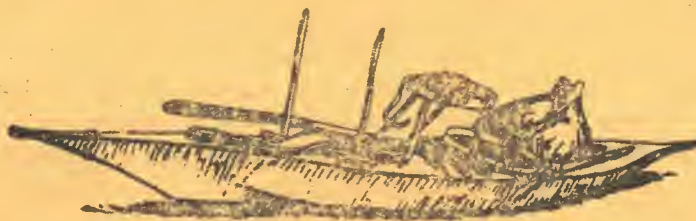


NEWSLETTER

of the

ADVANCED SEA KAYAK CLUB



Advanced Sea Kayak Club

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



AIMS Promotion of sea canoeing · Communication · Organisation of events and conferences · Safety and coaching

JULY 1987

John J. Ramwell
7 Miller Close
NEWPORT
Isle of Wight
PO30 5PS

EDITORIAL

Dirty beaches. This newsletter focuses on dirty beaches. What can we, as individuals, do about this vexation? Well, I'm joining the MARINE CONSERVATION SOCIETY. Hopefully you will too - their address is 4 Gloucester Road, Ross on Wye, HR9 5BU.

I recently returned from six weeks in the States and Canada. The first couple of weeks I spent in Alaska. First a trip to the Kenai Peninsula, to Aialich Bay. This was really a magnificent expedition - remote camp sites, such a rich variety of land and marine wild life and glaciers that thundered and cracked as tons of ice crashed away from them.

From here I visited Juneau at the invitation of the National Parks and Game Department. This venue was Glacier Bay and this meant an hours flight by Piper Ch rokee. I shall remember this visit. The friendship and enthusiasm for kayaking was so real. I spent a day coaching in wonderful weather with Mount Fairweather as the backdrop. (I had a letter today from Glacier Bay and it has rained ever since!!) The flight back to Juneau was 'interesting'. We had to return when the door came loose. Thankfully Fred is a first class pilot but I must admit to a sudden surge of adrenalin.

A busy weekend followed in Juneau. It's all a blur now and I am left with images - images of really friendly people who share with us a love for kayaking and for their special kind of wilderness.

I managed to visit David Zimmerly and John Heath's kayak Exhibition (QAJAQ) at the Juneau Museum. This exhibition represents one of the finest collections of historical Eskimo kayaks ever assembled in one place and people like Paul Gardinier have made an excellent job of displaying them. A book entitled QAJAQ accompanies this exhibition. It is a complete book in its own right with colour illustration and line drawings with a first class text. I have arranged to have a dozen sent. I need £5.00 per book to clear - no profit to me - so send to me now for your copy - if I run out I'll order more (which will take several weeks).

Then it was via Yakata and Cordorva to Seward and an Open Ocean Workshop for three days. Derek Hutchinson and Frank Goodman had arrived ahead of me and it was great meeting up with them. The three of us set off down Resurrection Bay with our groups to our first camp site. None of the stone beaches are very big so you may imagine what impression 30 kayakers with their tents and kayaks made.

Frank took his group on the second day to Bear Glacier - some way further down Resurrection Bay and having landed Frank did a quick head count - then did another - he had one more than he should. All came clear when they discovered the extra man was kayak wrecked. Three days earlier he had landed in heavy surf, lost his kayak and gear and then sought shelter as best he could on the beach. Fortunate it was for him that Frank and company decided to land on the same beach - another day and it was doubtful he would have survived. A rescue was set in operation and it wasn't long before he was despatched on a passing fishing boat to hospital.

The Second Alaskan Sea Kayaking Symposium was the next event and this was a great success. Doug and Marsha and their many helpers had again pulled off another really busy and interesting symposium. I particularly enjoyed hearing Craig Hoyt talk on kayaking injuries - pity he couldn't paddle faster to bring the Mayor and himself over the finishing line before Mike Emery and the local Coastguard during the doubles race on Sunday afternoon. Congratulations Mike.

From Alaska Frank and I flew to Detroit. It was so hot - not a cloud in the sky. We spent the next couple of days preparing for the Great Lakes Kayak Touring Symposium. Here Stan Chladeh was the principal organiser. This event was staged at the Marine University on the banks of L. Michigan at Traverse City. There were talks and coaching sessions and again this event was a grand success. It is always dodgy picking on any one particular contributor but I'm going to say how much I enjoyed Dr Neimeroff's presentation on Hypothermia. I've heard so many presentations on this subject, but this one was just rivetting. Neimeroff works with the Coastguards and had recently spent several years with them in Alaska. This man is right on the frontier of treating hypothermia and the clear lesson is that in many cases with the right treatment (CPR and immediate hospitalisation) patients can be virtually "brought back from the dead". It's all down to the diving reflex. It was fascinating, made more so by Dr Neimeroff himself.

(Footnote - I'm doing my best to get Dr Neimeroff to our Symposium in November.)

From Traverse City Stan, Ken Fink, Frank and I set off to drive into Canada and along the north shores of L. Superior. Our plan - to paddle 18 miles out to Isle Royale - home of Moose and Wolves. This was a great experience. I could not get used to there being no tides - how convenient!! We explored the north side of the island before returning several days later to catch our flight home.

There is to be a sea kayaking meet in Guernsey and all are invited. It is scheduled for August Bank Holiday. Details from STEVE DORRITY, FLAT 2, 10 PEDVIN STREET, ST. PETER PORT, GUERNSEY, CHANNEL ISLES. From Steve's letter he has a good trip planned with camping on Herm.

David Burch's book - KAYAK NAVIGATION - is eagerly awaited by me - due out any time - is available from PACIFIC SEARCH PRESS, 222 DEXTER AVENUE N, SEATTLE, WA 98109, at about 15 dollars - pay by credit card - just quote your card number.

