

# 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



ADVANCED SEA KAYAK CLUB

MARCH 1981

NEWSLETTER No. 24.

FROM THE EDITOR

Here is the second Newsletter of 1981 (Is'nt that nice!!) and though it is the March edition I'm getting it out in time for the Crystal Palace canoe exhibition later this month.

We have a full letter this time, and for the first time I am having to select material for it from contributions sent in. Don't let this deter you from sending in articles, - I promise you they'll all get published....eventually.

A quick run down on the contents of this letter is in order. First - the announcement of the next Sea Canoeing Symposium scheduled for November this year. I look forward to seeing you all there. I know £45 sounds a lot but when you think what you are getting, say in comparison with staying a weekend at a hotel, it is very reasonable really. Please let me have your applications early.

Secondly you'll find the report of the Sea Canoeing weekend at Calshot last December as sent in by 'your roving reporter'

Thirdly there is Derek and John's account of their Hebrides expedition, and fourthly, whilst researching for my pending Alaskan trip with Raymond Rowe, I came across an account of the psychological aspects of survival which I considered well worth including, I hope you agree.

There is the usual batch of letters which I think can be the most relevant part of this letter....keep them rolling in. There is also notices of sea canoeing courses. Those of you interested in the Canadian (the country that is) scene will be interested in the VICTORIA CANOE AND KAYAK CLUB. I have recently received their Newsletter which is very readable....contact Frank Johnson, P.O.Box 1552, Victoria B.C., V8W 2X7, Canada. Thanks to Beachbreak, the surfers magazine for the "First Simple Wave Machine for use in your Local Pool".....silly, but it made me smile.

In my last editorial I promised to tell the story of my last attempt to cross the North Sea in 1978. As I mentioned earlier I am out for space so I shall make it brief. Geoff Pearce (recently killed in a M/cycle accident) a very fit P.E.I. from the prison service and a good friend, had agreed to join me on this attempt to cross the North Sea from Aldburgh on the Suffolk coast to Westkappelle on the Dutch coast. A week before the set date Geoff was reluctantly forced to pull out, - he had been having a lot of shoulder trouble and as I had worked out the navigation, and the weather promised well I anxiously looked for another to take his place. Who did I know who was mad enough to suddenly up and join me on this advanced trip with a weeks notice, - no other than Pete Midwood.

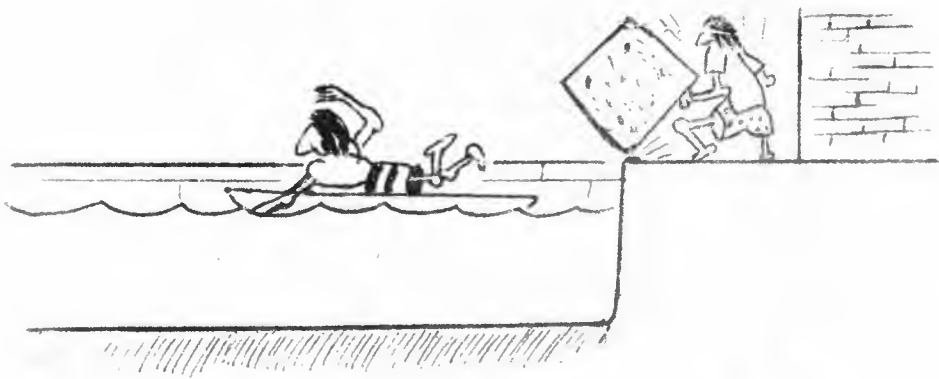
Pete duly arrived on the eve of our departure and had with him his Orinoco kayak the same one he had used to cross the Irish Sea solo from Wales. He explained how he had recently fitted the under-stern rudder.

Next day we sallied forth for Aldburgh. The wind was blowing force 5 from the S.W. A little strong for us really but as the wind was on our backs it would speed our progress, and the weather forecast was constant, we could expect the prevailing conditions to persist. We knew a force 5 would give us a disturbed sea and little rest, but 'sod it', we'd come this far!

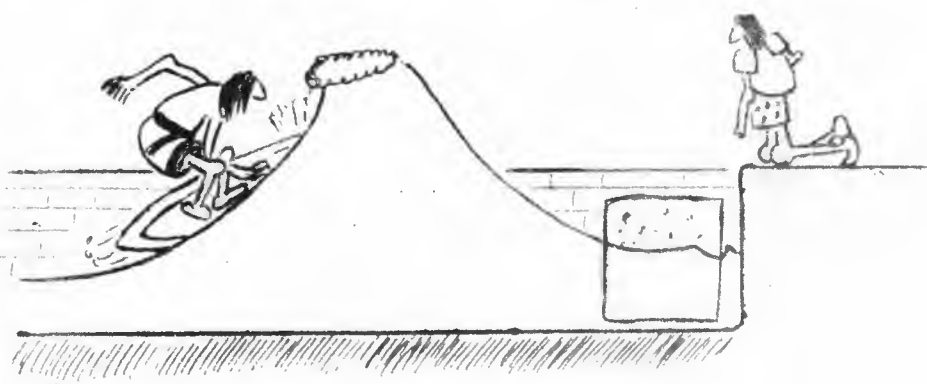
Five hours out and it was evident that Pete was having problems maintaining speed and no wonder, - I noticed the rear of his kayak was under water. His rudder gear was causing a leak into the rear bulk head. Removing the hatch cover to sponge out was out of the question as it too was just below the water. We decided the risks entailed in Pete taking a swim whilst we emptied his boat was such that a SECURITIE call was worth while on the radio. The call went un-responded so, stowing the radio, we decided to attempt our own rescue. Pete in the water pushing and heaving his water loaded boat over my deck. Despite much cussing and heaving it would'nt come. I thought we must now sit tight, rely on MAYDAY calls to passing ships and say a prayer. One final effort to pull Pete's boat over mine, a really hard co-ordinated effort. We applied this and with the help of a wave we just managed to get his canoe over mine, undo the hatch and let the water spill out.

By now it was late afternoon, and weary but mobile we determined to turn back and head for Felixstowe. What a journey this turned out to be. A head wind, an over-cast grey sky and a long way to go. We had to stop every 15 mins to sponge out Pete's boat out. The leaking was fast enough to prevent us from stopping to take a break and sustenance. Using estimated navigation we ploughed on, eventually heartened to see the Ferries plying into Felixstowe. As night fell we saw a buoy light in the distance, the land fall buoy for shipping making port in Felixstowe/Harwich. After an exhausting paddle we made landfall close by the port itself in the early hours of the morning. With no ceremony we crashed, wet and salt ridden, into sleeping bags and woke in bright sunlight, not much worse for our experience.

