NEWSLETTER

OF

THE

Advanced Sea Kayak Club

AN INTERNATIONAL SEA KAYAKING CLUB OPEN

TO ALL INTERESTED IN THIS ASPECT OF CANOEING

AIMS

1. PROMOTION OF SEA KAYAKING
2. COMMUNICATION
3. ORGANISATION OF EVENTS AND MEETS, ETC.
4. SAFETY & COACHING

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ADVANCED SEA KAYAK CLUB

NEWSLETTER No 44

AUGUST 1984

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EDITORIAL

The response to our raffle to raise money for a club duplicator has been most encouraging, and with this Newsletter comes the tickets to those who invested. The prize, as you will remember, is a new sea kayak of your choice and if I am to stick to this arrangement and still make some small contribution to the ASKC I must sell some more tickets. PLEASE, if you have not already purchased, do send off for yours now. They cost £1.50 each.
As for the duplicator, the crisis is temporarily over as a kind friend who knows about these things took it away and repaired it at a fraction of the cost had I had it done professionally. If I can raise sufficient money I shall acquire an electronic scanner (2nd hand of course) which will enable me to reproduce B & W photographs and diagrams. I shall keep you all informed of monies raised and decisions taken. Incidently, the raffle is open to your friends and relatives.

The B.C.U. Sea Touring Committee A.G.M., held over the weekend of 9/10 June was an excellent affair. The weather, the company and the venue all made for a really fantastic occasion. A full report will appear in the next ASKC Newsletter. Just for now I must tell you that the Committee's main concern is with Marine Nature Conservancy Council restrictions on coastal and island access.

I recently received my first copy of BLUE WATER PADDLER. This is a newsletter (of very high production standard) designed to serve the ocean kayaking community of ALASKA.
Blue Water Paddler will appear in April, July and September. It is good reading and good value at $10 (for those NOT living in the States).
Send to Doug van Etten, Box 105032, Anchorage, Alaska, 99510, U.S.A.

May I also recommend to you two recent productions from the pen of Brian Sheen, frgs.
1. "Canoeing Abroad This Year" distributed by L.R.C.C.
2. "First Aid for Canoeists" distributed by Britsih Canoe Union.

I have just returned from canoeing, with Jonothan Iles and my lad, Chris, along the coast of Jura and the Mull of Kintyre. How this area of the U.K. attracts sea canoeists is no mystery. We had a great time. Sightings of shark, porpoises and seal with their young show that, as close as this part of the country is to full blown western civilisation, it remains largly unspoilt and wild

Now to introduce this edition of your Newsletter. Brod Beech's article on fitting a C-TRIM rudder compliments the official description of the C-TRIM. Congratulations to Frank Goodman on the design and production of this piece of equipment.
An article on health and fitness attracted me so I've included it. Two expedition reports feature in this edition, one to Lundy Isle and one to Grassholme. I have an account of an exped. to Coll & Tiree for you in the October Letter.
There is some correspondence from members. On the subject of correspondence, do please write, other members really want to know what you have to say. Please also make it clear when letter you send me are NOT for publication. I have had 'egg on my chin' over this in the past and am anxious not to upset anyone again.

Keep in touch, Nanook.

* *

A.S.K.C. SHOP

ALL PRICES INCLUDE POST & PACKAGE.

Ties @ £2.50 each
A.S.K.C. stickers @ 30 pence each
4th. National Sea Canoeing Symposium Report @ 75 pence each
5th. International Sea Kayaking Symposium Report @ £2.00 each
T shirts - small/medium/large/X large (yellow or black) @ £3.50 each
Sweat shirts - small/medium/large/X large (yellow or black) @ £6.50 each

TOO GOOD TO LAST

The title of this article describes many days which start fine and later turn nasty. But it never happens without some warning signals, either in the sky or on the isobaric chart, and it is important to recognise them. Deteriorating weather is not only inconvenient but can be dangerous.

Many things in meteorology are difficult, but the isobaric chart is not one of them. It is a simple tool by which to "see" the invisible wind, just as a geographical contour map enables you to "see" the terrain beyond the range of your eyes. Isobars are lines joining places having equal atmospheric pressure at a particular hour, values being corrected for the height above sea level at which the readings are taken. The pressures are then comparable one with another and are of significance in determining weather.

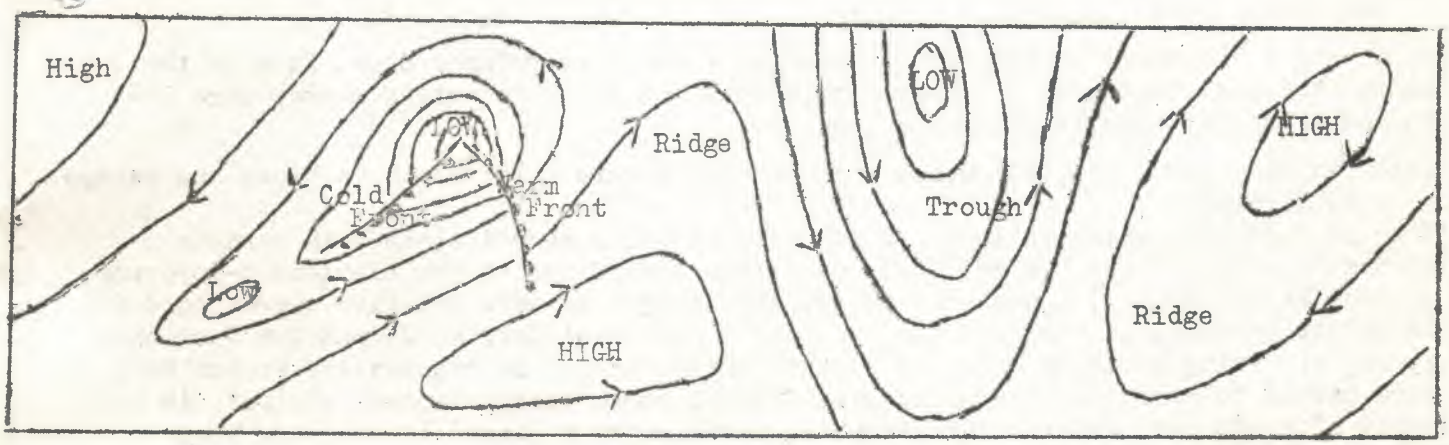
Isobars are closed lines, none crossing any other, around centres of high and low pressure. The contours generally change smoothly, making fluid patterns, so that one can interpolate values between quite widely seperate readings and be fairly sure they are correct - which you can't do with mountain contours! On the other hand, a map of isobars is out of date almost as soon as it is made because the atmosphere is ever-changing. Weather forecasters have to make new charts every hour.

Mountains and hills are the very substance of our rotating world, and water always runs downhill from the heights. Our atmosphere, however, is not attached to the earth, except near the ground. The Earth spins beneath the air so that wind (which is only moving air) is deflected from the expected high-to-low direction until it blows parallel to the isobars. The reason why is no more important to the layman than knowing why a motor car moves when you use the pedals. Just learn to USE the isobars and be thankful - it is the nearest you can get to exact answers about the weather.

The wind at 2000ft (600 metres) above the ground, outside the influence of surface friction, blows parallel to the isobars so that LOW pressure is on the LEFT hand when you stand with the wind blowing at your back. This means the air moves anticlockwise round centres of low pressure and clockwise round high, in the Northern hemisphere (reverse directions in the southern hemisphere).

Wind speed is inversely proportional to the distance between the isobars. The closer they are spaced, the stronger the wind.

At ground level, wind is more confused. It is banked from the direction at 2000ft by about 20° - 30°, so that it slants a little in a high-to-low direction. Moreover, wind can't stop for solid objects, so it speeds up, either to surmount a hill, or funnel down a valley, or eddy round the corner of a crag. In fact, it behaves very much like water. Scan your local topography in these terms and be forewarned of the tricks that wind can play. On a day when vigorous thermals develop, vertical up-and-down currents add their considerable power to the confusion..



Local wind, however, does not tell you how the weather will change in a few hours, nor where the air has originated. Is it from more southerly latitudes, cooling near the ground as it moves northwards, or from the north, getting warmer as it moves south? Moist after a long sea track, or dry from the centre of Europe? Those are the sort of considerations which matter when thinking ahead about the weather, and that's why you need the isobaric chart, to "see" the wind hundreds of miles away.

Although every isobaric chart differs in detail from all others, there are only a few

basic pressure patterns and these accompany certain general types of weather.

ANTICYCLONES, so called because they are different from cyclones or depressions, have persistant high pressure, light wind and little, if any, cloud. Blue sky is often pale and hazy because of the dirt trapped beneath warm air aloft. Clear nights, but fog on low ground - very occasionally in summer, sometimes in spring and autumn, and often in winter.

RIDGES OF HIGH PRESSURE mean sunny days with some small clouds and clear nights with risk of fog.

DEPRESSIONS are low pressure systems in temperate latitudes, often with strong winds. Usually accompanied by warm and cold fronts, which are boundaries between air masses of different origin. These resolve their incompatible characteristics in thick, rain-bearing clouds, which proceed in regular sequence.

TROUGHS OF LOW PRESSURE extend from depressions, with cloud similar to those at a cold front. Troughs are sometimes breeding grounds for new depressions.

Over the U.K., a ridge only occasionally builds up to an anti-cyclone; the more usual sequence of patterns is ridge-depression-ridge, giving our notoriously changeable weather. You can read many warning signals from a barometer at home and by keeping a watchful eye on the sky when outdoors.

Hold a finger, to represent yourself on the pressure patterns illustration, and then move the page underneath from left to right with the other hand, to mimic the movements of pressure patterns from west to east. The decreasing or increasing values of isobars passing beneath your finger shows how pressure falls and then rises again as a ridge collapses and a depression approaches and passes by. Note, too, how the changing directions of the isobars beneath your finger indicates altering wind. Confirm or amend the message given by the isobaric pattern shown in the newspaper or on TV by noting if the sky develops as experienced. A fine dawn can occur in an anticyclone, ridge, or immediately behind a warm or cold front. Be alert for deteriorating symptoms.

* *

EFFECTS OF DECREE 227

The reason there have been restrictions on kayak trips to France from Jersey, or anywhere else, in recent years is because of a French law, Decree 227 of August 12. 1975, which restricted the use of beachcraft in French waters.

Sea kayaks were placed in the same category as paddle boats, rubber dinhies, wind surfers, etc., and not allowed more than 300 metres from the shore. This meant that any kayak entering French territorial water was automatically breaking the law.

