordination Centre on the problems they appear to be having with sea canoeists. I don't know whether it reached the English papers or not, but there was a search mounted recently for three canoeists from Birmingham who had done a two day trip in the South West. The farmer whose land they had left their car raised the alarm when it was still there on the second day, and the helicopter and life boats were launched. Fortunately they were located fairly quickly, hill walking nearby!

It might be no harm if you put a note in the Newsletter that the people who should be contacted to leave an itinerary or information with are MARINE RESCUE CO-ORDINATION CENTRE, Shannon Airport, as we have no coastguard service in this country, I have always found them most co-operative, if a little ignorant of the ways of canoeists. Anyway, we shall see how our discussions turn out.

All the best,

Yours

Simon (Brewitt)

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I have been informed about waterproof paper, useful for route cards etc. It works out at 4p per sheet, £15 for ream of 1,000. Size of page 8"X 6" Available from Kings Lynn Printers, C/o Mr. Trevor Riches, 11, Station Road, Snettisham, Norfolk.

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PLEASE DO NOT FORGET TO RENEW YOUR 1981 MEMBERSHIP.....NOW....TODAY.

WYE KAYAKS of 31, EAST STREET, HEREFORD. Telephone Hereford 65453

Charts For those experiencing difficulty in obtaining charts (Admiralty) Wye Kayaks are offering the complete range of admiralty charts by return of post. Write or phon. giving the chart number. Cost inclusive of postage £4.50.

Flares Wye Kayaks are now stockists of the latest range of Pains Wessex Schermully distress flares. Most popular for the canoeist are the Handsmoke Mk. 2 and the Day and Night Distress Signall. Both are light, compact and packaged in robust sealed plastic containers. Prices are £4.50 and £11.99 respectively. The whole range of distress flares is available to order.

Fibre Pile Wye Kayaks are stockists of the excellent Javlin Super 'S' Salopette, probably the best fibre pile garment for the paddler. It offers all the usual advantages of fibre pile, but it is laminated to make it 'non pill' and very hard wearing, and is well tailored to prevent bagginess. The Salopette is available in red or blue, in a full range of sizes at £36.99 plus £2.00 post & packing.

Equipment Wye Kayak's new showroom at 31, East Street, Hereford is open 6 days a week from 9.00 to 5.30. Large stocks of all the leading brands are on display. A demonstration 'Islander' sea kayak is available and canoeists are welcome to call in any time.

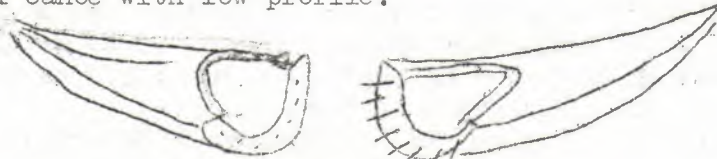
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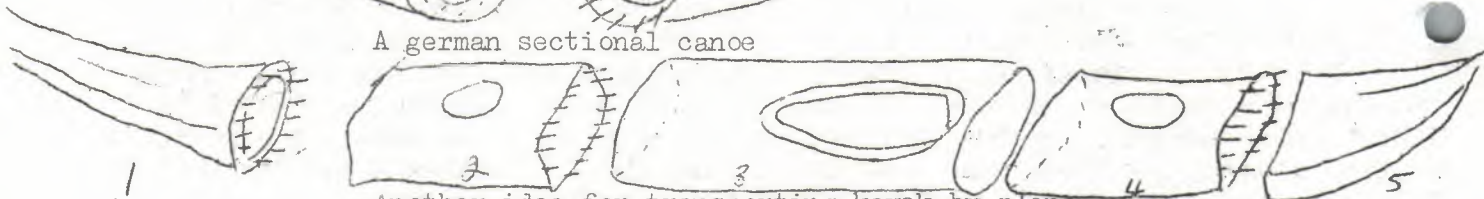
SECTIONAL KAYAKS

By Guy Ogez, A.S.K.C. member from France.