Ski hats - I now sell ASKC ski hats in the Club (yellow) colour at £3.50 - if you want to keep your head - get a hat!!

Finally - the 6TH INTERNATIONAL SEA KAYAKING SYMPOSIUM scheduled for 6/7/8 November 1987 at YMCA Centre, Cumbria, is beginning to attract a lot of attention. Secure your place now by sending me a cheque (made out to BCU Sea Touring Committee) for £15 as deposit - total cost £38.00.

From: Nick Padwick, Quarry House, Colwinston, Cowbridge, S. Glamorgan, CF7 7NL

FRictionAL SKEG CONTROL FOR SEA TIGERS

As the result of a suggestion of a SEA TIGER owner we are now manufacturing the skeg control without the use of the Clam Cleat. The new method has been fully tested and has the advantage that it is easier to operate, easier to determine the skeg position and does not require any maintenance since there are no moving parts which can corrode or take any heavy load. For existing owners of SEA TIGERS the skeg control can be altered simply to the new specification. The modification itself takes only ten minutes to accomplish at the outside.

If any of your readers who have SEA TIGERS would like to take advantage of this considerable improvement then a kit of parts, with full instructions will be sent on receipt of £10 to cover the components, packing and postage.

ASKC SHOP

Ties at £6.00 each
Stickers at 35 pence each
Letter headed notepaper at 50 pence per ten sheets
4th National Sea Canoeing Symposium Report at 75 pence each
5th International Sea Kayaking Symposium Report at £1.00 each
T-shirts - small/medium/large/ X large at £4.50 each (in yellow and black)
Sweat shirts - small/medium/large/X large at £8.00 each (in yellow and black)
Information Sheets on Tides and Buoyage at 75 pence each
H.M. Coastguards Paper on Safety at 75 pence each
ASKC Ski Hats at £3.50 each
QAJAQ book at £5.00 each

FOR SALE

TRYLON SEA KING purple upper, pale blue lower hull, fully fitted out with deck lines, pump, water tight compartments. A good sound dry boat. Some slight repairs have been done, but otherwise a comfortable sea worthy boat. Price negotiable. Ring Dave Youren evenings on 0977 707271 or call 25, Millfield Cresc, Pontefract, West Yorkshire.

OUTER HEBRIDES SEPTEMBER 1987.

Anyone interested in two weeks sea kayaking round the Outer Hebrides in September, please contact Claire Wilson-Sharp at 79 Weetwood Lane
Leeds, LS16 5NU
Tel: 0532 785590

BEWARE THE BEACH BY ROBERT PALMER

When you last strolled along a beach, was the sand freshly washed by the tide, with only a thin line of shells and debris for the beachcombers? Or were the sands an obstacle course of sewage and litter?

If the former, the odds are that you were not in Britain or were lucky enough to be on one of the few beaches in the country that meets standards set by a 1975 EC Directive on sewage control in bathing waters. The directive required member states to ensure that bathing waters traditionally used by large numbers of people should comply with a minimum standard of purity. In 1979 after some prodding from the EC, Britain designated 27 beaches as being sites where 'bathing was traditionally carried out in large numbers'. For some reason the Department of the Environment saw fit at that time not to include such resorts as Blackpool, Brighton and Eastbourne.

The standard should have been reached by 1986, but at present only 30 per cent of Britain's beaches actually meet it, including some of those actually designated as being 'bathing beaches'. Pressure from environmental groups led to a review of the sites and the number of beaches designated increased in December 1986 from 27 to 389, and included the popular resorts above.

On February 3 this year, the Environment Minister, William Waldegrave, announced the inclusion of the additional beaches in a written answer to a Parliamentary Question, and said that 'more than half the waters surveyed already meet the standards set by the Directive.

Britain has been dealing with its sewage for well over 100 years. The Victorians designed and built a system which is still in use in many urban areas. However, much of it has gradually deteriorated and the catchment areas for which it was designed have greatly outpaced the system. A large proportion of UK sewage, therefore, finds its way into the sea, often in untreated or minimally treated form.

The type of sewage under discussion is the waste produced by normal living at home and at work; anything, in fact, that is washed down the sink or toilet. Industrial waste matter containing chemicals, poisons, radio-active materials and so on are supposed to be disposed of separately.

Domestic sewage processed at inland sites and discharged into rivers has received treatment of varying degrees for some time. Initial treatment screens out larger solids or macerates them. Thereafter the larger solids can be disposed of separately (which can mean dumping them at sea) and the liquids can be chemically treated to kill bacteria before discharge. Full treatment involves bacterial decomposition to produce a liquid rich in nitrogen and phosphorous compounds. Between 30 and 40 per cent of this 'sludge' is dumped at sea. Five million wet tonnes a year goes into the Thames estuary alone.

Most marine sewage, however, is subjected to initial treatment only, if at all, despite a Government working party recommendation as far back as 1971 that crude sewage should only be released at sea if all solids had been broken down or removed. It was also recommended that the treated sewage should be discharged several hundred metres offshore. Yet a recent survey shows that there are many cases where the sewage has not been broken down at all and reappears on nearby shores virtually in the same form as it left the home. The same survey indicates that about 75 per cent of all discharge pipes extend only 100 metres beyond low tide mark. Many discharge at or above low tide.

The hazards inherent in careless sewage disposal are serious both for bathers and for marine life. Incompletely treated sewage includes bacteria like Salmonella and Shigella, associated with dysentery, and Clostridia, associated with hepatitis. These bacteria are concentrated in many marine organisms, which can be dangerous if ingested in uncooked form. The polio virus can remain viable in seawater for up to four months.

