NEWSLETTER

of the

Advanced Sea Kayak Club

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

AIMS

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

Editor and secretary:
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Sandal,
Wakefield,
W.Yorkshire,
United Kingdom.

ADVANCED SEA KAYAK CLUB

NEWSLETTER No 31.

JUNE, 1982.

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W.Yorkshire.

FROM ME(EDITORIAL)

* On receiving this Newsletter I suspect you'll be wondering why this one is following so soon after the last one. So long as you're only wondering and not complaining - I don't mind. The fact is I have it prepared so you might as well have it. I am now getting plenty of material and only funds and space prevent me from sending you a 'letter twice as thick as this one. This does not mean I no longer want contributions,- nothing could be further from the case, but I would ask you to keep them succinct. Do keep them coming.

* I recently completed an excellent few days canoeing with a couple of local (not likely!) lads, Dave Smith and Mike Twiggs. We crossed the Solway Firth from Workington. We were anxious to make the most of the anticyclone drifting slowly over the country and this we most certainly did. Our trip followed on from a weekend spent at Outward Bound Ullswater where, courtesy of Derek Jackson, we were coaching a group of youngsters in preperation for their expedition to Greenland this summer with the British Schools Expedition Society. You'll be interested in the make of sea kayaks we chose for this expedition - Islanders by Wye Kayaks and Geoff McGladdery brought them over to Ullswater himself and spent a day with us to ensure everything was OK,as indeed it was. Many thanks Geoff for your time and for the excellent workmanship on the kayaks.

* Since publishing the complete membership list with the last edition of the Newsletter I have been inundated with protests from those who thought they had renewed. In fairness I start sending out renewal notices in October and I don't publish the membership list until April, - I guess there is a lesson here somewhere!!

* How about that Fraser River trip on the recent Mike Burke Award B.B.C. II programme. A clear winner of the Award and congretulations from the ASKC. I'M sure that I am allowed to mention this expedition here as they did paddle right down to the estuary and on to sea water! - apart from which one of the members of that exped. is also a member of the ASKC - Pete Midwood. Well done Pete and to your fellow paddlers, a great expedition, courageously performed (I'll bet, like me, you have been asking yourself whether you would have shot that fall - I think I've come up with a definite NO!) and a fantastic film allowing the rest of us to share some of the experiences with you.

* Ever heard of the B.C.U Expeditions Committee? It was set up a few years ago with the task of vetting expeditions in order to bestow B.C.U. patronage and dole out money, - fairly large sums of money. At a recent meeting of A.R.C.M.C. I was able to get a resolution accepted to the effect that members of this Expedition Committee should state clearly when elected/selected that they have no personal interest in any outcome of allocation of monies to expeditions.

* Don't forget my request last Newsletter for design/s for ASKC Christmas Cards. Only another 240 shopping days to go!!

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ASKC SHOP
ASKC Ties @ 52.50 each inc. p.& p.
ASKC Stickers @ 30 pence each inc. p.& p.
ASKC letter headed paper @ 5p per sheet (orders in multiples of 10 please)
3rd National Sea Canoeing Symposium Report @ 75 pence each inc. p.& p.
4th. National Sea Canoeing Symposium Report @ 75 pence each inc. p.& p.
ASKC 'T' shirts, small/medium/large/X. large @ £3.30 each inc. p.& p.
ASKC sweat shirts, small/medium/large/ X.large @ £6.00 each inc. p.& p.
ASKC woollen sweaters in all sizes @ £11. Available only from Sharon Rowe at Plas y Brenin, Capel Curig, N.Wales.

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From James Chute, Editor of ANorAK, Freeport, United States America.

Dear John,

Thanks very much for the newsletters and membership card. I can't remember exactly what I said about sea paddling in this country but go ahead and print it. Any inaccuracies are the result of rhetorical exageration on my part, something to which I am entitled to in return for the labour of editing AnorAK: as we say over here, the press is free to anyone who owns one! I read the first edition of Derek Hutchinson's book in '76 and wrote a review of it for AMERICAN WHITEWATER. I have flipped through a copy of John Dowd's book but have not read it. I am expecting to borrow a copy of Paul Caffyn's OBSCURED BY WAVES, which is rather hard to get in the U.S. Caffyn's exploits have had quite an effect on my correspondents who have read his book, for reasons that will be made clear by the following paragraph. I've read through most of the three issues you sent, except for the trip reports, which I'm saving for later. Two topics require some comment from a North American viewpoint:

Liz. Savage's article on solo paddling in edition No. 29 was very interesting to me because practically all of the sea paddling I've done has been solo; in fact, I can only think of about 10 times that I've had anyone with me on a coastal trip in Maine. Until very recently, sea kayaking has been an almost unknown activity on the east coast of the U.S. I first heard about sea touring about ten years ago, but I did'nt know anybody who had done it, or who wanted to try it. So, some years later, after some surfing and tours through tidal marshes, when I finally got round to settling a slalom canoe on salt water with the intention of going somewhere, I went alone. The trip was a mile to the mouth of the harbour, then a mile across open water to a small island: I was terrified. That trip was followed by many other short runs out to islands in Casco Bay, finally I got out into some five foot swells off Cape Elizabeth and felt I'd really begun to understand what I was involved in. The point is that if you wanted to be a sea kayaker in New England in the 70's, you did it alone, guided by British books (if you could find them) and whatever river and surf experience you had. I was vaguely aware of sea kayak activity in the Pacific Northwest but that was as remote as England for all practical purposes. If I'd adhered to the three boat minimum for less than expert paddlers, I would have only been out four times in six years! Most of my solo trips have been short and conservative, seldom involving a crossing of more than two miles. Two things I kept repeating to myself over this period were:"I'd better not press my luck....." and "If I come out of the boat I'm dead." I still do most of my paddling solo, even in February when I have to search for open water that I can drive to, and I still say those two things to myself. Water temperatures in the Gulf of Maine seldom reach 60 degree F. even in August, so rolling for survival has been an ever present possibility for me. Thankfully I have'nt had to do it yet.

