

Advanced Sea Kayak Club

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



NEWSLETTER

AIMS

1. PROMOTION OF SEA CANOEING
2. COMMUNICATION
3. ORGANISATION OF EVENTS AND CONFERENCES
4. SAFETY AND COACHING.

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

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

FROM THE EDITOR

Every year at about this time I publish the full list of members and this year is no exception. The publication of this list is an important function of this Newsletter as it gives you all the opportunity of contacting others. I know that this happens quite often already to good effect.

This particular Newsletter is going to be a bulky one as there is so much to include. This means I may not publish a July edition of this Letter, so don't be surprised if the next one does not arrive until September. "Why not a July one," you may ask, "we've paid for it." In fact the sad news is you have'nt, -this Club of ours is running at a loss and so I want to warn you now that the sub in 1982 is going to rise to £5.00 This is quite a big leap from £2.00 I know, but there are many good reasons, viz.

1. Increase in price of paper, ink, postage, etc.
 2. The Club has been costing me money for years and it is now time it was self financing.
 3. It would be useful to have some available funds to pay for extraneous items, such as emergency telegrams re: access to sea areas (The A.S.K.C. recently added it's voice to maintain access to an area the military wished to monopolise), costs involved in setting up the Club stand at Crystal Palace and the Scottish Canoe Exhibition, the production of special reports and the setting up of meets and symposiums.
 4. I wish to improve the quality and size of this Newsletter. Already I am having to turn away interesting material because costs are the limiting factor.
- Once I do raise the sub to £5 I shall appoint a treasurer who will submit proper annual accounts so that you may see how your sub is being spent.
- Of course, if you avidly disagree with this increase; would prefer a cut back in services, etc., then let me know. If there is enough feeling I will reconsider.

Now to introduce this Newsletter.

1. The correspondence section is as good as ever, please do keep your contributions rolling in.
2. Warm Young Bodies. An article on clothing.
3. South Australian Sea Canoeing Expeditions.
4. Indicate Your Channel Please. About radio communications.
5. Paddles off Cumbria. Canoeing off the Cumbrian Coast.
6. There But For The Grace Of God, a story of a days canoeing with a lesson.
7. Watery Wanderings Mid Western Lochs, canoeing off the west coast of Scotland in 1886
8. List of A.S.K.C. members.
9. Handout re: this year's SEA CANOEING SYMPOSIUM. If you intend joining this, please let me know a.s.a.p.

Here's hoping you all have a wonderful summer this year and get in plenty of canoeing. Remember to let me have your expedition or event reports for publication. I am off to canoe round the Isle of Mull this month and in July am off to Alaska with Raymond Rowe, more about this on our return.

JERSEY BRANCH OF THE ADVANCED SEA KAYAK CLUB. Written by Tony Watton.

Following the example of our Australian friends a Jersey Branch of the A.S.K.C. was formed to communicate news of and co-ordinate kayak expeditions and trips originating in the Channel Islands and adjacent coast of France.

Branch members have already organised a couple of successful local events, the most enjoyable being a weekend canoeing on the North Coast of Brittany around Cap Frehal at the time of one of the largest spring tides of the year - 41 ft. - and a force 6 blowing. This particular trip involved members from Brittany as well as Jersey. This was the first chance that I had to canoe with people using the new Sea Kayak which has been developed in Brittany by a few members of the Dinan Canoe Club, and is now being produced commercially. It proved to be an extremely manoeuvrable, fast, and would you believe, stable canoe, and certainly on the two days we paddled in it company it compared very favourably with my Nordkapp. I hope one of the people responsible for its design will do an article on this kayak for a future Newsletter.

Anyone interested in canoeing in or requiring information about Channel Island and adjacent French Coast waters is welcome to write to me: Tony Watton, Secretary, Island of Jersey Branch, Studio 18, 23a, Beresford Str., St. Helier, Jersey, Channel Islands.

Studio 18, Beresford Street,

FOR SALE.

TRYLON SEAHAWK ORANGE FITTED WITH HATCHES/BULKHEADS/LINES. Apply to:
Phil Marns, 23b, Winslow Road, Nash, Bucks, MK17 0EJ. Tel. Whaddon 480

EXPEDITION REPORT REVIEW.

I recently received a copy of the CIRCUMNAVIGATION OF IRELAND expedition report which took place last summer and included Rory McKee, Arthur Collins, and Nick Parks from Bangor Normal College, North Wales.

It is an excellently produced report of 54 pages (A4) with full details of the preparation as well as the actual trip itself. I particularly liked the personal reflections of the three members of this trip.

The report would be very valuable to anyone considering embarking on an extensive expedition, and is of interest to every sea canoeist. I heartily recommend it.

The Report (price unknown) is available from Nick Parks, Bangor Normal College, Bangor, North Wales.

A.S.K.C. SHOP.

ASKC ties @ £2.50 each inc. p & p.

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

ASKC Letter Headed Paper @ 5p per sheet (orders in multiples of 10 only)

Sea canoeing Symposium Reports @ 75 pence each inc. p & p.

ASKC 'T' shirts, small, medium or large @ £3.00 each inc. p & p.

ASKC sweat shirts, small, medium, large or extra large @ £6.00 inc. p & p.

ASKC woollen sweaters @ £11 each inc. p & p. (send to Sharon Rowe, Siabod Cottage,
Plas y Brenin, Capel Curig, N.Wales.
with armpit to wrist and armpit to
hips measurements)

Neoprene spray deck/vests (mention cockpit size and chest measurement when ordering)
@ £25, also available from Sharon Rowe, address as above

CORRESPONDENCE

From Oliver Cock, National Access Officer, British Canoe Union.

Dear John,

I was glad to get the most recent edition of the Newsletter of the A.S.K.C. for March, 1981. I always find your Newsletters most interesting. Long may they continue!

May I refer to the article on the A.G.M. of the B.C.U. Sea Touring Committee. It mentions in particular the difficulty with the French Government and its ban on any small vessel leaving or entering 300 metres off the french coast and the suggestion that the B.C.U. should issue a Certificate of some sort to be shown on demand when they paddle across the English Channel.

Of course there is the other business put up by the French Government, when it said that every vessel entering France must be fully registered. This is really quite a different matter to that of the 300 metre demarkation, and there is yet another card, which is required by some European countries but not necessarily France. So we really have three things to worry about.

As far as the B.C.U. Head Office is concerned, we have obtained a letter from the Ministry of Budgets in Paris which says that canoes of any sort do not require to be registered. I have made an English translation of this letter and these two papers are available from us (s.a.e. please) should anyone wish to enter France by a normal method.

Head Office is also about to produce a 'green card' which might be useful in the second respect, to show that the canoe is properly British and will be returning to this Country after the tour of the Continent, I believe the Long River Canoe Club used to issue a certificate of this kind. We thought we ought to produce it as the National Governing Body.

I hope that you will be able to let both these pieces of news be known through the next issue of your Newsletter.

Yours sincerely,
Oliver Cock.

CORRESPONDENCE

From Mike Mills, R.C.O. Cumbria. (Writing about the proposed Sea Canoeing Symposium)

Dear John Ramwell,

I'm amazed! Most serious sea canoeists build up experience of the subject matter of symposia through experience and that of others they meet while actively canoeing. I've never been an advocate of sitting round talking about it and with the cost of £45 plus travel from north of England I imagine you will price this weekend out of reach of the majority who save their cash for actually paddling. It strikes me that the only folk who gather for such a weekend will be those whose expenses are paid and those who aspire to join the "who's who". Certainly the real sea canoeist who quietly gets on with doing things will be elsewhere on this weekend in November. I fear an alternative group of sea canoeists will soon start up along similar lines to the climbing world factions. Perhaps sea canoeing is thereby coming of age!

Sorry to be so jaundiced,

Mike Mills.

MY REPLY....

Dear Mike,

Thank you for your comments re: our proposed Sea Canoeing Symposium. I shall publish them in the next ASKC Letter, I'm sure there are others who feel the same as you. It is worth pointing out that sea canoeists, like any other body of people, have a way of showing a symposium is either too expensive and/or a waste of time, - they just don't show up.

In fact the last 3 meetings held over the past 6 years have proved very popular - which naturally encourages one to try for better facilities in order to effect a better symposium. The canoeing fraternity will soon tell me if they disagree. After all, you only get what you pay for.

Incidentally, in case you think anyone, in particular the ASKC, makes money out of these meetings it is certainly worth pointing out that each of the previous meetings have made small losses, - I have accounts to show this. The last one cost me personally over £200.

Sincerely,

John Ramwell.

From Damon Guy.

Dear John,

As a founder member of the Club, a former Chairman and once active member, I am greatly heartened that you and all the members have managed to make so much of the ASKC. Sea canoeing has developed so much since the days when the ASKC had 20 members and was based at Wimbledon, South London. I must say how staggered I am at the way things have gone over the last ten years.

One problem which has intrigued me and many others is the great deckline debate. My problem is that as an S.I. I have to work in many places and also in several different centres. This means that I don't always work in my own boat and a tow line is often necessary. Granted I need to use slalom boats most of the time, but perhaps your members could adopt the following system to suit sea kayaks.

The advantages of the system are manifold. Briefly they include the following:

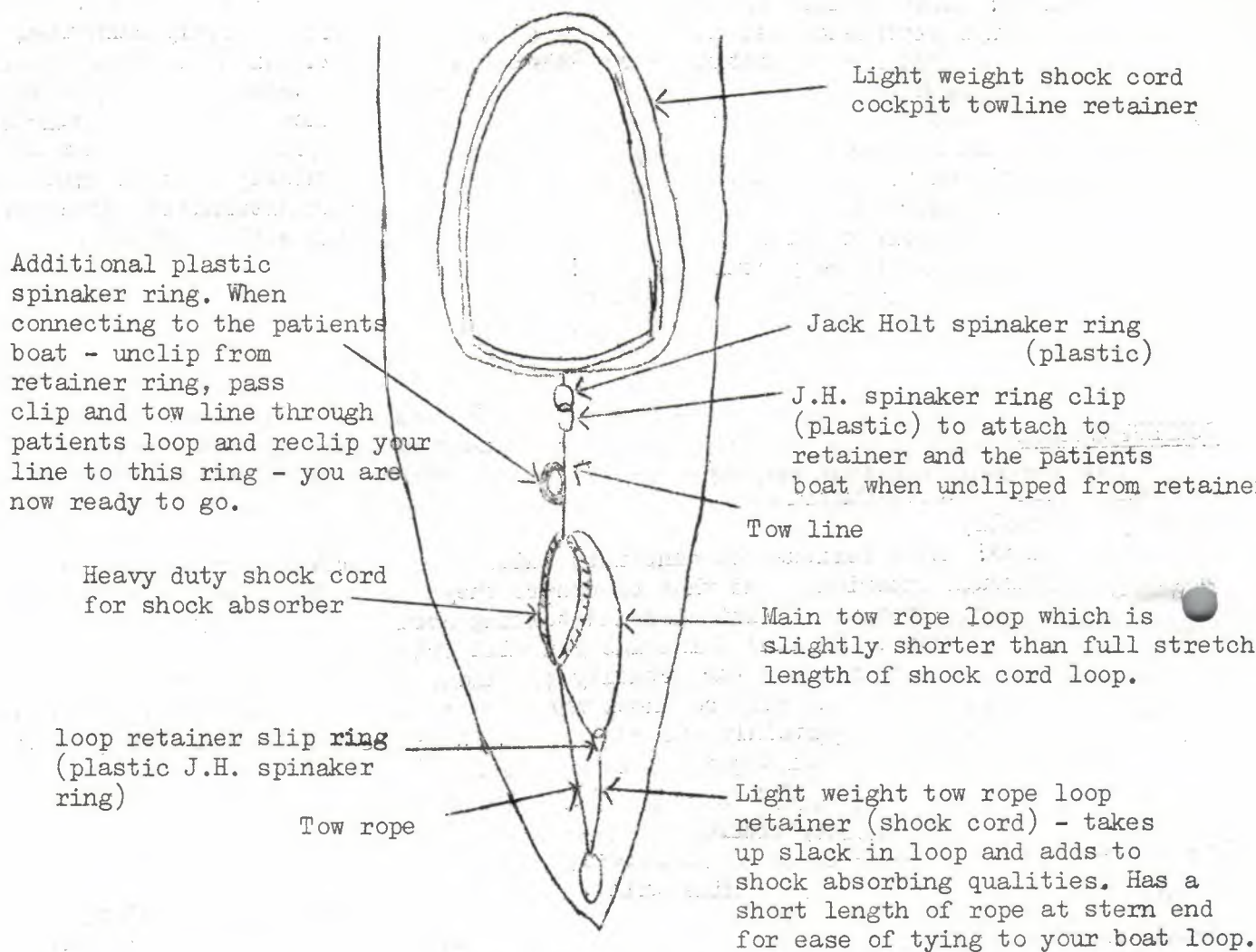
1. fits any boat and can be fitted in less than a minute.
2. easily available to the person in the cockpit.
3. Easily available and fast to fit to the tow loop or line of another boat.
4. shock absorbing
5. quick to replace on your own boat after use.

There are disadvantages, but to me they are not too bad- especially since most of my tows are short.

1. tows from the stern of your boat.
2. short tow line

My conclusion is that this system is excellent for teaching, especially inland or on-shore, where relatively short fast tows are called for, and where one does not have the use of one's own boat to teach in.