John J. Ramwell,  
32, Glebe Road,  
West Perry,  
Huntingdon,  
Cambs. PE18 0DG.



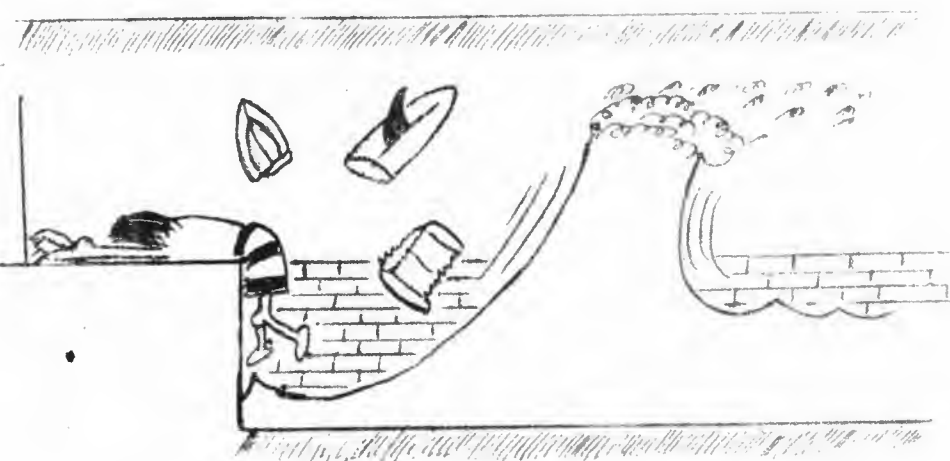
DESIGNED BY SURFERS FOR SURFERS, UTILIZING ALL THE HIGH TECHNOLOGY ENGINEERING FOR WHICH THEY ARE RENOWNED



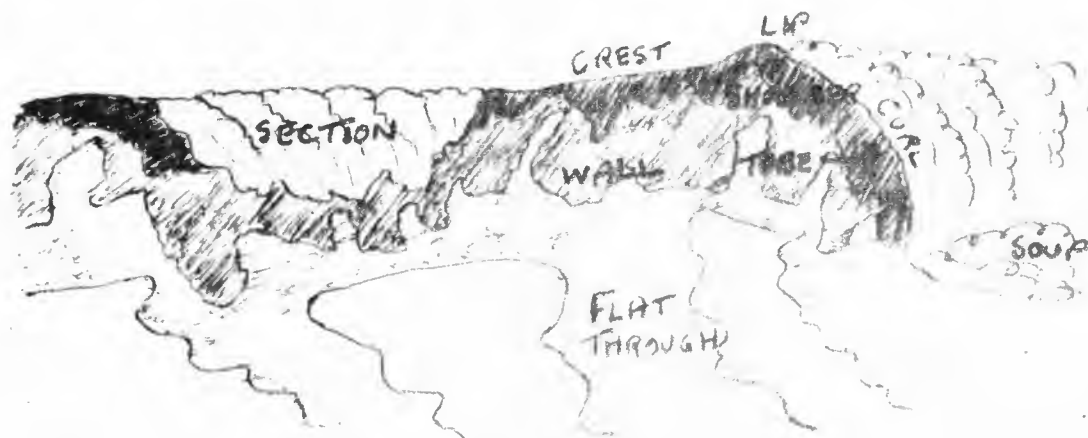
THE FIRST SIMPLE WAVE MACHINE FOR USE IN YOUR LOCAL POOL INCORPORATING VERY LOW INSTALLATION COSTS



BOTTOM TURNS; CUT BACKS; NOSE RIDING, YES ALL WILL BE POSSIBLE AT YOUR LOCAL POOL USING THIS DEVICE



THEY HAVE HOWEVER ENCOUNTERED A FEW MINOR TEETHING PROBLEMS WITH THIS SYSTEM, BUT ARE CONFIDENT THAT THEIR DESIGN TEAM WILL BE LOOKING AT THESE PROBLEMS AS SOON AS THEY'RE UP AND ABOUT AGAIN!



WAVE ANATOMY. A GOOD LEFT.

"A weekend of sea canoeing including an exhibition of equipment and kayaks, expeditions in the Solent, the A.G.M. of the Sea Touring Committee and opportunities to try out different sea kayaks." So read the introduction on my application form to join this weekend of super sea canoeing at Calshot, and so without further ado I penned in my name and sent off my cash and applied to join.

Within a few days my application had been processed and I was informed accordingly; such efficiency was to continue as over the weekend itself John Kuysen, Chairman of the Sea Touring Committee, and his band of helpers were the epitome of efficiency, the whole weekend being very well organised.

I arrived on the Friday evening in time to hear Nigel Foster from Burwash Outdoor Pursuits Centre give his talk on his recent canoe expedition to the Faeroes, which until now I always thought existed somewhere in Egypt! The Faeroe Islands lie several hundred miles to the north of Scotland. Nigel's talk was really interesting. He has such an unassuming manner and yet some of his exploits are among the best, - circumnavigation of Iceland with Geoff Hunter, exped. to Newfoundland to name only two. Nigel's film of the sea and scenery around the Faeroes was terrific, the best bit of sea canoeing film footage ever, I would say.

It was good to meet up with so many old friends, and some young ones too for that matter, which is, as Dick Goodman remarked, "what a weekend like this is all about." It is a pity that sea canoeists have so little opportunity to get together. Marathon, slalom, wild water paddlers get together at every competition, where as sea canoeists usually rely on weekends like this one and the famous Canoe Exhibition at Crystal Palace in February. I mean, you have to tell some-one how big the waves were and how strong the wind was on your last big trip, and who better than fellow sea canoeists, though of course they wouldn't believe you anyway!

Saturday morning dawned clear and bright and the weather remained this way for the whole weekend. The first item on the programme was the 'come and try a sea kayak' session, and with the grand fleet of sea canoes owned by the Calshot Activities Centre and the canoes made available by Valley Canoe, McNulty's, P & H, Wye Kayaks and others, there came about a rare opportunity to paddle a whole variety of canoes. This session was very much appreciated by the participants and was obviously a useful exercise.