Canoeists in Jersey were unaware of the Decree and made many crossings to all parts of the French coast during the 1970's.

On a trip to Portbail in 1978 by 14 members of the Jersey Canoe Club, five of the party were intercepted by a French patrol boat and in no uncertain manner were informed that they were breaking the law.

After waiting for a day, all members of the party were able to make a break and escape back to Jersey!
Then started five years of long and often frustrating negotiations with various French departments. With great assistance from the Office of the Lieutenant-Governor and the French Consul, I was able to get all charges against the five apprehended canoeists dropped. It was then that we learnt all about Devree 227 and the fact that it was now being strictly enforced because of the number of rescues the French Navy were having to carry out in the English Channel where inexperienced 'sailors' in all types of craft were getting into trouble and becoming a hazard in the very busy shipping lanes.

In spite of two visits to the French Maritime Consul in London, one to the Navy in Cherbourg and many meetings of the A.S.K.C. and the Sea Touring Committee of the British Canoe Union with the French Canoe Kayak Federation, we were not able to get sea kayaks reclassified.

It soon became obvious that the biggest stumbling block was that very little sea canoeing was going on in France, there was no French designed sea kayak available

and therefore no pressure from within France for the law to be changed. And we have all seen in recent years how the French react to foriegn imports, even ideas!

By 1982 we had some experienced French canoeists hooked on exploring their own coastline and a colleague in Dinan had designed a very good sea kayak. They soon started to work on their own authorities to get Decree 227 changed and by the summer of 1983 a kayak was no longer classified as a beachcraft and French waters were once again opened up, albeit with sensible safety conditions imposed.

Ed. This article was written for the JERSEY EVENING POST by Tony Watton, Sec. of the Jersey Branch of the A.S.K.C. April 1984

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From John Brand, Colchester.

Dear John,

Many thanks for the newsletters, - would members like to know that DAVID ZIMMERLY is now selling plans of kayaks? I enclose the full list; the prices are for the USA and Canada so I have suggested an extra £2 over the basic Canadian dollar price to cover the extra postage to Europe.

Most, if not all, the surveys were done during Davids' ten years as Arctic Ethnologist at the Ottawa Museum of Mankind and include the pre-1850 Aleuts found in museums in the USSR, (previously only known outside Russia from early illustrations). I fond it interesting to note that there is not a single East Eskimo kayak on the list, a fact which might enrich us greatly on this side of the Atlantic.

The plans were made by professionals and, for example, the detail drawings of LM 2 - 14886 are very beautiful in their own right.

Davids' technique made as much use of modern aids as possible, photographing interiors and using computers to establish performance data. Quite literally, there is nothing in the world like this library of plans. Basically, a near replica can be built from each set of drawings.

If I can give any further assistance don't hesitate to ask.

ARCTIC KAYAK PLANS

TYPE	COLLECTION NUMBER	COLLECTION DATE	LENGTH	BEAM	NUMBER OF SHEETS
1. Chukchi - inland	MEP 2083 61a	1880	16'8.0"	19.5"	2
2. Chukchi - maritime	EMS 1880 4 1255	c1904	15'2.2"	24.8"	2
3. Koryak	MAE 956-49	1900	8'5.8"	28.3"	2
4. Koryak	MEP 11413	c1910	10'6.0"	28.0"	2
5. Aleut	MAE 593-76	1845	19'0.9"	17.1"	2
6. Aleut	MAE AC	1845	18'4.0"	17.0"	2
7. Aleut	LM 2/14886	1934	16'8.6"	20.4"	4
8. Aleut Two-hole	USNM 160336		20'7.0"	22.0"	2
9. Kodiak	DNM Ib 160	1851	14'2.9"	25.9"	2
10. Kodiak Three-hole	MAE 536-24	1805	26'5.7"	31.2"	3
11. Bering Sea - Hooper Bay	NMM IV-E-1071	1976	15'1.4"	30.1"	7
12. Norton Sound	LM 2/1674	c1895	17'1.8"	28.3"	2
13. Bering Strait Two-hole	MAM BF-32	c1929	18'10.0"	27.8"	2
14. N. Alaska - Kotzebue Sound	LM 2/6349	pre1898	17'2.9"	18.8"	2
15. North Alaska Retrieval	UM N/N		9'6.8"	23.2"	2
16. North Alaska - Nunamiut	UA72-78	1972	19'2.5"	23.5"	2
17. Mackenzie Delta	NMM IV-D-2039	c1900	16'5.0"	19.0"	2
18 Mackenzie Delta	NMM IV-D-1058	1914	12'9.0"	18.9"	2
19 Mackenzie Delta	DNM P31:64a	1924	14'6.6"	19.4"	2
20 Copper Eskimo	NMM IV-D-1057	1914	23'3.2"	15.6"	2

Note - All plan sets include a sheet of full-size sections and cost $5.00 per sheet

Also available - 32 page Annotated Bibliography of Kayaks - $5.00 post paid (+£2 post)

FROM: Arctic Kayak Design, 193, Holmwood Ave., Ottawa, Ontario KIS 2P3 CANADA.

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THE VALLEY CANOE PRODUCTS C-TRIM RUDDER

One reason that sea canoeists have fought shy of rudders is that they are liable to break - usually at inopportune moments! The great strength of modern materials, together with good design, can overcome this problem.

While on his epic journey around Australia by kayak in 1982-83, Paul Caffyn decided to fit a rudder to his Nordkapp. This was a home made affair based on a large stainless steel hinge from a half remembered design he had seen in Tasmania. During the Sea Symposium in Victoria, BC, he sketched the rudder on the back of an envellope and showed it to Frank Goodman of Valley Canoe Products, Nottingham who decided to develop the idea into a commercially viable unit. The C-trim rudder is the result. Mouldings in polycarbonate and ABS support a glass blade controlled by a foot pedal. The blade can be raised onto the back deck by a hand-operated line when landing on rocky shores. The blade is long and thin and remains submerged even when the stern is lifted clear of the water by a steep swell.

The rudder can be fitted to any boat as it is held by two M8 set-srews that fasten into a wedge shaped block that is bonded into the hull of the kayak. The rudder is available as a kit to fit your own boat and once the trauma of sawing off the stern of your favourite kayak has passed, the fitting instructions are easy to follow. This is one of the few rudder designs especially for the sea canoeist, and it looks as though it will stand a lot of use and abuse.

Another of Valley's products that has done well is their waterproof hatch. After early problems with materials the hatch has been working well now for several years. In fact VCP hatch is generally recognised by canoeists to be the only really watertight hatch on the market, as many expedition members can verify.

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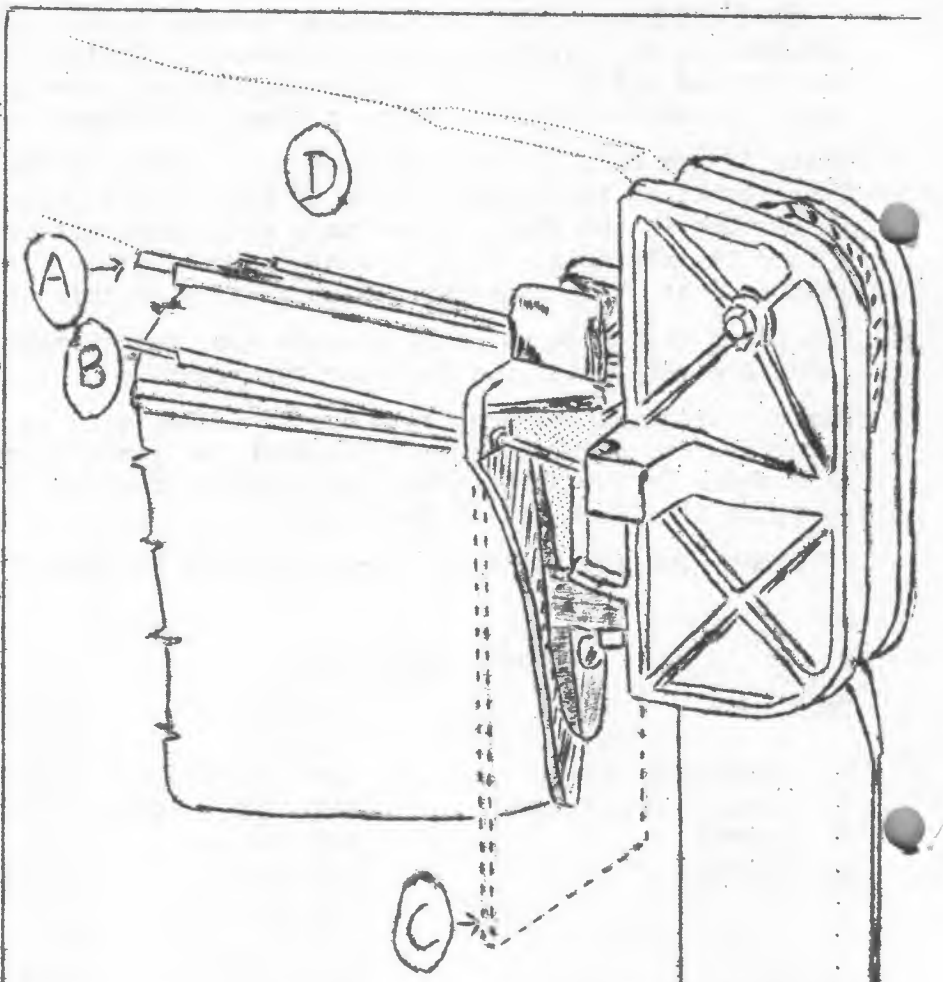
THE 5th INTERNATIONAL SEA KAYAKING SYMPOSIUM REPORT - HAVE YOU BOUGHT YOURS YET? £2.00 FROM 4, WAVELL GARTH, SANDAL, WAKEFIELD, W. YORKSHIRE.



The rudder is fastened to a wedge which is bonded within the stern of the hull with two M8 screws.
It can be fitted to most designs of kayak. The stern plate can be trimmed to fit the cross section of the boat. Its main feature is its robustness - the rudder swings on an M10 stainless pintle and the mouldings are in ABS and polycarbonate. Note also that the blade can be turned up onto the rear deck when there is danger of rock damage.
A=4mm lines for lifting rudder
B=2mm stainless steering cable
C=broken lines shows approx size of stern plate.
D=broken line shows rudder in raised position.

THE BIG DECISION - THE VCP 'C' TRIM RUDDER by Brod Beech.