Here is the system:-



Hope all is well with you, John. Best wishes for the New Year to you and all the other members.

Yours sincerely,
Damon Guy.

From Kevin Mansell of Jersey Canoe Club.

Dear John,

Congratulations on an interesting stand at Crystal Palace over the weekend. Talking to people there seemed to be quite a lot of interest in the Channel Islands from a canoeing point of view. This year the Jersey Canoe Club have planned a large number of trips and we would welcome any paddlers from England who would like to join us.

I have just put the trips down for the period April to July, with distances:

11/12th. April	Jersey - Sark, return	24 miles.
9/10th. May	Jersey - Minquiers, return	24 miles
30/31st. May	Jersey - Herm, return	32 miles
5/7th. June	Jersey - Ecrehous - Alderney - Jersey	66 miles
20/21st. June	Jersey - Guernsey, return	48 miles
4th. July	Round the islands non-stop not Alderney	79 miles

Apart from these arranged dates I'm sure we will be out touring most weekends and would like to see any canoeists from England. It would be good if you could publish these dates in the Newsletter.

Best wishes,
Kevin.

CORRESPONDENCE (Continued)

From Alan Byde.

Dear A.S.K.C.

Once upon the sea I experienced an unusual condition of the waves. It was thus:

Conway Estuary, ebbing tide, middle thirds, fastest run. Left Deganwy to go to Llandudno, around the Great Orme. Liverpool Bay also sets a tidal current across the face of the Orme, east towards west on the ebb. The ebb from Conway and the greater Bay meet and set up a fair old lop about 1 mile NW of the Orme. Add to that a NW wind, force six gusting to eight, Conditions fair to deadly. Four in the group.

In the area of roughest waves, we were rapidly separated, as paddle tips became out of sight over the crests, which were seething and some were breaking. Concentration became important. Head into the main tidal set, and reference to the cliffs a mile away showed no progress. Being by now apparently alone, just the wail of the wind in my helmet slots, and a sense of doom, I decided to head toward the cliffs in search of a vaguely felt contrary current. The Yachting Monthly magazine published a dinghy sailors booklet, very good advice, the 'Anglesey Coastal Pilot' it mentions that current too, but I had'nt then read it. Funny how one catches up on essential information after the event. But, feeling it in the water, I went thataway.

Soon I was close under the cliffs, and in some peril. The waves were hurling onto the vertical limestone cliffs and were reaching possibly fifty feet up, then sliding back and outward to meet the next wave coming in. Clapotis, king sized!

Outgoing crest meets incoming crest and the result is a vast explosion of spray and floating debris like shipyard planks, and the cliffs are of limestone, socketed, fissured, a giant cheese grater. I am the cheese. All that is needed is too close an approach to the cliff. Very rapidly the contrary current swept me round the jutting buttress of the cliff, and now I was entering the special area. Here, for several hundred yards to the next buttress, the cliff face was exactly parallel to the incident wave crests. The reflected wave crest was the same. So the clapotis now happened simultaneously along a front of maybe 300 yards. It was a razorback of fury. It was frightening. I wanted out. But there was no way out but forward. To turn was almost impossible, and in any case the current was running around 3 to 4 knots and to make any sort of progress against that was not on. To go to the right meant sudden death on the liquidiser at the base of the Orme. To go left was not possible because the second belt of clapotis was to be found there.

In between, just where by chance I fled forwards, was a lane of comparatively quiet water. Let it be called a nodal lane. It was without doubt the only way to go. It was smooth enough, the current was with me and I was going twice the normal speed over the ground, and there was a way out in front. The reason for it is this. Half a wavelength out from the cliff, maybe slightly less, the outgoing crest collides with incoming crest. Result, double crest. One and a half wavelengths out, ditto, for secondary clapotis. One wavelength out, the incident crest meets the reflected trough and they cancel. The converse is true too. So at one wavelength out from the cliffs, there is a lane of water that does not rise or fall if at all. It does tilt wildly from left to right, it rocks and reels, and printed on my soul is the feel of that tilting still. The sort of feeling you get after a day on the surf and as you lift another pint the bar stool swings and sways to recent waves.

Once only in my life have I seen that. It lasted possibly two minutes. I may meet it again but I doubt it. But if you find it, don't be frightened off. There is a way through, when the going is roughest and the way frightening, a way can be found. Sounds like preaching but it's true. I've been there. But stay on the strait and narrow, you cannot go back and you must go forwards, and to go either side is to meet the cheese grater or the mind blowing lift of an exploding wave.

It sounds like a guide to a good life, but that was a piece of unusual canoeing.

ALAN BYDE.

I've been asked to publish this anonymously.

THINK OF THE RABBITS.

This is a plea from the not so fast and not so expert canoeists. We are grateful to the experts who let us go with them on sea trips.

May we ask that on a trip, one or two stay back with the "rabbits" as they drop behind. We do not wish to lessen your pleasure; without you we could not have the fun of difficult runs, so double thanks to those who do stay with us. Canoeing is a sport to be enjoyed by the young and the not so young, by the experts and the "rabbits". Thank you.

PLEASE DO NOT FORGET YOUR CONTRIBUTIONS TO THIS NEWSLETTER.

CORRESPONDENCE (Continued)

From Verney Cresswell, Republic of Seychelles. Dated March 13th.

Dear John,

twelve months ago I was canoeing in the ice flows of the Hebrides. Today I am canoeing under the full tropical sun, and it's much more enjoyable.

I'm out in this group of Tropical Islands for two years on a teaching contract. There are some ninety two islands in the group covering some seven hundred miles of ocean.

So far, except for mine and one other canoe, there are no canoes in these islands. This is a developing country and it cannot afford the luxury of canoes for its youth.

The weather and water conditions are ideal for canoeing. Temperatures never exceed 100 degrees F during the day or drop below 74 degrees F. at night.

The islands lie outside the cyclone belt so never experience anything greater than Force 5 winds. There are two patterns each year. The southeast trade winds blow constantly from May till October each year (the cooler drier period) Then the northwest Trade winds blow from November to March each year. The wetter quieter winds. In between you get the doldrums, a period of hot sticky weather with no wind and humidity at nearly 100% Average is 80%

So far there have been no reports of sharks attacking people or boats in the area of the Indian Ocean. Then, no canoes have travelled these seas before. I plan a 20 mile crossing to a privately owned island at the end of this month. The seychelles wind surfing champion wants to tack along with me. There are no coastguards etc. You are on your own in these seas.

I've seen various huge turtles and had flying fish skimming over my canoe whilst on training stints. Heard splashes behind me (could be mermaids) but did'nt see anything.

I'm using a re-hydration powder mixed with my water and using a Foreign Legion type cap. So far I've had no problems with the heat.

I've taken up dinghy sailing since I arrived here some seven months ago, and so far have won one race. The conditions are near perfect for learning all types of water sports. Tonight I try my first wind surfer.

Talking about surf. I lost my wombat in terrific surf just a week after arriving. After some three hours of enjoyable surfing, a huge dumper came up the steeply shelving beach, filled my unattended canoe with sand, and then sucked it back into the huge waves. I never saw it again. I asked a local person to look out for it. He said, "I will look for it where the bodies are washed up!" I reckoned I was quite lucky not to have been with it

I mentioned earlier that we have no canoes in Seychelles. I have written a training programme for the Government, but until we can make canoes we cannot act on this. My canoe, crated, cost £145 to ship out here. Do you know of a kind person or club who would donate a mould, say B.A.T., earlier type sea canoe or tourer and pay the shipping costs to the Seychelles. Without packing, the cost would be as low as £40. A gift such as this could do so much to help the youth of this developing country.

We can get resin and fibre glass, even though it is five times the European price. Some fibre glass dinghys are made here. Paddles could be made of local woods of which there are some excellent varieties.

When I leave I will donate my canoe to the Youth & Community section for the training of young Seychellois.

If you did come up with anything John, the address to send the mould to would be: Mr. Ralf Adam, Principal Secretary, Youth & Community Ministry, Seychelles.

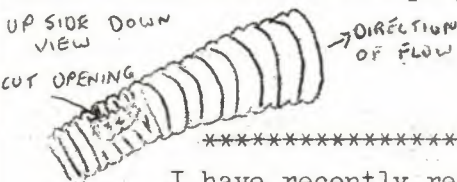
Verney Cresswell.

From Joe Lamb, South Australia.

Dear John,

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That reminds me to tell you that quite by accident I discovered that the one inch bore reinforced hose for pump can be flattened by dipping it in boiling water then stand on it. This seals the end. By making an oval opening on the 'sole', then wedged under the seat, it sucks up the last bits of water like a strumbox.



I have recently received an interesting paper entitled "QUALITY ASPECTS OF RECREATIONAL COASTAL WATERS" prepared by the Water Research Centre (WRC). It mentions the processes and effectiveness regarding the distribution of sewage in the sea and it explains the current research as directed by the W.R.C. Other sources of pollution likely to influence nearshore water quality are briefly examined. For a free copy send a stamp with your name and address.

CORRESPONDENCE (Continued)
From Chris Loynes, Essex.

Dear John,

Reading the report of the Jersey Canoe Club I was fascinated to note the rarity of close encounters with seals. I have had many in a relatively short sea canoeing life. One in particular stands out from the rest. I paddled around Laggar Point on Islay solo, on the last of the flood tide in late May. Between the Point and Bowmore is a stretch of intertidal white shell sand dotted with rocky islets. The tide had covered the sand to a depth of 3 feet and many young seals were basking on the rocks. Light winds and a barrier of seaweed created a flat calm and the water was transparent. The seals were curious but cautious at first, diving into the sea as I approached. Then my paddle caught something and I glimpsed a seal below me. They were diving under the boat for a good look at me. I could see the details of their movement underwater. Heads began to appear in front of me and I began the usual game of how close can I get. The seal submerged, swam under the kayak, then deliberately splashed noisily to the surface behind me as if in a game. Others played the same trick time and again; they can only have been playing with me, leading me on, ducking, then springing up elsewhere to startle me. On another occasion I have been able to pick curious guillemots out of the water and sit them on my spraydeck.

I have taken a keen interest in natural history and hope to use this apparent unconcern for kayaks amongst wildlife to carry out census work on otherwise inaccessible cliffs during the breeding season. I would be interested to hear from anyone keen to join such an expedition, probably in the Hebrides and over Whitsun, 1982.

Yours sincerely,
Chris Loynes.

From Roger Irwin, Abingdon Lodge, Ryde, Isle of Wight.

SEA CANOEISTS MECCA.

The Isle of Wight, which for many years has been acknowledged as the home of the worlds best yachtsmen and premier yachting events, has in recent years seen a steady increase in the numbers of sea canoeists making the pilgrimage to its shores. The location of the Island makes it the perfect venue for every requirement of the committed sea canoeist; and to this aim the National Sailing Centre at Cowes are staging a series of courses which have been structured catering for the novice up to the most experienced sea paddler. The courses have been geared from novice to competitive surf coaching and on to expeditions up to and including Advanced Sea level. The standard of instruction given will be to the very highest level as would be expected from this centre of excellence. Awards within the B.C.U. structure will be catered for but not at the expense of the committed canoeists who just wants to get away from it all for a week or a weekend.

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As a boost to sea canoeing the centre will be supporting 'CANOE 81' in conjunction with the Isle of Wight Coaching Panel and the Isle of Wight Kayak Club in the staging of the first long distance circumnavigation time trial of the Isle of Wight to be staged on the 6th. June, 1981. The 'race' is geared to the committed paddler whose expertise, equipment and willpower will see him/her through some 60 miles of potentially difficult tidal conditions and render himself completely self sufficient for up to twelve hours plus. It is hoped that with the co-ordination of the various beach, sea and air rescue organisations this event will be seen as a major contribution from sea canoeists to the promotion of safe canoeing in tidal waters and a worthy contribution to CANOE 81.

CK/MER - "CONNAISSANCE DU KAYAK DE MER" A French Association for a better understanding and knowledge of the Sea and Sea Canoeing.

The purpose of this Association is to improve the knowledge, in France, about sea canoeing and particularly kayak technology and construction, it's history, present and future utilisation.

MEMERSHIP TO CK/MERSend to Guy Ogez, Secetaire, 10, Parc de la Berengere, 92210 Sait Cloud, FRANCE.

NAME..... ADDRESS.....

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Other information.....

Membership Fee Active member.....£6. Benefactor.....£12.

Four Newsletters will be issued in 1981.

H.M.COASTGUARD LIAISON WITH SEA CANOEISTS

(A paper by S.R. Richards, Regional Controller, H.M.Coastguard, prepared for the A.G.M. of the Sea Touring Committee of the British Canoe Union.)

The increasing popularity of the sport of sea canoeing discloses an increasing need for education and the establishment and maintenance of standards which will help to eliminate as far as possible, the 'cow-boy' type of participant and will ensure that the sport is practised in a responsible manner, basically safe but retaining its challenge and its sense of adventure. At the same time it is important to establish a simple system which allows for a clear and factual investigation of any situation or incident where difficulties arise, life is lost, or the sport itself is brought into disrepute.