While everyone was trying out kayaks, the traders, manufacturers and exhibitors were preparing their stands in the main hall. Flanked on the one side by the cycle drome and on the other by the dry ski slope, there was still plenty of room. Such massive hangers you've never seen. The exhibition was a success, though long winded as it could have been abbreviated a little. The traders I spoke to all claimed their visit was worthwhile and that they hoped to see further exhibitions along the same lines in the future. Certainly the Advanced Sea Kayak Club stand was busy. Several times I tried to talk to John Ramwell who runs this Club but had to wait until lunch time, when he was able to tell me about the A.S.K.C. It seems the club is enjoying a boom as the size of the club membership demonstrates. "This" said John, "reflects the growing interest in sea canoeing, and in terms of offering a service to sea canoeists, the club appears to be successful."

After lunch Drew Delaney led an interesting discussion on flares, and this was followed by a demonstration of flares. This was most worthwhile and the whole exercise led us to several conclusions; first keep flares in date, second, protect them well and third, don't rely on them always going off or being seen when they do go off. Drew has published a paper on flares for the B.C.U. Sea Touring Committee and for 40p (inc postage) you can obtain a copy from him at Dodnor Caravan Site, Dodnor Lane, Newport, Isle of Wight, but hurry for Drew is off over the horizon to distant places soon.

Following closely on the heels of Drew's 'thing' on flares came the irresistible Derek Hutchinson, entrepreneur extraordinaire, who gave us an entertaining slide show and talk on his recent expedition to Prince William Sound on the South coast of Alaska. He kept us all captivated (I checked, the door was locked!) for over two hours. We heard about his meetings with the whales and his near meetings with the bears, all in all a first class talk based on a first class expedition.

After tea came the A.G.M. of the B.C.U. Sea Touring Committee. This was very well attended, and with everyone settled we started to tick off the items on the agenda so fast it seemed the meeting would be over before it had begun. The Chairman explained, with the help of other committee members, the latest position regarding the French Governments ban on kayaks (and other small craft) leaving or entering 300 metres off the french coast. He further explained that a statement had been issued for publication in the B.C.U. House Magazine, Focus, to the effect that the Sea Touring Committee would henceforth issue cards/certificates to qualified or experienced sea canoeists to show on demand when they paddle across the English Channel to France. Needless to say this now caused a major 'hic-cup' in the proceedings and there followed a debate with virtually everyone having their say. John Ramwell of the A.S.K.C., and also I believe a member of the committee, was most vocal in his objections to this scheme and eventually it was almost unanimously voted that the statement in Canoe Focus should be recinded and the B.C.U. should not be party to what might be considered an encouragement to break the French Law. It seemed that this tidied the matter up and it was decided that the way to have this law changed lies in one direction only, and this is a political route via our official bodies and the French Kayak Association who, the very weekend of this Sea Touring A.G.M. were meeting to form a sea canoeing section. We wait and hope for progress on this issue, which if nothing else, livened up the A.G.M. and encouraged involvement from many at the meeting.

The second and final full day of this sea canoeing extravaganza was cold but bright. An ideal day for a brisk paddle and so armed with kayak and wearing three wet suits(!!) I joined Keith Maslen's group for a paddle down the Solent to the River Hamble.

From Your Roving Reporter.

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ISLE OF WIGHT TIME TRIAL  
6TH. JUNE, 1981

The Isle of Wight Time Trial is a race with a difference, we, the organisers, hope to combine two different canoeing disciplines in a single event. As a general rule Long Distance races are not held on the open sea with tidal and shipping hazards and sea canoeing is not usually about speed or competition. By offering prizes in each class it is hoped that those competitors who want to race will take up the challenge. For those who want to circumnavigate the Isle of Wight but are not of a competitive nature, certificates will be offered with your personal time to keep as a reminder and perhaps an inducement to do better next year. Everyone gets the opportunity to paddle in the most interesting waters on the South Coast without the problems of arranging back up. The organisers have tried to keep safety to the maximum and rules to the minimum by insisting that all entrants hold the B.C.U. Proficiency Certificate and that all boats conform to the sea proficiency standard. If you cannot paddle for 12 hours PLEASE DO NOT ENTER AS A SOLO COMPETITOR, get your club to sponsor a relay team of four. For further details and entry form contact: The Secretary, Mrs. M. Austin, 1, Miller Close, Parkhurst, Newport, Isle of Wight. Tel. 527084. Admiralty charts and ordnance survey maps can be obtained from the secretary, ask for price list.

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SEA CANOEING COURSE      JULY 25/AUGUST 1st. 1981.

Polzeath/Rock Estuary, Cornwall.  
Instruction on techniques - extended trips along the coast  
Lectures on safety, equipment, navigation and planning

FEE Approx. £5.

Send S.A.E. for details to:- John Beattie,  
30, Ferndale Road,  
Church Crookham, Aldershot, HANTS. GU13 0LN.

## PSYCHOLOGICAL ASPECTS OF SURVIVAL

Man, in attempting to conquer outer space has made many advances in the development of clothing, equipment, rations for survival and the techniques for their use. In spite of all these new developments, man, when faced with a survival situation, still has himself to contend with.

One of the most important of the functional relations which exist between the body and the mind is the ability to accept at once the reality of a new emergency and react in a proper manner to it. Self confidence is important in handling fear and panic and the knowledge of survival information serves to lessen fear and prevent panic from developing.

The normal reaction for any person faced with an emergency or when any of his needs are threatened is one of fear. Fear influences man's behaviour and thus his chances of survival or he may actually improve under its influence.

The reaction to fear is dependant upon the manner in which a person has trained himself to accept fear. Fear must be recognized, lived with and if at all possible made use of.

Helplessness and hopelessness are two factors which increase fear. Confidence in the equipment, the knowledge and the ability to handle that equipment and concentration on the job to be done will help to control fear.

Pain, cold, thirst, hunger, fatigue, boredom and loneliness are seven enemies of survival. We have all experienced these but few have known them to extend where our survival has been threatened.

Pain is nature's way of informing a person that something is wrong. It may go unnoticed if your mind is on plans of survival. Pain if surrendered to will weaken the desire to survive.

Cold is much greater threat to survival than it sounds. It lowers the ability to think and the will to perform and do anything other than become warm.

Thirst, even when not extreme may dull the mind. As with pain and cold if the will to survive is strong enough, thirst can almost be forgotten.