Well, I've done it! After years of being told that it would drive me mad, and/or send me blind, I finally plucked up enough courage and sliced the stern of my Nordkapp with a hacksaw in order to fit a rudder.

There exists volumes of garbage (Iwould'nt put it quite like that, Ed.) surrounding the topic of rudders for sea kayaks. True, the eskimos never used them, but neither did they use feathered blades, glass-fibre or kevlar. What is more, generally speaking, they did not put their craft to the same tests and trials that we enjoy.

I fought against fitting a rudder for many years, the reason being purist attitudes, but after paddling in awkward conditions off Mull last year with a guy who made it all look so effortless because his kayak was equipped with a rudder, I decided to seriously consider the possibilities.

Recently I obtained a C Trim Rudder from Valley Canoe Products and set about the task of developing my Nordkapp into a functional tool, rather than merely an excellent sea kayak. Fitting is no problem, presuming:-

a. you can summon the vast amount of courage required to weild a hacksaw over your pride and joy.
b. you don't mind ruining the aesthetics
c. some 'purist' does not talk you out of it.

The fitting is really no problem at all, and a telephone call to VCP will result in detailed information that explains the fitting far better than I can through the limited space avaialble to me.

My reason for this article is to highlight what I consider to be faults in design of the rudder system and certain remedies to counteract some of them.

1. Raising and lowering.
   The problem here is three fold:-
   a. too much 'washing line' on the rear deck
   b. lack of groove in top of rudder blade
   c. wear points on the system; rope on rope, rope on head of pivot bolt.

   a. In order to raise and lower the rudder blade, the suggested system employs a length of 4mm polypropelene line running along both sides of the rear deck and across behind the cockpit. Refer to diagram A. The ends of the line attach to points on the rudder plate. A pull on the right hand line will raise the rudder whilst a pull on the left hand line lowers the device. This is then cleated off. The line retaining enough spring to protect the blade from damage should it hit a rock whilst travelling forward. I prefer to use a one line system which is only used for raising the blade. Lowering and protective springing is effected by utilising a length of suitable shock cording (see Diagram B) This system is far easier to operate and relieves the clutter of deck lines.

   b. Although not absolutely essential, a groove cut into the top of the rudder blade eases operation, guarding against the line jamming between the blade and the swing plate. The gooove is easily cut and finsihed by careful use of a rat tail file.

   c. There are wear points in the raising/lowering system that really do concern me. First, we have the raising AND lowering line running through the SAME guide in the stern plate (Diagram C), i.e. polypropelene line running over polypropelene line! Therefore a high rate of wear is to be expected. Further, the hole/guide in the stern plate is not bushed, and wear of the guide will also occur. This could be overcome in manufacture by moulding <u>two</u> holes for the control lines and bushing them. Alternatively you could modify the system yourself to counteract this problem.

In addition the stainless steel pivot bolt head fouls the lowering line, thus abraiding the line. This can be lessened by radiusing the head of the bolt (Diagram D).

Throughout the pivot system there appears to be excessive play. Also wear will occur where the pivot bolt joins the stern plate and the swing plate together, because the bolt holes are not bushed. This is easily overcome by drilling out the holes and bonding in some bushes which could be manufactured from bronze or brass, being secured by super-glue or locktite.

To ease the fitting of the cables into the swing plate, I filed bevels onto the clevis pins in order to ease the pins through the holee which are made smaller by the insertion of the control cables (Diagram E).

My final concern is the gap between the blade and the extended keel. The rudder could effectively be sitting in disturbed water. This can be overcome by extending the keel towards the blade (Diagram F).

Rudder control systems have also been developed, but they do seem to be expensive. My problem is that my front bulkhead is also used as a foot rest, so a bulkhead mounted control system is being developed that should overcome the problem of limited space. Watch this space for developments.

At around £40.00 (excluding foot control mechanism), the C Trim Rudder is expensive, but the general design is sound. With detail development it could be improved and I am sure the average DIY constructor could easily produce a similar device that would work equally well for a fraction of the cost.

DIAGRAMS

Diagram A

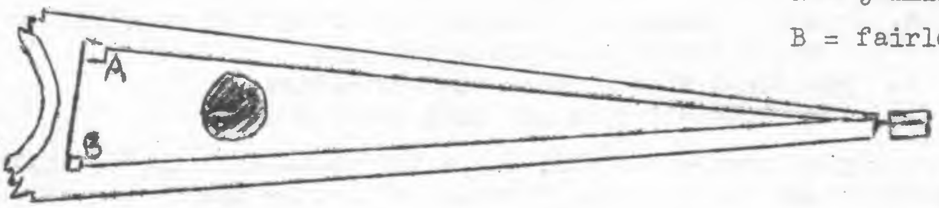
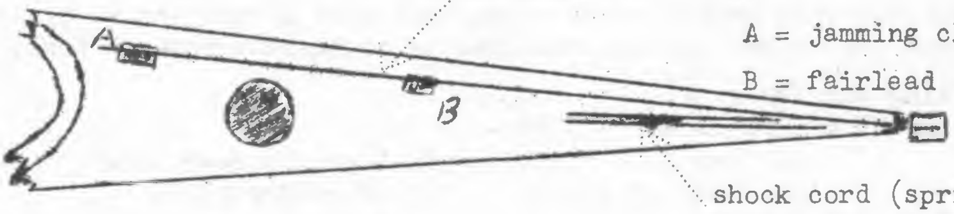


Diagram B



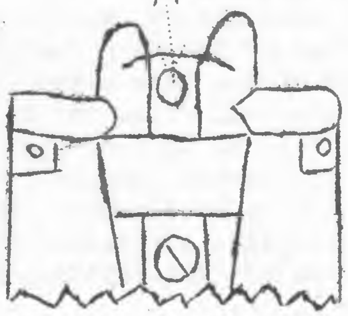


Diagram C

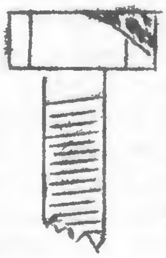


Diagram D

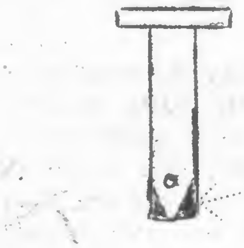


Diagram E

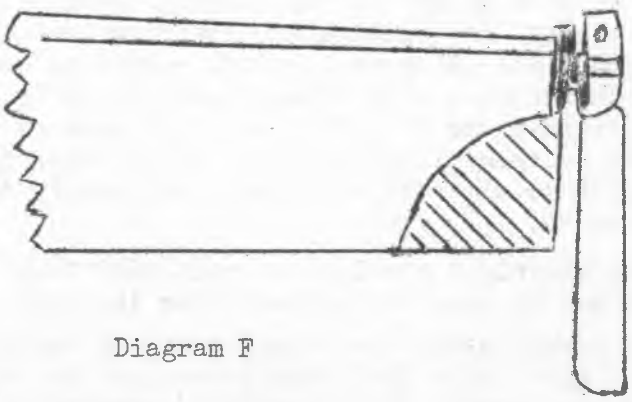


Diagram F

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From Tony Cox, Billericay, Essex.