Liaison with H.M.Coastguard has been discussed frequently in the recent past and has resulted in several papers on the subject. It is important in the first instance that the Service does not provide a continuous 'safety net' type of maritime welfare service, nor does it maintain a type of surface traffic control and neither does it maintain any form of widespread visual surveillance. Information that a party of sea canoeists are undertaking such and such a passage is part of the normal day to day situation of a particular stretch of coastline held by the relevant Coastguard Maritime Rescue Coordination Centre or Sub Centre (MRCC/SC). That MRCC/SC will provide the party with whatever information is available and, being aware of the expedition, will take action should they become concerned for their safety, however, it does not automatically accept responsibility for the oversight of the passage or the monitoring of its progress. The responsibility for the safety of any craft at sea lies in the first hands with the Master of that craft; apart from any other consideration the last thing which either the Service or the sea canoeist would want would be some form of regulation or oversight which might so easily affect the complete freedom which one presently continues to enjoy at sea.

When planning the passage (an activity of equal importance to the making of the passage itself) the leader should nominate a shore support contact. This person would be generally available for the Coastguard to contact in case of need and, more importantly, would be the person responsible for raising the alarm with the appropriate MRCC/SC should concern be felt for the safety of the group. The fact that knowledge of the passage is already with the Service does not relieve the shore support contact of that responsibility.

The shore contact should be fully briefed and aware of the description of those in the group and of their canoes, their abilities, their plans and their alternative course of action. This is the basic information which would be required by the MRCC/SC when initiating SAR action and a suggested 'Pro Forma' which may have use as an aide memoire is attached as an appendix.

This procedure has the added advantage of keeping the sea canoeist in line with the Coastguard Yacht and Boat Safety Scheme in which, though the details and description of the vessel itself is filed at a MRCC/SC, it is the Master's agent who is responsible for raising the alarm in an 'overdue' situation.

The second point on the subject of liaison is the establishment of contacts between H.M.Coastguard and the B.C.U. Sea Touring Committee as the governing body of the sport. Such contact is required to facilitate investigation of the incidents which cause concern to either party and would also provide a contact point should MRCC/SC be in urgent need of sea canoeing expertise in a significant SAR operation involving missing canoeists. The idea of circulating the 'coastal advisor panel' which was started in 1977 (by the A.S.K.C.) is not the real answer from the Coastguard point of view; although their local knowledge and experience is obviously of the greatest value to those leaders planning expeditions on unfamiliar parts of the coast.

I would advocate the initial nomination of one, at the most two, contacts for each of the six Coastguard Regions (Aberdeen, Yarmouth, Dover, Brixham, Swansea and Clyde). The situation does not warrant more, certainly at this stage.

The contacts should be nominated by the Sea Touring Committee and would be willing and responsible enough to act as their agents. They would need to have the respect of their fellow sea canoeists for indeed they might well enquire into incidents involving negligence and loss of life and they should be prepared to make enquiries, probably infrequently, amongst their own contacts and coastal advisors on behalf of the Coastguard where specific information is being sought by the controlling MRCC/SC in a casualty site.

It goes without saying that those selected should be mature and responsible. There are many 'self appointed' experts about and the Service tends to be very suspicious of the over enthusiastic personality. A good future liaison demands mutual respect, willingness to assist and to see a situation from another's point of view.

"A strong wind warning continues for Gulf Waters and South Central Coasts....."

So went the forecasts, day after day. Still, as the Pilot says, "There is a tendency along the coast for winds between S and E to predominate in summer" (Australia Pilot Vol. p.12). Adelaide had its hottest summer for some 30 years, but to us it seemed the windiest as we waited for the south-easterlies to abate.

Expeditions like a circumnavigation of Kangaroo Island, after Tasmania, the largest island off the coast of Australia, and a crossing of the gulfs from Port Lincoln to Adelaide are the sort of thing one imagines when sea canoeing begins to develop, and though they were thought of some years ago, it was not until this season that some of us were prepared to try them.

Most visitors to Kangaroo Island stay on shore, or if they venture on to the water, do so along the north coast. With good reason, only the professional fishermen work the west and south coasts. They were to prove valuable allies.

We left Kingscote on Sunday December 21st. at about 2.00pm. Before long we were walking. At low tide the Bay of Shoals is shallow. We had trouble with the tide that night too. It was higher than the previous one.

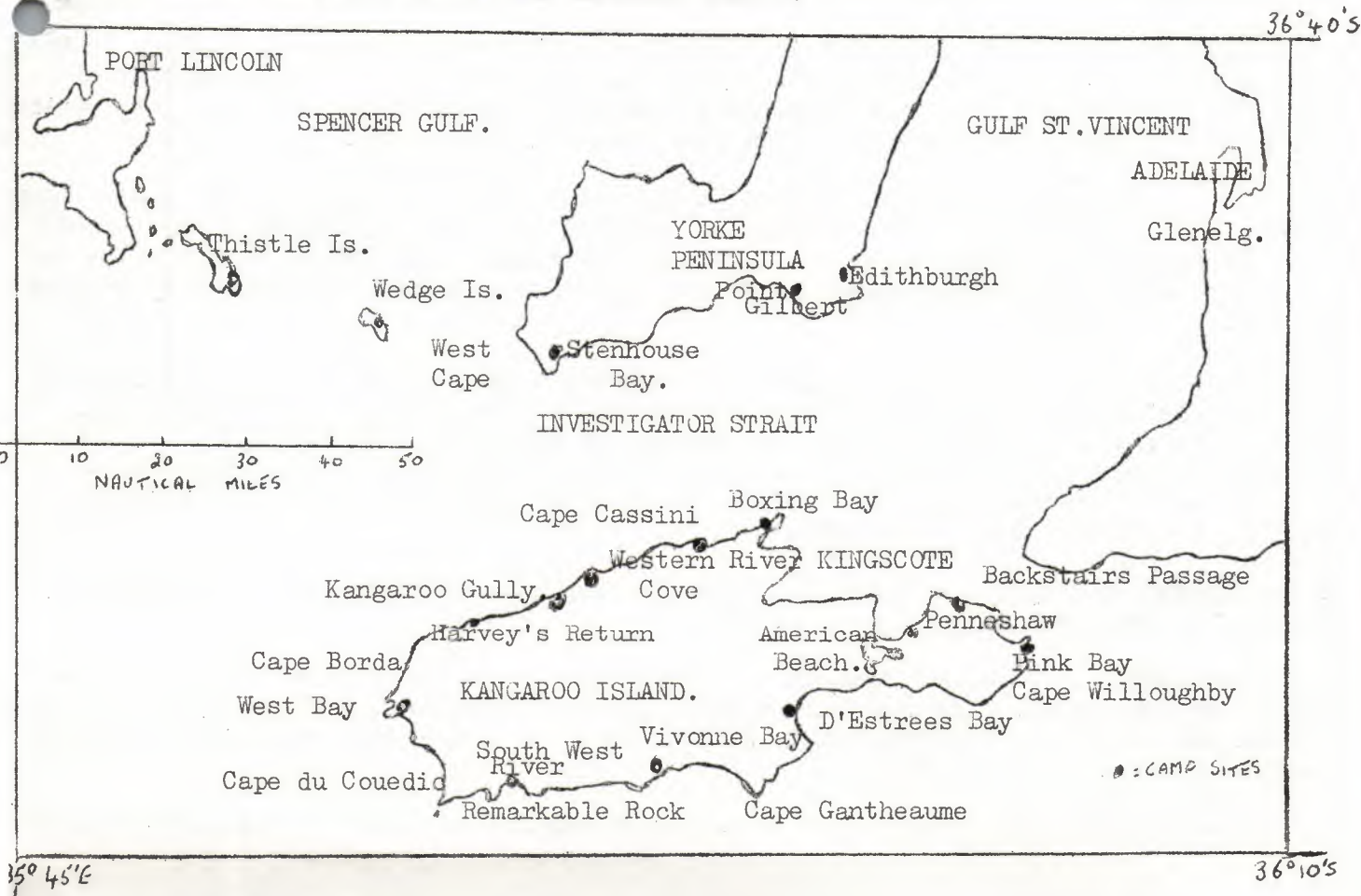
The north coast was a straightforward trip, with easy stages, good weather, a journalistic helicopter visit, gift of wine, spectacular cliff scenery, an eagle's nest on a pinnacle, porpoises, etc. Christmas Day we spent on the rocky beach at Harvey's Return.

Then it was around Cape Borda to West Bay. Now we met the real ocean swells, with a chop blown up on top by a gusty south-easterly. None of us was sorry to arrive at West Bay through dumping surf.

There was plenty of time there, four days in fact, to dig up the supplies that John, Mike and David had buried there, and for some fishing.

We were glad to leave West Bay, but even more glad to arrive at South West River that evening. Mike's forward compartment flooded on the run towards Cape du Couedic, presumably through a tightly but incorrectly closed hatch. There was no option but to open it and pump out. We rafted up and I proceeded to give it some progressively heavier thumps with a flare container. The retaining ring broke with this treatment, and after pumping out the boat we retained the hatch by winding tape round and round the boat.

SOUTH AUSTRALIA: KANGAROO ISLAND AND ADJACENT COASTS.



The nearest landing was still some distance away, but we arrived by Remarkable Rock with the temporary repair holding well. We retaped it and headed on to a most hospitable welcome at South West River - drinks on the beach and a superb fish dinner. Meanwhile a fishing boat we had passed at C. du Couedic had radioed details of the problems and the network set about obtaining a replacement hatch.

Next day was sunny and calm and with a new hatch delivered by journalist carrying helicopter we paddled on to Vivonne Bay, the largest settlement on the south coast. The days following were not calm, and we waited for a week, noting that on a couple of days not even the fishing crews ventured out. One passing wag asked when we would be paying our council rates

Eventually we were on our way again, past Nobby Islet, Seal Bay and the most southerly and remote point of the island, Cape Gantheaume, to D'Estrees Bay where we flopped on to the seaweed. A weeks inactivity has it's repercussions.

The next day also became a long one, 58 km to Pink Bay where we arrived in gathering darkness, rain and a large thunderstorm over the mainland to the north, but helped on our way by following winds and cold orange cordial thrown to us by a passing fisherman.

From Pink Bay it was easy going, but after the times of solitude the after-cricket crowd in the Penneshaw Hotel was hard to take. We spent a night with some diving acquaintances before the final leg into Kingscote.

There we met up with a crowd, the mayor, some inept journalists and the police sergeant, who apart from ourselves was probably the most pleased to see us return.

It was odd to look down on the sea as we travelled to Adelaide on the vehicle ferry, The Troutbridge, which was to carry our boats, John and I to Port Lincoln some days later for the next expedition.

On the way to Port Lincoln we were woken in the early hours by the Troutbridge captain who, with his crew, pointed out features we were to see on our return. The view at 0300 from the bridge of a ship is interesting but rather different from the one we were to have in daylight from the cockpit of a Nordkapp.

Ray, who had travelled by road, was waiting for us in Port Lincoln and we spent a day running round doing all the usual things. In this we were helped by the loan of a Moke.

Next morning, January 23rd., we left Port Lincoln's Boston Bay and headed for Thistle Island, the largest of the islands named by Flinders after members of his crew lost nearby. Again we were greeted with great hospitality and we were given fish with all the trimmings to cook for tea. There was a visitor in the night, a seal who obviously thought we had the best spot on the beach and decided to join us.

Wedge Island is so named because of its shape and is 15 naut. miles from Thistle. It too is an exclusive tourist resort. On the way we were surrounded at one stage by playful porpoises. The 'thin end' of the Wedge is a fine sandy beach stretching almost the entire length of the north coast, and we camped somewhere near the middle.

The crossing to Yorke Peninsula involved heading on a compass bearing, and Ray and I took turns of 15 minutes until we could navigate visually to a landing near West Cape. After lunch we headed on round to Stenhouse Bay, past the wreck of the Ethel, Cape Spencer and the Althorpe Islands. Rugged limestone cliffs, well worth another look, but only in good weather.

From Stenhouse Bay we headed east, but the weather was ominous. In the early evening we landed at Point Gilbert, and the weather struck, with gusting winds and driving rain. After a miserable tea I retreated to the shelter of some bushes in the sandhills. John and Ray baled a leaking tent on the beach. Point Gilbert has nothing to recommend it, we decided, and after three days, with winds still strong, we plodded around to Edithburgh, past the new Troutbridge Hill Lighthouse.

At Edithburgh we stayed two nights in a caravan, and were again treated most cordially. Ahead of us was a crossing of 38 naut. miles.

Stars and carefully shielded 'Cyalume' compass lights were our only illumination as we set out at 0340 hours. After a while a thin sliver of moon rose, followed by Venus and the sun into an almost cloudless sky. We paddled on in almost calm conditions, stopping hourly for a drink and a nibble.

Eleven and a half hours after launch we landed at Glenelg to find the temperature was 40

degrees C on shore. The media descended on us again to ask the usual inane questions. Then it was off home,

The Team

- Peter J. Carter Secretary General of S. Australian Canoeing Association.
Organiser of several earlier important sea expeditions in S. Aust.
- John Hicks Widely experienced in orienteering and other outdoor activities.
- Mike Higginson Instructor at Outward Bound, Clayton. Very experienced whitewater and surf canoeist; member of the River Nile expedition, 1978.
- David Nicolson Experienced climber, skier, works for an outdoor equipment supplier
- Raymond Rowe Instructor at National Centre for Mountain Activities, Plas y Brenin (Wales, U.K.) One of the most experienced British sea canoeists.

The craft

All of us used Nordkapps, fitted with bulkheads and hatches, deck pumps, etc.

WARM YOUNG BODIES.

Quiet revolution has taken place in the type of clothing worn by the experienced canoeist.