Hunger caused by the lack of food is dangerous in that it lessens a person's ability for rational thought. Both thirst and hunger increases a person's susceptibility to the weakening effects of cold, pain and fear.

Fatigue, even in a moderate amount may reduce one's mental ability. It can make a person careless until the point is reached whereby he does not care to survive. Fatigue may be caused by over-exertion or due to hopelessness, the lack of a goal, frustration and boredom and becomes a manner of escape from a situation which is too difficult to face.

Boredom and loneliness are two difficult enemies to overcome. These feelings creep upon you when things fail to happen or show up.

### Attitude for survival

A person's chances of having a proper attitude to survival are attained by training and drilling for survival. The mental attitude that 'It can't happen to me' is dangerous in that the individual will not accept the situation as it exists and is blind to reality. A great number of incidents have been recorded which indicate that previous rehearsal, both mental and actual, of emergency procedures usually result in automatic action on the part of the individuals.

Failure to have an attitude of survival may result in panic, even in a person who usually appears calm and collected.

### Group Behaviour in Survival

A crew's chances of surviving are largely due to the ability to organise action. While an emergency might be expected to weld a crew together, unless a leader attempts to plan and organise, panic usually takes over.

Group morale may be helped by the realisation that a person's survival depends on others whom he trusts. The group can meet with greater persistency and formulate goals to help each other face the future.

### Personality Requirements of Survival

The personality of a person may have more to do with survival than danger, weather,

terrain or the nature of the emergency. The following qualities are important:-

1. the ability to make up his own mind
2. the ability to improvise
3. the ability to live by himself
4. the ability to adapt to a situation
5. can keep cool, calm and collected.
6. hope for the best, but prepare for the worst.
7. have patience
8. ability to take it
9. ability to figure out the other man's thoughts
10. ability to realise where special fears and worries come from and how they may be suppressed.

Eds note...this article is taken from "Northern Survival" a practical guide to survival in the northern regions.

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FOR SALE      RED LINDISFARNE VOYAGEUR  
                   HATCHES/BULKHEADS/DECKLINES .....£110.00

                  RED & BLUE SURFER MK.1                   .....£55.00

Contact.....J.Ross-Mackenzie, 1, Bayard Rd., Preston, Weymouth, Dorset, DT3 6AJ

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SATURDAY 25th. JULY to MONDAY 27th. JULY 1981

COASTAL KAYAK CAMPING TRIP WITH ADVANCED PROFICIENCY TEST AROUND THE LANDS END PENINSULA.

Application form and further details from ...MIKE FENNESSY  
 MOUNT PLEASANT  
 STOKE ROAD,  
 PLYMOUTH  
 PL8 1DY (0752 872551)

The basic 35 mile trip will be led by the organisers with the opportunity to include off-shore lighthouses. All personal camping gear must be provided and carried in the kayak. Anyone wishing to use this as an experience/training trip should be up to at least Proficiency standard and able to roll a fully laden kayak.

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NOW here's notice of an advanced sea canoeing course that I am going to be coaching on....so you come at your peril! It is to be held at....

THE COURTLANDS CENTRE FOR CANOEISTS  
 KINGSBRIDGE, SOUTH DEVON, TQ7 4BN

over the weekend of 8/9/10th. May, 1981.

For further details and application form write to The Director, IAIN GARLAND.

I have just sent off the programme for this weekend to Iain and bearing in mind the area we will be canoeing in...I can see that we should be in for a good weekend.

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REQUEST FOR HELP

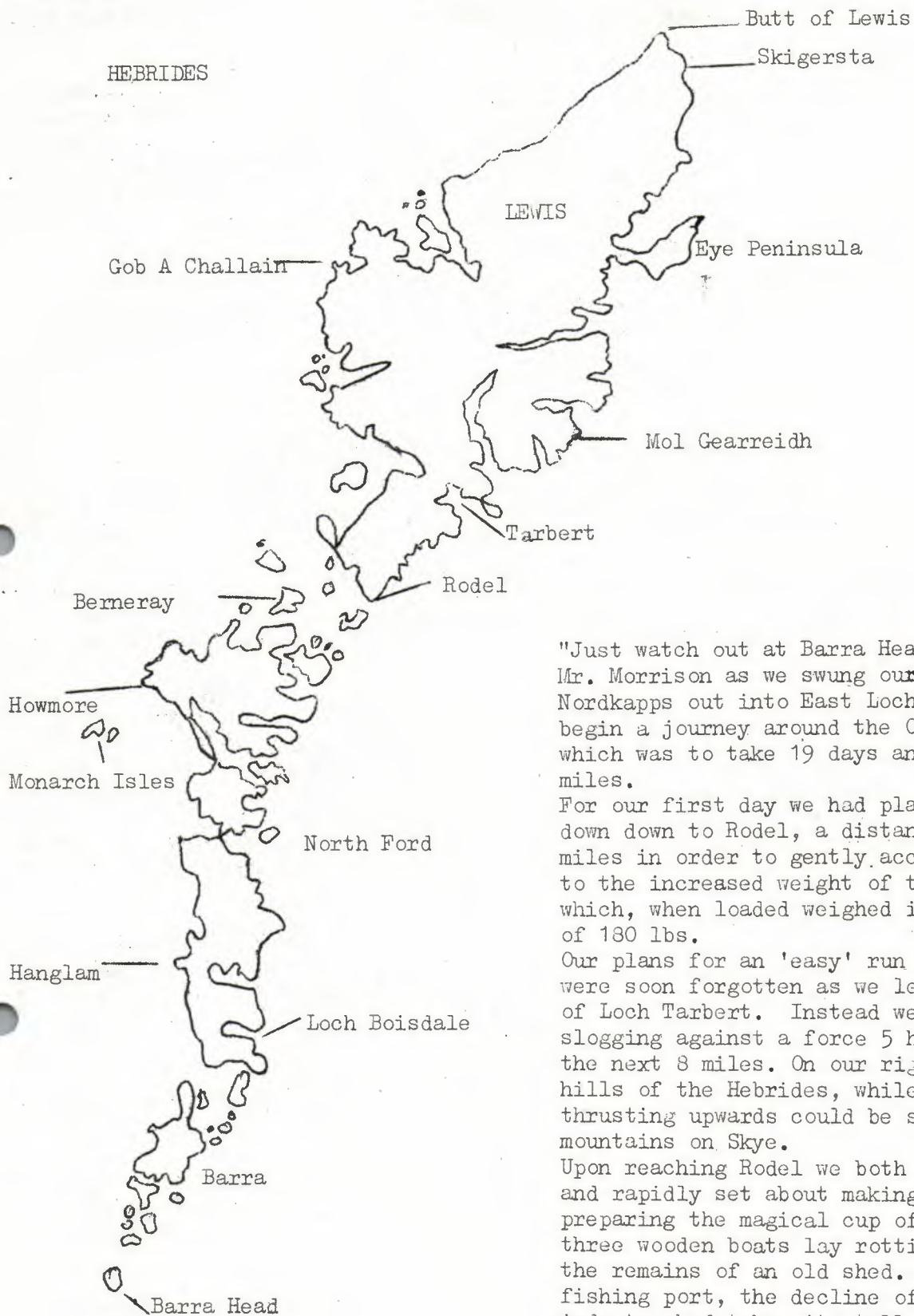
From Tony Watton, 23A, Beresford Street, St. Helier, Jersey, Channel Isles.  
 "From a list of members you circulated last year I was surprised to see that there were no names of people belonging to the Advanced Sea Kayak Club in Denmark. As I intend taking a canoeing holiday in Denmark during the summer, canoeing in the Baltic Sea side I would be most grateful if you could put a request in the next Newsletter for any members who have contacts in Denmark to get in touch with me."