The biological effect of sewage, whether pre-treated or broken down by bacteria in the sea, is one of enrichment; the increase in nitrogen and phosphorous acts as a fertilizer, which is of course essential to marine life. However, the addition of excessive amounts of nitrogen leads to eutrophication or 'over enrichment' of the system, and a decline in diversity of marine plant species results. Some plants can take up the increased nitrogen better than others and will therefore dominate. Marine animals that feed on these plants will also undergo change in these cases.

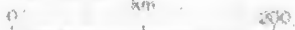
It is fair to note that the eutrophication effect is not always completely adverse. At the mouth of the Thames, for example, the water does not disperse rapidly but remains as a 'wedge' between the saltier water coming from the Channel and the North Sea. About 2900 tonnes of phosphorous a year passes into this wedge, raising the level of phosphorous by 4mg/m^3 as far north as the Humber. In this area, the catch of fish per unit is about twice that for the rest of the North Sea, Channel and the Kattegat. About two-thirds of this increase is attributable to the nutrients from London's sewage.

No one would argue that sewage and the sea are incompatible. With proper help, the sea can cope, and even make use of, these organic wastes. It is where it is concentrated that it becomes a problem, to people, the coastline and marine life. Nature copes with most wastes in moderation whether they come from animals, plants or people. Excess is the problem.

There seems little hope for the future. To treat the sewage properly will cost a great deal of money - both from central funds and from taxpayers. Are we prepared to pay? From 1976 to 1983, £110 million was spent on 55 capital improvement schemes and £280 million is currently being allocated for further schemes over the next four years. Unfortunately unlike the sewage problem, this is only a drop in the ocean.

United Kingdom bathing beaches to meet European Community standards

4 beaches included in 1979 directive



- 155 Wembury
- 156 Plymouth Hoe
- 160 Beaton
- 161 East Loze
- 162 Rokeria
- 163 Pier and Spit
- 164 Charlestown & Duporth
- 165 Portlough
- 166 Penllyn
- 167 Port Mellon
- 168 Gwynn Haven
- 169 Portlough
- 170 Portlough
- 171 Coverack
- 172 Mullion Cove
- 173 Poldhu Cove
- 174 Gwaelod Cove
- 175 Forthaven
- 176 Prae Sands
- 177 Marston & Minster Bay
- 178 Carter Bay & Port Kinnery
- 179 The Towans (Mylor to Gwithan)
- 180 Portlough
- 181 Portlough
- 182 Penryn
- 183 Holywell Bay
- 184 Cranlock
- 185 Watercress
- 186 Penryn
- 187 Williams Bay
- 188 Brea
- 189 Hartland Quay
- 190 Woolford Reef
- 191 Melow
- 192 Salsburgh Sands
- 193 Gwynn Bay
- 194 Workhouse Bay
- 195 Mace
- 196 Central Bay
- 197 Lymington
- 198 Hartland Quay
- 199 St Ives
- 200 Newlyn
- 201 Portlough
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- 203 Daport
- 204 Blue Anchor
- 205 St Ives Bay
- 206 Penryn
- 207 Brea
- 208 Hartland Quay
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- 212 Northfleet
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- 214 Port Ewen Bay
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THE SEA by ANN HILLS

British waters - a dumping ground for nuclear waste and for human sewage - are suffering from dredging, pollutants and over fishing. For decades we've turned a blind eye to the dangers - partly because they are invisible except to divers and also because litter on the beaches wasn't a 'nice' topic. That's changing. At the heart of current campaigns is a professional group of marine biologists and activists called the Marine Conservation Society.

The MCS is to be found above a shop in the market town of Ross-on-Wye, Herefordshire - its inland setting reasonably practical. The designation of Lundy as the first statutory marine reserve under an amendment to the Wildlife and Countryside Act last November was a triumph. But the staff - working from small crowded rooms with maritime scenes on the walls - are far from complacent.

The Society came onto the national scene a couple of years ago, based on the Underwater Conservation Society, composed of sub-aqua divers.

"We have taken on the sea shore and coast to above highwater mark, and neighbouring ecosystems", explains Keith Ulyatt, the MCS development officer.

"Terrestrial groups", he adds, "obviously don't concentrate on the sea". Those that do, like Greenpeace, are on a global scale. The shore and shallow seas was a glaring gap. The adaptable hermit crab is their logo.

Funds come from grants from the Nature Conservation Council and the World Wildlife Fund through their Heinz Guardians of the Countryside programme. They also come from subscriptions and donations. Respectability is endorsed with Prince Charles as president and David Bellamy and Lord Melchett as vice-presidents.

Fifteen hundred members keep a watching brief on British developments through a regional network.

"We inspected the site of a proposed port being built in South Devon. We found that the area wasn't a high priority, but had it been, we might have influenced the exact siting."

Lundy is a gloriously dramatic island in the Bristol Channel off the Devon coast. It has long been heralded for assets such as its cliffs with breeding birds (though sadly puffin numbers have been drastically reduced) and for its wild goats along grassy paths leading up to a plateau where the hamlet includes the Marisco Tavern, where home brewed beer is served. Nearby an old agricultural building has been converted to a library and permanent exhibition focusing especially on the underwater world now designated as the first statutory marine reserve.

A warden is employed to give lectures to the visiting public and to ensure co-operation between those using the coastal waters - from fishermen to swimmers - and to encourage suitably equipped divers. What is it like under the surface? The answer is that it's exceptionally rich as Lundy is the meeting point of cold northern water and warm streams from the south - resulting in species at the limits of their range.