Any one competing in a marathon race cannot fail to have noticed the distinctive blue or red shirts that are worn by the majority of paddlers.

Gone are the mottley collection of old pullovers and Tee shirts. All (or almost all) have been replaced by these smart new garments.....so what is it all about?

The new shirts are made by Helly Hensen, the world famous Norwegian clothing manufacturer and marketed as 'Lifa' wear. The fabric, which is 85% polypropylene is extremely light and comfortable and does not absorb water.

The manufacturers claim that moisture is passed through the fabric by the heat of the body and deposited on the outer surface of the garment leaving the wearer feeling dry and warm.

Whether it works this way or not, 'Lifa' wear is warm, comfortable when wet, light, easily washed and dried, does not cause friction or discomfort, and is enormously popular with the discerning paddler.

The significance of this type of clothing will not escape the paddler who places a premium on comfort and lightness.

The other half of this revolution has seen a considerable number of highly experienced canoeists abandon the wet-suit in favour of a variety of fibrepile clothing.

What is fibre-pile? What does it do? You might well ask. Fibre-pile is 100% polyamid fibre which is stitched or knitted onto an open weave fabric. In lay mans terms it is an "artificial fur". Fibre-pipe is available in a variety of textures, colours, densities and qualities and is available off the roll or made up into a wide range of garments made by a number of manufacturers. The so-called second generation fibre-pile garments have the pile stitched onto a much finer fabric and give a greater measure of wind resistance.

Being 100% polyamid, the fabric absorbs no moisture and so even after a thorough soaking, moisture quickly drains from the fabric leaving the paddler feeling warm and dry. All properly constructed fibre garments are light and comfortable and give the paddler complete freedom of movement. They are easy to wash and do not become sordid or smelly like your favourite wet-suit! There must be some disadvantages, I hear you saying, and sure enough there are. The main disadvantage of a fibre-pile garment is that it is not a wet-suit and in any prolonged immersion in cold water it would provide minimul protection against heat loss compared with a wet-suit; they would thus not be suitable for beginners or for any one who, for whatever reason, is likely to spend long or regular periods in the water.

The decision to change from neoprene to fibre-pile is a serious one and should not be taken lightly, but for the experienced paddler who wishes to maximise his physical efficiency, fibre-pile is a very attractive alternative to neoprene.

THANKS TO GEOFF. McGLADDERY OF WYE KAYAKS
FOR THIS ARTICLE.

THERE BUT FOR THE GRACE OF GOD.....

by Chris Childs

The following account is presented as an example of a trip that went wrong for all the classic reasons. Hopefully people placed in a similar situation, whether as a group member or leader will be able to read this account and learn from the mistakes. I know I will.

At a recent Sea Touring Committee Meet I was asked/ sort of volunteered to take a group of supposedly less experienced sea paddlers on a return trip to Cowes. My original intention had been to join a group of other paddlers and go off on a trip without the burden of any responsibility. However, a couple of weeks before the Meet I had half agreed to help organise the expedition side of weekend and therefore felt it incumbent upon me to help lead this particular journey.

By the end of Saturday evening I found myself solely in charge of 19 paddlers of .. uncertain and, in several cases, extremely limited experience. This was obviously impossible and someone else kindly agreed to take some of the group up Southampton Water.

The problem of all sea meets is to ascertain the experine^e and capabilities of the paddlers. In this case many (though not all) the participants filled in forms stating their experience but this still did not give a very clear indication of their ability, (a fact that was to be borne out very clearly later). I decided therefore to try and put off as many of the group as possible by pointing out and perhaps over-stating the arduous nature of the trip.

Fawley Creek to Cowes is not very far (about 4 miles) but strong tides run through the Solent (up to 3 knots + in this case) requiring one to set a course which is virtually a large ferry glide. There are also a large number of ferries, hovercraft, hydrofoils, cargo boats and super tankers to watch out for. Added to this the weather forecast predicted a Northerly wind, force 3 to 5. This meant that the return journey was likely to be a hard paddle.

The group met between 9.30 and 10.30 am on the Sunday and I managed to persuade most people that they would be better suited to an easier trip. However, I was left with 7 people, one of whom I knew and the rest assured me that they could cope with the conditions. At the last moment we were joined by a local paddler who lives in Cowes and who was paddling home. This was a great help as I did not know the area and some local knowledge (e.g. the routes of hovercraft into Cowes etc.) would be very valuable.

A party of 9 left Fawley Creek at 10.30 am and paddled out to the Calshot Spit Lightship. Knowing that we would be pushed westward by the tide, we aimed for the two tall chimneys on East Cowes, intending to land in Cowes harbour. It was a clear, bright, sunny day - fairly cold, but we didn't feel that as the wind (N 3-4) was behind us and pushing us along at a fair speed.

There were a few whitecaps around but most of the waves were quite small and easy to deal with. Over the bank, in mid channel the waves steepened, but again there was nothing to cause any problems.

Right from the start the group began to spread out. I had told them to stay together before we set off but this instruction was ignored. Several times en route I had to call the group back together. I tried several ways to keep everyone reasonably close, including putting the slower paddlers at the front, but nothing seemed to work. The faster paddlers (and in particular one parson) continued to race ahead and the group became very spread out indeed.

A couple of people were unhappy in the sea boats they had borrowed and one in particular felt very unstable and insecure with the following sea. I had to stop near the back with him whilst most of the others went further ahead.

When we arrived at Cowes my original intention had been to land on the beach on the west side of the estuary. I had been told that this was possible by someone who knows the area. However we could see that the beach was covered and waves were bouncing off the sea wall. On the suggestion of the local canoeist we paddled along the west coast of the harbour, close to the wall to avoid the main stream of the ebbing tide.

The sea around this area was a little confused and lumpy as the west side of the harbour received the full effect of the tidal flow across the harbour mouth and there were reflected waves coming off the sea wall. Nevertheless, there was nothing too difficult to cope with.

However, at this point one of the group capsized. He was paddling a borrowed boat which was strange to him and it became rather water-logged as his spraydeck had been

leaking. When part of his spraydeck came off the cockpit rim, he tried to replace it without rafting up and without his paddles in his hands with which to steady himself. The water-logged boat and the reflected waves led to a rapid capsize. As he came out of the boat he turned it up the right way and it started to sink. The Cowes paddler got the patient, and I got the boat; or rather the couple of feet that was visible. I tried a deep water rescue but the boat was too full. One of the group rafted up with me and I tried to empty the submerged kayak. However, we were close to the sea wall with lots of small bouncy waves and my partner was trying to hold the paddles as well as anchoring me. I had the feeling that I was going to go so I decided to abandon the rescue in favour of a tow.

We managed to salvage most of the gear that was floating about, but we lost a packet of sandwiches. I then towed the water-logged kayak 100 yards or so up the estuary to a slipway. It turned out that the kayak had block buo^y/_{an} in the front, but only a bulkhead in the rear. There was a hole cut in the bulkhead for loading gear, but the cover for the hold had been left behind.

We got the capsized paddler back into his boat quickly with the help of other members of the party, and on the directions of the Cowes man paddled another 100 yards or so up to the slipway of the harbour office. I was thankful that the capsize had'n't taken place in mid-Solent.

I had deliberately overestimated the time for the 4 mile trip across at one hour, but in fact, with the capsize, it took us an hour and a half. The intention was to spend a few minutes at Cowes and then paddle straight back as we didn't want to sit around in the wind. However the chap from Cowes offered to take our capsized paddler to his house nearby and get him warmed up. I gave them half an hour whilst we ate our lunch in a sheltered spot.

Whilst we were waiting other members of the group improvised some buoyancy for the offending canoe in the form of an old disinfectant container and an inflated bivvy bag. Twice I stated the importance of sticking together on the return trip most emphatically. It was an hour before our capsized victim returned from his hot bath and we set off again. Once more I insisted that we all stay together, pointing out the danger of hovercraft, ferries, etc. and the problems that would follow if someone capsized away from the group.

Setting off at 1.00 pm and again following the advice from the Cowes paddler, we crossed the estuary and followed the harbour arm, paddling out to the point on the east side of Cowes. The plan was to head in a north-easterly direction to counteract the swiftly ebbing tide and to thereby execute a kind of gigantic ferry glide to Calshot. The wind was northerly force 3 - 4 and the sea was a little lumpy in places with one or two white horses in evidence.

As anticipated the hardest part of the trip was to be paddling against the wind. A couple of people were having some difficulty and were very slow. The group was spitting up again with the same aforementioned person out in front. Once people got more than 10 or 20 yards away communication became really difficult.

I managed to get the group together again and tried to put back four out in front setting the pace. I asked the person who kept racing ahead to take a turn as back marker, but very soon he was out in front again. This time he kept going and although he looked back at least once to see how far we were behind, he didn't stop but went on out of sight!

He got so far ahead that I could not have caught up with him without abandoning and possibly losing contact with the rest of the group. In the end I had to let him go. I reasoned to myself that he was an adult, knew what was involved and had been told frequently to stay with the party. Clearly my responsibility was to the rest of the group. However I would like that person to recognise the implications of his action. By joining a group one implicitly accepts joint responsibility for the other members of the group and, if it is the sort of group that requires some sort of leader, one also accepts the authority of that leader (where this appears to be reasonable and in the interests of the group as a whole). At least, this is my view of the situation on this particular day. After all everyone knew that this was a less experienced group and opted to come along of their own free will, otherwise they had the option of joining other groups or paddling solo.

By abandoning the group this paddler put me in an impossible position. For all I knew he could have capsized on his own in mid-Solent and I would have still been responsible for him. He also put the rest of the group in jeopardy by (a) forcing us to try and

follow him for a while, thereby abandoning our intended course and (b) failing to stop behind when later he could have been of considerable assistance, especially as he was obviously a strong paddler.

I have since received an apology from the culprit, he explained that he felt he had to paddle on for his own safety, as to travel any slower would have meant a longer, wetter, colder and more exhausting journey. This of course is true but at least a couple of other members of the group could have paddled off at a fast speed to also ensure their survival. Thankfully they stayed behind to help.

It was certainly quickly apparent that the trip would be frustrating for everyone. At least 2 people were having real problems and travelling very slowly. The stronger paddlers would paddle for about 200 yards or so and then stop and wait for the others to catch up. While they waited they were blown back over nearly all the ground they had made and also drifted a considerable distance to the west. At the same time several of them were becoming very cold indeed.

It was obvious that we were making very little progress against the wind and the tide and that we were being drifted and blown of course. The only consolation was that the longer the journey took us the slacker the tidal stream became. At the same time one or two of the group knew that if they left the others they had the strength to get home quickly and safely.

By this time one paddler was having so many problems with his borrowed boat that he was close to giving up. He could not keep the boat on course with the wind on the port quarter, so I decided to abandon our course and head directly into the wind and waves. At least everyone could keep the boats on a straight course and would progress, albeit, slowly.

The paddler who capsized at Cowes was now very cold and so I rafted with his kayak and fed him chocolate. As he paddled off I noticed that my spraydeck was still off, so, as it was a little choppy I asked another to raft with me and as he leant over to grab my cockpit he fell straight in, but fortunately stayed in his kayak allowing us to effect an eskimo rescue. I was just assisting him to get sorted when I looked round to discover another kayak upsidedown. This time it was one of the better paddlers. There was no apparent reason for his capsize, but at least he also stayed in his boat before being eventually eskimo rescued. Unfortunately as he came over and upright, over he went again, only to be rescued in the same manner. We were fortunate that both paddlers had stayed in their boats, but one of them was showing early signs of exposure.

Very slowly we came closer to the mainland, until most people felt that it was within immediate reach. At this point several paddled off making landfall. The sea was calmer and there was some shelter. I don't think they would have responded to any more calls from me to stick it out together. It was later admitted that feelings of group responsibility had been finally overcome by the cold.

The return leg of the journey had taken 3 hours, and what had started out as one of the shortest and easiest trips ended with us being last in. Certainly this trip had all the elements of disaster; as I had half joked with someone before leaving. We were a group of unknown ability, in unfamiliar territory, several of whom were trying out unfamiliar boats under testing conditions.

What lessons can we learn from this experience. Some points of mine are.....

- 1/ In the sort of situation found at these open Meets, some way of testing ability should be determined.
- 2/ Where lack of time excludes the opportunity of testing on the water, then journeys with good escape routes built in may be part of the answer.
- 3/ Leaders should have local knowledge as well as experience.
- 4/ The leader should check all equipment.
- 5/ All those joining a group MUST recognise the responsibility they have towards that group. This should be made clear from the outset.
- 6/ Plan emergency strategy before departure. Particularly important when assistance is unknown both in terms of technique and fitness.
- 7/ Perhaps these points apply only to an inexperienced group...or do they?

THIS LIST IS NOT EXHAUSTIVE. WE ARE HOPING THAT THIS ACCOUNT WILL STIMULATE SOME PROFITABLE CORRESPONDENCE.

(Look forward to hearing from you, Ed.)

INDICATE YOUR CHANNEL PLEASE.

AN EXPLANATION OF A SIGNIFICANT CHANGE IN RADIO PROCEDURE AND A LOOK AT SOME COMPLEX INTERNATIONAL STANDARDS.

There has been an official - and international - change of heart concerning what is to be the recommended procedure when changing from VHF calling frequency to a working frequency. The somewhat simplistic statement (which has been technically correct up till now), which recommended that the calling station should name the channel to be used for the subsequent exchange of traffic, no longer applies.