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AN INTRODUCTORY SEA CANOEING COURSE      1 to 4th. MAY, 1981  
 At Port Haverigg, Millom, Cumbria  
 "For mature persons having their own canoes and a basic ability to use them on Inland Waters"  
 For further details write to Mick O'Connell, 9, The Green, Kirksanton, Millom, Cumbria, LA18 4NP

Approx. cost....£10.00.

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"Just watch out at Barra Head" called Mr. Morrison as we swung our loaded Nordkapps out into East Loch Tarbert to begin a journey around the Outer Hebrides which was to take 19 days and cover 330 miles.

For our first day we had planned to travel down down to Rodel, a distance of 10 miles in order to gently accustom ourselves to the increased weight of the kayaks, which, when loaded weighed in the region of 180 lbs.

Our plans for an 'easy' run down to Rodel were soon forgotten as we left the shelter of Loch Tarbert. Instead we found ourselves slogging against a force 5 head wind for the next 8 miles. On our right stood the hills of the Hebrides, while on our left thrusting upwards could be seen the mountains on Skye.

Upon reaching Rodel we both felt shattered and rapidly set about making camp and preparing the magical cup of tea. Nearby three wooden boats lay rotting besides the remains of an old shed. Once a busy fishing port, the decline of the fishing industry had taken its toll, and even the hotel showed all the signs of having seen better days. Entering the hotel was like stepping into a maze. Rooms had been

tacked on in a haphazard fashion and despite much hunting we could not locate the bar!

From Rodel we continued southwards crossing the Sound of Harris and then on to the island of North Uist and Benbecula, camping beside a deserted croft at North Ford. As the chilliness of the evening returned we could not help but wonder about the people who had once inhabited this remote spot, and what had become of them.

The next morning we had planned to travel to Loch Eynort, but with the weather in our favour we extended our plans while at sea and decided to head on to Loch Boisdale.

This proved to be a good decision for we were to see our first seals at close range, though not before we had a minor disagreement. About one mile south of Loch Eynort lay the island of Stuley separated by a narrow sound. John thought we could get through the sound and I said we could not. John was right and as we paddled through the sound he signalled me to stop. There, on a rock, staring at us lay a seal pup, its mother busy looking for the other way. Though we had seen seals while on our Irish Expedition, this was the first time we had ever got very close to a baby seal.



Eventually both mother and pup slipped into the water to continue to stare at us as if trying to decide what we were.

Upon reaching Loch Boisdale there was no problem about camping, we just pitched tent outside the Royal Bank of Scotland and prepared our lunch in between explaining to the local children about our kayaks.

Travelling to Barra the following day my log contains the comments, "...another good days paddle with a following sea....but for how many more days" Arriving at the village of Castlebay on Barra, my log goes on to remark, "...it is a small village, very cold and bleak, what it must be like in Winter is anyone's guess. Some of the faces of the old inhabitants are rust coloured with deep creases in their skins as a result of the constant battle against the elements."

While of Barra we had a rest day, and after collecting our food supplies we were able to explore the island. Until the early 1970's Castlebay was an important port for the Herring industry, but in recent years these boats have ceased visiting the island due to the poor catches in the area. After lunch we climbed up Heaval to gain a view of the island. A single clump of small trees stood out from the landscape.

Friday May 9 arrived with the weather having deteriorated to a southerly force 5. This made the paddle down to Barra Head hard work. After sheltering in the lee of the island we decided to push on round the head where the large Atlantic swell came to a sudden stop against the 600 ft. high cliffs. Communication was minimal with John disappearing out of sight for minutes on end only to pop into view - or more often just his yellow hat - for a few seconds before disappearing from sight..... or perhaps it was me that kept disappearing! Relieved, but satisfied at having rounded the southern tip of the Hebrides, we landed on the island to make camp beside a deserted croft.

Though once inhabited the island was evacuated in the 1940's following population decline leaving the only human inhabitants the lighthouse keepers who we visited later that evening. Despite knocking at the door there was no reply, it being obvious that they were all watching TV. Adopting more drastic tactics John nipped around to an open window and sticking his head through, said, "Hello"! Needless to say our presence caused some surprise and we were rapidly invited in for tea, spending the evening watching TV and learning about the life of the light house keepers.

Next morning we woke to find that the wind had increased and after sticking our heads outside the tent we both decided that perhaps it was'nt such a good idea to leave. After breakfast the light house keepers came down relieved to see that we had'nt left, "...if you had then we really would have thought you were a couple of silly buggers" one remarked with a grin.

Instead it was back up to the light house for dinner, a quick tour and then settled down to watch the Scottish Cup Final.

From Barra Head our route took us back to the island of Barra travelling along the west coast of the island. Though the conditions on the Sunday had improved a heavy swell was still running and at times we would be hit by strong downdrafts from the high cliffs.