Bernd Chilian's statements in issue No. 28 that "the so-called Eskimo kayak can have only one specific design known to all of us" and the "the original kayak was not built for sea canoeing" strikes me as bizarre and quite unfounded. The"one specific design" remark may be due to the large amount of European literature on the Greenland kayaks and scarcity of data on Artic Canadian, Artic Alaskan, Aleutian and Bering Sea Kayaks. He should take a look at at Adney and Chapelles's BARK AND SKIN BOATS OF NORTH AMERICA (U.S. National Museam Bullitin 230, 1964), where he will find Howard Chapelle's line drawings of many different types (and, incidently, Ken Taylor's photos of a Greenlander rolling). If he needs further evidence of variation in kayak design to fit local needs, he should contact Dr. David Zimmerly of the Canadian National Museum of Man in Ottawa. Dr. Zimmerly has begun what he intends to be a career-long study of the design, construction and use of Inuit and Aleut Kayaks. This includes calculating the prismatic co-efficient, angle of instability (with paddler aboard) and speed of existing traditional kayaks. He classifies traditional kayaks into ten basic types, and that includes all Greenland kayaks as one type rather then three (North, West, East) as some have done. Some of the Bering Sea examples are as much as 30 inches wide, which is a fact we can all chew for a while. While most Inuit kayaks tended to be long (over 16 ft.) and narrow (under 24 inches), a few had hull shapes reminiscent of Wildwater Canadians. As for kayaks not being built for sea use, Bernd ought to

take a careful look at a map of Alaska: while the Greenlanders hunted seals and narwal in fjords and the barren ground, Eskimo speared swimming caribou; the inhabitants of King Island, who undoubedly did have kayaks, had no place else to paddle but the open sea. King Island just sits there, exposed, 50 kms offshore, A day of hunting could easily involve as many miles of paddling as any recreational paddlers day outing, after all, the seals probably did'nt loll about in front of the village waiting to be harpooned. Hunting naturally includes travel to and from suitable hunting grounds, which might be hours or days away in times when food was scarce.

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From Paul Caffyn, Cairns, Australia.

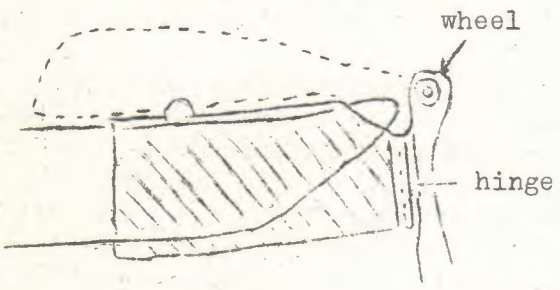
Dear John,

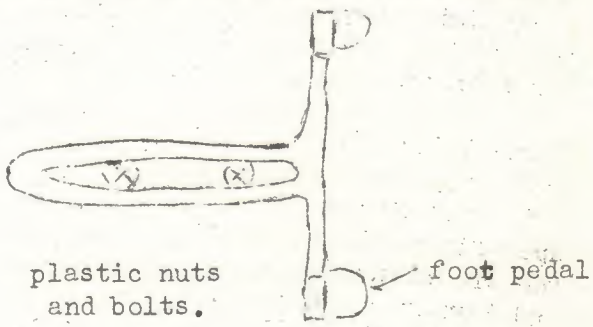
Progress report on the Round Australia Kayak Expedition for the ASKC Newsletter. Left Melbourne on the 28/12/81, paddling with an American, Thom Turbett, and accompanied on shore by Lesley Hadley and Thom's wife. Paddling H.M. model Nordkapp which Graham Sisson and I build in Nelson, New Zealand. All kevlar boats which cut the weight to 43 pounds all up, including bilge pump, hatch covers, bulkheads, decklines, etc. Thom and his wife withdrew from the Expedition in southern New South Wales, and I've been truckin' on my own since then!

Sidney to Brisbane in 15 days - 550 miles, and moderate swell most of the time. Interesting landings via some big surf.

I left Brisbane on the 28/2/82, and arrived Cairns on the 27/3/82. Cairns is just on the 2,300 mile mark, and quarter way round Ozzie. (9,200miles) The paddling north from Mackay is great. The forecast for nigh on two weeks in a row was 20 to 25 knot south easterlies with moderate to rough sea...but all in the right direction, and I made 52 miles each on two consecutive days. Most days I manage 45 to 50 miles.

I started the trip with the H.M. stern, but cut off the stern in Sydney to use my New Zealand skeg. In Brisbane, with the help of Tony Turbett I fitted a deep rudder. We made a shoe which fits over the Nordkapp stern, and the rudder retracts 270 degrees in an arc to the deck. So when it's calm I paddle with the rudder on the deck and as soon as the wind lifts I drop the rudder via strings to the cockpit.





Control lines lie along the decklines to pass into the cockpit just forhead of the stern bulkhead. I use two foot pedals mounted to an adjustable 'T' piece. The rudder has made life so much easier, and I feel has lifted the safety factor for the boat. No worries about turning in strong winds.

Next stage of a month is around Cape Yashe to Korumba where I'll be joined by New Zealander, Shaun Leyland. Main problems in this month are - jelly fish, crocs, sharks, and being able to carry enough water.

Cheers for now,

Paul Caffyn.

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From Kevin Marsell, Jersey.

Dear John,

I have enclosed an article which might be of interest. It is a transalation of an article that appeared in the German Magazine 'Kanu Sport' in 1937. It was written by Kurt Behnke, a paddler I met during the summer. It is just part of a six month journey that he undertook. The style of writing is quite unusual and romantic. I hope that the transalation is good enougth.

"North Cape" and"Ice Sea", two simple place names on the map, yet what romance is suddenly summed up by them, when they excite the imagination of a folding boat enthusiast.

They influenced our holiday plans so strongly that in the end there was no choice for us. 'Folding boat fleet sets sail for the North Cape' !!

After an adventurous cruise our four one man boats put ot sea on the 3rd. July, 1936 from Hammerfest, determined to go round the famous North Cape.

The sea seemed tolerably kind at first. Rough, steep cliffs rose up, treeless and inhospitable out of the sea. Under our keels crazy rocks stuck out threateningly close to the skins of our boats; and the tidal currents did their best to alter our course. However, all these difficulties only served to prepare us for the unpleasantness that the seond day had in store for us.
The rushing breakers tested all our manouvering skills. There were 30 kms of open sea to overcome - nowhere was there a place to get ashore. In the spray of the crashing waves there was only one thing to do: to broach the crest of the wave at its highest point in order to decrease the strong pressure of the waves and the inevitable showers of spray. Everyone had to serve for himself in his boat and often we could'nt see each other in the depression of the waves; so we struggled onwards. But the much derided 'nut shells' stood fast. Hour after hour the boats struggled over the churned up sea, till at last the narrow silhouette of a flag pole beckoned us to the shore and gave hope of a settlement nearby.