The point at issue is important but it is not easily explained.

It has always been true that the shore station controls any traffic. If a ship is calling a Coast Radio Station (CRS) in the U.K., the ship may try to help the subsequent choice of working channel by announcing, in her call, which working channels she has available (although with the increasing use of synthesised equipment that, too, is becoming dated) but it is always the shore station which controls what happens.

With intership traffic, on the other hand, the question of who recommends the working channel has differed in theory and in practice. Now a note by the Inter-Governmental Maritime Consultative Organisation (IMCO) Secretariat to the International sub-committee of Safety of Navigation has clarified the ambiguity.

Up until now the official line has been that the calling station should name the channel to be used for working. A calling station calling on Ch 16, might have said: "B" - This is "A" - Ch 8 - Over.

That might have been acknowledged by: "A" - This is "B" - Ch 8 - Over.

That example - and it represents the procedure which is often recommended - might appear straightforward. It has the great advantage of brevity because only one short sentence is necessary from each station before both can transfer to the working channel; but it has one serious disadvantage: it does not suit what is fast becoming common practice for those listening on dual-watch.

Dual-watch - the practice of listening to two channels at the same time - is a comparatively new, but rapidly spreading development which is available on most modern sets. When switched to dual-watch the radio is automatically switching itself backwards and forwards between Ch 16 and the channel shown by the selector switch. If there is traffic on either channel - with Ch 16 taking preference - the set will lock on to that traffic but will automatically revert to the scan the moment that the traffic ceases. There can be no problems, and the one message can be interrupted by another, but they do not alter the basic point; a station with dual-watch can monitor two channels.

The question of procedure comes in as soon as it is necessary to identify which channel is being used. Assume, if you will, that a ship is calling Harwich Harbour Radio on that harbour's working frequency; and there is every reason - both moral and official - to call on a working frequency if it is known to be watched. The ship might call: "Harwich Harbour Radio - This is "A" - Over". But the Harwich operator, if he was listening on dual-watch would not know which channel was being used for the call unless he actually looked at his equipment at the moment of the call and noted which indicator light had come on. Thus, and to avoid that ambiguity, the practice has developed of calling: "Harwich Harbour Radio - This is "A" on Ch 12 - Over". In that way the Harwich Operator knows without looking, which channel is being used to call him. But compare that with a call on Ch 16 recommending a change to Ch 12 under the old system. The operator might hear: "Harwich Harbour Radio - This is "A" - Ch 12 - Over". That would be a call from a station on Ch 16, recommending a change to Ch 12 and it would then be necessary for the calling station to wait for acknowledgement before changing to Ch 12. Strictly the calling station ought to have said: ""A" - Change to Ch 12 - Over". But few do, and we have a situation where the station thinks it is being called on its working channel and is trying to acknowledge the call on that working channel while the other station is awaiting acknowledgement on the calling frequency.

The confusion does not arise when both stations are using Ch 16 for the call - as with most intership traffic between two yachts - but the problem is there nevertheless.

The answer - and this is where the change of heart comes - is that the recent IMCO recommendation to all member states is that the channel in use should be indicated in the call. Thus all calls whether they are to a shore station or to another ship should be: "B" - This is "A", "A" on channel 16 (or whatever it is) - Over". That tells the station called all it needs to know. For intership traffic the station called should then indicate

which channel should be used for the exchange of the message and the calling station will then acknowledge before changing. The new system means that there has to be three short sentences (not two as before) before both can get off the calling frequency but the method is un-ambiguous and suits the practice of calling on a working frequency perfectly.

"Harwich Harbour Radio - This is Barbican, Barbican on Ch 12 - Over", says it all. It is not necessary to repeat the name of the station called, except in bad conditions, because the operator will instantly recognise his own name. But it is recommended that the name of the calling station should be repeated once, on the first call, unless it, too would be immediately recognisable.

Unnecessary repetition should be avoided unless specifically requested by the receiving station, and it will probably delay the reply, in any case, because the repetition of a c may well be blotting out traffic that the station called is trying to compete with yet another station beyond the radio range of the calling station.

No garbage please. Try to leave all the "How do you read me" and the "Come in, please" to the T.V. serials. To recap, the change that is being recommended is really quite simple. When calling a shore station or another ship always indicate the channel in use in the initial call.

That is all - Out.

THE B.C.U. SEA TOURING COMMITTEE

The Sea Touring Committee Coastal Grading Scheme is still being worked on linked with their Coastal Advisers so that information can be got on coastal areas you might like to canoe.

The Committee are in the process of appointing Coastguard Liaison Officers for each of the Coastguard Regions of this country. They will receive reports from H.M.C.G. of any incidents involving canoeists; they will arrange to have them investigated and issue press statements to prevent uninformed and sensationalist distortions of the facts being published.

Work is still being done to try to overcome the Coastal Restrictions on canoeing now being implemented by the French Government, although all representations to date have been unavailing. Briefly the position is that the French regard the Kayak as a beach craft and by law forbid it from operating more than 300 metres from the shore. Cases have occurred particularly that of the Channel Islands canoeists who had their canoes impounded by the police, then members held under armed guard. The regulations have been in force for some time but have only recently been enforced. They block our time honoured pastime of cross channel canoeing very effectively. It is possible to get away with it by luck but if you encounter a Gendarmerie launch you can face on the spot fines and confiscation of equipment. The French Sea Kayak Club has now been formed in "Connaissance du Kayak de Mer" and the S.T.C. are in communication with them to try to tackle the problems from the French end. Approaches through the Minister for Sport, British Embassy in Paris and letters to the French Ministry of Marine have had no results.

The Sea Kayak Committee will be running a series of Coastal Meets during the year. Information can be had from the P.R.O. Officer, Tom Baptie, 226, London Rd., Mitcham, Surrey, CR3 3HD.

Plans are in hand for a Sea Touring Symposium and another Sea Touring Exhibition in 1982

SEA TOURING PUBLICATIONS

Advisory Papers:

- No 1 UK Maritime Search & Rescue, "H.M. Coastguard and the Sea Canoeist" by Dick Richards, Controller, H.M.Coastguard, Swansea, Hon. Treasurer Sea Touring Committee. Price
- No 2 "Which Sea Kayak Should I Buy?" by Chris Childs. Price 35p.
- No 3 "List of sea kayaks available" by Nigel Foster, Hon Sec. S.T.C. Price 15p.

Information papers:

- No 1 "Canoe Tragedy Loch Nevis", free with SAE.
- No 2 "H.M.Coastguard Liaison with sea canoeists" by Dick Richards. Price 25p.

All available from Tom Baptie, address as above.

The Cumbrian coastal area cannot be said to offer a perfect venue for sea canoeing. There are no islands and the bays are mostly only small indentations in the coast line. From Silecroft to St. Bees the land bordering the sea is low and comparatively uninteresting. On the credit side the tide does not go out so far as to make the portage for a low water launch too discouraging. The marathons with wide wheeled trolleys that one sometimes becomes involved in on my own Fylde Coast are not necessary here. Landing is likely to be on a gently shelving sandy beach where the surf can be easily negotiated except in some areas where, around the time of high water, waves dump violently on to steep shingle banks. Round St. Bees Head the conditions are those to be expected on a rocky coast. The Estuary of the River Esk at Ravenglass with the spectacular background of the Lakeland Fells is a most interesting feature. As one navigates these waters and perhaps, on a sunny day, comes within sight of the white breakers out to sea on the river bar, one can ^{be sure} that the occupants of Roman Galleys saw just such a scene as they sailed from the fort of Glanaventa.

For trying out man and boat the area is excellent. The waves have a good fetch across the Irish Sea and it needs only a moderate breeze from a westerly direction to bring regular waves marching in to shore. Regrettably, however, there is no tide race, only a general tidal flow of a knot or two up and down the coast, depending on the state of the tide.

The persistent core of our little parties was provided by Eric Totty and myself. Sometimes there was just the two of us, sometimes others joined us. This exclusiveness was not of our choosing but came about because few people shared our enthusiasm for hours of hard paddling at sea. We can only hope that the following brief account of our main trips in the area during the summer of 1980 will persuade more people to join us in 1981.

Throughout the Summer there were two recurring wishes, I wanted to paddle in from the sea and up the river with the tide to Ravenglass in order to delight in the view and the general situation. Eric wanted to paddle out to the Selker Rocks which he thought were about a mile out at sea and only visible at low tide. As things were to turn out neither of these innocent ambitions were to be realised although Eric in the end got something better to console him.

Saturday the 17th. May saw me at Silecroft to meet Eric at 11 O'clock in glorious sunny weather with a light north west wind. We intended to paddle from Silecroft to the mouth of the Esk and into Ravenglass and back. For the time available this proved to be too ambitious and we got no further than the mouth of the river. We landed on the beach south of Selker Point for lunch and saw large and ominous footprints in the sand. We agreed these had been made by a bull and we prepared for a rapid departure should this become necessary. Promptly forgetting the matter I attacked my lunch and dreamily observed a bird which appeared to wish to return to a nest amongst the shingle near my seat. Suddenly there was a loud roar behind me. My first reaction was flight until, discovering that the noisy bull was in fact Eric, we both dissolved into laughter. By the time we arrived back at Silecroft we had paddled 18 miles in gloriously warm sunshine.

The following day we drove to the beach near Brigg and, having ferried Eric's car to St. Bees, launched and paddled north up the coast. Little did we know that this was the warmest sunniest weather we would get all summer. Only a gentle oily swell saved the sea from being a flat calm and at all accessible beaches people splashed and swam. We landed on a quiet beach about 3 miles south of St. Bees and, sitting on warm slabs of rock with the bottom of a low cliff as back rest, we enjoyed a late lunch. Approaching St. Bees the signs of civilisation in the form of speed boats, water skiers etc, began to appear, and soon we were on the beach amongst the crowds. Eric's fully equipped Anas Acuta was much admired and for a short time added to the attractions of the waterfront. Soon with the boats on Eric's car we were on our way back to Brigg and the first of the late Sunday nights I was to suffer in 1980 due to the attractions of Cumbrian Sea Canoeing.

On July 12th. the wind was so strong that surfing in my slalom boat seemed the only possibility. This activity was much enjoyed by Barrie Evans who next day, when the wind had dropped, joined Eric and myself for a trip north up the coast from Silecroft. We all landed about half a mile south of Selker Point for lunch, and had an uneventful paddle back in easy weather conditions.

The next Saturday the wind was so strong and the low cloud and rain so unpleasant that Eric and I decided to go for a walk. From the sea Eric had never been able to spot the estuary of the little River Annas and eventually we found it flowing along for over a mile only yards from the sea behind a shingle bank to eventually come out just south of Selker Point. On the way back to the car we had to negotiate sections of the lanes

which were as muddy and wet as one would expect in November.

On Sunday the wind had dropped sufficiently for Eric and I to launch at Silecroft and head north. In the distance, black dots near the horizon indicated a party of half a dozen or so canoeists. With Eric in the Anas Acuta and myself in the North Sea Kayak we caught up rapidly and it soon became clear that the group consisted mostly of slalom boats with the odd Nordkapp jogging along at the pace of the slower craft. After a pause for a chat, including the eternal subject of the qualities of sea boats we pressed on. Around Annaside we had to face the fact that the unsettled weather was blowing up again and we decided to turn and run back for Silecroft. Near the south end of Annaside Banks we landed for lunch. On the water again the increasing seas were coming at us on the starboard quarter and I was interested to see how the boats behaved. The North Sea ran straight with little strength needed to keep it on course. Eric, quite unsolicited, said she went like the Queen Mary but the ride when experienced from the cockpit did not quite come up to these standards. According to Eric the Anas did not keep so well on course but you can't have everything in one boat, and one must set against this the ease of turning the Anas.

August the 3rd, saw our largest party of the season. Eric and I joined by Mike O'Connell in his new Umnak Ice Flow and his friend Mike in an Anas. The wind was light but visibility was poor. Mike wanted to get clear of the land so the party set off on a course of 320 degrees Mag., and after a couple of miles paddling the coast disappeared. After having sufficiently savoured the solitude at sea we turned to a northerly course and gradually closed the land. As it came dimly into view we hazarded guesses about our position. Although we knew the area well it was surprising how wrong we could be when coming upon this low and featureless coastline in poor visibility. At Selker Point we had lunch. Mike and Tony had stowed their provisions on the deck and like true Sea Canoeists had lunch afloat. Eric and I chose more stable platforms on convenient boulders.

After lunch we continued past the radar towers of the firing range at Eskmeels and the estuary of the River Esk. Off Calder Hall Nuclear Power Station we wondered if our boats would become radio active and glow in the dark. Seascale came into view and soon we were on the beach among the trippers. Mike was then kind enough to allow us to try his new Ice Flow before we went to fetch the cars.

Mike O'Connell again joined Eric and I on August 31st. On this occasion I again tried to get my idea of paddling up the River to Ravenglass with the tide accepted, but I was over-ruled!! By democratic process it was decided that we should do the job the other way round. We started from Ravenglass at low water and the first part of the trip was like a grade 2 river as the Esk dropped down through the sandbanks and across the gravel runs of the estuary. Eventually we arrived in sight of the vast expanse of the open sea sparkling in the sunshine. From our position a line of white breakers appeared to completely close the mouth of the river. Later, as our position changed, it became clear that the swell was breaking only on the bar and that there was plenty of clear water to the south so we chose the dry passage.