Our next incident occurred shortly after we had crossed the army missile range at Howmore on our way to Hanglam, a journey of 20 miles. Within a few minutes of crossing the range we were engulfed by fog, transforming our world into one of silver and grey, punctuated by the clear sounds of cars and at times people, even though we were up to three miles off-shore. It was simply a matter of keeping close together and maintaining an accurate compass course. At 2010 hours, some 5 hours after departure, the swell began to change indicating the approach of land. The sound of breaking waves grew louder. A few minutes later a single rock appeared only to return into the fog. The question was, where were we, for we could see no rocks marked on our charts other than those surrounding the Monarch Isles which would mean that we were way off course and on route for Iceland! We paddled on and again heard the sound of waves. Another rock drifted into view and then the unmistakable sight of a beach. Deciding where we were was left for when the fog lifted.

Next morning we found that we were less than 100 yards off course. The rocks we had seen being near the entrance to a small estuary.

From Howmore we headed on up to Berneray almost getting the island mixed up with the many small islands in the area and made camp beside a small farm. Later that

evening we were to meet the owner and his son with whom we spent many hours talking about their island and our own island of Jersey. Unlike many small islands, Berneray showed no signs of decline and was a mass of activity! No alcohol is sold on the island and no attempt has been made to cater for tourists, both of which the islanders feel would destroy their way of life.

With 11 days of the expedition completed we now headed back to Tarbert, landing in the west loch to wander to 100yds or so to collect our food supplies from Mr. Morrison, and to let him know that we were still alive. Instead of his earlier comment, Mr. Morrison now altered it to, "...well, watch out for the Butt of Lewis"!

After overhauling our equipment and having had a well earned rest and bath, we set out on the 17th. May for Gob A Challain, - translated from the Gaelic this means very rocky ahead. The sea was like a mirror with not a breath of wind and it was 'nt long before we began to unzip our fibre pile suits and catch some sun. The problem later became one of avoiding sunstroke. Travelling through the sound of Gaolas an Scarp beneath an ultra blue sky, it was as if we had been transported to the South Seas. The water was crystal clear with each small islet being ringed by a circle of golden coloured sand. As we rounded each islet we half expected to find a film crew filming the next Biccardi advert.

Later the scene changed to one of bleak and inhospitable cliffs, grey and brown in colour, thrusting upwards from the sea bed.

8.00 pm our kayaks slid onto the steep pebble beach at Camas na h Airde, having travelled over 35 miles that day. At the side of the valley stood the hamlet of Airde Uig, it looked a bleak and inhospitable place, as I remarked later. We visited the hamlet and found the inhabitants very keen that we should leave as soon as possible. It was not that they were being unfriendly but simply that the beach we had landed on was very difficult to launch a boat from and none of the older folk could remember seeing it so calm.

Two days later on a cold damp morning we were both off the Butt of Lewis. The overfalls and heavy swell were no-where to be seen. Even the lighthouse keeper could be seen cleaning the light house windows.

Though the islands were at times bleak, the hospitality of the local people was super. After rounding the Butt we landed at Port Skigersta and on our way to the shops were invited in by two elderly ladies who had heard about us on the radio. It seemed odd to find ourselves in our smelly clothing, unshaven and wind burnt, drinking out of china tea cups and eating home made cakes. John lived up to his full name, 'John The Gannett Boutloup', which he had earned while in Ireland. John's favourite words were being "...that looks nice.....can I eat it?"

The evening before we had been invited into a house and were politely asked if we had 'The Good Book' with us. I thought they said 'a good book', and so informed them that we did indeed have a copy of Reeds!!

After the leaving the elderly ladies we wandered on up the road passing piles of Harris tweed neatly stacked beside the road waiting for collection. Behind each small croft could be heard the clickity click of the looms.

From Skigersta where the boats are hauled up the slip each night we headed southwards around the Eye Peninsula to camp about 7 miles from Stornoway, though not far enough away to discover the features of civilisation.....a vandalised telephone box!

With two days of the expedition left, our paddling was spent often reflecting on the trip, coupled with the nagging fear that we might get careless and find ourselves ground into the cliff face by the relentless sea. It is the sea that lays down the rules, not us, as we played the game in the knowledge that we can never 'beat' the sea, only try to work with it.

For our last camp site we could not have wished for a finer spot; landing in a small valley of Mol Gearreidh, a seal rose out of the water to stare at us for some minutes before slipping beneath the waves. On the side of the valley a herd of deer were seen to take flight at the sight of our arrival. Above the beach stood a deserted croft, its roof slowly sinking inwards. On exploration we found the walls had been papered with editions of 'Scottish Field' dating back to 1890.

For the last three days my shoulder had been giving me trouble and so it was with some relief tinged with sadness that we slipped away from the old croft to paddle the last 16 miles back to East Loch Tarbert.

Slowly the island of Scalpay crept closer. Travelling up the sound we paused to

look at the hulls of old fishing boats which had been hauled up the beach and turned into sheds.

Finally Tarbert came into view beneath its wind swept hill. At 4.00 pm, 19 days after leaving, our kayaks came to rest on the slip. The expedition was over. A couple of fisher-men wandered over to congratulate us and returned to their work. For a moment we sat in our kayaks, the sky was grey and it looked like rain. "Better get the tent up" John remarked. "Oh, for a hot bath, a bag of chips and a cup of tea" I thought, as we opened the hatches of our Nordkapps.

NB Special thanks to Walter Laidlow and White Horse Whisky for arranging food drops on the islands and for their valuable assistance.

EQUIPMENT Nordkapp H M Paddles: Lendal Nordkapp plus Sea Master splits.  
Clothing : Heli Hanson one piece fibre pile suits, vest top spray decks, open palm mitts, canoe cags.  
Charts: Admiralty charts plus set of Bartholomew maps, Reeds Nautical Almanac West Coast Pilot, Douglas protractor.  
Food: Raven meals plus deserts. Home mixed muesli, whole food bars.  
Camping: Ultimate 'The Tent' Icelandic Bags, Optimus 001 stoves, sigg billies, First aid, full repair kit, emergency pack.

Derek Hairon John Bouteloup  
Ackaless  
Pontac,  
St. Clement, Jersey, Channel Isles.