Morale picked up straight away and surprisingly quickly despite being tired and overworked. One found a mysteriously hidden reserve of energy. On the quayside the fishing folk assembled with all speed and their strong arms helped our boast ashore. They argued over who should be our hosts and soon we were sitting in a comfortable room. The calming effect of a coffee grinder awakened pleasant prospects. As fast as the eye could see there appeared on the white cloth of the table roast potatoes, grilled fish, milk, coffee, bread and cheese and our hungry mouths could not resist the temptation. Here, too, we were left with a whole lead of warnings to take on board and then the wind and waves became our trusty companions once more.

One resting place after another sank behind us into the sea and day by day we moved nearer to the Cape. The poor maps (scale 1:600,000) made our lives a misery. Long ago we had got used to the idea that it is simpler to paddle around an island in search of a settlement that is never situated where the map tells you it is.

The supplies were brought on board and the journey to the next settlement (mostly 20 or 30 kms away) began. 10 kilometres from the Cape the sky and the sea chose to test our courage. Thick clouds piled up on the horizan and sent a blast of wind towards us. In front of us all hell seemed to be let loose, - and nowhere did the shoreline offer a place to land. At last we saw a narrow gap in the rocks which was to be our place of refuge. Now it was a matter of proving our climbing ability onto the rock platform which was situated several metres above sea level. Its size only allowed room for one boat. With decklines tied together, the equipment was hauled up. Then to build the tent. But how? Who can drive rings into the rock? But once again necessity is the mother of invention: stores were hung onto the tent guys and thrown over the drop.

Fortyeight hours we spent on the rock platform barely 6 square metres in area. Behind us the steep walls, at our feet the gap in which far below our boats were bobbing, going up and down by 3 metres from high to low tide.

The mid-night sun, even hidden behind the clouds, kept the world lit up, yet we poor people began to ration our supplies. A far cry from the River Sprea in Berlin.

The log-book describes the end of the journey:-
The storm is raging unchecked. Everyone is morose. What's going to be done? We must get out of this corner as well. Heinz climbs up to the crest to the highest point as a lookout. His comment is quite plain. "Situation is still bad." There is no going back, we must go on. Hearts are beating aloud as we get into our boats again. It has cleared up a bit, but the wind is still coming at us from the front. We are getting nearer and nearer to a rocky peaked ridge, the waves are getting bigger. It is no use thinking of going back, our boats would definitely capsize. All our muscles and nerves are strained and our eyes search the way ahead. The Gulf Stream, which drives its broad front along the coast, takes us with it just as the high tide starts to run. But the blast from the east, coming to meet us, acts against it. From their wild meeting arises the white crowned breakers which rain down on us.

At last we are through the worst. We look at one another and laugh and in this laughter each applauds the other for courageously holding on. But we still have to watch out because the waves are still rough. Hopefully the tip of the Cape will be kinder towards us.

Two steam ships - real giants - at least from our 'nut shells', are sighted. Even they are not spared the 'rocky waltz'. Now we are hoping for clear weather as we want to see the mid-night sun at the North Cape.

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From Kenneth Kink Jr., Walpole, Maine, U.S.A.

Dear Mr. Ramwell,

I have been meaning to write since last October when Robert Walker loaned me several issues of the ASKC newsletter. Needless to say I found them superb, informative and even controversial (the contributions, that is)

I know that Jim Chute has already corresponded with you about our ANor AK effort so I won't describe it here again. But since Jim and I live an hour apart,I need to subscribe to the newsletter myself.

.....In addition I'd like to know whatever I can find out about the B.C.U. proficiency and advanced tests for sea canoeists (no matter what John Dowd says!) Third on my list is a copy of your book, Sea Touring. I'll probably review it for Canoe (U.S.) Magazine.

Sea canoeing is starting to blossom over here. Jay Evans has even included a new chapter in his forthcoming revision of his book on Kayaking. I reviewed the chapter for him and ended up writing almost as much as his original text. Despite all my revisions, he was very appreciative. It's nice to see authors who don't cherish their own prose.

Please add my name to your list of foreign hosts in the U.S. Since we live right on the water in Maine, visitors can be in the water in minutes from our home and we have a field behind the house for camping for dozens. Maine is a canoeists paradise!

Finally I should mention that I'm also Frank Goodman's U.S. agent for Valley Canoe's ocean boats. At present one could never depend on sales for a living but we're thoroughly enjoying promoting the sport and have met several very interesting people from all over the U.S.

There is no doubt that a controversy between East coast and West coast paddlers is developing - primarily over boat design. We're planning a Sea Kayaking Symposium this summer to evaluate boats and to enlist several people to participate in this. If you have any suggestions please let me know. Thanks very much.

Kenneth Fink. U.S.A.

SEA KAYAKING - MY PERSPECTIVE by Will Nordby. Taken from Paddlers' News Bulletin, San Francisco.

More and more people are discovering and enjoying sea kayaking it seems. Certainly Bob Licht has found it to be true in the relatively short time he's been guiding SEA TREK TOURS. I'd like to share with you how I got started and in the process discovered a life style kayaking along the coast of Vancouver Island and British Columbia the past few years. Perhaps it might stimulate you to try kayaking.

Like so many others in the late 60's I had gotten bogged down in the 9 to 5 routine of earning a living in the city. Vacations helped to break the monotony but still something was lacking. That something was a sense of adventure coupled with a need to be closer to the enviroment. My brother LeRoy, an active participant in several outdoor activities, had been sea kayaking and suggested I try it.

The first time I got into a kayak I thought I would turn over if I dared moved, let alone paddle. The smallest boat I'd been in before was a rowboat. What a difference in feeling and response. After wobbling about I finally adjusted my sense of balance and paddle control so I could move in the direction I wanted. Talk about an instant expert; I knew all there was to know about sea kayaking. Wrong. LeRoy knew I had an exagerated concept of control with my newly found confidence. He quickly set things straight when he had me practice Eskimo rolls near shore. It was a humbling experience. I gained instant respect for the skills needed to really control a kayak.