Inspired by reaching the sea we paddled out a mile or so before turning in to land on the beach south of Eskmeels for lunch. All here was pleasure and good humour, as with our boats drawn up on the shingle, we enjoyed the warmth and the sunlit sea. To Eric's delight the subject of the Selker Buoy was broached. Mike said he had been to it and knew that the course from our position was 240 degrees Mag. Repairing to a slightly elevated spot at the back of the beach we gazed out to sea. Mike claimed he could see the object. By enthusiastic mutual consent we decided it was worth a visit and quickly getting organised and launched at 1403 hrs. we turned on to course for the buoy. After some hard paddling we began to see a tiny pillar shaped object in about the right position on the horizon. Hopes were expressed that it was the buoy. Previous browsing in Reeds Almanac, however, informed me that Selker was a great conical bell buoy and I was quite sure that the object we were seeing from time to time was not one of that family. The silhouette was alright for a light float like Nelson Preston but not for a conical. Eric, always optimistic, said they must have changed it. Soon another object looking very like a conical began to appear from time to time a degree or two south of the pillar. Eric said they must have run to two buoys, one of each. Soon I was able to shout to Eric that the two objects were closing one another and the one of his buoys must be adrift from it's moorings. He didn't seem to have a ready answer to that! Eventually it became clear that our pillar was a cruising yacht under fullsail and before long she passed us to the north, presumably headed for Ravenglass.

By now we were beginning to hear the mournful clanging of the bell as the buoy rolled in the swell. At 1512 hrs. we were there. For me this trip formed a happy and satisfying end to sea touring off Cumbria in 1930. We did go to Silecroft again on September 13th., but heavy rain and strong winds kept us off the open sea. On Sunday a party including Eric enjoyed a paddle up the River Esk from Ravenglass.

WATERY WANDERINGS MID WESTERN LOCHS.

"To those who ardently adopt and consistently, adhere to Practical Canoeing as a health-giving pastime, who find in it both an incentive to skill and a source of education as well as an outlet for the development and independence of their character, I venture, with respectful sincerity, to dedicate this log."

Thus wrote T.H.Holding in March 1886 to introduce his account of a canoe journey, carried out the previous summer, from Greenock on the Clyde through the Kyles of Bute, up Loch Fyne and the Frinian Canal, to the Sound of Jura, past the Gulf of Corryvreckan to Oban and into Loch Etive. Thence overland to Loch Lomond, down its length, and into the Leven to arrive again into the Clyde at Dunbarton and on to Greenock.

A double and two Rob Roy singles were used by the four paddlers whose ages ranged from 26-40. Their first meeting was at the dockside at Greenock, and together they faced the whole gambit of experiences that expeditions bring.

The first day's paddling, delayed by the usual over-abundance of gear to be stowed, and the time required to do it, was a delight, bringing mental comparison with the hum-drum of drab city life. All four slept in one 7 x 7' tent, after a welcome feast, and an evening 'pipe' with joking chit-chat: 'But morning came; we looked to the boats. Behold! a mizen boom was broken, the flag had half disappeared, the lashings had been worn off the Alpha's mizen sail, and the other canoes were half filled with water that had poured down nearly the whole night. All the beauty which a lovely evening sunset had given to hill, bay, estuary and island, lighthouse, castle and cottage had changed, and a damp apall of miserable grey mist hid from our view everything otherwise seeable, except the white crested rollers as they burst on the beach beside the tents.

We are reminded of the harshness of the times for many by this description: "In returning along the beach a painful sight interested and delayed at least one of the crew. Half hidden by rocks amid a pile of seaweed backed up by the fury of the past twenty hours' hurricane, nestled a little heap of rags, as it seemed. In reality a labourer out of work and without a home, had bent a few sticks on the shore, had fastened by means of little wooden pegs a few bits of discarded matting, old clothes, and a bit of worn carpet over these, and inside it - if such a structure had an inside - he, his wife and child, sat huddled during the awful night until the tide drove them, at 2.00am, outside it, to shiver in the pelting rain for three hours until the ebb allowed them, wet, cold and hungry, to reseek its scant protection.

It was nearly six o'clock when we found them. The man was making vain endeavours to boil a little water over a fire he could not kindle. His story would be interesting, and I would relate it but that my mates warn me I have already been too discursive and general. It was pitiable to see the big drops now trickling on to the brown curls of a fine bright child. One could not help thinking Scotch flesh and blood was of sterner stuff than is allotted to mankind at large.

The severity of the conditions encountered on various legs of the journey, it is difficult to judge. Suffice it to say that an experienced sea canoeists reading the account can only wonder that the group survived with open boats in serious seas. It was at times very much a case of every man for himself, and it is doubtful whether keeping together would have been of particular help anyway, as rescue drills were apparently unknown.

The attitude of other seafarers to canoeists was established when the party had rounded Ard-la-Mont Point: 'Seeing our canoes the skippers of the outgoing smacks all bore down on us as they rounded Battle Island, fifty of them in a long brown line. The crews of these miniature smacks were fine physical specimens of men, unshaven, dark skinned determined-looking fellows. It was evident we were an attraction, as boat after boat neared us. So often and so near they came, that the novelty became monotonous, whether wonder, anger, or pity was the sentiment by which they were most exercised, we could not tell, but evidence of all these was not lacking. If one skipper expressed in his singular English astonishment that we had ever come from Greenock another was still more wonderstruck and incredulous when we replied that we had rounded Ard-la-Mont Point. The climax, however, was reached when the tenth interrogator, a weather-beaten broad faced neptune, leaning over the starboard quarter, shouted angrily, "I wonder ye know no better than to risk your lives in that whatever!"

The joie de vive experienced only in this kind of undertaking is reflected in the awakening description of the third stage camp: "Seven o'clock, all hands on deck," sang out the skipper, awakened by the burning sunlight penetrating the tent, illuminating its many stripes in the most cheerful manner. Sunshine was on the waters and on the land, brightening up the waking shores and lofty crags. We had a fair

prospect of sunshine to brighten our passage on the Silvern Lock as we should sail on from glen to headland, from bay to inlet. Sunshine everywhere - beautiful to see, congenial to feel, exhilarating to all the senses, and above all a canoeists chief joy. Sunshine! to appreciate its charm, contrast it with the less welcome pattering of rain drops and flopping of the tent on less cheerful mornings. Sunshine! it was gladdening the sheep on yon hillside, it was now tinting with sparkling effects the myriad wavelets whose bewitching ripple shall soon kiss the yellow stems of our gallant little ships. Sunshine! it made play with all nature around, and in us, for our spirits ran so rampant, that some of us broke into discordant noises, strange, let us hope, even in this wild land.

We turned out to eye carefully such scenes of beauty as lay around us. The Cowall Hills opposite were really beautiful in their rolling ruggedness. Behind us, a fairyland of mingled rocks and pines. Waterfalls roared but a little distance away in the green glens of the Park. On a gentle plateau, about fifty yards behind our tent, was the family mausoleum of the Campbell Family, built a quarter of a century ago, with its grim divisions now nearly filled; its floors strewn with flowers of countless species.

We hoisted our sails to dry in the sunshine, hung out the bed-clothes and every other thing that had a suspicion of dampness, then breakfast was cooked and eaten.

The boats were sent by steamer through the 9 miles and 15 locks of the Crinan Canal while the canoeists walked. A Highlands cotter's home was visited on this hike. 'It was a cottage to which land belonged, yet its dirt and seeming poverty gave the impression almost of want. Again we expected that we should be met by a display of that stolid dignity characteristic of that phase of highland life as represented by old Scottish story writers. But we were not. Another shock. On the contrary, we were bidden enter, take a seat, and otherwise treated with as much politeness as if we entered a Brompton drapery house in the dull season. Another shock. We were speedily asked to buy eggs. We bought. We were pressed to double our order as in a shop, we were asked the same price as we should pay in Oxford Street. Another shock. It was evident we were not the first visitors to this well-preserved specimen of show places. We began to suspect the very dirt on the clay floor, the dishevelled hair of the old and once handsome women were a part of the show, and all necessary to its completeness. We complained that we could not see for peat smoke, and in a few moments, by some means, either witchery or magic, the tall old man removed it. Another shock. Then we emerged into the fresh air, and never did we find air so bright and pure, or appreciate it so much.'

Much store is set on the availability of 'wheels' for easy portaging, and an Appendix gives detailed description for making a set. The point of being independent is emphasised by the following account:

'We had to go three-quarters of a mile to engage a cart; the man had to go a mile for a horse; another man had to procure a harness from a distant stable; and yet a third establishment was in requisition for the loan of the cart. In this way over two hours were wasted, from 9.30 to midnight, while we waited in a mountain glen munching a dry crust by moonlight, and ultimately landed at the water at 3.00 am. Had we used our own carriages for the nine miles we should probably have been there two hours sooner.'

Caught in whirlpools off Craignish Point, opposite the notorious Gulf of Corryvrekean with an increasing wind, and waves growing in height, the Iona steamer passed close at a full 18 knots: 'The hissing trail roared in its wild course towards us as we headed for it. Behind us the other boats would have a better chance, but not much. On it came, wetting us to the shoulders, and burying the decks; but the Severn rose boldly, preparatory to a deeper dive under the next, from which we again were freed, and, settling to our task, kept at the paddles for fully an hour and a half longer.'

It was a 'slogging' task, for the fierce wind hardly permitted of our looking behind in quest of the other boats, which we did manage to see occasionally as they danced a merry reel, now to be seen and now invisible behind a wave. In this plight each man did a man's duty - he paddled doggedly until the calm water under the low brown rocks of the island were reached, where we, speaking for the Severn, we glad to land and 'bale-out'

The traditional Scottish hospitality and generosity is in evidence, as is the interest aroused by the canoeists wherever they went: 'A Scotch crowd is a very solemn thing, at least, such Scotch crowds as I happen to be familiar with. The remarks that one may meet with on the banks of the Thames, the lively chatter and laughter that we meet with on English rivers, is the reverse of the glum silence of the shore on these wild western waters. True, a Scotch crowd is most curious, and unceasingly prys and looks, but seldom utters a sound, and rarely laughs!'

An interesting observation, considering that canoeing started only in 1865, twenty years previously, is made: 'Sure enough here was the first canoe we had seen in Scotland, the land for the sport par excellence. Not a canoe had been on the waters we selected for our cruise this year, from enquiries we made at all ports from Glasgow to Oban. Another confirmation of the many signs of the decline, for the time being, of paddling.'

Apparently not all was well with rail travel even in those days: 'During many years of aquatic camping and cruising, the hardships of the water, the dismal days of pouring wet, long and disheartening paddles in the teeth of strong winds, not to mention the thousand other ills, are as nothing compared to the trials that begin to hem us round the instant we touch a railway platform with a canoe.'

This was confirmed with difficulties in transporting the canoes from Taynult to Loch Lomond, with a dour Stationmaster stating that "no arrangements had been made." However, this was remedied, and the expedition continued to Crianlarich and thence by cart the 9 miles to the Loch, arriving at 0230.

It was here that T.O.Todd, the owner of Sheila (one of the Rob Roys) left the party. The expedition's leader's partner had a sleeping bag that had caused Mr. Holding considerable sadness: 'The sparkle that lighted up the captain's eye when the purser announced the fact that he had sold "Jumbo" to Sheila was manifest, throwing his cap into the air, he shouted 'Hurrah' a great many times. This Jumbo was the sleeping dress that had been manufactured out of a great purchase of army blankets, in which the purser had invested. He is supposed to have got especially good terms by reason of his taking a quantity. He made the lot into sleeping bag. As it lay flat and smooth it was many inches in thickness. When it was rolled up it was about as thick as a stout man's body and about as long. It took two of the strongest men of the crew half an hour daily, by stamping on it and thrusting at it with a boat hook, to get it inside any part of the largest canoe, which it nearly filled. It gave the pair a fit of severe perspiration to haul it forth at night, and when it lay in a heap in the tent it monopolised as much room as all the camp appliances put together. I once made an effort to count the number of blankets comprising it, but having arrived at a certain proportion of a gross, I gave it up as a bad job.'

One adventure remained. With a large audience it was decided to shoot a fall under the bridge at Dumbarton, where the whole river funnelled through one arch. 'A judicious canoeist may shoot any ordinary fall of from two to six feet, providing it is not perpendicular drop, if the depths below are free of hidden stones. This was not the case....."A hole ensued and a dash across the Clyde was necessary to avoid sinking en route."

130 canoeing miles, plus 30 by train, 9 walking and 9 by cart, all in 8 stages, is no mean feat. The cost per person - 30 shillings!

This fascinating account by the founder Chairman of the Canoe Camping Club gives a unique insight into the attitudes and undertakings of our early canoeing brothers. Any member interested in reading the full text (144 pages) can be supplied with a photo-copy version for £3.00 (inc p & p)

The interest aroused by canoeing in that period is further attested in the Appendix in which T.O.Todd relates an experience on the 'Wear':

"I went down to the boathouse and got afloat - had a paddle as far as Hylton, and came back to Pallion, where I had desired to land, and get a couple of men to carry the boat to my house. But I could not get two men, so had to content myself with four boys; and you need not be informed of the attractive element which would be found in four boys carrying a canoe. The juvenile population of Pallion considered four boys inadequate for the necessary work. Therefore as many as could get underneath it did so, though I had selected the four most likely for the job, and started them off with the canoe. I then turned my attention to the paddle, and having got hold of it, I 'claymored' the youngsters off to a distance, and then followed my men. But, spite of my remonstrance, about twenty young Sunderlonians insisted on following the whole of the distance; and, of course, as they journeyed, the procession grew in numbers all the way. You can imagine better than I can describe it. I walked in front with an umbrella, then the four boys with the boat hedged in by the swarm. Even the four bearers did nothing but fight the whole way about each other not having any weight. I was right glad to get home. En route, everybody stopped to have a gaze at us as we passed."