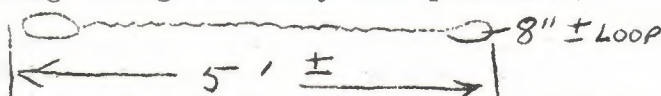
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CORRESPONDENCE

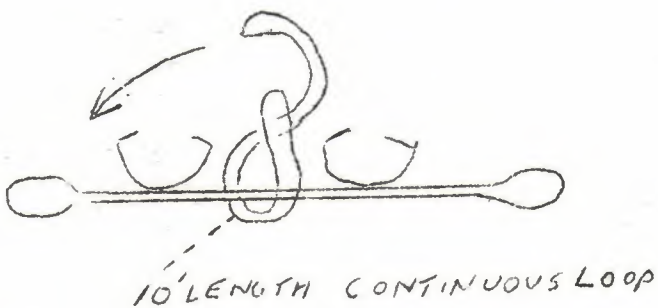
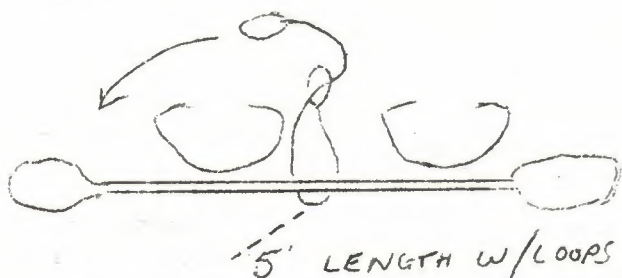
From Paul Rothe, Victoria, Canada.

Dear John,

Just a note to say how we're enjoying A.S.K.C. news. Keep it coming!! I've also enclosed a copy of our local club newsletter. By the way, if a 10ft. loop of rope is too cumbersome to tuck under one's deck cords in readiness for a Lee Moyer Stirrup Rescue (see Newsletter No. 22), try this: A 5 ft. rope with loops in each end (large enough for easy foot placement) draped over the front of the cockpit



However the Lee Moyer 10 footer should prevent the rope from slipping over the foredeck in a choppy sea, a potential problem with a shorter rope. It is also awkward to thread the paddle through the loop once both ends are in the water; an alternative is to pull a loop-through-loop around the paddle as/after it passes under both boats



I'm sure most astute paddlers will find these points out on their own; therefore this is not intended for publication (besides, I'd like to practice all the variables under 'rough' conditions before pretending to be an authority on the subject)

Have a Great Year. Paul.

Eds. note.....I hope you forgive me for publishing when you said that the above article was not for publication. It wasn't until I was writing this in that I realised, apart from which I am sure a lot of our readers would appreciate the opportunity of hearing of your ideas. I've had some good 'feed-back' on the Lee Moyer method as published in the 22nd. Newsletter.

CORRESPONDENCE

From Drew Delany, 32, Cross St., Cowes, Isle of Wight.

Dear John,

I'd be glad to have any addresses of possible contacts in Japan.

Perhaps you may already know that the Met Office, London Rd., Bracknell, Berks will send quite comprehensive information on request. Of particular interest is the single page 0.917 on the Beaufort Scale.

Now that I have put flares behind me (metaphorically speaking I trust! Ed.) I'm thinking of getting out a few articles. You'll hear more from me in due course.

The latest news on my trip to Japan is that Laurie Ford and Cecily Buturoc of Tasmania will be involved for a month, though they've yet to confirm this. The current on the East coast runs at 2 knots, and in addition tidal streams combine among the islands to reach 9 knots. Off the south coast the frequent earth quakes have resulted in a constant sub-sea up welling of sulphur to give the water a yellow colour; other snippets, Derek H. has heard of whirlpools 'comparable to the maelstrom'!

Secondly I am enclosing a poem I found. It's from South Baffin Island, translated from the Eskimo by Tegood Ligak.

I think over again my small adventures  
When with the wind I drifted in my kayak  
And thought I was in danger  
My fears  
Those little ones that seemed so big  
For all the vital things  
I had to get and to reach  
And yet there is only one great thing  
The only thing  
To live to see the great day that dawns  
And the light that fills the world

It is entitled "Aiie Aiie"....quite evocative of desolate seas and arctic winters.

Other subjects I've got in the pipe line are an article on lightships, on Solent tides (possibly before the Isle of Wight 'race', though personally I don't approve of the concept of sea canoeists racing) on cameras for sea canoeists as well as something about 'wind'. Let's see how things fair!

For your next issue I'd be glad of a plug for the Advisory Paper No. 2 'FLARES FOR SEA CANOEISTS' At 30 pence for a dozen papers I hope it's good value. Send 40 pence (in stamps) for a copy post free.

My next project is to complete an Advisory Paper on sea canoeing paddles. I'm extremely pleased with the Lendal Nordkapps I'm testing, but would welcome feedback from members on their own preferences, and WHY, with details with any facts and figures they may be able to quote on levers, body mechanics, hydro-dynamics, etc. plus reports of paddle failure for any reason. It's only by the pooling of all available information that worthwhile advice can result. Good analysis of paddle function are hard to come by. Would those replying please write direct to me at my address as above.

That's about all, John. Look forward to the next Newsletter.

Drew Delany.

\*\*\*\*\*

1st. ST. AUSTELL SCOUTS NIGER DELTA CANOE EXPEDITION 1980.

Brian Sheen, David Braddon and Martin Compton have just returned from a successful expedition to Nigeria.

It was run jointly with the Nigerian Scouts who also supplied three members. A local dug-out canoe was hired at Onitsha on the River Niger and paddled into the Delta almost to the sea before turning inland to Port Harcourt.

En route the group studied the local fishing methods which differ greatly from those practices elsewhere.

The traditions of the Chief system are still widely upheld and Ancestor worship is universal. As the expedition was held over the Christmas period many dances called mascarades were seen. Some of the dancers wore exotic head dresses and most of the dances were connected with the history of the village.

Although the more dangerous animals have been driven away, the birds of prey provided a spectacular backcloth with eagles and vultures gliding overhead.

The support given by the Nigerian Scouts made the biggest contribution to the success of the expedition, which followed in the foot steps of Richard Lander of Truro 150 years later.

During the expedition a large number of coloured slides were taken and a film made.

Brian Sheen.

\*\*\*\*\*

From Frank Maguire, Runkerry Centre, Bushmills, Co. Antrim, N.Ireland.