To say that I was apprehensive on my first major outing in a kayak would be an understatement. It was July 1973 and the area was Alert Bay on the northeast coast of Vancouver Island: domain of the Kwakkiutl Indians. I had no way of knowing what effect this trip was to have on me but it turned out to be profound.

My first impression upon arriving at the village of Alert Bay was that of entering a different world. Beautifully crafted totem poles dominated a hillside Indian cemertary near the waterfront. Grey clouds hovered close to tall fir trees bordering the village. Even with a few commercial buildings along the waterfront, catering mostly for fishermen, a sense of wilderness prevailed. People living here had to be self-reliant and knowledgeable of the enviroment if they were to remain.

As we prepared to launch our kayaks, I noticed several older Indians observing us, their dark eyes hinting of rapport. And materializing from nowhere were a handful of children with smudged faces and runny noses. At first shy, they soon decided to descend in unihibited fashion and peppered us with questions: Where are you from? Where are you going? Why? How much does this cost (pointing to paddles, kayaks and camping gear)? Can I go for a ride? All the while they wpuld be darting among our kayaks touching the hull or looking inside. Their imaginations ran rampant as they conjured situations involving themselves and the kayak. This scene would be repeated over and over in the coming years. The Pied Piper never had it so good!

Once into the trip, I began to feel more and more at ease handling the kayak though still apprehensive. I did'nt know the range of tolerance my inner-self was capable of before panic might set in if the sea got rough. I was testing myself and knew it.

Aside from the physical act of being in and seeing a new part of the country for the first time, the seeds of a deeper awareness were being sown. I found myself wanting to know more about: the Indians and their culture: the sea, weather, vegetation, land and sea mammals, water fowl; even the perceptions of environment held by other members of the kayak group. In short, I wanted to be able to read my surroundings like a book while actually experiencing it.

As the trip progressed I was enchanted with the variety of new sights and sounds I assimilated. For example: the surge and gurgle of the sea among the kelp beds in the quiet of the morning; the redolent fragrance of a cedar log being carved into a totem pole by an Indian using hand tools probably made by his

grandfather; a dugout canoe at anchor in a foggy cove; a crystal clear night spiced in salty air with stars shimmering in a black sky punctuated by streaking meteors and a fast moving satellite. Similarly, I was enchanted with the feeling of freedom I had in travelling by kayak. With muscle power I could cover vast distances with little effort. I had indeed found that something: adventure and an intimacy with my environment. My life would never be the same.

In the years following the Alert Bay trip I've gained a greater awareness and feeling for the coast of Vancouver Island and British Columbia through a combination of reading, observation, and involvement. I've defined a redifined my kayaking capabilities and limitations according to my experience in coping with the sea and weather. I've found sea kayaking to be enriching beyond measure.

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A COMMON STANDARD FOR NAVIGATIONAL TERMS.

It is a rare navigator (at least those trained in the English language), who has not been confused by the apparant illogicality of many of the commonly accepted navigational terms. The definition of 'course', for instance,is one that immediately demands clarification if it is not to be misinterpreted. It may mean the desired direction which one wishes to make good or the direction that is actually effected after the inter-play of tide, wind and steering. And this, let's face it, is surely one of the most basic in the list of navigational terminology. Because of a large number of commonly used terms which appeared to contain ambiguity, the Nautical Institute decided to set up a working party to examine these terms and attempt to produce a standard that in the future would avoid confusion. After two years of study in which a wide variety of sea-going opinion was canvassed, a system of defintions has been developed which it is hoped will generally improve clarification.

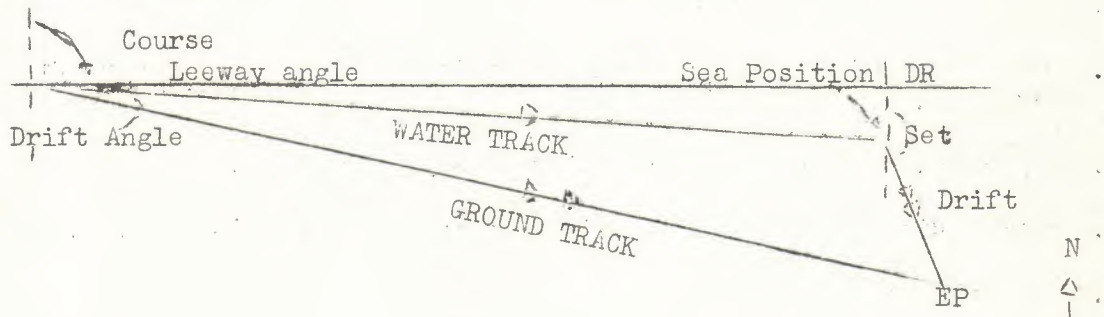
The task cannot have been an easy one as few people are willing to admit that the definitions and terms that they use every day might be imprecise.
Nevertheless, the working party, a broadly based body reflecting most navigational interests, believes that in the terms finally decided upon all navigators can come to share a common understanding of what is meant.

The principles of the new terms would appear to be quite logical (in contrast to a number of the current terms). It has been, for example, found necessary to differentiate between a vector (which is an entity with magnitude and direction) and which is related to the sea or ground as opposed to the heading which is related solely to information derived from the ship's compass. Thus the Institute therefore describes vectors as tracks, whose direction is given as track angles, while course is direction relating to the orientation of the ship's head only. The three elements of direction are thereby seperated so that heading is the instantaneous direction of the ship's head, course is the intended heading and the track is the path followed or to be followed.
Headings, courses and track angles should be given in degrees from 0 degree to 359 degrees with North as zero or in points. It is recommened that the appropriate suffixes of T C M of G be used to denote whether true North, magnetic compass North, magnetic North or gyro North is being used. Bearings may be given relative to North, related to the ship's head while aspect must always be given in degrees 0 to 180. In addition, to provide a consistant way of labelling the direction of chartwork vectors the terms track, drift and leeway angles are used. Doubtless there will be some initial doubts with such changes to such basic terms, but it is hoped that much clarity will result.