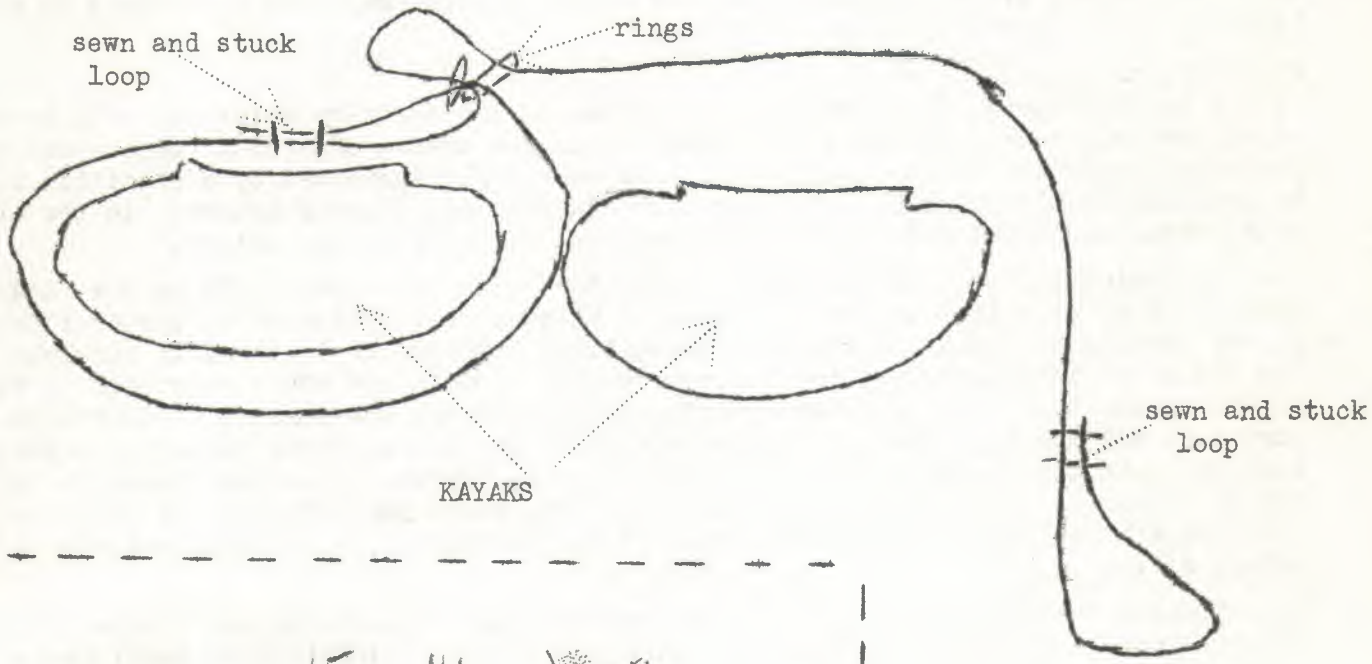
Dear John,

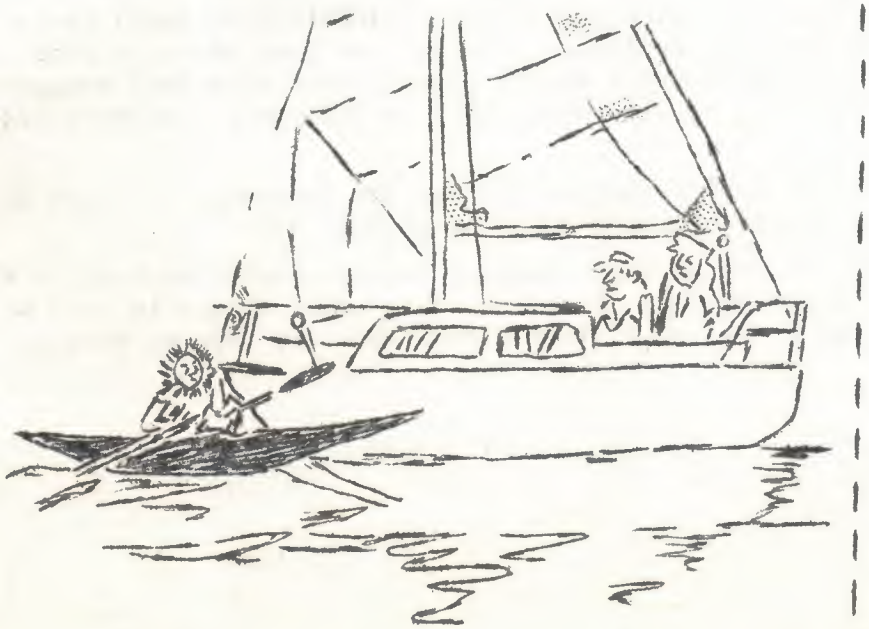
Having been involved from time to time in the odd rescue at sea and the inevitable struggle with a laden sea kayak semi filled with the wet stuff, I thought I'd devote some time in developing an aid based upon the stirrup method that I saw in a magazine some time ago which involved placing a looped rope around the end of the paddle then passing the end of the rope under the rescuers kayak then over the swimmers kayak. The swimmer then places a foot in the stirrup and and just stands up while the rescuer simply leans forward over the paddle.

Well, I did'nt like this much because it imobilised the paddle and could damage it, so my method is simpler and does not involve the paddle at all.

Take a suitable length of 1" 25mm webbing and at one end fix two 'D' rings similar to those used on a B.S. Life Jacket (see sketch) and at the other end make a loop stirrup size. Now fit webbing around kayak before each trip (as per sketch) and when needed simply place loose end with stirrup over swimmers kayak so that he can simply stand in it to regain access.

I have tried this method with two novice paddlers who have never seen or taken part in any rescue whatsoever and they completed the rescue of each other without any difficulty at all. Admittedly it was in a pool - but it does work. Try it some time.





"WELL, IF HE IS'NT LOST - WE ARE"

There is no doubt that damage is caused to muscles as a result of prolonged running. However, what is not generally realised is that this self-inflicted damage may be of real benefit.

Damage is rapidly corrected in the body by repair processes that are similar, if not identical, to those involved in increasing muscle mass during strength training programmes. Our bodies are nothing if not adaptable, and it is almost invariably the case that increased use of a function leads to an increase in its capacity.

Indeed, in this instance, regular exercise improves the capacity not only of repair processes, but also of the complex and carefully controlled degradative processes which remove damaged parts of the normal cell.

Indeed, degradation and replacement of all cell constituents continuously occurs in every cell - even when it is not damaged - and the process is given the name 'turnover'. The purpose of this turnover is to avoid the cccumulation of materials within the cell that are faulty or are no longer required or no longer carry out their normal function, and they are replaced with the normal functioning materials.

There is evidence that these turnover processes become less effective with age; indeed the process of aging may be a consequence of the accumulation of non-functional proteins in a cell. All this indicates that, far from being harmful, the tissue damage that results from severe exercise may actually slow down the aging process by 'purging' muscle, and possibly other tissues, of abnormal and potentially dangerous proteins. The degradative and repair process within muscle and other tissues may even be trained to peak biochemical 'fitness' by regular running.

HEART OF THE MATTER

As for heart attacks, these can occur when one of the coronary arteries, or a branch of the artery, becomes blocked by a blood clot. The chance of a clot forming and of becoming lodged in the coronary arteries is enormously increased by a condition known as ATHEROSCLEROSIS which is the deposition of fatty and fibrous material in the arterial wall, with consequent reduction in the internal diameter of the artery.

The deposition of fat, and especially cholesterol, in the artery wall is one factor leading to atherosclerosis, and an elevated blood concentration of cholesterol is one factor leading to increased rates of deposition. However, cholesterol is insoluble in the blood and is transported in association with protein and other chemicals in the blood, inside two types of fat-containing particles: the low-density lippoprotein (LDL) particles and the high-density lipoprotein (HDL) particles. Their roles are rather different and can be summarised by saying that HDL REMOVES cholesterol from the tissues and transfers it to other particles in the blood, while LDL RECEIVES its cholesterol from these other particles and transfers it to the tissues, including, unfortunately, artery walls.

This implies that HDL-cholesterol is 'safer' than LDL-cholesterol and studies do indeed show an inverse relationship between a high HDL-cholesterol/LDL-cholesterol ratio and coronary heart disease. Since frequent sustained exercise has been shown to raise this ratio in men, it may, therefore, provide the causal link between sustained exercise and both a decrease in the severity of atherosclerosis as well as a decreased incidence of heart attacks.

In addition, a moderate consumption of alcholhol reduces the incidence of heart disease. So the effect of alchohol and exercise appear to be additive!

The cause of obesity is straightforward: more chemical energy enters the body as food than is actually used in the daily process of living. This extra energy is used to synthesize fat, which is stored in fat cells in a tissue known as adipose tissue.

In a normal adult, only the fat cell can increase markedly in size - up to 10-fold. In non-obese people, the so-called appetite-satiety centre in the brain somehow senses the amount of adipose tissue in the body, and adjusts both food intake and energy expenditure to maintain the amount approximately constant. What makes losing weight so difficult for some people, however, is that they are unable to raise their energy expenditure sufficiently to avoid fat deposition, on even a very moderate diet. In fact, dieting actually decreases the rate at which the body expends energy.

One way of increasing energy expenditure is to use your muscles more, converting chemical energy into movement and ultimately into heat. But the nutritional experts tell us that the amount of energy used in exercise is very small and cannot contribute significantly to loss of weight.

Fortunately, the experts are wrong, and the reason is lack of knowledge of the basic biochemistry of the cell. Each cell in the body contains several processes which in simple terms achieve nothing except the conversion of chemical energy into heat energy, which is then lost from the body.

These energy dissipating processes are known as 'substrate' or 'futile cycles'. They occur when one reaction is opposed by another seperate reaction so that the chemical intermediates can be cycled from one to another without any net metabolic reaction taking place, but with the conversion of some chemical energy into heat. Since the heat is lost to the environment the process can be described as an 'energy leak'.

The role of these cycles is the regulation of biochemical reactions which is extremely important in exercise, since very large changes in flux can occur; sprinting requires an increase flux through the energy-providing reactions of almost 1000-fold and marathon running almost 100-fold. Similarly, on cessation of exercise, a smooth gradual change from the high rates of reaction during the exercise to the low rates of rest can only occur if such cycles are operative. Since these cycles are important for the body's response to exercise, regular running 'trains' the cycles so that their capacity is high and they can be readily switched on when required. We believe that when the amount of adipose tissue exceeds the normal, the rate of these cycles is duly increased to 'burn-off' the excess energy. Only if the cycles are 'fit and trained' can they respond.

Hence regular aerobic exercise, plus moderate control of food intake can result in substantial weight loss

* *

From Frans van Deurzen, The Netherlands.

Dear John,

During the weekend of March 17/18 we had Derek Hutchinson over in Holland. Derek did the "Kayaks to Prince William Sound" lecture which was an absolute success.

The next day Derek went with us for a short 15 mile trip on the Grevelingen. We had 23 sea kayaks on the water. This number of boats may not seem much to you but I can assure you that, for our Country, at this early time of the season, it was an absolute record. Sea kayaking in our Country is not yet very common and the Dutch National Canoe Union still thinks of a sea kayak as a floating coffin, so there is a lot of work yet to be done.

Anyway, people enjoyed the trip very much and for the organisation of this trip and coming event we have the support of Harry Tieken, a Dutch canoe manufacturer who is making Derek's boats now under licence. So the future seems prosperous and if there is any more good news to be told I'll let you know.

Frans.

P.S. The tent I use for my kayaking trips is the Pea-pod II, made in Britain by the Ultimate which I bought last year at Wilderness Ways, York for £93 something. It is very light, has fibreglass poles and is of the tunnel-tent model. I always use it alone and then there is very much room for a man and his equipment. I've used it during summer storms in our flat country in Force 10 while I had to pitch it in complete darkness and I had no problems at all. In winter when temperatures was a few centigrades below zero the tent was an absolute delight as well. Condesation was minimul in spite of the tent being all nylon. When I take the tent with me in the kayak I always make three sperate packs for easy packing. In short, a tent to recommend to anybody who is spending time on expeds.

* *

GRASHOLME - THE ELUSIVE ISLE by Hugh Andrews

For several years we had looked out longingly at the islands of Grassholme. A feint white dot on the horizon, seen from our Pembrokeshire coast.