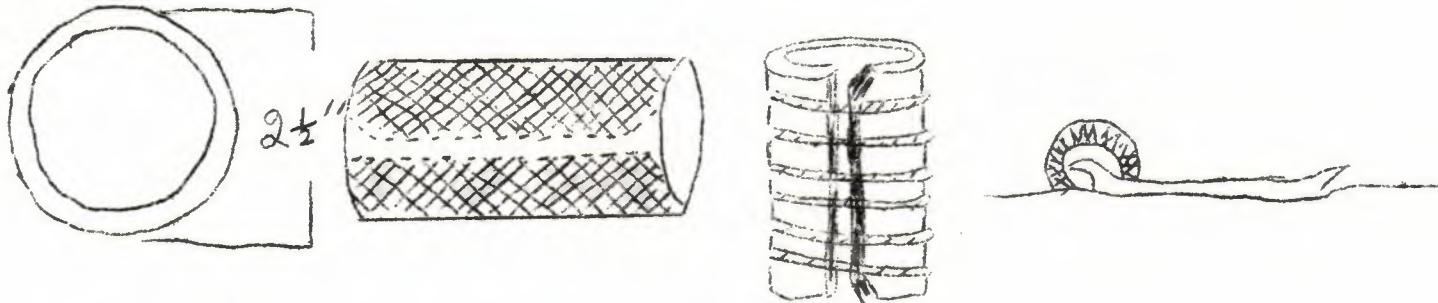
Dear John

.....I have thrown in a few ideas for the other members if you think they will be of interest.

THE BACK REST.

Materials...Plastic piping, karrinat, heavy duty glue, string.

An easy thing to make but ideal for long trips, as we all know through experience that canoe seats are mostly made to a standard size, but a large percentage of canoeists are not, if like me you either too big or you swim about in it. This back rest tends to push you forward into a nice paddling position and also takes the strain off the back and does not impede your rolling performance. Anyway on to making the thing:- Get the tubing size to your choice, cut a half inch slit along the tube, file off the edges of either side of one lip, roughen all over the outside of the tube, cover with glue, cut your karrimat to size, roughen that area and cover with glue. Now rap around the tube and bend with string and allow to dry. Then it is ready to use, your very own back rest.

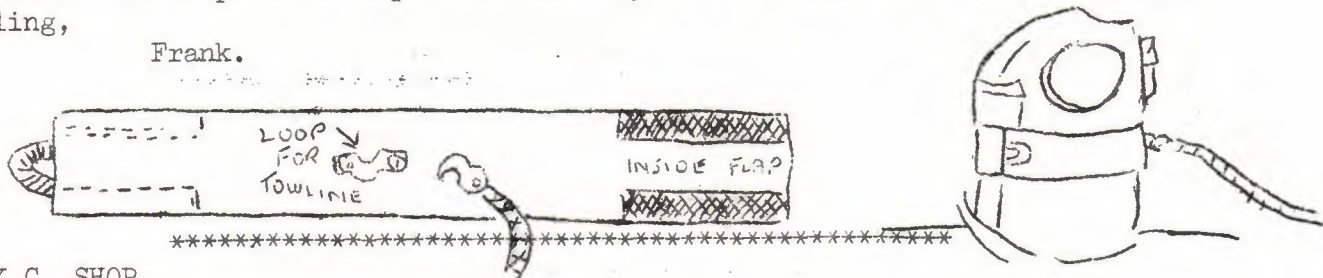


TOW LINE

Materials....one old seat belt.

Yes, no more throat catching tape strings shoulder tearing rap around friction tows.....yes, here it is....your very own quick rele se towing harness. Instructions.....Take your old seat belt, measure it around your chest with your buoyancy aid on. Make sure that the outside flap is well over to one side of your chest, this side will be where you will put your hand loop as in the diagram. Next put on the velcro, it would be wise to put at least six inches in length on Again as the diagram shows, last but not least put small tape in the centre of harness in the shape of a loop; this is for your tow line, and that's it, happy paddling,

Frank.



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- ASKC Sweat shirts.... small/medium/large/ X.large @ £6.00 each inc. p & p.
- ASKC woollen sweaters (see order forma below) **£11.00 EACH**
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\*\*\*\*\*tear off \*\*\*\*\*

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NAME.....Measurements Chest.....  
ADDRESS.....Armpit to wrists.....  
Armpit to hips.....

# BCU Sea Touring Committee and Advanced Sea Kayak Club announce THE 4th Sea Canoeing Symposium

DATE.....NOVEMBER 20/21/22nd., 1981

VENUE.....EUROSPORTS VILLAGE, IPSWICH, SUFFOLK.

COST.....£45. inclusive of luxurious full board and lecture fees.

DETAILS.....Those of you who have attended previous symposiums will already appreciate how enjoyable and informative these symposiums are. None the less, for the un-initiated, the format of the weekend is based on lectures and discussions. For a change we have the added facility of a swimming pool on site and we shall be making some use of it for demonstration purposes. I have not yet organised guest speakers but in the past we have heard from H.M.Coastguards, The London Weather Centre, Proloc (Marine safety specialists), Paines Wessex Schermuly and Radcon (Marine electronic specialists). Of course, the 'who's who' of the sea canoeing fraternity attends and we hear of new ideas, opinions, expedition reports and general news from our own well experienced members.

About the venue; the New Eurosports Village is on the historic site of the former Naval Training Establishment, H.M.S. Ganges and in every respect is quite luxurious. The Village is only 70 minutes from London by train. Nearby are the commercial airports of Norwich and Stansted, and close by lie the ports of Harwich and Felixstowe. We are therefore making it easier for our continental friends to join us. Accommodation is in single or twin bedded rooms. The cost includes dinner on Friday ending with luncheon on Sunday. There is a bar and lounge for our own use.

I anticipate a lot of interest in this symposium and so acceptance must be on a 'first come, first served' basis. Now £45 might be a lot to find in one fell swoop and so I am asking for at least £10 deposit to accompany the application form. To help me and our hosts I need to have early applications. Closing date for this event is SEPTEMBER 30th.

DON'T DELAY...SEND OFF TODAY.

\*\*\*\*\*Please tear off \*\*\*\*\*

To J.J.Ramwell, 32, Glebe Road, West Perry, Huntingdon, Cambs, PE18 0DG.

I/we wish to join the Sea Canoeing Symposium over the weekend of 20/21/22 November, 1981 at the Eurosports Village, Ipswich, Suffolk.

Please find my deposit of £.....made out to The Advanced Sea Kayak Club.

NAME.....AGE (If under 21).....

ADDRESS.....

Postal Code

Please state here the subject matter of any presentation you wish to make to the symposium and the minimum amount of time you will require.

REMEMBER CLOSING DATE FOR APPLICATION SEPTEMBER 30th.

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