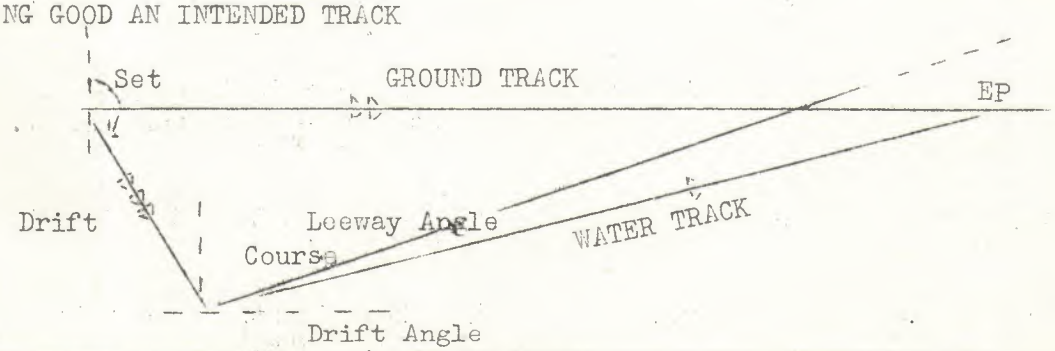
term	navigational terms - definition
TRACK	The path followed or to be followed
TRACK ANGLE	The direction of a track
TRACK MADE GOOD	The mean ground track actually achieved over a given period.
HEADING (ship's head)	The horizontal direction of the ship's head
COURSE (Co)	The intended heading.
COURSE TO STEER	The course related to the compass used by helmsman.
SET	The direction towards which a current/tide flows

Term	Definition
DRIFT	The distance covered in a given time due solely to the movement of a current/tidal stream
DRIFT ANGLE	The angular diffenrence between the ground track and water track.
LEEWAY	The effect of wind in moving a vessel bodily to leeward.
LEEWAY ANGLE	The angular difference between the water track and the ship's heading.
DEAD RECKONING	The process of maintaining or predicting an approximate record of progress by projecting course and distance from a known position.
D.R. POSITION (DR) Symbol +	(1) The general term for a position obtained by dead reckoning. (2) Specifically a position obtained using true course and distance run, the latter derived from the log or engine revolutions
ESTIMATED POSITION (EP) Symbol	A best possible approximation of a present or future position. It is based on course and distance since the last known position with an estimation made for leeway, set and drift, or by extrapolation from earlier fixes.
SEA POSITION	The point at the termination of the water track.
MOST PROBABLE POSITION	The navigator's assessment of the ship's position based on information derived from all available sources

FINDING AN ESTIMATED POSITION



MAKING GOOD AN INTENDED TRACK



BASIC RADIO PROCEDURE

GENERAL INFORMATION

All civilian portable radios are VHF sets. However, a set is not necessarily a 'portable' handset type in order to be VHF. Most fishing boats that work around the British Coast and many small yachts carry larger VHF sets. 'SEAVOICE' is a good example of this type of radio. Larger ships use larger radio telephones which are medium frequency and not capable of communicating with VHF.

As a canoeist choosing to use a radio you will certainly be working with VHF. Examples of portable VHF sets are SEA STAR, PYE POCKETPHONE. These are relatively small but have a correspondingly small range. With full battery power, transmitting to a cliff top you might get 10 miles. In good atmospheric conditions further is perhaps possible. Different sets have different power so you must familiarise yourself with your particular set. Experiments have been carried out using a Seavoice mounted in a Nordkapp, but a decent radio requires a decent aerial and this is difficult in a craft so low in the water.

You need a Radio Operators Licence to operate a radio and most nautical establishments run a course followed by a short test. This entitles you to operate medium frequency radio as well and it is because of this, mainly, that the licence is enforced. Many people unofficially operate VHF. It is most important that the owner of the set be licenced.

It is important that correct procedure is used on the air for two reasons:-

i) good procedure saves power and eliminates confusion.
ii) bad procedure causes bad feeling and makes it obvious that you are poorly qualified.

HINTS ON PROCEDURE

1. LISTEN OUT BEFORE CALLING

2. CALL THE STATION YOU NEED ONCE: then if necessary call again after a short interval.

3. BE BRIEF. Know what you are going to say beforehand.

4. Your radio must have a call sign (normally the boat's name, e.g. Titanic.)

5. TO CALL UP:

Station you are calling followed by "This is" followed by your call sign	"Holyhead Coastguard, Holyhead Coastguard - this is Titanic, Titanic. OVER."
"OVER" means you are now listening for a reply. The reply is:	"Titanic - this is Holyhead Coastguard - go to CHANNEL 67. OVER
Briefly confirm this.	"Holyhead Coastguard - Titanic - CHANNEL 67."
Switch to Ch. 67 and call up.	"Holyhead Coastguard - this is Titanic. OVER."
The reply	"Titanic - Holyhead Coastguard - go ahead. OVER"
Give your message.	"Holyhead Coastguard -Titanic - could we have the forecast please, OVER"
Reply.	"Titanic - Holyhead Coastguard - the forecast is ..... , OVER"

The word "Roger" implies that you have understood.) "Holyhead Coastguard - Titanic -) Roger. Thanks. TITANIC OUT.

The Coastguard might now come back to you with :
"Holyhead Coastguard listening out Channel 16."

This is merely a friendly cheerio and requires no reply.

CHANNELS

There are a lot of marine channels but your set will probably have no more than 8. All sets should carry the first two channels.

CHANNEL	PURPOSE
16	Emergency, CALL UP COASTGUARD
67	Safety messages and weather forecasts.
6	Common working channel (often used ship to ship).
10	.. .. ..
12	.. .. ..
14	.. .. ..
37	.. .. ..

Coastguard Maritime Rescue Centres are on constant watch on CHANNEL 16 and a lot of shipping also.

The Coastguards will almost certainly always ask you to go to Channel 67.

DISTRESS

Stick to the following procedure. If there is serious risk to life:

MAYDAY - MAYDAY - MAYDAY.
This is ..... We are 3 canoes.
Our position is .....
NATURE OF DISTRESS
ANY INTENTIONS.

) CHANNEL 16.

DO NOT USE THE WORD MAYDAY UNLESS ABSOLUTELY NECESSARY.

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From Geoff.Good, Director of Coaching, British Canoe Union.

Dear John,

Congratulations on another extensive and interesting newsletter.