In the newsletter No. 11 I understand that Nigel Foster, in order to fly to Newfoundland, was obliged to have his canoe sawed in two parts and, after to seal them together. Is there not a better way to transport kayaks by plane? Would it not be possible to design a sectional canoe consisting of several parts made, from the onset, by the builder? These parts could more easily be transported, and the kayaker would have only to assemble and screw with nuts and bolts at the time of embarkation. My friends laugh at this idea as a stupid one, but I remember some German kayakers who paddled such canoes. I have drawn below a rough sketch from my memory. As modern sea kayakers have bulk heads and compartments and so it would be possible to have separate five parts for example. Certainly it would be necessary to have some frame, stringer or stretcher for getting the pieces tightened together. I must say that this year I bought a folding canoe that proved very useful (i.e. a folding Canadian canoe) Its weight is about 15 kilos. It goes in a ruc sack and it takes two persons and all the gear. We use it for going to site by railway. I carry it on my shoulder and my friend carries all the gear. On one occasion we walked 12 kilometres...unfortunately it is not suitable for sea canoeing. When the wind is blowing I think that for sea canoeing it is preferable to have some sectional canoe with low profile.



A German sectional canoe



Another idea for transporting kayak by plane

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.....please tear off.....  
1981 subscription to Advanced Sea Kayak Club is now due....£2.00 cheques made out to Advanced Sea Kayak Club. Send to J.J.Ramwell, 32, Glebe Road, West Perry, Huntingdon, Cambs.

NAME..... Amount enclosed £.....  
ADDRESS..... Signed.....  
..... Date.....  
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## BANGOR NORMAL COLLEGE CIRCUMNAVIGATION OF IRELAND BY KAYAK.

Members Rory McKee (24) Nick Parks (21) Arthur Collins (22) All students at Bangor Normal College.

Canoes....all Nordkapps.

Using two cars we arrived at Portpatrick on the Mull of Galloway on June 28th.. Arthurs father delivered all the food to my house in Northern Ireland and we crossed the North Channel to Donaghadee on July 2nd. Nick and myself did the Baltimore food dump (southermost point of Ireland) Arthur managed the Donegal dump, and my parents did the other at Galway Golf Course, thus the dumps were roughly four weeks apart.

We eventually started on July 6th. after watching the Wimbledon finals. That very first evening we towed into harbour a small motor cruiser, stranded without petrol. No time to claim salvage unfortunately! The weather was fairly good to us the first week, and we had a rest day at Bray just south of Dublin Bay, after an interesting stay with Lord Revelstoke on Lamboy Island (Private!)

Progress south continued quite satisfactorily. Mile after mile of beautiful silver 'Strand' lead to Rosslare. We came across Dolphin and Puffins, but even on this comparatively populated East coast there was very little shipping, iether commercial or private. Already we were adapting to the feeling of independence.

The south coast proved interesting scenically, but due to predominantly S.W. winds we named it the 'headbanger' coast, and regularly started before 0630 in an effort to beat the wind. It was on one such deteriorating day that we found the 100M passage mentioned in the Durham boys report. It was like the waters being parted for Moses as we emerged into a great ampitheatre of cliffs, and the comparative calm of the lee side. We were stormbound the next day, but following that, managed the 34 knots to Baltimore and the hospitality of the Glennans Sailing School staff. Someone commented that paddling through the storm froth was like crossing a giant head of Guinness!!

After a night on Clear Island we had the exciting prospect of crossing the major bays on the S.W. coast. The first crossing to Mizen Head was made in very poor visibility, but our navigation was proving adequate. Nick made inappropriate remarks to the crew of an E.E.C. fishing protection gun boat...silly, because we later heard that they had opened fire on a rogue spanish trawler!!

The cliffs of Moher near the Aran Islands were a bit disappointing, after the very remote, little visited cliffs we had seen. This is a serious section though, due to lack of landing spots. The islanders paid us the compliment, "You must be mad!" as we beached on Irishmaan, just ahead of a brewing storm. Our next stop was Galway Golf Club, which meant fruit cake, food bags and mail in that order. The staff were very kind to us, and it was three very 'happy paddlers' who started off the next day. An 'Irish short' is about a quarter pint of scotch and 'short' refers only to the 'downing' time, This is the Curragh area of Ireland. These interesting 'skin boats' ride very high over the waves, the bow rises sharply and they are traditionally rowed by several men, although small engines are the order nowadays.

It was August 9th., and over the next thirteen days we only paddled on six of them. Perhaps our most anxious moment was rounding Achill Head, Irelands largest Island, with cliffs over 700M. The clapotis was very bad, and a four knot tide committed us to rounding the Head. The water was entirely unpredictable, twenty foot waves would suddenly explode and disappear. I know now how my Grandfather felt in the trenches during the Great War!