Thank you, Geoff Good for the last three pages. Fascinating reading. it
might provoke a few to re-live the expedition referred to. I hope so. Ed.

LIST OF A.S.K.C. MEMBERS.

The following do not appear on the Green Pages as they have only recently joined/renewed.

Robert Walker,
C/o Conimex Inc.,
316 Nowell Farme Road,
Carlisle, MA 01741
U.S.A.

Michale Heneghan,
'Westbury',
Sleepers Hill,
Winchester,
Hants.

Bjorn Bemsten,
Bodo Kajakk Klub,
Box 49,
8000 BODØ,
Norway.

David Arcese,
1928 - 43E #B,
Seattle,
Washington, 98112,
U.S.A.

Sean Lacey,
12, Ramsfort Ave.,
Gorey,
C. Wexford,
Eire.

Monique Lechevallier,
18, Rue de la Justice,
92310, Sevres,
France.

Chris Hare,
Northalnds,
Dalton Percy,
Nr. Hartlepool,
C Cleveland.

Stephen Blount,
11, Hastings Court,
New Hartley,
Whitley Bay,
Tyne & Wear,
NE25 ORF.

Rick Atkinson,
Loch Eil Outward Bound,
Achdaieu,
Nr. Fort William,
Invernesshire,
Scotland.

J.G.Mould,
'The Shed',
12, Milnefield Ave.,
New Elgin,
Elgin, IV30 3EL.

Peter Moore,
12C, Calside,
Paisley,
Scotland.

Ric. Airey,
123, Craigmount Ave.,
Barnton,
Edinburgh,
Scotland.

Scott Fowler,
13, East Ave.,
Renfrew,
Scotland, PA4 OTA.

J.J.Bruce Carter,
22, Ben Wyvis Dr.,
Hawkhead,
Paisley,
Scotland,
PA2 7LB.

Linda Mitchell,
65, Renshaw Road,
Bishopton,
Renfrewshire,
Scotland.

David Marquis,
3, Knoll Park,
Ayr,
Scotland.

The following A.S.K.C. members are those of the Jersey Branch of the Club.

Pascal Bourdon,
14, Place St. Lo is,
22100 Dinan,
France.

Yvon Odion,
5, Rue de Quai,
22100 Dinan,
France.

France Ferrero,
109, Le Squez Estate,
St. Clement,
Jersey,
Channel Islands.

Tim du Feu,
Peacehaven,
Le Bourg,
St. Clement,
Jersey,
Channel Islands.

John Hurley,
Montpelier,
Gorey Village,
Grouville,
Jersey,
Channel Islands

John Bouteloup,
Yarrow,
Victoria Village,
Trinity,
Jersey,
Channel Islands.

Marcus Wilson,
Maison du Coin,
La Haule,
Jersey,
Channel Islands.

Peter Brown,
20, Poonah Road,
St. Helier,
Jersey,
Channel Islands.

Paul Le Bailly,
Spring Cottage,
Rue a la Dame,
St. Saviour,
Jersey,
Channel Islands.

Birger Svensson of Pastellvagen 15, 122 30 Enskede, Sweden write to say that his Canoeing Club F.K.I. would welcome British Sea Canoeists who wished to paddle around the Swedish Coast and could provide camping facilities at their Club near Stockholm.

THE QUALITY OF THIS NEWSLETTER IS AS GOOD AS THE CONTRIBUTIONS YOU SEND IN.
So do please consider a submission.....any ideas, news, views, exped. reports,etc.

COME ON! Let's be hearing from you.

ADVANCED SEA KAYAK CLUB MEMBERSHIP LIST AS AT 1st. MARCH, 1981.

Leslie T.Allen,
35, Hastings Ave.,
Elson,
Gosport,
Hampshire, PO12 4BY.

Mark Attenburrow,
2, The Avenue,
Trimley St. Mary,
Nr. Ipswich,
Suffolk, IP10 OTT.

Mrs. L.Allen,
P.E. Dept.,
University of London,
Goldsmiths College,
New Cross,
London, SE14 6NW.

Paul Airey
Nelson Outdoor Ed. Centre,
Plas Newydd,
Llanfair,
Llesey,
Gwynedd, LL61 6DX.

Maurice Adams,
57, Wynter Lane,
Tilston Malpas,
Cheshire, SY14 7HD.

Buzz Austin,
1, Miller Close,
Parkharst,
Isle of Wight.

Mark Basey-Fisher,
Merle Wood,
The Promenade,
Armside,
Nr. Carnforth,
Lancs.

Clive Biggs,
Garden Flat,
40, Herbert Rd.,
Brighton,
Sussex.

Pete Bath,
Barnes Cross Cottage,
Holwell,
Nr. Sherbourne,
Dorset, DT9 5LA.

John Beattie,
30, Fermdale Rd.,
Church Crookham,
Hants, GU13 0LN.

S.Briggs,
22, Fairham Rd.,
Stretton,
Burton upon Trent,
Staffs, DE13 OBS.

Neil Brodie,
26, Kelvin Grove,
Preston Village,
North Shields,
Tyne & Wear.

Julian Bunce,
1, Moir Close,
Sanderstead,
S.Croydon,
Surrey.

Michael Box,
Hill View,
Prospect Ave.,
Stanford le Hope,
Essex.

John Black,
13, Dashwood Rd.,
Gravesend,
Kent DA11 7LZ

Ian Bourn
10, Sunnymede Ave.,
Gillingham,
Kent.

Alan Byde,
5, Masterman Place,
Middleton in Teesdale,
Co. Durham.

Tom Baptie,
Merton Adventure Centre,
226, London Rd.,
Mitcham,
Surrey, CR4 3HD.

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

Keith Broomfield,
42, Green Lane,
Millbrook,
Southampton,
Hants.

Martin Blundell
4, Lanehouse Rocks Rd.,
Weymouth,
Dorset, DT4 9OQ.

Joan Busby,
4, Winstanley Rd.,
Waterloo,
Liverpool,
Lancs, L22 4QV.

John Bull,
A.S.P.T.,
Imphal Bks.,
Ripon,
Yorks.

J.R. Butt,
Pipers Wait,
Rake,
Liss,
Hants, GU33 7UG.

Don Bowtell,
64, Milton Rd.,
Ware,
Herts, SG12 0QD.

Geoff Cox,
Y.M.C.A. National Centre,
Lakeside,
Newby Bridge,
Ulverston,
Cumbria.

Roger Copestake,
29, Bidhams Crescent,
Tadworth,
Surrey, KT20 5HE.

Janice Cook,
C/o P.S. Weston,
Box 234,
Exshaw,
Alberta,
Canada, T0L 2C0.

Paul Caffyn,
4, Walker St.,
Runanga,
Westlands,
New Zealand.

Bernd Clilian,
Falkensteiner Ufer 3L,
D - 2000 Hamburg, 55,
West Germany.

Colin Clark,
48, Glen Moray Dr.,
Elgin,
Morayshire, IV30 3YA.

Jim Cordingly,
14, Dorian Grove,
Alresford,
Hampshire, SO24 9QR.

Rex Carpenter,
18, Sandringham Gardens,
Barkingside,
Ilford,
Essex.

Ian Clough,
46, Main St.,
Normanton on Soar,
Loughborough,
Leics, LE12 5HB.

Alan Clee,
212, Wedley Park Rd.,
Selly Oak,
Birmingham B29 5HD.

John Cooper,
Longden Lodge,
Plealey,
Pontesbury,
Shropshire, SY5 OXL.

Ray Cowlan,
44, Castell House,
Deptford Church St.,
London, SE8 4SD.

Oliver Cock,
Mavis Cottage,
93, High Street,
Wargrave,
Reading, RG10 8DD.

Malcolm Clough,
46, Main Street,
Normanton on Soar,
Loughborough,
Leics, LE12 5HB.

John Chambers,
14, Appledore Rd.,
Orchard Hills,
Walsall, WS5 3DT.

Chris Childs,
8A, Holland St.,
Brighton,
Sussex, BN2 2WB.

Bruce Campbell,
42, Kintore Place,
Aberdeen,
Scotland, AB2 4TP.

John Chamberlin,
1, Maple Grove,
Breaston,
Derby, DE7 3BN.

Robin Catchlove,
95, Chatham Grove,
Chatham,
Kent, ME4 6LY

Raymond Craven,
37, Brynmill Terrace,
Brynmill,
Swansea,
W.Glam.

Roger Davis,
26, Mansion Hill,
Halton,
Aylesbury,
Bucks.

M.M.Davies,
Grenville College,
Bideford,
N.Devon.

Paul Donnelly,
"Navo",
23, Finnart Rd.,
Greenock,
Strathclyde,
Scotland.

T.T.Davies,
239, Crowmore Rd.,
Shrewsbury.

Gerard Diependaal,
J. Verhulststraat 11,
1071 MP Amsterdam,
The Netherlands.

John Debenham,
98, Elmsleigh Drive,
Leigh on Sea,
Essex, SS9 3DP

John Drew,
35, Wraysbury Park Drive,
Emsworth,
Hants, PD10 7UU

H.H.Dekker,
Johan Wagenaarlaan 8,
2264 VZ Leidschendam,
The Netherlands.

Michael Durham,
1, Manor Close,
Penn,
Wolverhampton,

Ron Denton,
Path Cottage,
High Wych Lane,
High Wych,
Sawbridgeworth,
Herts, CM21 OJP.

Drew Delaney,
Dodnor Caravan Site,
Dodnor Lane,
Newport,
Isle of Wight.

Pete Entwistle,
Wallace Rd.,
Te Puna R.D.2,
Tauranga,
N.Island,
New Zealand.

Reidar Erikson,
Ole Fladagers Gate 12a,
Oslo 3,
Norway.

Graham Edwards,
49, Shawley Rd.,
Sawtry,
Huntingdon,
Cambs.

Bob Edmonds,
31, Raphael Drive,
Plymstock,
Plymouth, PL9 8EW.

Roger Fellows,
'Loughrigg',
Cranmore Ave.,
Yarmouth,
Isle of Wight, PO41 OXS.

Miss Audrey Frew,
44, Quill Lane,
London, SW15 1PD.

Henk Francino,
P.O.Box 944,
2300AX Leiden,
Holland.

Phill Franklin,
Yew Tree House,
Far Green,
Coaley,
Dursley,
Glos, GL11 5EL.

Nigel Foster,
Burwash Place Outdoor Centre,
Burwash,
Etchingham,
East Sussex, TN19 7HX.

Mike Fennessy,
Mount Pleasant,
Stoke Rd.,
Noss Mayo,
Plymouth, PL8 1DY.

Robert Fennell,
4, Cabinteely Ave.,
Longmeadow,
Cabinteely,
C. Dublin, 18,
Irish Republic.

Iain Garland,
Courtlands Centre,
Nr. Kingsbridge,
South Devon, TQ7 4BN

Ian Gliddon,
"Cliff Dune",
36, Southsea Ave.,
Minster,
Sheppey,
Kent.

Barry Gates,
Merryweathers Farm,
Five Acres,
Coleford,
Glos, GL16 7QN.

Damon Guy,
1, Danielfold Cottages,
Cockrobin Lane,
Catterall,
Garstang,
Lancs.

Geoff.Good,
Director of Coaching,
British Canoe Union,
45, High Street,
Addlestone,
Nr. Weybridge,
Surrey, KT15 1JV.

A.W. Guthrie,
Dairy Cottage,
Old Melrose,
Roxburghshire, TD6 9DF.

D.Greet,
14, Ditton Court,
Widey,
Crownhill,
Plymouth,
Devon.

Richard Grimsdell,
1512 Regents Place,
Victoria B.C.,
V8S 1Y4,
Canada.

Graham Huxford,
51, Inglesham Way,
Hamworth,
Poole,
Dorset, BH15 4PA.

Keith Holmes,
39, Napier Rd.,
Crowthorne,
Berks.

Mrs. M. Hoad,
50, Greenhoe Place,
Swaffham,
Norfolk, PE37 7EY.

John Hooker,
178. Cozens Rd.,
Ware,
Herts, SG12 7JB

W.C.Hodges,
47, Fairmead Ave.,
Westcliff on Sea,
Essex, SSO 9RY.

Ian Hippach,
8, The Gardens,
Watford,
London, WD1 3DS.

W.C. Hordyk,
Frederikseplein 48,
7231 K H Warnsveld,
The Netherlands.

Peter Hewett,
14, Somerville Rd.,
Chadwell Heath,
Romford,
Essex.

W.C. Hockley,
10, Barrepta Close,
Carbis Bay,
St. Ives,
Cornwall, TR26 2LL

Barry Howell,
3, Stoney Dale,
Croftlands,
Ulverstone,
Cumbria, LA12 9PQ.

Heather Harbord,
1302 Hammond Ave.,
Coquitlay,
B.C. U3K2P3,
Canada.

R.S. Hawkins,
22, Ewenny Rd.,
Wick,
Cowbridge,
South Glam.