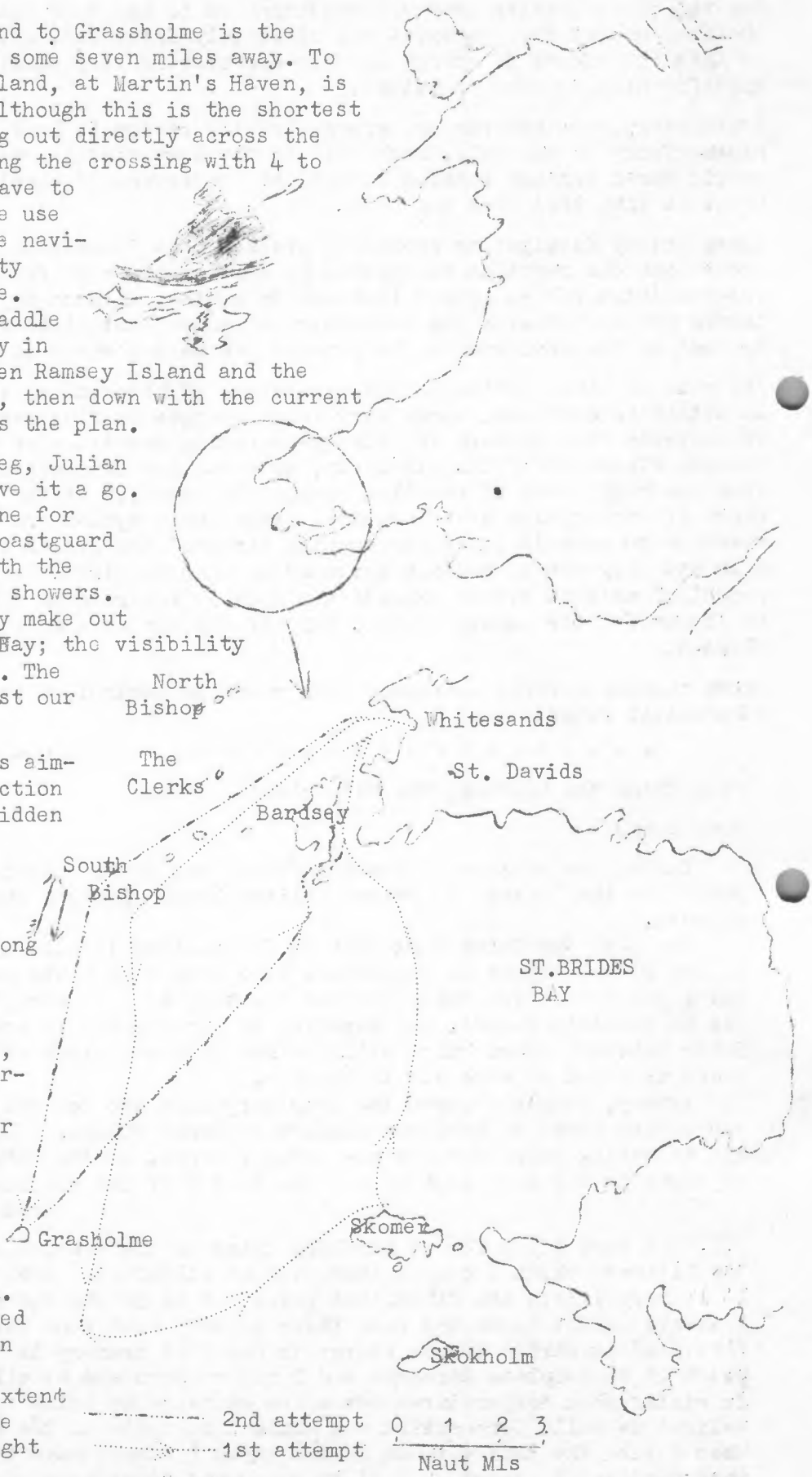
Tales of an island inhabited only by wildlife and set in a sea of appropriately wild overfalls, both excited and un-nerved us. It was'nt really until this year that we felt we had both the experience and correct weather conditions to try and make it.

The nearest piece of land to Grassholme is the western side of Skomer, some seven miles away. To get there from the mainland, at Martin's Haven, is another 3 to 4 miles. Although this is the shortest route, it meant paddling out directly across the main tidal stream. Timing the crossing with 4 to 5 knot currents would have to be very critical and the use of 'dead reckoning' type navigation in poor visibility was virtually impossible. Instead we decided to paddle down from Whitesands Bay in the north, across between Ramsey Island and the South Bishop Lighthouse, then down with the current to Grassholme. This was the plan.

So, come early July, Greg, Julian and myself agreed to give it a go. The weather had been fine for several weeks and the Coastguard forecast light winds with the possibility of thundery showers. However, we could barely make out Ramsey from Whitesands Bay; the visibility was less than two miles. The trip would certainly test our navigation skills.

We set off with our bows aiming in the general direction of North Bishop Rock, hidden somewhere in the mist. We had chosen to go on a spring tide and the 4 to 5 knot current soon had us whipping along crabwise. The water here is very unpredictable. Considering the strength of the current, there were very few overfalls. On another occasion I had seen over six foot standing waves with only a neap tide running.

One by one the Clerks rocks came into view, then disappeared behind. Bishop Lighthouse emerged - we were still smack on course, which increased our confidence to the extent we felt able to navigate across the remaining eight



featureless miles to Grassholme.

Our plan was to continue paddling in a westerly direction for a further 15 minutes, to take us out into the main tidal stream, bearing directly down onto Grassholme. However, to the South of the lighthouse a strong back eddy upset these plans and it became difficult to judge how fast we were travelling. Meanwhile the sky all around had suddenly darkened. Within minutes a strong head wind sprang up, bringing lashing rain with it. Ominous rolls of thunder increased to ear splitting intensity, while vicious lines of lightening tore the sky apart. Never before had I experienced such a violent electrical storm in this Country. It was a most thrilling, yet terrifying experience. Jokingly we said that we had better keep our heads down to prevent getting struck. We were giving ourselves sound advice. We later learnt that a man on a beach had been killed by lightening in the same storm.

Within half an hour it was all over and a flat calm returned. The only differnce being that this time visibility was under half a mile. We tried paddling in a line, keeping as far apart without losing contact in order to give ourselves a better chance of picking up the island. The occasional Shearwater or Gannet would streak out of the gloom and then disappear again, but no island!

A small patch of disturbed water and more Gannets, But no island! A horn started moaning off past our bows. It had to be the Skokholm Lighthouse. We had missed the island. NOW WHAT?

Try and paddle back to look for the island? We would have made little progress against the current, even if we knew where to go. After estimating our position, we decided to head for Skomer. To find land would be both a moral booster and give us a chance to have a rest.

An hour and a half later the island materialised directly in front of us. However, after trying unsuccessfully to land on the island, we realised we were running out of time if we were ever going to get back to Whitesands Bay. So off again into the mist, across St. Brides Bay. At last we reached Ramsey Sound and were 'squirted' past the 'Bitches' on the fast moving but incredibly flat water back into Whitesands Bay. We dashed for the telephone to make our rendezvous with the Coastguard. We had travelled 35 miles, been on the water for eight hours without a rest snd still missed our objective.

Never mind, it was still a very memorable day - and we could always have another try.

* *

CONCERNING THE FRENCH REGULATIONS FOR KAYAKS ON THE SEA

These regulations are administered by the French Marine Ministry and organised through the French Federation. They acknowledge that the sea kayak is a sporting boat as distinct from a ship or beach craft.

Kayaks may therefore navigate in daylight up to 1853 metres (1 mile) from the nearest accessible coast.

All paddlers must fully understand and follow the international and local regulations to prevent collision on the sea.

Kayakists must keep out of the way of and not inconvenience professional seamen.

Sea kayaks must be more than 0.5 metres wide and 4 metres long and of rigid constr uction, decked and provided with a watertight spraydeck and toggle or an equiva lent point for towing.

Inflatable kayaks are beachcraft.

A buoyancy aid or lifejacket to the standards of the Marine Ministry or FFCK must be carried.

If a dossier giving details of the kayakists, their equipment and the proposed journey is submitted to the Marine Minsstry, special permission to paddle outside the one mile limit may be given. This should be done via the FFCK.

Beyond one mile the minimum equipment will include a spare paddle per person, a pump or baler, toggle or towing fitting and a fixed or sighting compass.

The Ministry considers that these new regulations are extremely liberal and relies

upon the responsible attitude of sea kayakists who are sportsmen experimenting with a new sport.

The regulations leave the responsibility for safety with the individual who must inform themselves of safety practices.

The sea is a dangerous medium which requires suitable precautions.

It is recommended that the lifejacket or buoyancy aid is worn at all times; that there is an adequate reserve of warm clothing and that all the above equipment is carried on all trips.

Sea kayakists must be fully conversant with rescue and first aid techniques for individuals and groups.

The address of the FFCK (Federation Francais de Canoe Kayak), 87, Quai de la Marne, 94340, Joinville le Pont, France.

* *

TIDAL CONSTANTS

To find the time of HIGH TIDE add or subtract the time given from HIGH WATER at LONDON BRIDGE. LOW WATER is approx 6 hours 10 minutes after high tide.

LUNDY ISLAND TRIP WITH MEMBERS OF THE WEST NORFOLK CANOE CLUB

George Lewczenco (Club Captain)
Elizabeth MacBean,
Robert Howlett
Trevor Riches
Timothy Riches
Jon Butt

We drove down the M11 and the M4 in George's car, picking up Jon in Reading. Boats festooned all over the trailer and four on the Cortina roof rack. The reason for so many kayaks (11 in all) was that we intended to surf at Widemouth Bay where we were based in a caravan; and planned a trip to Lundy Island where we would make an overnight camping stop. Hence the need for long distance high capacity sea kayaks as well as our general purpose surfing boats.

The sun shone from a cloudless sky all week. The major hazard, particularly for the fair of skin, was sunburn. We had written to the Landmark Trust on Lundy for permission to visit and camp, had studied the charts and tidal stream atlas and West Coast Pilot at length, and had spoken to someone who had made the same trip.

We chose to paddle from Hartland Quay early on Sunday morning, and the five of us set off having said farewell to Lizzie. The hotel at Hartland Quay gave us permission to leave the car and trailer on their car park, and we carried our laden boats down the steep narrow road to the water edge. A moderately heavy swell rolled in from the Atlantic which made launching look difficult, though we all got off O.K., albeit a little damp from the breaking surf. This particular route could easily become impossible with too big a swell running in from the west. Our departure time was almost according to plan, and we found ourselves heading North North West at 07.40 hrs. with a neap tide flood nudging us into the Bristol Channel. Sea conditions were moderate, the morning fine, wind in the east and not much of it. Visibility moderate with haze limiting our horizon to about 4 miles. Tim and Jon set a fast pace and while they went ahead, George, Robert and Trev. conserved their energy by adopting an easier paddling rythm. George was somewhat hampered by bulky clothing - we were all overdressed, having expected cold and windier conditions - so we stopped long enough to remove layers of inner clothing. Unuaually for him, during the process, George became quite queasy, which put a damper on the rest of his paddle. It does'nt happen often in a sea kayak, but when it does, seasickness is a curse.

At the end of the first hour we were out of sight of land, having lost Hartland Point sowmwhere in the haxe behind us and we were now committed to paddling a compass course for at least the next hour without any external datum to guide us. Both Jon and Trev had calculated the tidal effect independently and had arrived at the same answer for a compass reading. Either they were both right or both wrong and the thought occured to at least one member of the party that the latter might be the case. Confidence in their calculations repaid the two navigators with the news that Robert could see Lundy when we were two hours out. Trev, being somewhat myopic, was'nt to share the excitement for another twentay minutes, though when he did we felt entitled to say, "Oh, yea of little faith".