We escaped from Easby (of surfing fame) on August 19th. and made the long crossing of Donegal Bay. This coast proved to be the most beautiful from our point view, and we reached our last food dump at the Greeslaugh Centre where John Friel treated us with the kind of hospitality only the Irish can manage. A few days later Scotland was clearly visible as we passed Fairhead and entered the Northern Channel again. The familiar coastline unwound from Bangor through Holywood to the distant sillouette of Belfast shipyard. A 'woop' from one of us would spark off a series of delerious shouts and outbursts from the others. Never did a happier trio surf across Belfast Laugh to finish at Donaghadee.

Distance.....784 nautical miles  
 911 statute miles  
 40 paddling days  
 16 rest/stormbound days.

## THE SEVERN BORE

Bores like the one you may see on the Severn are created whenever the sea, flowing into an estuary with the rising tide, is compressed by narrowing banks and a shallower channel into an advancing wave and pressed forward by the weight of the tide behind it. They occur in several parts of the world wherever the range of tides and the shape of river estuaries is right - the biggest is reputed to occur on the river Chiang tang kiang in China. In Europe the Seine, Gironde and Trent all have bores, but by far the largest and most spectacular are those of the Severn.

The Severn bore occurs twice a day (both tides) on about 130 days a year, but bores of any real size occur on about 25 days. Any tide of 26 ft (7.9m) at Sharpness will create a bore under normal conditions, but the largest bores occur with tides of 31ft. (9.5m) or more.

It is not possible to forecast accurately a really good bore, as the size can be affected by wind and the amount of fresh water flowing down the Severn, but stiff south westerly winds in the Bristol Channel, a low barometer and about two feet more water than normal in the river combined with a big tide should give a really spectacular wave.

The first rise of the incoming tide can be seen far down the estuary around Avonmouth, but the true bore grows between Sharpness and Awre, and from here takes about  $2\frac{1}{4}$  to  $2\frac{1}{2}$  hours to reach Maisemore Weir 21 miles away. In the estuary around the Horseshoe bend from Awre to Framilode the bore travels at about  $5\frac{1}{2}$  to 8 miles per hour, but higher up, between Minsterworth and Gloucester reaches 10 to 13 m p h. The bore in mid-stream can on very rare occasions be of the order of 9ft. (2.7m) but 3 ft (.9) is a fair average. The height at the banks - particularly on the outside of the bends will tend to be greater.

For further information on the bore see 'THE SEVERN BORE' by F.W. Rowbotham, published by David and Charles Ltd., Newton Abbot.

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## THE CANOE CAMPING CLUB

The Canoe Camping Club was formed in 1933 as a section of the Camping Club of Great Britain and Ireland. Originally called the 'British Canoe Association'; it was one of the forerunners of the British Canoe Union.

The C.C.C. is one of the few Clubs representing the interests of the touring canoeist today. The C.C.C. also caters for those who have an interest in camping as well, the two activities complimenting each other.

The majority of the C.C.C. events take place on slow moving rivers or canals, though estuaries are canoed along with rough rivers, when the conditions permit. One should not get the impression that flat water canoeing is the limit of our capabilities many members compete in slalom, wild water and marathon. The National Junior Surf Champion is one of our members.

Regional groups exist in most areas; these organise numerous local day runs, expeditions and social gatherings throughout the year. Most activities are suitable for families. Although the majority of weekend camps and group holidays are based on one site, the C.C.C. promotes canoe camping trips, and more adventurous expeditions, both at home and abroad. These may be only a few days duration or they may run into weeks.

Within the C.C.C. are a number of specialist groups. Recently formed is the Sea Group South who cater for those in the south of the country who enjoy sea and estuary canoeing. The C.C.C. also has a thriving youth section which has its own programme of events, such as the annual Youth Regatta, to be held this year on the River Nene, and a summer holiday on the west coast of Scotland.

The C.C.C. offers:

- 1/ Free sites list and Year Book.
- 2/ Free insurance and camping kit insurance.
- 3/ Free Ordnance Survey Route Planning map
- 4/ International Camping Carnet, and the 'Carefree' foreign touring service
- 5/ Two free magazines; 'Camping and Caravanning' and for the canoeist, 'The Canoe Camper'.