In her article Paddling Solo, Liz. Savage continues her exposition concerning this, and the desirability of making rolling a compulsory part of the basic canoeing skills.

I doubt that many people would disagree with the points she makes, and which she made at the last coaching conference. My difficulty is in understanding what we are expected to do about it!.

With regard to rolling for instance, statistics published in CoDe No. 8 showed that 60% of members of the coaching scheme teach rolling. The unwillingness of the coaching committe to make rolling a compulsory part of the basic tests, or even the Senior Instructor Award, reflect the fact however, that still there are parts of the country where it is extremely difficult to gain access to pool facilities. When all is said and done, white water paddling and sea touring is still a very small part of the total of canoeing. There are some areas of our sport to which the skill is irrelevant.

Liz points out that numerous paddlers, ranging from experienced members of the coaching scheme to budding slalomists or racers, undertake solo paddling either for personal fullfillment or for training purposes. This has of course been going on for donkeys years - Rob Roy MacGregor undertook his epic 1,000 miles of continental rivers, the Baltic cruises and the Jordan completely solo! Perhaps I am missing the point, but I cannot see what 'endorsement' a solo paddler requires from the B.C.U. Surely he or she just goes and does his or her own thing!

The 'Golden Rules' - less than three there should never be, etc. - are still legitimate and necessary. It is a simple statement of fact that a person coming out of a canoe, finding himself unable to get back in and right it, is a 'gonner' unless help happens to arrive. The 'rule' merely points out that three is the ideal number to ensure as near total safety as can be obtained in a canoeing situation.

However, there comes a point in everyone's development where they reach the stage of knowing what the level of ability is, of having sufficient experience to determine whether or not it is sufficient for the circumstances, and of making a rational choice as to whether they can or wish to paddle alone. There is no 'B.C.U. policy' against this. There are no marshalls or bailiffs identifying such people and complaining about them to the authorities. What exactly is the problem?

As an example, when Noel McNaught drowned off Anglesea last year, he was alone. No official comment was called for, but had it been, I think the points raised would have been in the realm of the suitability of the equipment in use, rather than the fact that he was alone.

Do I detect from Liz's treatise, that what she is really after is an endorsement of a policy of sending out alone those who are under training, for whom an instructor is in loco parentis? Now that, I think, is another story.

Yours sincerely,

Geoff Good.
Director of Coaching.

* * *

From Keith Holmes, Canoe Camping Club, Sea Canoeing Group.

Dear John,

May I put pen to paper to support Bernd Chillian's courageous letter (Newsletter No. 28), but before doing so I must make it clear that I paddle a long-skegged Eskimo kayak without a rudder and with bulkhead and hatches. It must also be admitted that I have only been sea canoeing some four seasons which must make me something of a novice. In that time I have paddled exclusively with the Canoe Camping Club cross Channel group, which later became known as the Sea Group when the French Maritime Authorities spoilt the fun. If there is one boat that is popular in this group it is the Gaybo Atlantic - that Klaus Lettman designed sea kayak that the experts seem to put aside.

Paddling in company with the Atlantic one could not help but observe some of the more obvious characteristics. The benificial ones (in my view) are:-

1. a smooth, steep sided foredeck which keeps water green and disposes it quickly.
2. a cavernous hull which carries amazing forms of camping gear and eliminates the need to stack the aft deck with gear.
3. a design that leaves the cockpit seal dry more often than the design of my kayak.
4. a cokpit access that is large enough to allow the weary paddler to get out quickly when going ashore on a dumping beach in the presence of short-pitched waves.
5. a rudder (which of course many other kayaks have) which enables the paddler to correct for inbalances due to rear beam winds playing on a high, if more aerodynamic hull, and gives directional control when surfing whilst allowing the paddler to paddle forward or backward to control speed.
6. a cross-section which appears to be less sensative to passing wave form than my own kayak.

No kayak has a right to be perfect and, for me, the following points I regard as disadvantageous:-

1. their cavernous hull could be a problem in the event of a capsize which goes wrong though I do believe that behind-the-seat bulkhead/hatch fittings are now available. (This kayak seems ripe for a cockpit liner)
2. the foredeck profile does not lend itself to hatch access.
3. the KANU rudder pintle can pop out in a chop if the pivot outer sleeve becomes loose enough to rotate within the GRP hull. Without a rudder it handles like a slalom without a skeg (and that is not for me) but other rudder systems can be fitted.

Given the reservations expressed above about the rudder design I could not object to any of my fellow paddlers who use them - which is more than they might say for me when I am paddling in either of the quadrants either side of head-into-wind when the wind is force 6 or more and the wave form is short pitched and steep.

However, before I buy one several things must happen.

1. I must become rich enough.
2. the forward bulkhead/hatch problem must be solved without detriment to the foredeck profile.
3. the kayak must paddle in a straight line without any input from me when the rudder is inoperative.

Not all the group paddle Atlantics but there are only two with Eskimo-type bows, an Anus Acuta and a Huntsman. We have had some unskegged slaloms and they gave no trouble though the paddlers were strong.

Within the Canoe Camping Club there is strong support for the rudder to be fitted to sea going kayaks as readers of the Club magazine,'The Canoe Camper' will bear witness. It would seem that whilst the unruddered sea kayaks attracts it's enthusiasts, there are many who paddle their happy way content in kayaks with rudders and they should be recognised as part of the sea canoeing scene

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From John Kuyser.

Following successful visits to Brittany to teach sea canoeing last Easter by John Aberdein and John Kuyser, both from Calshot Activities Centre, two French centres are now looking for further assistance from coaches or senior instructors, sea, with an interest in French communal life in the French style based in simple cottages or tents and an excellent holiday atmosphere prevailing.

'Moniteurs' or instructors are offered travel expenses, free board and lodging and the use of sailing and canoeing equipment. The chief instructor will be Loic Bourdon, a leading French sea canoeist.

The Centres are:-

1. one month, July. Glenans, near Painpol, Brittany. A superb sea canoeing area. Lots of islands and clean sea.

2. One month, August. Centre Nautique Auberges de Jeunesse, (similar to the Y.H.A.) Ile de Batz near Roscoff, Brittany, Description as per Painpol.

Interested qualified sea canoeists should contact John Kuyser,
2, Walkers Lane,
Blackfield,
Southampton,
SO4 1YA or tel. Fawley 892842.