At the end of the third hour the party rounded Rat Island and gained the landing beach through bumpy surf. The Pilot comments that the landing beach can become unuseable in east winds, and the east wind had by now increased to Force 5. After lunch and unloading the kayaks, we paddled off up the east coast of the Island for a round trip. Lundy measures three miles by a half mile, which gave a trip of about eight miles. The seas on the east coast were exciting and unpredictable, being jumbled out of rythm by reflection from the rocky shore. A bit like a constantly changing liquid version of an iced cake whipped into peaks by a paletted knife. The character of the water changed when we rounded the North West Point giving way to the slower regular swell pattern rolling in from the Atlantic. It was here that Trev was reminded that swells of different size are sometimes included on the menu. Paddling out of a sea cave he had spotted a narrow opening between two vertical rock faces and decided to take a short cut when half way thro ugh the bottom dropped out of the sea and he had the impression of going down in an express lift. At sometine during the drop he found himself upside down, and this being an untenable position, he tried to roll up. Much to Jon's consternation -

- who would have to attempt a rescue if things went desperately wrong - the first two attempts failed and only on the third attempt did Trev emerge dripping and very relieved. The laughter that followed had an hysterical edge! We saw climbers on the western cliffs. higher than on the east side and more precipitous.

The toughest part of the paddle was encountered when we rounded Black Rock at the southern end of the Island. The ebb had now begun and the wind was fresh to strong - powerful enough to make it difficult to turn the kayaks head into wind. The sea was big and as we plodded slowly past the Raffles and drew level with Rat Island. quite interesting overfalls could be seen breaking off End Point to eastward. Everyone was advised to pass the Point as close inshore as possible to minimise the risk of being swept out into the race, and those who took it closest found conditions dramatically easier on the other side. Those who stayed further out paid the price of a much longer time spent slowly making way against headwind and strong current and big seas.

Finally, it was a delighted and relieved group who landed through dumping surf to face the slog up to the village and to the camp site. On the road up we resembled highland tinkers, festooned with pots and pans and sausage like bags containing tents, sleeping bags and dry clothing. Trev had brough with him a Berghaus Romany Daysac which made load carrying a good deal easier. Though it was only later in the week that he improved the technique. On Lundy he packed pots and pans, etc., in the bag and tied sausages outside. A better method is to pack the sausages into the bag and tie on the other bric a brac which reduces the overhang either side. If there is a well designed 40 litre sac which folds flat and has plenty of external tie points, that might be even better. The Romany being a 25 litre bag.

After speaking to one of the light house keepers, we stowed our boats under a disused cargo trailer just off the track and made the 130 m climb along a mile or so of track up to the village.

There is a population of about thirty people in the Island under the Stewardship of Mr. and Mrs. Puddy who run the shop and Tavern, as well as supervising the farming operations (mainly sheep). Delicious fresh milk is obtainable daily and for those not on a cholesterol controlled diet, it's a good feast in itself. The Island has just inaugurated it's own 70 gallon (2 barrel) brewery. The results of which can be consumed in the Tavern in very congenial company. On the Sunday we were there, the Bishop of the Island held an informal Service and slide show in the Tavern and then joined the assembled throng, accompanied by two guitars, for what proved to be a very relaxed and happy evening of songs and verses. One of the guitarists turned out to be Dave Mitchell whom the group had met at the Isle of Wight Time Trial the year before, and whose own sea kayak we had seen earlier stowed near the landing place.

The following day brought more sunshine and the same fresh wind, now a North Easte which suited the returning party quite well. Dave Mitchell had brought us a forecast as well as checking the launching conditions which he warned us were distinctly lumpy. He volunteered to don his wet suit and help us launch which for Jon proved wetter than usual - a particularly great wave washing his wolly hat away, never to be seen again. Robert appeared to have forgotten to say goodbye to Dave when he was seen coming backwards up the beach on a curling wave that he was meant to paddle through, but he had no problems on the second attempt, being given much raucous advice on how to paddle forwards by the rest of the group. The first hour turned out to be a roller coaster ride of great excitement which required some concentration to maintain our south easterly heading, but later in the afternnon the wind moderated and we had an idyllic paddle past Hartland Point and a rock dodging dawdle back to Hartland Quay and the car.

At seven p,m. it was a very happy group that stepped ashore with the memory of a superb Island visit fresh in our minds.

POST SCRIPT.Anyone planning a trip to Lundy Island would be well advised to make it for four or five days, giving sufficient time to explore the Island. Fresh bread is available daily, shop prices are reasonable. Camping is £1.50 per night and prior booking is mandatory, there being an upper limit of 30 campers. There is a bunkhouse, cottage or house accommodation for rent, again by prior arrangement. For booking write to: The General Secretary, The Lundy Company Ltd., Shottesbrooke, Maidenhead, Berks, Telephone (062882) 3431.

Lundy also has it's own postal service with the famous Puffin stamps. Unfortunately we saw no puffins, though Guillemots, Razorbills, Cormorants, Oystercatchers, many kinds of Gull, Fulmars, among others, are there in abundance. A few seals stay throughout the year - we were warned that some bulls may become aggresive if cornered in a cave, though my guess is they'll swim out under rather than over your boat!

REFERENCES O.S. maps 190 and 180: Admiralty Tidal Stream Atlas NP250 -the English & Bristol Channels: Admiralty Chart 1164 Hartland Point to Ilfracombe including Lundy: West of England & Wales Pilot NP37: Reeds Nautical Almanac.

MEMBER	KAYAK	TENT	OTHER EQUIPMENT	SLEEPING BAGS
Jon Butt	Nordkapp HM Expedition rig	Low cost Two Man (lacks bellend)	Trangia Cooker Lendal split sea paddles	Blacks Icelandic (down & feather)
George Lewcœenko	Sea King	Shared above	Gas cooker, Lendal Powermaster paddles	Budget Terylene
Trev Riches	Nordkapp LR	Mountain Equip. Pakka. Coretex Bivvibag. Mountain method Kahiltna	Trangia Cooker Canoe Sports 19cm blades. Flexible body bag in cockpit Lendal footpump	Fibre Pile inner light weight terylene outer.
Tim Rickes	McNulty Huntsman	Phoenix Phoxhole one man, single skin Goretex hooped bivvi bag	Canoe Sports blades, Flexible body bags. Lendal footpump	Budget Terylene
Robert Howlett	Lindisfarne Voyager	Mountain Equip. Pakka	Freeblades assymetric. Flex. body bag. Lendal footpump.	Caravan Navarac 4 Season. (very bulky) Superloft.

* *

From Geoff McGladdery of WYE KAYAKS 1st June, 1984

Dear John,

I have had a couple of letters from Krista Nicholson and Dave Johnson who, as you will recall, are undertaking the 1,200 mile trip from Vancouver in Canada to Glacier Bay in Alaska, using our new 'Islander Expedition' kayaks.

On May 16th they were 7 miles south of Bella Bella, 367 miles into the journey and approximately one month of hard paddling. Initially progress was very slow, the boats containg over one month's food were extremely heavy, they were unfit, unfamiliar with the job, tides and winds were unfavourable but they gradually improved, increased their daily mileages and seem to be having a splendid time. They list almost a whole page of wildlife including sea lions, porpoises, bald eagles, but no bears!! They have managed to catch fish on a regular basis and are sick of the sight of oysters. Their latest delicacy are mussels, 10" long and 4" wide, which sounds like a whole meal in themselves.

There are many tide races in the area between the northern tip of Vancouver and the mainland but they have managed to avoid the worst of these by picking the right time to travel, getting up at 4.30 one morning to ride a particularly 'nasty bit'. The weather does not seem to have been particularly kind to them and they report continuous drizzle over the last week. They are getting by by lighting a big fire and using the tarpaulin which they carry with them to make a comfortable shelter, thus avoiding spending hours in a small tent.

The boats seem to be doing the job satisfactorily and they always manage to say something complimentary about them which is very pleasing! They are hoping to sell them at the end of their trip. I don't know whether you have any members of the ASKC in that part of Alaska and if they want a cheap boat - I am sure they can come to some arrangement with Krista and Dave. Kind regards, Geoff McGladdery.

From John Brand, Colchester, Essex. 15th June, 1984

Dear John,

Congratulations on re-publishing "Part 2 of the interview with Frank Goodman" and to Frank for his answers which I hope will generate new, reasonable standards to apply when choosing a boat. Obvioulsy Frank can assess likely performance in given condition but overall it seems that we, Americans and Europeans alike, are at an early stage of development with the sea canoe.

Frank's last answer was particularly interesting and I suggest that we ought to devise a way of establishing comparitive performance data from all sorts of craft thought to have good potential, joining our 20 to 30 years experience with that of the Eskimos' 2,000to 3,000 years. For me, aesthetics is an impossible basis for designing the sea canoes of the twenty-first century, but the marriage of what the Eskimos worked out with the new materials is tremendously exciting.

By the way, should Frank Goodman have felt so diffident about the use of concave shaps? The magnificent bifid stems of the Aleut and South Alaskan baidarkas are concave sections and a major technical achievement which many salt-water canoeists might like to see reproduced in GRP. It is easier to make than I supposed.

All the best,
John Brand.

* *

From Alan Byde, Middleton in Teesdale, Co. Durham.

Dear John,

Reference Peter Carter's letter from S. Australia concerning the cockpit liner which he fitted, and its plus and minus points compared with bulkheads and conventional seats. He refers to a kayak which fell apart in rough water having been banged onto a rock. The bulkheads kept the main part afloat, whilst what would have happened to a pod fitted kayak?. The whole kayak shell could have flooded.

First the story of how Peter received the liner shape in 1980. I made up a lightweight liner, 2 Kg total weight, and sliced it into portions, mostly flat with curved edges, all of which fitted into a plastic packet about 8" sq. The postal authorities could see what was there, a bulky collection of grp shards. None of these was numbered, the puzzle depended on fitting the cut edges together again. I sent it by airmail. In course of time Peter put the parts together and sent me pics. of a BAT fitted with the liner. As for the pod, he must have developed that himself.

Now to the choice which the paddler has now and did not have pre-pod. I would bet good money that the kayak which fell apart on the sea broke on the point of attachment of the bulkhead to the hull and deck. There is a stress concentration to be found there. The fitting of the bulkheads in fact invited the wreck. As to where the pod fitted kayaks break; a) there are not a lot, b) none has yet broken up on the sea. The pod fitted kayak can distort seroously whthout shearing at the bulkhead attachment fillet, because there is'nt one. The three pod fitted kayaks which I have wrecked on a test rig, or have been wrecked for me have all parted at the rear, behind the seat, and the cockpit rim has ripped out of the deck. This is a typical river bending (hogging) accident.

I suggest that you ask Peter to reveal just how that kayak broke.