For further details contact Maxwell Symons, 12, Western Road, Aldershott, Hants.

Telephone Aldershott (0252) 317993

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PLEASE DO NOT FOREGET YOUR MUCH NEEDED CONTRIBUTION TO THIS NEWSLETTER.

AN EXERCISE WITH THE R.A.F. WESSEX HELICOPTERS, R.A.F. VALLEY, NORTH WALES.

By Raymond Rowe, Fulltime Instructor, Plas y Brenin, Capel Curig, North Wales.

I thought that fellow club members might be interested to hear of the Helicopter Exercise which we carried out during our Coach training week at Plas y Brenin in North Wales.

The whole thing started when I sat down to plan the programme for a week of Advanced Sea and Coach (sea) training. Things were quite straight-forward until I came to the topic of Emergency Procedures. Over the past year I have heard of four separate incidents where a helicopter has gone to the aid of canoeists. It is undoubtedly the fastest search and rescue facility available around most of the British coastline. Taking this fact into account I could not consider Emergency Procedures without somehow involving, or at least mentioning helicopters.

Enquiries at Plas y Brenin showed that one of our staff, Derek Mayes, had a good contact at R.A.F. Valley, a Search & Rescue Officer, no less. Derek made a few phone calls and jacked up a visit for the group to visit Valley to give us an opportunity to meet a Search & Rescue pilot and crew, and perhaps also examine the aircraft. This sounded like a pretty good deal, so when the actual day dawned we drove out armed to the teeth with questions and problems relating to helicopter rescues and canoeists.

Arriving at R.A.F. Valley and having parked the trailer in the Flight Lieutenants car parking space and the transit van in Flight Commanders, we swarmed into the aircrews restroom to discover that some confusion had led to us being totally unexpected. I plunged into further misery as the occasional rapier-like glance flicked at me from the group of potential sea coaches, here to hone their already substantial canoeing experience to perfection. When I was told that the Pilot whose name I had been given was in the air, I was beginning to hope for an earthquake or any kind of disaster that would allow me to say, "You can't blame me this time lads!" For half an hour I squirmed- a clever-dick coach who said he could make helicopters appear out of thin air. I was dejected - ruined!

When at last the helicopter crew arrived, things began to look up. They were ordinary people- they LOOKED like spacemen, but underneath their flying helmets and immersion suits they were real, ordinary people! They even smiled! My world started to trickle back. They had names. Al, Taffy, John. Perhaps we could talk to each other? We could!

"Well, you misreable lot! Look at this, I'm talking to a real live helicopter person with a knife on one leg and things written on the other" We discussed winching, searching, night flying, flares, flouriescene dye that attracts sharks, call-out procedure, Radio Location Beacons and static.....did you know that a winchman can deal a substantial 'thump' of electrical discharge from his hand due to static build up on the rotors travelling down the winch wire?

We were then taken out to the 'great yellow bird' itself, and continued our discussion. Some photographed, others inspected first aid equipment and quite a few climbed into the cock-pit murmuring 'vroom, vroom' Inside was not spacious, but room enough for a man to stand upright. Everything was neatly and securely stowed away and had that worn look of cared for functionality.

We discussed the problems of civilian personnel involved in flights and the enormous insurance difficulties this would cause. We considered the problems a group of canoeists might have in the event of a helicopter hovering to hoist one of them. We all became more involved in our discussions, with the helicopter lads every bit as enthusiastic about their job as we were.

In a few moments we were driving to Amlwch Harbour to rendezvous with a Wessex somewhere about a mile off shore. It started as a seagull somewhere towards Holyhead Mountain and then became a voice coming out of the hiss on our radio. Within five minutes it flew across in front of us - a big yellow dodgem car in the sky. It then rested on an invisible pedestal - a rock steady hover, allowing us to paddle in the downdraught and experience the air turbulence this caused at its winching heights of thirty feet. For minutes we experimented with approach positions and paddle bracing, we even had an accidental capsized followed by a roll whilst the now familiar faces looked on. The crew were so close to us that a radio seemed almost unnecessary were it not for the noise. The pilot then flew the aircraft over us several times at low level and  
.....then it swooped.....



then it swooped off to join the other seagulls on the horizon.