* * *

STOP PRESS

Rally in South Brittany.

One week touring the magnificent sand and islands coast with French sea canoeists.

Not a course - a real sea canoeing holiday.

Write to Mons. Jean Lutz,
RIBS,
67 Rue Croix de la Gaulle,
Laval, France.

Courses in sea canoeing and sailing
Summer 1982

With Glenans sailing centres.

1. Ile Verte near Painpol.
2. Rondinare Corsick.

Write to C.N.
Quai Louis Bleriot,
75781,
Paris Cedex 16,
France.

* * *

From the Daily Telegraph, Thursday, 29th. April,1982.

BUOY RULES CHANGE.

The Government is to change North Sea rules so that in future only "soft" buoys will be allowed, causing less damage to any small vessel which colides with them.

* * *

From Robert Kincaid, Outward Bound Loch Eil, Fort William.

EIGG WEEKEND.

Mid April brought the period of high pressure that seemed to stabilise the weather on the west coast of Scotland. A few anti-cyclones had already passed through bringing with them periods of fine weather during the end of March and early April.

Friday the 16th. brought a beautiful day and good forecasts of variable and light winds. The decision was made that evening to paddle to Eigg and we gathered some of the gear together that evening.

Saturday dawned a lovely day although as we drove to the coast past Loch Eilt there was a good easterly blowing; not to worry, it would be abaft us on the way to Eigg. Our departure point had been chosen as the boathouse by the Rhue Pier, now a ruin. The furthest west that you can practically get.

After a short time had elapsed we were sitting on the glassy surface of the Arisaig south channel, no wind and a hazy warm sun. Roll up the shirt-sleeves and head west.

In the Arisaig area there are numerous seals and they proved to be as inquisitive as usual, watching our progress. A Great Northern Diver swam along not too far away with very little of its body showing. Out of the Sound the sea was like warped glass with the long period swell heaving in and splashing on the Skerries.

About an hour out we sighted what must have been a whale, a very large black back and fin rolling slowly up and out of the water, but it was a good way ahead and travelling south.

We paddled on towards the bump that is prominent on the silhouette of Eigg. Stopped for a bite of lunch after two hours paddling on the sandy beach north of the peir. The local children seemed friendly and offered us all types of shells off the beach.

Shortly we set off to paddle clockwise round the island. a feint breeze on our faces was welcome for the next few miles then even that subsided. The coast is most impressive, rocky buttresses with caves and banks of spring flowers and the mighty Sgurr imposing above. The western margin of the island has some steep ground and colonies of sea birds of many kinds make home on this remote exposed coast. Great squeals and squaks from the birds heralded a sea eagle combing the cliffs soaring on the thermals obviously hunting for a meal; an impressive sight that gives you a sore neck watching its beauty.

On passing the caves to the west of Laig we sighted a puffin, a rare sight these days, then some more seals basking on the rocks. Further on we stopped on the sandy beach of Laig but thought we should paddle to a more remote camp and headed to the northerly point of Eigg.

An idealic campsite was set up with fishbox furniture and a panoramic view. While on a walk along the shore an otter pup was whistling and we watched mother teach the pup how to fish for about an hour while the sun set behind the Cuillins of Rhum.

The following day we paddled the glassy sea to cross under two hours back to the car.

In my opinion this is the most pleasurable type of canoeing to be had, though admittedly we had luck with the weather.

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EXPEDITION BY SEA KAYAK.

One of the finest ways of exploring our environment, whether marine or terrestial, is by canoe. It is pollution free in every way, there being no exhaust fumes, noise or smell. In other words, a conservationist's delight. There are other distinct advantages worth noting. Canoeing, as I have said is a noiseless activity. With surepticious use of the paddles, particularly the single blade as used by early Eskimo paddlers or modern canadian canoeists it is possible to retain the blade area in the water and move along with such stealth that only the lapping of the waves and the sighing of the breeze may be heard. The only smell is that of your own 'man smell', and so by approaching wild life from down wind, it is often possible to get within a very short distance of fauna to enable closer inspection and perhaps even photography.

A favourite occupation of mine has been to quietly approach one of the group of Farne Islands off our north east coast of the U.K. and surprise the numerous seals that are to be found there basking in the sun. Once sighted they immediately make a 'bee-line' for the safety of the sea and in so doing they clamber over each other in a frenzied mass. By this time my bows are nudging the surface rocks and I am ready to don a vizor and capsize to take a closer look at the seal under water. Once in the water they lose a lot of their fear and cavort about like playful dogs. All very entertaining and only possible by the use of a kayak. I roll back for air and round I go again. What finer way of exploring and observing marine life in it's natural habitat.

I also enjoy exploring sea caves by kayak. Often I find a slalom kayak most useful, they being most easy to manoeuvre in the tight confines of caves. It is possible to explore deep into sea caves effectively and noiselessly, taking in the magnificent range of birds and marine life.

No other sort of craft would allow such exploration. No sail to flap and frighten everything in sight, no engine to shatter the peace and spread fumes. Just you at one with your kayak, in complete control, safe and comfortable.

Apart from the pleasure of coastal touring there is also the challenge of the open sea crossings. The mid '70s saw some interesting and challenging long open water crossings off and from our coast here in the U.K.; probably one of the most notable being Pete Midwood's crossing of the Irish Sea solo from Wales to Ireland in 1978. Here the interest lies in the challenge presented by the obvious hazards of being so exposed to the elements for so long. There is also the navigation exercise to cope with and an advanced expedition of this nature calls upon a high level of expertise and experience. Such experience brings with it a tremendous sense of achievement; not that one is ever pitting oneself against the elements. To do this is foolhardy in the extreme. One uses the sea, wind, waves and currents; one never tries to fight them - if you ever do, there is only one winner and you can bet it is rarely the canoeist.

What of the planning of sea expeditions. It is so important to form the right team. One character out of place, out of step with the others on the party and the expedition can become very difficult. You therefore need to know a fair amount about the individuals in terms of their ability as well as their temperament Often, when leading a group of unknown individuals on an open course, it is not possible to have any persuasion regarding selection. In this case the expedition is not normally of an advanced nature and there is usually an appointed leader who is accepted as such.