The campaign continues to bring several other voluntary reserves under statutory powers. The next likely designation is around another island, Skomer.

In the depth of last winter a major Clean Britain's Beaches campaign was launched. As summer approaches, holidaymakers on the beaches will, in some areas, be paddling and swimming in raw sewage. The Coastal Anti-Pollution League has been concerned for some years and publishes a guide, The Golden List

of Beaches in England and Wales, which includes details of sewage treatment (if any), discharge points relative to low water mark and whether the beach conforms to the EEC standard. If it doesn't there is danger to health.

In 1975 the EEC member countries were asked to designate all their popular beaches and monitor them for sewage pollution. The European Parliament threatened to take Britain to court for avoiding responsibilities, and for only designating 27 beaches which didn't even include the most popular at Blackpool and Brighton.

At long last, in December 1986, 369 beaches were designated, this time including Blackpool. At present no further directive has been given by the EEC other than to monitor sewage pollution. Britain in 1987 - European Year of the Environment - remains unclean. It might even be noted that higher use of condoms as a result of Aids could add an extra burden on non-biodegradable refuse onto our shores. Such unmentionables are one reason why the public have not reported filthy findings. That could change this summer.

Although the government will monitor the 369 designated beaches the MCS isn't satisfied. The Society is hoping to raise at least £10,000 to carry out its own more detailed surveys. Findings will be analysed at nearby universities and marine biology stations whose top professionals are highly co-operative.

Last month a new edition of the Golden Beach List was due to be published with up-dated status information and the last week of July has been designated Clear Beach Week, in which a number of events will take place around our resorts to highlight the sewage problem and give voice to public protest. Copies of the Golden list can be obtained by sending £2 to Coastal Anti-Pollution League Ltd., 94 Greenway Lane, Bath BA2 4LN.

Britain's 4,000 miles of coastline are coming under a human microscope this year with a new sea watch survey called Coastwatch. Organised by the Nature Conservancy Council, but with MCS playing a major role, this entails completing record cards. Information is needed on rocks, sand, mud and types of plants (saltmarsh, dune grass, seaweed) and on engineering and reclamation work.

The rate of cliff and dune erosion will be logged together with activities from oil pollution and bait digging. The results will form an invaluable way of identifying and measuring habitat changes and threats - producing sound facts and figures for future campaigns.

Divers are being asked to contribute their observations to Viswatch - a study of light penetration under the surface which changes not just with tides and seasons but with dredging and pollution

The project comes exactly 20 years after David Bellamy organised 'Operation Kelp', during which divers collected data on kelp forests to ascertain their health.

These kelp forests are indicators of visibility. They need light to grow and can be reduced by such factors as plankton bloom, known to some as red tides.

Details on this are obtainable from the Marine Conservation Society, 4 Gloucester Road, Ross-on-Wye, HR9 5BU. Members receive colourful, explanatory literature and a quarterly magazine. They will also hear about courses being run regionally and nationally.

From: Frank Goodman, Nottingham - 24th January 1987

Dear John,

As I expected, my two letters in the last issue illicited a response! Many thanks for letting me see the replies so that my answer can be included in the same newsletter.

First Derek's letter -

As you know, I've been a good friend of Derek's for many years now, and therefore I hope you read my response as it was written, with good humour.

I'd be very happy to 'leave Derek with the hatches and bulkheads', but I'm afraid they are not mine to leave.

In the spring of 1974 when I was first asked by Colin Mortlock to design a boat for the Nordkapp Expedition, his team members had already started thinking a great deal about sea boats. In particular, Colin Litten, Sam Cooke and John Anderson designed and made their own hatches, which were extremely good, though not viable economically, and fitted them to their own boats, Anas Acutas, and then added the bulkheads.

I can well remember being very much against hatches when I first saw them, saying that one hole (the cockpit) in a boat was enough, and that three would weaken it too much. In the autumn of 1974, or it might have been very early in 1975, Colin Litten and John Anderson went on an assessment course with Derek, taking along their hatched Anas Acutas. "These are gimmocks," pronounced Derek, "They'll never catch on".

How wrong we both were!

It may well be that Derek had hatches on the Baidarka, whether before or after the Nordkapp, I've no idea, and he may have already decided that they wouldn't catch on before he saw them on the Anas Acutas.

I certainly didn't think of the idea of deck-pumps this was the Nordkapp Expedition members' idea too. I thought of the idea of the recessed deck fittings, as they are today, but there were many deck-fitting ideas around at that time that were all pretty good. The problems with them were usually about cost effectiveness rather than their efficiency.

When Colin, Sam and John were working on hatches and pumps, they were certainly not aware that there were any on the market, and they were themselves very much in the swim as far as sea-canoeing was concerned, as we all know.

It may well be that there have been dozens of hatches fitted to boats over the years, and all I've said is that the Nordkapp popularized various devices that have since become virtually standard equipment on sea-kayaks.

To be honest, it never really penetrated my thick skull that this was so until last year when the National Maritime Museum asked me for a Nordkapp. I thought it was for a temporary display, and was flabbergasted when I discovered it was for permanent exhibition. I was flattered of course, but this just meant that when they asked me how much I wanted for the kayak, I found myself saying that they could have it!

Anyway, that's the story as far as I know it, and since memory is an uncertain ally, and we were too interested in what we were doing to bother with carefully kept records, as I'm sure Derek was too; it may be out a bit though I'm only reporting what Colin, Sam and John were up to at that time.

So I'm sure I shall remain a good friend of Derek, and he with me, for another 20 years. Certainly as far as I'm concerned he can have the hatches as long as the other three don't object.