Our canoeing world was silent again, but there was an atmosphere amongst the paddlers of respectful excitement like the buzz of thrill that you get when you've surfed an enormous wave - it has accelerated you into oblivion, then pounded and frightened you, but you've survived and loved it!!

Below I have listed some observations which I have made from the experience with some thoughts on winching, etc.

#### WINCHING

The actual lifting of a casualty is standard and straight forward. The winchman arrives in the water beside the swimmer, a lifting strop is placed under the arms around the chest and the two are winched upwards. The casualty is turned at the door to face out and is brought backwards to a sitting position in the aircraft. He should not attempt to help himself enter the aircraft. First aid, oxygen, pain-killers can be administered by the crew when necessary. Every helicopter carries a Niel Robertson stretcher and 'Entonox', a very effective inhaled painreliever

#### DOWNDRAUGHT Diagram 1 (a)

Downdraught is the name for the downward moving column of air on which a helicopter stands in the hover position. When this draught hits the water, this column of air spreads horizontally like an inverted mushroom.

#### Observations

- you must brace INTO the horizontal blast of wind, i.e. towards the helicopter
- the blast is very strong and sudden, but is limited to a very short distance.
- this powerful blast is well heralded by spray and you will be 'jetted' away from its influence automatically.
- in diagram 1 (b) a strong wind has caused the downdraught column to move backwards. In this case the worst horizontal blast is felt at X but it is still short lived.
- paddles should be kept low and braced until you skid out of the downdraught.
- immediately underneath the helicopter is calm and peaceful and a good place to rest.
- the down-wind section (X) of the blast is a confused area with spray making visibility difficult. It is best to brace head down until you are clear, then look around.

#### GROUP ORGANISATION

The helicopter will approach your group from downwind and will also come to hover into the wind. The pilot sits on the right hand side of the aircraft always. He will hover with your group in the "two o'clock position". See diagram 2 (a) This lets him take a closer look at the situation. You then have the choice of staying separated and keeping upwind and outside the influence of the downdraught, and here hold the "two o'clock position" would help.

OR.....

Raft the group firmly thus keeping them together but of the control of your drift. A well disciplined raft could easily withstand downdraught and could allow a casualty to get out onto the decks ready to be winched. The winchman, in this case, would require to sit astride or stand on the raft. This method would avoid committing an already possibly hypothermic casualty to cold water immersion for winching. It is worth making the point that noise is directed downwards making communication extremely difficult between canoeists.

The same principles apply to Sea King Helicopters which carry out Air Sea Rescue in other areas of Britain.