Having chosen your companions it becomes necessary to choose the area of operation. The vagaries of British weather make it impossible to plan any definite expedition. I usually decide on a maximum comfortable daily milage, build in escape routes and then hope for the best. Bear in mind the sea conditions, prevailing weather, ability of the team, the need for enjoyment (there's no fun in rushing), thetime it takes to make and break camp and the need for time off the water to explore a ruin, climb a hill or even visit the pub!
The selection of the right gear and the packing of it in the kayak is an art in itself. I suggest you draw up check lists. Often one is faced with a compromise between being comfortable and taking everything, or being spartan and improvise with what you can pick up en route. GOOD PADDLING.

While ther are few hard and fast rules for canoeing in fog, these are among a number of considerations to be borne in mind.
Remember that passage making in fog is deceptively tiring. There is a temptation to talk in whispers (strain of listening) and the constant staring into a blank wall on all sides is exhausting. One tires without being aware of it and vigilance falls.

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INCIDENT REPORTING/INVESTIGATION.

Several years ago the ASKC and later the Sea Touring Committee (BCU) introduced an 'Incident Report Sheet' which encouraged those involved in or aware of a sea canoeing incident to report the facts in order that proper statistics could be kept and any lessons learnt.
Rightly so, the B.C.U. have now decided to regulate and co-ordinate all investigations into accidents/incidents invloving canoeists. They have the right authority and are better able to call upon the best person to investigate on their behalf. Any statements made to the media will then have the proper official backing.
Geoff Good's (Director of Coaching) letter explains.

Dear Colleagues,

Following canoeing incidents recently when a number of B.C.U. agencies became involved in offering advice, or making public comment, the Coaching Committee proposed the following procedure, which Council approved at its meeting on the 27th. March,1982.

All such incidents should be reported to the Director of Coaching, who will, if necessary, send out an incident report sheet to the person involved in the incident, from Headquarters.

When this is returned, copies will be distributed to all committees and persons with reasonable grounds to be informed.

Should the incident be a serious one, requiring immediate action or comment, Director of Coaching will consult with the Regional Chairman and/or any appointed B.C.U. officer - such as the Sea Touring Committee's Coastguard Liaiason Officer concerned - and determine who should be appointed to speak on behalf of the Union should this be necessary.

All other persons with reason to be concerned, should obtain from Headquarters the name of the appointed person, and work only and through this officer.

Incident report sheets will be sent out as a matter of course as a result of any occurrence notified through our press cutting service, which indicates that further knowledge of the circumstances could be helpful to our understanding.

The sea incident report sheet is based on, and replaces, the Sea Touring Committee's report sheet. Coastguard Liaison Officers should please note that these should now be requested from Headquarters, and that Headquarters should be informed whenever a notification is received from H.M.Coastguard direct, and/or any incident is dealt with.

The above system has been agreed on to ensure (a) that all important incidents are investigated and (b) that the existing agencies for dealing with such matters are used, but are co-ordinated, to avoid duplication - and possible contradiction!

A short note will be included in Canoe Focus so that all members are aware of the procedure.

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FOG

Fog is caused, more often than not, when warm, moisture-laden air comes into contact with a colder surface. No longer able to contain the water as vapour, the water condenses out and forms tiny droplets in suspension. Within minutes the air takes on that perculiar chill, the clammy feel on bare skin, the softening of the horizon. Milky sunlight filters through, the shoreline imperceptibly dissolves, and with it the last chance to take bearings. It's time to put on a sweater perhaps but, more important, it's time to adjust mentally to the loss of the most important sense, Sight.

Before too long, visibilty is down to a few hundred yards as the canoeist becomes accustomed to his own little fog bound world. The compass, hitherto glanced at occasionally, becomes God as all sense of direction is lost. The headland, so prominent a few moments ago, could be anywhere now. An object frighteningly large and close turns out to be a tin can bobbing in the swell. The sound of the bow wave, gentle, as there is little wind, becomes like the ticking of a clock in the silence. Somewhere to port (or was it starboard?) a foghorn grows in the deadened air, swelling until the suspense becomes unbearable. There's a temptation to come to port a little, but the canoeist, unused to steering by compass, is off course anyway. By the time the horn breaks through again, it's from another direction, or maybe it's a different one. Once fog has quickened the pace it's hard to settle down to a new routine, but it must be done.

Of course fog is not as unpredictable as all that. A regular check on the weather forecast and an idea of what conditions are likely to produce fog is usually enough warning. A warm southwesterly air stream from the Continent blowing lightly over cold Channel water brings the liklihood of fog. An approaching front, especially a slow-moving warm front, often brings a belt of fog caused by the drizzle or rain associated with it cooling the air throughwhich it falls, causing condensation. Frontal fog clears with the passage of the front and the belt is seldom more than 30 or 40 miles wide.

A check on the dewpoint (the temperature at which condensation occurs) and the air temperature will usually give fair warning. As temperature falls to meet dewpoint, fog forms, lightly at first, but becoming thicker as they coincide. By plotting the two, it is possible to predict fog some hours in advance, but it involves the use of a special thermometer called a 'whirling psychrometer'. As fog is normally associated with light or light-to-moderate winds, an increase in wind strength and direction change may well disperse it as quickly as it forms, unless the bank extends some way up wind.

More important, perhaps, than attempting to predict fog are the precautions and pocedures to be adopted once the liklihood of it increases. Caught out in a thick sea fog whilst on passage, it's a question of fixing your position as accurately as possible and deciding whether to plough on or find safe searoom away from shipping lanes and dangers. No longer able to rely on sight, the other senses play a greater role. It's now a question of using all the clues, double checking calculations and keeping a tenacious hold on the facts, most important of which is the compass heading.

Obvious precautions come to mind. Life jackets are donned. Awareness is all important. Awareness of the potential danger, awareness of the precise position, awareness of shipping lanes.

If the day dawns bright and clear while the forecast mentions fog patches, the temptation is often to set forth on the off chance, but it's as well to wait a bit. An afternnon sea breeze will often bring the fog kept in bay at night by a gentle land breeze, rolling back. If the fog is relaibly forecast to disappear long before the destination is to be reached, and there are few dangers that a zealous lookout won't deal with, breaking through the shroud into a brilliant and clear world with the coastline in full view often justifies a decision to set off, but prepare well beforehand and that includes sorting carefully through charts, RDF beacons and any other aids that might come in useful.