The other letter cannot be answered with such light good humour, as it is another mischievous letter from Alan Byde quite unlike Derek's.

Since officials of the B.C.U. have now checked out the evidence submitted by Alan to the effect that I didn't design the Nordkapp, and have shown that it was totalling without foundation, and now that the National Maritime Museum, in spite of several letters from Mr Byde have decided not to alter the display at the museum one iota, I'm really not too concerned personally about his outcry.

However, since Alan was a friend of mine, to the point where he asked me to check out the manuscript of one of his books (a lot of work with no fee) and where I helped him with his cockpit pod, by actually advertising it, free of charge, in Valley Canoe Products advertisements for a time see Alan's note in his letter under heading "1979, March 28th", I was touched by Alan's obvious anguish, and felt that as an old friend I should try to help him give up his sterile attacks on me and divert his energies elsewhere.

David Green of Kirton Kayaks is a clever designer. He designed and built a cockpit pod in a few weeks and put the boat plus pod on display at Crystal Palace in February 1978.

Alan had been working unsuccessfully for years on the pod, as he so rightly says in his letter, and when he saw that David Green had done it so easily, he rushed down to Crediton to see on 5th June 1979; Alan wrote to me on 17th June to tell me. I still have the letter.

David, being a gentleman, and not having bothered to take any protection out on the design of his pod, promised that he would not oppose Alan's patent on the pod, on the understanding that Kirton Kayaks might want to continue the development of the pod at some later date without hindrance.

Sadly, the fact that the pod had been on public display six months before Alan's patent received priority, had irrevocably nullified his patent even though David had kindly refrained from opposing it. David knew this, I knew this and Alan certainly knew it.

When rotomoulding materials came along and it was clear that the pod could at last be successfully incorporated into a kayak in a cost effective manner, I looked at it again and realised that it could be turned from a primitive device into a liner that could answer many of the problems associated with heavy water, vertical canoeing, as on Corsican rivers. Alan and I were both on a B.C.U. Committee specifically concerned with this type of problem.

I bashed out a patent for the new idea and submitted it, wondering whether the Patent Office knew that Alan's patent was void. As I expected, although I actually quoted Alan's patent in mine, it is now in its final stages of ratification without meeting any objection from the Patent Office experts.

So I see from Alan's long letter that I have helped him divert to other more interesting things than the origin of the Nordkapp. Alan doesn't need to thank me personally, but I'm sure he will now appreciate that he's had a lot of goodwill from many members of the canoe 'trade' over the years, even if he wasn't aware of it.

As I read his letter I couldn't help asking myself, why, if the original pod was such a good thing, was it not developed by alan himself? He had the workshop and the time. The answer is that he preferred to wait for other people to do it for him, at their expense, so he could then collect on the patent royalties. This is human, but to deliberately trick his friends in the New World into thinking that he had a valid patent on the pod, is of course diabolical.

Anyway, I've written enough I shan't return to this subject again, as we are hard at it getting "Current Trends", my new canoe school at H.P. ready for occupation in the early summer and I'm too busy and excited about that to be diverted.

By the way, one holiday course we are running in collaboration with Nigel Dennis in Anglesey, is a sailing trip in a 100 foot ketch from Holyhead to the Scottish Islands, with sea kayaks on board, then a paddle in the Hebrides followed by the sail home. Date: 17th to 30th August 1987. Only 12 places available!

Oh! One last thing a friend of mine in Germany wants to bring a school group over to paddle on the Wye during June '87. He wants a group of school children to join in with them. They have a bus and all their own gear. I don't seem to be able to fix him up. Is anyone interested in joining with him? Write to me or ring if you like the idea.

See you at Crystal Palace.

Sincerely,

F. R. Goodman

A FOTTED FOD HISTORY

The history of the pod will be of interest to the informed paddler. The pod will be found much more frequently in kayaks from now on. The Brazilians, French, Portuguese, Australians, Germans and Canadians have it and soon the Americans will have it. Only the British commercial producers resist it. Bar two, Nick Padwick and Frank Goodman. The principle was pioneered in Britain as long ago as 1870 something.

Specific dates, etc., taken from diaries and copies of correspondence. There are many more records still to be examined. These will yield specific dates.

1863 to end of century - Some Rob Roy kayaks had large cockpits surrounded fore and aft and each side by zinc coated metal buoyancy tanks. They were unsinkable. That is the principle of the pod. It is distinguished from the modern airbag-in-the-ends system by the significant effect of the side tanks.

1959 - I almost asphyxiated in wet sand when dragged up and down a dumper beach by a sea sock that was wrapped around my legs and firmly secured to the kayak by the cockpit rim.

1965 - Myles Eckersley, article with sketches, p.130 "Canoeing" July. It showed the principal of the unsinkable canoe, an up to date version of the Rob Roy ideas. He designed the "Shark" rescue canoe for the Corps of Canoe Lifeguards. He took out a patent. Commercial apathy caused him to give it to the CoCLG but they let it lapse.

1970 - A pair of grp. male moulds split ventrally were made by me and a first cast pod taken off and hung in the workshop at Riverside, Oxford. Fire destroyed them in February 1971. Blaze reported in "Canoeing in Britain" for September 1971.

1974 - Winter '73-74 I built a plug and moulds for a kayak called the "Aleut". It was developed from an illustration of a Unalaskan type, p.196 "The Bark Canoes and the Skin Boats of North America". It was shown at the CP Exhibition 1974. Surf ski moulds were made from it later in 1974.