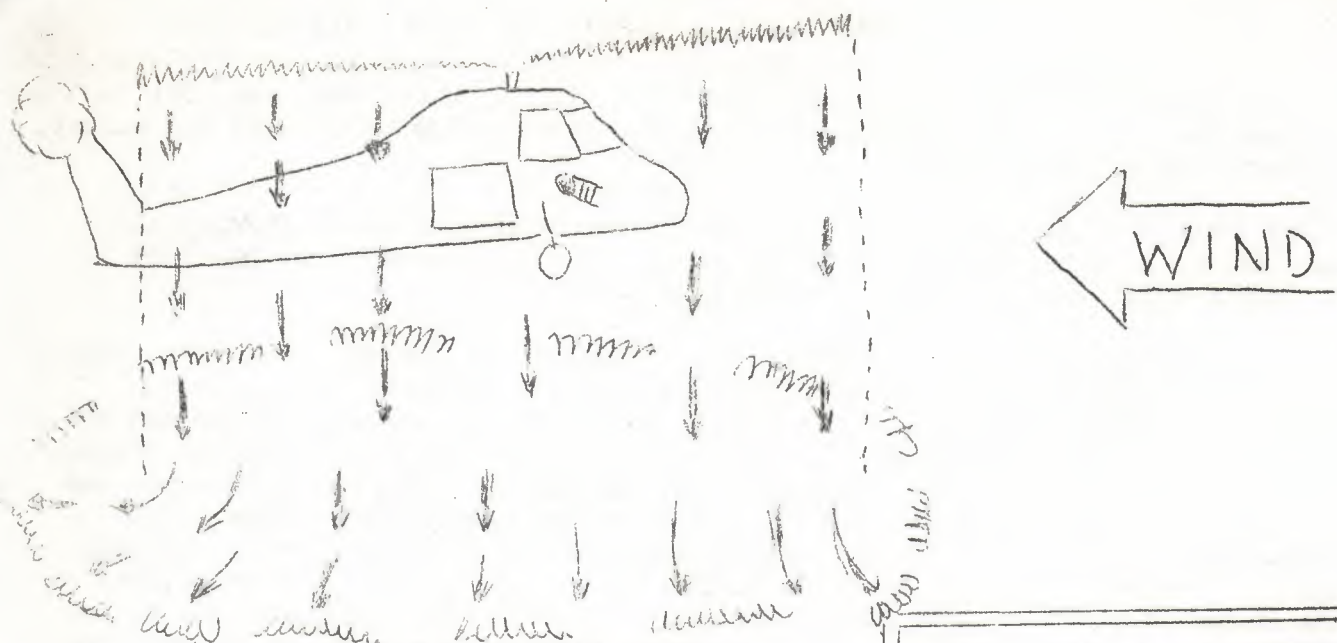
#### SEARCHING

Helicopters search for canoeists on visual, not on radar. Any aid to this will be of use to the crew. Orange smoke is particularly good, as is dye marker. Ordinary hand-flares are good at night. U.H.F. radio position locating devices allow the helicopter to home in very quickly. Examples of these are S.A.R.B.E. and CALLBUOY. Helicopters will soon be able to home in on V.H.F. Channel 16 beacons as well.

The Wessex in the diagrams has a crew of three, but it can take on another twelve people in an emergency.

I hope this is useful. We are very grateful to the lads at 22 Squadron S.A.R. R.A.F. Valley for their friendly and enthusiastic help in this exercise.

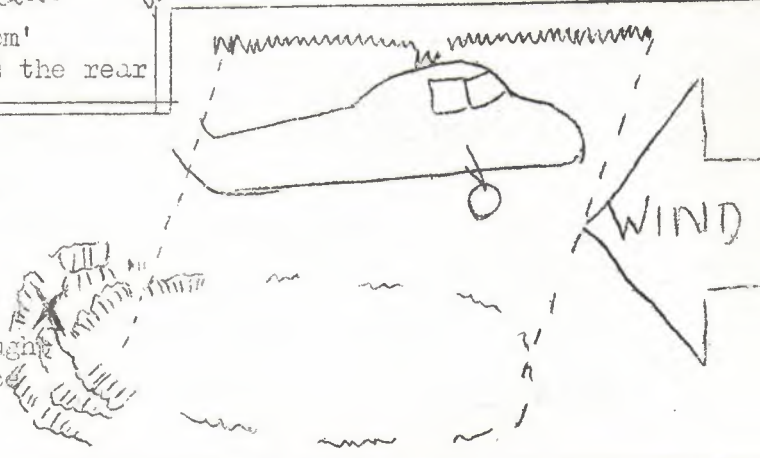
Raymond Rowe. Plas y Brenin.



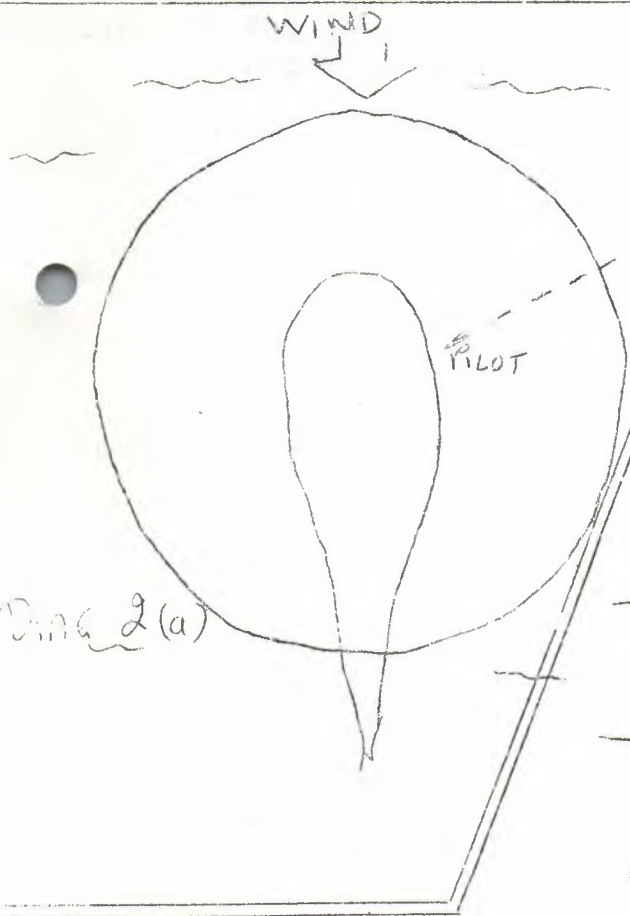
Downdraught 'An inverted mushroom'  
More horizontal movement towards the rear