Your item on sea kayaks to an anonymous enquirer did not mention the book by which all kayaks can be judged, the application of first principles to a current problem. I would suggest you offer your enquirer the following title: 'The Bark Canoes and the Skin Boats of North America'; Adney and Chapelle, Smithsonian Institute.

Even so, there is nothing available by which designs can be compared, nor any assessment by any commonly acceptable standard of kayak design. For example, the profound effect of varying degrees of deadrise, or the amount of slope of the cross section from the keel line to the turn of the bilge. Very small changes in the deadrise will affect the balance of the craft. The more I brood

on this, the more I recognise that this is a common basic question, and that a proper answer is not available in one place. There is meat for a book in this. It would be useful to compare the sections of the Irish Curraghs, or canoa as they call it, to assess qualities in a seaway. The book by James Hornell, or rather a series of papers by him, called 'Irish Curraghs and British Coracles' and still obtainable from the National Maritime Museum, Greenwich, has several line drawings from which one can derive useful information on the effects of sections, profiles amd plans. Any advice can be obtained is all subjective and therefore suspect. Going to some manufacturers for advice on sea kayaks is like asking Sweeny Todd for a shave.

Good Luck,
Alan Byde.

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THE BRITISH CANOE UNION ADVANCED SEA KAYAK TEST

The purpose of this test is to ensure that the successful candidate has sufficient knowledge and skill to lead others of similar ability on advanced sea journeys with safety in British spring, summer and autumn conditions.

Previous Experience

The candidate must give evidence (log book, etc.) that his experience includes six advanced day trips in at least two different sea areas. The candidates must have assisted the leader in the planning of at least three of these trips.

The following experience/conditions must have been met at some stage either during the six journeys or on additional excursions.

1. A journey of minimum distance 20 nautical miles
2. An open crossing of at least 7 nautical miles, one mile of which must have been at least 3 miles away from land.
3. Navigation in poor visibility or darkness
4. Tidal streams of at least 3 knots
5. Winds reaching at least Force 4.
6. Exposure to no-landing zones
7. Paddling on tide races or overfalls
8. Camping from a kayak on a sea journey
9. Handling and rescueing laden kayaks.

Practical Test

Any suitable kayak may be used for the test. The advanced paddler may often find himself leading groups who themselves paddle sea kayaks, so experience of sea kayaks is an advantage. It is NOT a pre-requisite.

The candidate will pack his kayak with suitable equipment for an overnight camp/ bivvi, in preperation for a two day journey. The test will be carried out with kayaks loaded and may include an overnight camp. The candidate must be prepared for the paddling to continue into hours of darkness and must be able to navigate his kayak during hours of darkness. He must be prepared to deal with likely emergency situations.

Flares must be easily accessible and the candidate must be conversant with the procedure for firing.

The candidate must demonstrate the ability to keep compass course on open water and make good a course across a tide stream using transits. He must demonstrate an ability to take bearings on known features.

He must demonstrate an ability to plan from a chart an alternative route to a safe landing whilst afloat on a journey in the event of a change in weather or emergency, taking into consideration the tide stream.

He must demonstrate an ability to handle his kayak competently in 3 to 5 foot surf, including manoeuvering on waves forwards, backwards and sideways and rolling under breaking waves. This part of the test may be carried out in suitable overfalls or tide race.

The candidate must demonstrate an ability to effect successful landings and launchings in a variety of situations.

The following skills.....

The following skills must be demonstrated in an area of choppy water, as these are the conditions in which they are most likely to be needed.

1. Capsize and exit from kayak followed by a successful solo re-entry and retreat to calmer area for empty-out. (Rafted assistance may be given whi st emptying kayak).
2. Demonstrate and take charge of, with partners, a Deep Water Rescue
3. Demonstrate an Eskimo Roll after capsize to both left and right.
4. Towing a capsize victim and kayak from an area of disturbed water into a calmer area for rescue.

Whilst afloat the candidate must demonstrate his ability to cope with problems of the follcwing kind:

1. Repairing a holed boat
2. Towing an incapcitated person (e.g. with a dislocated shoulder)
3. Safely landing an injured paddler
4. Demonstrate approved method of resuscitation
5. Produce spare paddles
6. Produce whistle, emergency food.

Theory

Answer questions on the following with the aid of a chart where necessary:

1. Repairs and maintenance
2. The causes of tides and tidal streams and how to allow for them, and the cause and effect of clapotis
3. Sea conditions and the effects of wind, particularly on
   a) shelving bottoms
   b) lea shore
   c) rips
   d) overfalls
   e) tide races
4. Weather forecasting from observations of cloud formation, e.g. recognising approaching fronts and line squalls, and the means of obtaining and understanding weather forecasts.
5. Group leadership and control
6. Estuary canoeing to include buoyage, understanding of chart symbols, light and sound signals, particularly dangers such as moorings in tideways and movements of shipping
7. Types of kayak and equipment applicable to the sea
8. Hypo and hyperthermia - what to look for, how to avoid, and the treatment

Chartwork

Plan an advanced sea journey using an unfamiliar chart, pilot, tide-stream atlas and tide tables. A weather forecast will be given which may take the form of a shipping forecast.

The prepared journey should be summarised to a form whereby it may be simply explained to a group as instructions for a days paddle. Instructions should include information such as:

1. Compass bearings and times estimated for crossings and allowances made for wind
2. General direction of tidal stream
3. Paces where conditions are likely to be rough
4. Useful transits for gauging progress
5. Departure time and E.T.A. at appropriate points
6. Sound signals/fog horns audible if bad visibility is likely
7. Lights visible and their position if paddling extends into hours of darkness
8. Estimated paddling speed
9. Information for base contact

The chartwork exercise is normally expected to take 2 hours.

* *

Note from "NEW SCIENTIST" April, 1984

The SECOND marine nature reserve is to be created around Lundy Island in the Bristol Channel, which has a population of 12 souls. I am told there is great opposition from the fishermen to this proposal. However, I am also informed that the fishermen respect the consefvation reasons and accept them without demure.

THE SEA TIGER by NICK PADWICK

WHICH SEA BIRD FLIES ANUS BACKWARDS

The unobtainable is now obtainable
The impossible to build is now a practical reality
The 'too expensive to be commercially viable', is'ht
The 'great idea' that could never be made to work in a commercial form, does work.

Against all odds, the SEA TIGER, complete with Alan Byde's SAFETY COCKPIT, is in production.

Of neccessity, all sea birds fly anus backwards. That does not mean that all paddlers have to think that way. Think again folks. By having a boat with built in safety features, you can forget about the problems and costs of pumps, electrical, mechanical or tin can; you can forget about conventional rescue techniques, inflatable floats, rope ladders, paddle levers which never work in critical conditions when they are most needed; you can forget about heaving cwts of water trapped in a boat, the resultant instability and the time lost in correcting it. Instead you can think of a quick viable self rescue, simple, one man assisted rescues, immediate stability after rescue in a craft which is the safest and most versatile sea kayak afloat.

Whilst the SEA TIGER's unconventional appearance will require acceptance, it should be noted that every contour of its design has a specific purpose to provide both its high performance characteristics and comfort, convenience and safety for its occupant to an extent not available to any other equivalent craft. It has been proved on my occasions to be the boat that converts 'epics' into 'passing incidents'. It has saved its occupants and other canoeists lives directly as a result of its safety features.

If you think that this is exaggerated, try it for yourself, either by private arrangement ar at Nanuk's Gatehouse of Fleet week (28th July to 4th. August) or at the SEA TIGER WEEKEND (7/8/9th September) at Llantwit Major, South Wales.

ooOOoo

It is understood that the venue for the SEA TIGER WLEKEND will be at Llantwit Major and that it will be a camping/self catering weekend with the use of the Llantwit Major Surf Life Saving Headquarters.
The cost will be £5 per head and it is hoped to paddle out to the islands of Flatholm and Steepholm and the fast tide streams of the Bristol Channel.

Details on this weekend are available from:

Nick Padwick
Quarry House,
Colwinston,
Cowbridge,
S.Glamorgan, CF7 7NL (0656 56580)

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THE 5TH INTERNATIONAL SEA KAYAKING SYMPOSIUM REPORT

THIS 200 (ALMOST) PAGE BOOK TELLS OF THE RECENT SEA KAYAKING SYMPOSIUM HELD AT ULLSWATER. IT CONTAINS A FULL ACCOUNT OF ALL THE PAPERS SUBMITTED TO THIS SYMPOSIUM. TOGETHER WITH PHOTOGRAPHS AND DIAGRAMS, IT HAS COME TOGETHER AS A COMPREHENSIVE REFERENCE DOCUMENT ON EXPEDITION SEA KAYAKING.

YOUR LIBRARY IS INCOMPLETE WITHOUT ONE. BUT HUURY, I HAVE ONLY PRODUCED 350 AND OVER 100 HAVE GONE OUT ALREADY.

SEND FOR YOURS NOW TO ME HERE AT WAKEFIELD TOGETHER WITH £2.00

* *

St. Augustine in 399 AD said, "People travel to wonder at the height of mountains, at the huge waves of the sea, at the long courses of rivers, at the vast compass of the ocean, at the circular motion of the stars; and yet they pass by themselves without wondering."

A NOTE ON THE USE OF BIVVI SHEETS by Chris Pendlebury.

The 'design' is very simple; a rectangle of 3-4 ounce proofed nylon about 12 feet by 9 feet (4m X 3m). This is a minimum size for two people and it can usefully be a bit bigger. Around the edge (folded over for re-enforcement) set bress eyelets about every 18 inches (45cm). The central seam should be taped and proofed as well as being well stitched. Set brass eyelets into the seam about 3 feet from either end. For elastics use sliced car inner tubes threaded through the eyelets.

METHOD OF USE

Place two sea canoes on their side, deck towards each other. Depending on type and the terrain, you may need to chock them up with rocks or drift wood. Apart 5 feet apart is O.K. The method of erection is, I hope, clear from the sketches. Two poles are needed - mine are scrap from an outdoor pursuits centre - height : about 4 feet (1.2m) and 2 feet (0.6m). Guy lines can be added to front and rear. Leaks through eyelets can be eliminated by spiking a plastic top onto the pole over the sheet.

For a ground sheet use ordinary plastic sheet, e.g. opened out plastic bivvi bag.