1974, August - Pete Smith of Australia set off to paddle from Westminster Hall steps to Oz but had to stop at the Black Sea when arrested as a spy. That was in the Aleut.2. It had a conventional cockpit and bulkheads fore and aft.

1975, February - Aleut Mk 2 and equipment used by Pete Smith shown at the Crystal Palace Exhibition. (Nordkapp exped. took place later that year.)

1975, 13th July - Gruff Lucas launched and surfed a new "Swift" surf ski at Manorbier Bay, the Gower, South Wales. It was his first boat which he built himself in the Atlantic College workshops. To it he had fitted his prototype ski cockpit "tree" which became a development project in my workshop.

1976, February 15th - Date on mould. I experimented with a moulded cockpit "floor" for the Aleut Mk 2, with integral bulkheads and moulded seat pan. Side chambers like rails either side of the cockpit provided a rib or edge on which a footrest system could be mounted.

1976 - The development of the "floor" re-started in the spring in a KW 7. I started afresh by putting side bulkheads in alongside the seat and floor moulding and called it the "liner". Nick Padwick had three of these and fitted them in place of the conventional cockpits in the KW7s he had from me in 1975.

1976 - Early summer - It turned into a scorcher and I started work at 5.30 a.m. and worked through to noon in order to miss the worst of the heat of the day. That fixes this project in my mind. Bill Davies had the use of a set of Tiger moulds for the Barry Scouts. He recognised a good boat when he saw one, found out I had designed it, but complained that it would not support his $14\frac{1}{2}$ stones. It should be a bit bigger.

1976 - First Sea Tiger built with side rails and flat foredeck and cockpit liner. It was a stretched version of the Trylon Tiger. Trylon raised no objection to the alterations. I had designed and John Crane and I built the plug and moulds for the Tiger in three weeks in the summer of 1969 at Riverside. The liner cockpit was taken directly from the KW7 liner mould and it fitted with a little trimming.

1977 - Gruff and I agreed on a final design of tree cockpit for the skis. By this time Gruff had realised that there was a reliable demand for skis. He, my son and Dinky Butler built them commercially using my moulds at first.

One was sold to Dave Green of Kirton Kayaks who assisted the North Devon Lifeguards. As soon as Dave saw the ski and the cockpit he saw the potential for unsinkable kayaks. The kayak he used was a K1, which in my opinion was the wrong vehicle.

Dave was then a well known and successful LD competitor. He fitted a beautifully neat retractable "tree" which could be dropped down out of the way or pulled up so that the crossbar on it gave the thighs something to grip. News of this got to Gruff. He objected that it cut across his surf ski "tree" application to the Patent Office. Dave agreed not to continue to develop it.

1978 - Early in the year I persevered with the liner and put a top on it and it became the pod. There were many problems, chiefly how to insert the thing into the kayak, and then how to seal the cockpit rim. These two problems were solved at last. I felt able to proceed with a patent. Too much time and effort had gone into the thing to release it for free. Too many secrets locked up in it for giving away.

1978, 19th August - The Patent Office papers show my first application as having been received. By January 1979 I realised that I was in deep water with legal niceties and went to patent agents at Morgan Chambers, Cardiff. They re-submitted the application on 17th February 1979.

Dave Green decided not to oppose my attempt to obtain a patent. He found that no-one was buying the K1 with the floor/bulkhead system he had made. I was shown a warehouse full of kayaks, stored because a huge order from Iran had been aborted a week or two earlier when the Ayatollah deposed the Shah.

One of the problems in obtaining a patent is in pre-publication. The liner had been around since 1976 in Nick Padwick's KW 7s and the Sea Tigers soon after. Four Sea Tigers with liners or pods were built. I was concerned in case the news had leaked out. Nobody intervened and the application was accepted. That hiatus in the history of the pod which confused Frank Goodman in 1986 is a result of the need for secrecy. He knows much but not all.

1979, 28th February - Personal letter to Frank Goodman as a member of the BCMA, asking for his help to promote the pod. The trade was also circulated with pairs of printed leaflets giving details of the liner as a commercial possibility

1979, 28th March - Letter from Frank Goodman of VCP stating that he wished me well with the pod, he couldn't use it in VCP, but would suggest that it could be fitted to their kayaks if individual customers asked for it.

1979, 21st July - My wife and I moved back to the North, home country. I set up a small workshop in my garage. It was used for development work and a few kayaks were produced.

1981, 18th October - Test arranged at Plas Y Brenin by Geoff Good and Plas. Two Byde kayaks wrecked by being loaded with bricks. Showed the different pattern of folding, conventional cockpit vs liner. Perception Mirage also bent in half, failed dangerously, but recovered shape after night in hot drying room.

1981, 13th November - Letter from Perception, South Carolina: UK agency taken by Robin Witter at Chester. Bob Masters interested in pod, please correspond. Correspondence was directed to Robin Witter and ended in acrimony in October 1983.

1981, December - Meeting at Calshot. Wind, snowdrifts, hyperhigh tide. Nick Padwick and I demonstrated the pod again. Frank Goodman much exercised by failure of hatches. He remained anti pod, praising it with faint damns.

1982, February - Nick Padwick gave an ace self rescue demo at Crystal Palace. He used the Sea Tiger and his two sons used KW7s and a mini kayak, fitted with pods and liners. Almost a thousand watched it.

1982, 11th October - Lakeside Windermere - I gave a demo of the pod fitted to a KW7.

From the end of 1981 to the end of 1984 I wrote copiously in all manner of ways, none of which pleased Frank Goodman or Robin Witter. I was trying to dramatise the situation as more and more paddlers died in fold and hold events, not so much here as in Germany and France and Austria and Switzerland. If none listens, maybe they don't hear, so raise your voice.