Peter Harvey,
36, Britten Crescent,
Gt.Baddow,
Chelmsford,
Essex, CM2 7ER.

Steven Heath,
8, Malvern Ave.,
Rugby,
Warks, CV22 5JW.

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

M.Hadley,
Coastguard Training School,
Kings Quay,
Brixham,
Devon.

Derek Hutchinson,
18, Marine Drive,
South Shields,
Tyne & Wear, NE33 2NH.

Mrs. S.Irwin,
Abingdon Lodge,
West St.,
Ryde,
Isle of Wight, PO33 2QQ.

Roger Irwin,
Abingdon Lodge,
West St.,
Ryde,

Isle of Wight, PO33 2QQ.

Phil Johnson,
Temperaturgatan 15,
417-41 Goteborg,
Sweden.

Howard Jeffs,
204, Southport Rd.,
Skarsbrick,
Southport,
Merseyside.

Andrew Joosse,
Vronesteyn 56,
4356 AG Oostkapelle,
The Netherlands.

Ricardo Kruszewski,
Larrea 1161 8^a-A,
1117, Buenos Aires,
Argentina.

William Kersley,
"The Pines",
Nacton,
Nr Ipswich,
Suffolk.

Oliver King,
13, Acacia Drive,
Sutton,
Surrey, SM3 9NJ.

Tim Kidman,
Greentops,
Mellon Croft Drive,
West Kirby, L48 2JA.

John Kuyser,
Calshot Activities Centre,
The Spit,
Calshot,
Southampton,
Hants.

Bob Llewellyn,
Plas Yr Antur O.E.C.,
Fairbourne,
Gwynedd,
Wales.

Alfred Lange,
4400 Munster,
Goldstr 38.
Western Germany.

Jochen Leppert,
Boegelstr 6,
D-2120 Lueneburg,
Western Germany.

Gregg Littledale,
15, Wellington Rd.,
Taunton,
Somerset.

Chris Loynes,
2, Church House Farm Cottages,
Aldham,
Colchester,
Essex, CO6 3RS.

Hugh Martin,
1, Baxter Place,
Leith Walk,
Edinburgh,
Scotland, EH1 3BB

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

Helen McPherson,
Outward Bound Wales,
Rhowniar Centre,
Tywyn,
Gwynedd,
Wales, LL36 9HT.

Ursula MacPherson,
Runkerry Centre,
Bushmills,
Co.Antrim,
N.Ireland.

Mne. C.Mannings,
PO 38004X,
3 RSRM,
H.M.S. Tamar,
Hong Kong,
B.F.P.O. 1.

Dennis Philpott,
'Rueval',
The Walk,
Hullbridge,
Essex, SS5 6LN.

Bill Masser,
114, High Street,
Eton,
Windsor,
Berks, SL4 6AN.

Brian Morgan,
8, Ash Close,
New Maldon,
Surrey, KT3 3EA.

Nick Padwick,
Quarry House,
Colwinston,
Cowbridge,
S.Glam, CF7 7NL.

Philip Marns,
'Krogen',
Winslow Rd.,
Nash,
Buckingham, MK17 OEJ.

Roy Morris,
47, Parkhurst Rd.,
Newport,
Isle of Wight.

Roger Pratt,
49, Farmer Ward Rd.,
Kenilworth,
Warwicks,

Keith Maslen,
The Hall Bungalow,
White Edge Drive,
Baslow,
Chesterfield,
Derbyshire.

Edwin Michie,
111, Holme Wood Ave.,
Plymstock,
Plymouth.

Ray Potter,
54, Grange Rd.,
Barnton,
Northwich,
Cheshire, CW8 4PF.

Ivan McKibbin
18, Birch Drive,
Dathgael,
Bangor,
Co.Down,
N.Ireland.

Geoff. McGladdery,
31, East St.,
Hereford

Frank Perry,
43, Park View,
Truro,
Cornwall, TR1 2BW.

David Mitchell,
50, Park View Drive,
Charvil,
Reading,
Berkshire, RG10 9QY.

Chris Nagle,
10, Morton Way,
Southgate,
London, N14 7HP.

C.G.Prins,
Zyloyk 2,
2362 AE Warmond,
Holland.

Pete Midwood,
Willows Farm,
Burrington,
Ludlow,
Salop,

Lars Nass,
Secretary,
Bodø Kajakk-Klub,
Boks 49,
8012 Skeid,
Norway.

D.R. Peckham,
59, Broadsands Drive,
Gosport,
Hants.

P.N.McFaul,
14A, Delahay Ave.,
Milehouse,
Plymouth,
Devon.

Guy Ogez,
10, Parc de la Berengere,
92210 Saint Cloud,
France.

Ron Rymer,
'The Lodge',
Kirk Hammerton,
York, YO5 8BX

David Moore,
Fallbarrow Hall,
Rayrigg Rd.,
Windermere,
Cumbria.

Michael O'Connell,
9, The Green,
Kirksanton,
Millom,
Cumbria, LA18 4NP.

Paul Rothie,
880, Falaise Crescent,
Victoria,
Brit Columbia,
V87 1A1,
Canada.

Kevin Mansell,
36, Rue de la Pointe,
La Moye,
St. Brelade,
Jersey,
Channel Isles.

Alistair O'Reilly,
18, Raven Way,
Hadleigh,
Suffolk, IP7 5AX.

David Rushfirth,
44, Bleasdale Eve.,
Staining,
Nr. Blackpoo,
Lancs, FY3 ODW.

John Mullen,
Pendarren House O.E.C.,
Llangenny,
Crickhowel,
Powys,
S.Wales, NP8 1HE.

Fred Potter,
Box 121,
Brentwood Bay,
British Columbia,
Canada, VOS 1A0.

Alan Rees,
29, Wallasea Gdns.,
Springfield,
Chelmsford,
Essex, CM1 5JY.

Phil Paget,
1, Howard Rd.,
Culcheth,
Warrington,
Cheshire.

David Rutter,
Flat C,
14, Chesham Rd.,
Kemp Town,
Brighton, BN2 1NB.

John Powell,
8, Henry's Ave.,
Woodford Green,
Essex, IG8 9RA.

Dick Richards,
Regional Controller,
H.M.Coastguards,
Mumbles,
Swansea, SA3 4EX.

Raymond Rowe,
Siabod Cottage,
Plas Y Brenin,
Capel Curig,
Nr. Betws y Coed,
N. Wales, LL24 OET.

John Ross-Mackenzie;
1, Bayard Rd.,
Preston,
Weymouth,
Dorset, DT3 6AJ.

Adam Richards,
12, Fulmar Close,
West Cross,
Swansea, SA3 6RD.

David Rawlinson,
104, Meon Crescent,
Chandlers Ford,
Eastleigh,
Hants, SO5 2PP.

Ken Snape,
45, Derby Rd.,
Watford,
Herts.

Peter Salisbury,
238, Birmingham Rd.,
Redditch,
Worcestershire, B97 6EL.

Ane Starrenburg,
Vronesteyn 52,
4356 A G Oostkapelle,
The Netherlands.

David Simmonds,
Chaumine,
Winchester Rd.,
Otterbourne,
Winchester,
Hants.

Gordon Summers,
28, Orchard Close,
Kewstoke,
Weston Super Mare,
Avon.

Neil Shave
92, Cassiobury Drive,
Watford,
London, WD1 3AQ.

David Smith,
Sunnyside,
Upper Padley
Grindelford,
Sheffield, S30 1JA.

Rick Szota,
No 11 Bungalow,
Ingress Park,
Merchant Navy College,
Greenhithe,
Kent.

Birger Svensson,
Pastellvagen 15,
122 30 Enskede,
Sweden.

Paul Stoneman,
3, Mary Adelaide Close,
Kingston Vale,
London.

Ron Spencer,
"Sally Anne",
5, The Marepit,
Sparrows Green,
Wadhurst,
E.Sussex.

Eric Totty,
Craigmuir,
High Knott,
Arnside,
Via Carnforth,
Cumbria, LA5 0AW.

Ken Tully,
3, Star Corner,
Barby,
Rugby,
Warks, CV23 8UD.

Robert Todd (Jnr)
87, Eldon Street,
Greenock,
Renfrewshire, PA16 7RQ.

Michael Taylor,
6, The Stables,
Station Lane,
Guilder Sutton,
Chester, CH3 7SY.

Peter Todt,
Kegelhof Str 3,
D - 2000 Hamburg 20,
Germany.

Trevor Wadsworth,
16, Lodge Rd.,
Rushden,
Northants.

Ian Whitehead,
23, Granville Rd.,
Gillingham,
Kent.

Tony Watton,
23A, Beresford St.,
St. Helier,
Jersey,
Channel Isles.

Terry Ward,
78, Northy Rd.,
Southbourne,
Bournemouth,
Dorset,.

Richard Willis,
54, Findhorn Place,
Edinburgh, EH9 2NS.

Peter Whilock,
14, Perrywood Walk,
Worcester, WR5 1EH.

Alison Wands,
15, Paradise Lane,
Kincardine on Forth,
Fife,
Scotland.

D.C.Wright,
18, Crescent Rd.,
Gosport,
Hants.

Martin Wimpson,
31, Bathurst Rd.,
Winnesly,
Wokingham, RG1 5JB.

Andrew Watson,
21, Helens Close,
Upwood,
Huntingdon,
Cams, PE17 1QN.

Chas Warren,
1, Skirlaw Close,
Chilton,
Co. Durham, DL17 0RH.

David Wolfe,
Brockwood Park School,
Bramdean,
Hants, SO24 0LQ.

John Warminger,
22, Levett Gardens,
Seven Kings,
Ilford,
Essex.

Nicholas Youngman,
Langrigg,
Dalginross,
Comrie,
Perthshire.

Michael Yuill,
Y.M.C.A. National Centre,
Lakeside,
Nr. Ulverstone,
Cumbria.

Erick Stanley,
285 Rockonia Rd.,
N. Rockhampton 4701,
Queensland,
Australia.

Martin Finning,
14/172, Bagot Rd.,
Subiaco,
6008,
Western Australia.

David Leys,
69, Park St.,
Pascoe Vale,
Victoria 3044,
Australia.

AUSTRALIAN MEMBERS OF THE A.S.K.C.

Erick Stanley,
285, Rockonia Rd.,
N.Rockhampton, 4701,
Queenslaand.

Martin Finning,
14/172, Bagot Rd.,
Subiaco, 6008,
Western Australia.

David Leys,
69, Park Street,
Pascoe Vale,
Victoria, 3044,
Australia.

Dave Nicolson,
63, Balham Ave.,
Kingswood, 5002,
South Australia.

Joe H.Lamd,
2, Sandilands Street,
Lockleys, 5032,
South Australia.

Earle Blomfield,
26, Gibson Street,
Box Hill,
Melbourne,
Australia.

Laurie Ford,
Tasmanian Sea Can. Club,
Box 599F,
G.P.O.
Hobart,
Tasmania, 7001.
Australia.

Sea Dixon,
26, MacArthur Ave.,
Pagewood, 2035,
New South Wales,
Australia.

John Hicks,
Box, 69,
Macclesfield,
South Australia.

Peter Carter,
28, Rowells Rd.,
Lockleys, 5032,
South Australia.

SEA KAYAKS AVAILABLE, MARCH 1981.

<u>MANUFACTURER.</u>	<u>ADDRESS.</u>	<u>BOAT</u>	<u>PRICE.</u>
Arrowcraft		Sea Hawk.	£134.00
Canoe Centre,	Marsh Lane, Crediton, Devon.	Meridian	£156.20
Gaybo Ltd.	Bell Lane, Bellbrooke Est., Sussex.	Vyneck Esky Atlantic Nanook.	£153.00 £153.00 £153.00
Granta	Gt.Whyte, Ramsey, Huntingdon.	Angmegsalilik See Adler/Schwann Jay/Vogul.	
Kama Canoes,	The Old School, Siddeck, Workington.	Vyneck.	£175.00
McNulty Seaglass	Victoria Rd., S.Shields. Tyne & Wear.	Baidarka/Explorer Huntsman	£132.00
P & H	Old Stanley Rd., Colliery, Station Rd. Ilkestone.	Umnak Umnak Iceflow	£145.00 £165.00
Valley Canoe	Private Rd. 4, Colwick Est., Nottingham	Nordkapp Anas Acuta. Weekender.	£172.00 £166.00 -
Pyranha	Osnath Works, Lythgoes, Warrington.	Eskimo	-
Northern Kayak	2, Rothbury Ind. Est., Rothbury, Northumberland.	Lindisfarne Voyager	- -
Paddlesport		Lindisfarne	£114.00
Whitewater Sports		Lindisfarne	£110.00
Avoncraft		Easky 2.	£120.00

THIS LIST OF AVAILABLE CANOES IS PROBABLY NOT EXCLUSIVE AND THE SEA TOURING COMMITTEE (who compiled this list...write to Tom Baptie, 226, London Rd., Mitcham, Surrey.) WOULD WELCOME ANY ADDITIONAL INFORMATION FOR INCLUSION IN SUBSEQUENT SEA KAYAK LISTS.

Introductory

SEA CANOEING

For those mature persons with their own canoes and a basic ability to use them on inland waters



From: 1-4th May 1981

At : Port Haverigg, Millom, Cumbria

For details : send SAE NOW! to:

The Organiser,

Introductory Sea Canoeing Course

9, The Green

Kirksanton

MILLOM

Cumbria

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 ODG.
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.