Diag 1(a)

Diag 1(b)

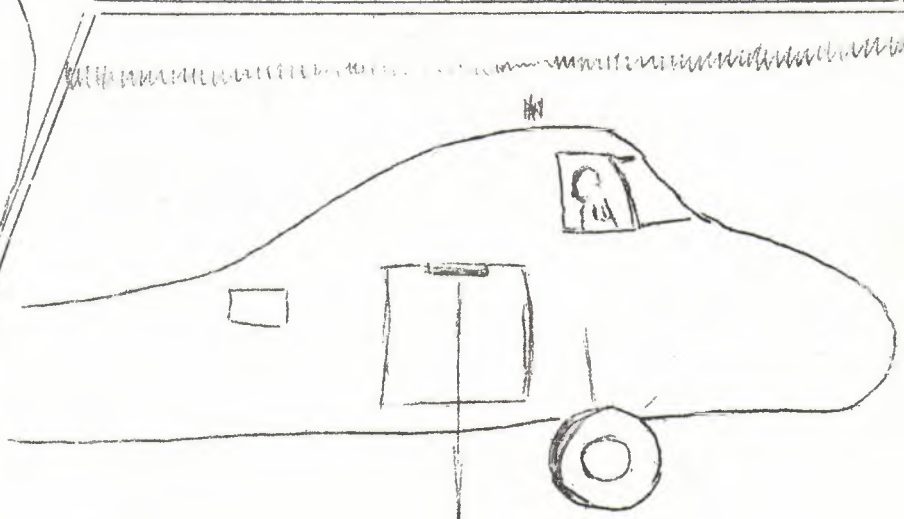


As the wind strength increases, the downdraught is pushed back causing pronounced turbulence at X



Diag 2(a)

Canoeists in the 'two o'clock position'



Diag 2(b)

Wessex winching system.  
Note. Pilot and winch on right hand side of aircraft.

Fred Potter from Canada writes.....  
Hello J.J.

Just received your last issue, No. 21 and found it to be very informative. My next Ocean Kayak class starts on September 21 - 80 and will have approx 12 people. As I said in my last letter, ocean kayaking has been slow to start over here, but is fast catching on. I've managed to make four trips during the months of July and August, and in general had a pleasant time.

Barry Smith of England who you might know is now attending the University of Victoria. He was a member on the Cape Horn and Alaska expeditions; I met him last year but have not got round to renewing greetings this year.

John, I'm enclosing a copy of a rescue method that we feel works quite well, even in heavy weather. One advantage is that it takes very little effort on the rescue person to get the other person back into the kayak that is in trouble. As you can see, it is much the same as climbing onto a horse by way of a stirrup, and since the weight of the person stepping onto or into the rope stirrup, all the force is directed to the paddle under the two kayaks, this holds the two together. The rescue person still has to steady and hold somewhat on the other kayak, but the effort is greatly reduced. Rope length of course is determined by the individual. The only point of instability is at the moment of removing your foot from the stirrup and into the kayak. But since the kayak is being steadied, this is minimal. Also the rescue person can now hold the stirrup rope and thus can retrieve the paddle that was used under the kayak. Normal procedure would be to use the paddle of the over-turned canoe if possible. John try it, we think it is good and quick.

Fred Potter.

P.S. John will jacket crests become available soon along with the other items from A.S.K.C. stores.

SALT WATER RESCUE TECHNIQUE "LEE MOYER METHOD"

1. Carry a loop of rope in the boat about 10 feet long.
2. Drape the rope around the boat cockpit and let a loop hang down both sides of boat.
3. Position an occupied boat next to empty boat and shove a paddle under both boats. **MAKE SURE THE PADDLE GOES BETWEEN LOOP HANGING DOWN BETWEEN BOTH BOATS.**
4. Stand in loop on outside of empty boat and - hopefully - enter the boat.