1982 - December issues of three magazines. I asked people who had personal knowledge of fold and hold episodes to write to me. I commented that if the Trade wouldn't get on with it, someone should. In the next four weeks I received 19 replies, all of them horrifying; no one knew about them until then. They were all passed on to the BCU.

1983, January - Frank Goodman's hysterical letter to the canoeing magazines about the infamous Byde did the trick. Already five British paddlers had died, trapped, in the period since the pod had become available. The BCU organised a committee of the trade and the governing body and they invited me along too, to the first meeting at Crystal Palace in February.

1983, 8th June - Letter from BCU setting up Plas Y Brenin conference of White Water Safety Committee. Meeting after meeting followed at four monthly intervals, mainly at Holme Pierrepont. No conclusion had been reached when I gave up in mid-1985.

1984, 14th-15th January - There was a testing session at Plas Y Brenin where we folded numbers of kayaks by pulling them around a steel stanchion with a truck and a meter. Still the trade resisted the inevitable. Ignore the fact that out of six commercial kayaks, five failed dangerously, that for the third time Byde's kayak cockpits failed safely, keep on resisting inevitable progress, but remember one's social graces and be deeply touched by the tragedy of the crippled and dying paddlers.

Someone was listening and could see the safety and commercial potential in a universal fitting for roto moulded kayaks. They live 5,000 miles away.

1986 - February, just before CP, there was a phone call from Vancouver. Would I agree to a joint patent application in the States by Nimbus based on my British Patent?

So it was, and it all happened in three weeks. Joe Matuska turned up at Crystal Palace to startle Nick Padwick. I hadn't known he was coming over so soon.

1986, July - Colin Robson, my paddling partner, went to Vancouver to his brother's house. He met all the crew over there and paddled the first Puffin, the first roto moulded kayak fitted with a pod. The right design, the right material, the right type of kayak, the right people. It was arranged that I should go there to speak at the Third Annual West Coast Sea Kayaking Symposium in September. It was warming up.

1986, 6th September - I spoke to Ken Fink about the design origins of the Nordkapp.

1986, September - One midday at Granville Island Market as we strolled over for lunch, two Aqua Terra representatives collared me and bent my ear. "Your patent won't get through, you know." I sucked my teeth and grinned. "Well, we'll see, eh? Objections will be raised. There were 12 or 11 against my British patent. The toughest was one from Dunlop, about 1954, for liners for small power boats and rowing boats, where an inner skin is moulded into an outer skin and the space between filled with foam. But it survived that. The Dunlop patent is world wide and it didn't stop me in Britain. I guess it won't stop us here."

Consideration of a patent application takes two to three years, when it is as well protected as it can be. Challenge that and you commit contempt of court eventually, and that is serious. The two year grace period, win or lose, is enough for a vigorous firm to make such headway that they cannot be caught.

1987, January - John Ramwell reveals in the ASKC newsletter that Frank Goodman has discovered at last a great new idea, the cockpit pod. It has a clever flexible concertina end, just the thing for helping the pod through the cockpit hole, just the thing for adjusting it for leg length, just the thing for collapsing under stress and breaking the lower leg instead of the upper leg as in conventional cockpits. There may be a choice soon.

One trusts that the cockpit-deck seal is less unsuccessful than his hatch cover clamp band clip. The vision of paddler and cockpit rising like grouse on a moor is beguiling.

John Dowd says I am too cynical when I suggest that the Trade are wary of that which will take away 50% of their replacement trade. They should be: but what comes first, a paddler's life, or the continued profit-

ability of a firm and the continued employment of the few who handle the roto moulds, stickers and wrappers?

A new roto moulding system will produce lightweight craft. The mould is given a thin polyethylene skin, then a layer of hot-foaming material which forms maybe a quarter inch thick and weighs little, the lot topped off with another polyethylene skin. The main problem of the roto moulded kayak is lack of stiffness which is countered by making a thick shell which is heavy. Now there can be a thick shell which is light. It takes three bakings instead of one.

There are better boats, better designed and better equipped just around the corner. They will probably come from North America. The advantages of the pod are buoyancy, crush resistance without a centre pillar and stiffness for the rather floppy centre of the roto moulded kayak. Marry the two: the kayak will be light with foam-cored skins, rigid, buoyant, safe in fold and hold, excluding the weight of water that crashes hull shells of kayaks fitted with a conventional cockpit. Such kayaks will last a long time. That is why the Trade is suddenly interested in the pod in Britain. There is only the piffling trifle of the patent laws and the patentee to be overcome.

An open attempt to hijack the pod is now being made by Frank Goodman. None can deny him that opportunity. Forgive me if I wish him failure with it. If I still played solo whist I might call it the rip-off ouvert. Stimulating times we live in. I marvel that the news has eventually arrived that the pod is inevitable. What a pity we could not have co-operated commercially in 1979. Many lives could have been saved. One wonders how those who make negative commercial decisions can live with the knowledge that people are crippled or die because of them?

BOOK REVIEW

QAJAK: KAYAKS OF SIBERIA AND ALASKA, David Zimmerly

This wonderful soft back book is designed to supplement the Exhibition at Juneau State Museum, Alaska. This Exhibition features kayaks as designed and paddled by the Eskimo.

No museum catalogue can ever completely supplant the experience of viewing an exhibit first hand. But QAJAK: KAYAKS OF SIBERIA AND ALASKA by David Zimmerly comes close.

This 96 page book contains a wealth of information with many of the charts, drawings, photographs and much of the interpretative text reproduced from the Exhibition.