ADVANTAGES

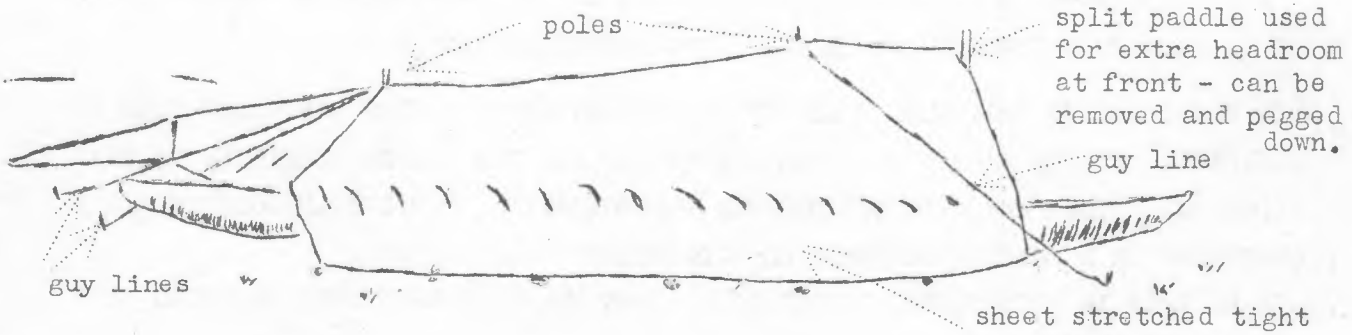
1. Less bulky than a tent
2. Cheap - £20 for material
3. Roomy - much bigger than any packpackers tent on the market
4. Canoes can be packed/unpacked while under cover. Deck hatches act as 'lockers'.
5. Less claustrophobic than a tent and more satisfying to use. Lots of ventilation.
6. Easy to adjust with changes in wind direction - drop one end and raise the other
7. Once set up, the bivvi can be peeled back in seconds during fine weather and rolled back for inclement weather.

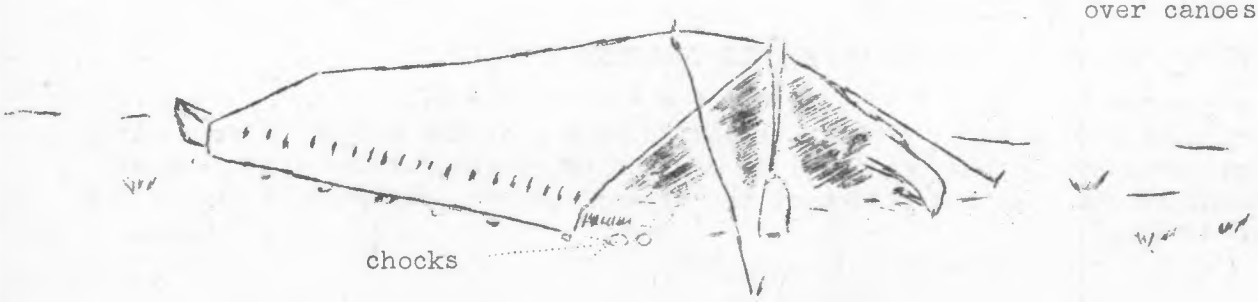
DISADVANTAGES

1. If you want to paddle from and return to the same campsite, then it can be a fiddly task adjusting the sheet (Solution: use bivvi only in exped. situation)
2. Midges cannot easily be excluded as they can from a tent. In the Orkneys I saw an 'Anti-midge device Mk I' fitted to one sheet - mosquito netting with a velcro attachment for fitting to bivvi entrance. This looks as though it should be effective, though it has not yet been tested in REAL midge country.
3. The solo bivvi user might need to look around more for a suitable site, using a wall, rock outcrop or rising ground instead of a second canoe.

If anyone doubts the stability of this system. I have seen tents blown out and demolished in winds of 8-9 while our bivvi remained perfectly stable and kept us dry. The only time we became wet last Easter (and a wet and windy one it was) was during a bike ride in a gale. I would recommend the use of a Goretex bivvi bag as insurance in bivvis and tents.

Many tnaks to Martin Fowles who gave me all the above ideas and who introduced me to the concept of bivvying.





The following letter is from Frank Goodman, Valley Canoe Products Ltd.,
Colwick Est., Nottingham, England.

To the Editor, A.S.K.C.
Dear John,

In 1978 I visited Australia and New Zealand, and found a wealth of canoeing in progress and a lot of interest and participation in sea canoeing. Foremost in the ranks of the aficionades were two good friends, Peter Carter and Joe Lamb, who made me most welcome in South Australia, to the point that when I left I considered them both good friends of mine too.

Very sadly, the two friends fell out, and before long this became a public matter with all sorts of letters flying about...... some in your newsletter. Your Australian correspondent was upset about this, and said so to me personally. Now in the last issue, Peter makes a sad attack on Joe, not only accusing him of usury but also wishing he did'nt exist. This is such a sad business ...... I wish that, instead of just existing, they could co-exist! Canoeing is, after all, only for fun, and I cannot see why we must have this sort of thing at all. I would dearly like to use your pages to publicly ask them both to settle their differences and to get together again for the good of canoeing.

Anyone who has become so interested in canoeing that they have turned it into their way of life always come in for lots of comments about commercialism, high profits etc. I've had plenty of this from time to time, and of course my comments recently in your newsletter were only to point out the total mis-conception that most people have about the commercial side of business. I have thoroughly enjoyed my journey into full-time canoe designing and manufacture, but over the last fourteen years, to think that I have produced an income anything like the one I would have enjoyed had I stayed as a college lecturer would be folly.

I try to price my goods at a level that will give good value to the customer and leave me enough to live on and a little extra to ensure that I can stay in business so that I can still provide a service next year too.

I would'nt dream of asking old colleagues from my college days to give me 10% of their salary for old times sake; but <u>they</u> think that a reciprocal arrangement is perfectly O.K.!

I know Joe Lamb to be an honest reliable fellow and the reason he has'nt had many of my hatches to sell is becuase I have'nt been able to send him the quantity he'd asked for, due to unprecidented demand, now that canoeists have discovered for themselves the superior quality in difficult conditions (small donation to you John for unauthorised advertising, sorry!)

I know that If I defend Joe people will say that we've tied it up between us.... you cannot really win! So ...... here's a proposition for all pommy-bashers down under:

I was going to make Joe Lamb the sole importer of VCP hatches into Australia, but in the light of the comments about his prices I'm going to leave things open for a while. During this time Joe will be the sole importer in terms of trade, but if anyone in Aussy wants a pair of hatches, we'll sell them direct from England. The price will be as follows:

Normal price of a pair of hatches in England...................	£24.00
Price of air-mail for two hatches to Australia................	£ 9.80
Packaging at VCP	£ 1.20
Total	£35.00

If anyone wants a pair of hatches and he sends me this amount in sterling I will post by return, a pair of hatches. The receiver will then have tp pay his own duty etc. when they arrive. If he adds a little to this price to account for his time in getting money order, etc. etc. I doubt he will be much in hand over hatches he can buy from Joe.

Anyway, there's the offer - we've a good supply of hatches now, so we'll hope everyone is going to be happy at last.

ooOOoo

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From Duncan Winning, Largs, Ayrshire, Scotland. 28th June 1984

Dear Mr. Ramwell,

After reading, in the last newsletter, part two of the "Interview with Frank Goodman", and in particular his comments on the use of doubles in England, I thought some notes on the use of doubles for canoeing on the sea by your northern neighbours might be of interest.

I have, for some time, had an interest in the historical aspect of sea canoeing in Scotland and can trace a fairly regular involvement back for over a century: they were using doubles in those early days of recreational canoeing on the sea.

However, for over a quarter of a century, doubles, specifically designed for touring on the sea, have been in regular use on the west coast of Scotland by members of the Scottish Hostellers Canoe Club which has specialised in sea touring before the 1939-1945 war.

Doubles were not used for cheapness. While there are many very competent women paddlers, there were many wives and girlfriends who found that they could not keep up with their companions, especially in rough conditions. However, put a couple in a sea touring double and the problem could be overcome. Indeed, put two strong paddlers in the double and it is the singles that cannot keep up.

The first sea touring double of the type I have in mind was the "Clyde Double" designed in the late 1950's. It was 18' 6" long by 30" in the beam and had twin cockpits with a distance between the backrests of 4' 0". Construction was a canvas covered framework using plywood frames and softwood stringers. This boat was not the heavy barge most modern sea canoeists picture as a double, but had a hull shape based on the "Greenland kayak" design sold by "Tyne Folding Boats" for many years. I do not know for sure but I am confident that the "Tyne" design is a straight copy of a West Greenland kayak modified only to suit different construction materials and perhaps a European physique. A plywood version of the "Clyde Double" was used by Hamish Gow and his wife Anne of the Hostellers Club on their trip to St. Kilda.

Second on my list is the "Cloch" double designed in 1962, 19' 0" long by 29" in the beam. The twin cockpits had a distance of 5' 9" between the backrests which allowed the paddlers to take independent action and use some of the techniques learned from attending the slaloms organised by the Tay Canoe Club. This distance between sitting positions also allowed equipment to be carried in the widest part of the boat. Construction was again a canvas covered wooden framework but, by use of "T" and "angle" sections with thin plywood girder top-sides, it was possible to have a relatively light boat which was strong enough to be lifted in a packed condition, despite what the text books of the day stated.

Last of the designs in question was the "Gantock Double", first built in 1965, with a length of 19' 1½" and a beam of 27½". This design, which was built in plywood with glass fibre taped seams, also had twin cockpits with backrests 5' 9" apart.

The hull shapes of the "Gloch" and "Gantock" are based on a West Greenland kayak brought from Disko Bay area by Ken Taylor (then a Glasgow student and another member of the S.H.C.C.) in 1959. Incidentally. the "Anas Acuta" design currently produced by Frank Goodman is also based on Ken Taylor's kayak.

During the 1960's the Scottish Canoe Association ran the "3 Lochs Cruising Race" to promote the development of sea touring doubles. This 50 mile race involved two portages, one of three miles and the other of two miles, while the first rose to a height of 300 feet above sea level and back. An overnight camp was compulsory and, just to keep the spirit of the thing, a minimum of 1 cwt. of equipment had to be carried, excluding any boat gear. The first of these races was won in a "Gloch" double in winds gusting to force 10.

The prototype "Gloch" is still in regular use, along with others of the "breed", by members of the S.H.C.C. which now has more members than ever in its history. Indeed, a party of doubles (including the plywood "Clyde" used on the St. Kilda trip) left last weekend for a trip to the Outer Hebrides.

Yours sincerely,
Duncan R. Winning.