Photographs of kayaks in the show are clear. Plus, there is text and a few photos that the show goer won't find at the actual Exhibition.

While the book extends and interprets displays for those fortunate enough to visit them at the State Museum, it is organised and written in a manner that makes this catalogue enjoyable and essential for all kayak lovers - whether they ever see the show or not.

QAJAK examines six basic kayak types: Siberian, Aleut, Pacific Eskimo, Bering Sea, Bering Strait and North Alaskan. In each section we learn about kayak construction, design, paddling techniques, accessories, kayak use and capsize recovery techniques. It is interesting to note that the peoples with the least stable boats generally seemed to have developed the largest array of recovery manoeuvres.

Photographs, drawings, charts and texts demonstrate that the kayak in Siberia and Alaska was ingeniously designed to meet local environmental conditions as well as the life-styles of the peoples who utilize them. For instance, the author informs us that Bering Sea kayaks were built with "a board and deep hull with rounded bilges, and a flattened but not flat bottom". These Bering Sea boats had 30 inch beams, while the average beam width of other kayaks studied by Zimmerly was just over 15 inches. This design made for tremendously stable vessels with lots of storage space - both absolute necessities for people who hunted sea mammals in the rough environs of the Bering Sea.

One of the most fascinating parts of the book is a chart showing anthropomorphic measurements. We discover, for instance, that a Chugach Baidarka should be one arm span in length from stern piece to the first hole.

Since kayaks were integral parts of the larger life of the peoples who used them, it is impossible to consider the boats in isolation from the culture. Thus, in QAJAK we learn about kayak rituals, hunting techniques and prey species, clothing, and Alaska native art as it was applied to hunting and kayak accessories.

QAJAK dovetails wonderfully with George Dysons BAIDARKA. In fact QAJAK'S cover painting by Louis Choris appears on page 2 in Dysons book.

But only the first section of Dysons book ("A Chain of Events") overlaps with QAJAK at all.

Most kayakers will want both books. And, if you're more interested in kayaks from an historical and anthropological perspective than in modern kayaks and modern voyage narratives, QAJAK: KAYAKS OF SIBERIA AND ALASKA will be the more interesting of the two books.

From: John Brand, Bramble Tye, Stanway Green, Colchester, Essex CO3 5RA

Tel. No. 0206 330348

25th March 1987

Dear John,

It was pleasant to see you at Crystal Palace again this year: the last month has enabled me to go out and test the paddles I was carrying around the exhibition - actually I was detained when trying to leave because I had not the right sort of sticker to get past security.

For training and racing I have a good pair of paddles obtained from Marsport. They are very light, the glass shaft is springy and they were a good bargain. I doubt if I shall ever be able to afford better and if, three months ago, I had been told that paddles exist that are:-

- (a) shorter than my racing blades,
- (b) have a better lever arm,
- (c) stronger,
- (d) less tiring,
- (e) more versatile,
- (f) more rhythmic to use,
- (g) able to get to solid water easily,
- (h) almost silent,
- (i) almost splash free, and
- (j) of a size to suit any paddler - child, woman or man,

I would have laughed and said that such features are mutually contradictory, I had the best that modern minds could devise with modern materials. The last bit is true, the first false because three months ago I did not know anything about the Greenland semi-replicas made by Lars Herfeldt in West Germany that have all the advantages listed above. I might not use these wood paddles for the kind of races I enter but then racing is, by definition, had canoeing because of the risks you take with conditions, equipment and the canoe's engine. So if I was forced to have only one pair of blades for all my canoeing, the Greenland hunting paddles would be the only sensible choice and, if I used them for long distance races (instead of the 10km ones I normally join), I think that I would have an unfair advantage over others of my age group. All in all, I feel a bit foolish - I have seen Greenland paddles before, I have measured them in museums and included one or two on kayak lines drawings but I had never thought about them in practical terms the way I had tried to think about kayaks.

Before I go any further I should declare that my interest goes a little beyond the ethnographical in that I have agreed to have six of Lars' paddles here for sale at £55 each. They should be available soon after Easter and there is a special folding version that can be carried easily on the fore-deck of a sea canoe. Sales will not be on a large scale because ten is the maximum that can be produced each week and Lars also makes Greenland semi-replica kayaks.

For me, the big attraction of the replica paddles is the ease of use - not being a teenager I have accepted that a race, or what is worse, an all-out training session, means aching back muscles next day, i.e., the law of diminishing returns applied as soon as I sat down in my Espada. The same is not true for me using the Greenland paddles - I do not travel faster but I can go further for less effort and that is what counts when you are trying to get out of bed the morning after. Quite simply Greenland paddles are not so tiring.

In recent years I have had the good fortune to be instructed by that best of teachers, Dudley Courtman. Before I was reborn I did a cart-horse

kind of stroke - low paddles, low hands, sweeping low, long strokes and chopped at the water slumped down in the cockpit. It is not Dudley's fault I am not better than I am but I have gone far enough along the way of harmonious paddling to see that there is nothing incompatible between Dudley's high racing style and the Eskimo paddling technique seen on film a few years ago - I can press with the feet, rotate, keep hands high, pull back and unwind for the next stroke with Lars' paddles in much the same way as I have been taught for racing even though the paddles are unlike:-

	<u>Marsport</u>	<u>Lars Herfeldt</u>
Overall length	2 272 mm	2 162 mm
Blade length ⁴	473 mm	970 mm
Blade width	190 mm	80 mm across the tip*
Shaft length	1 330 mm	222 mm
Weight	.95 kg.	1.1 kg

⁴Including shoulders

*56 mm wide at 465 mm from tip

I think I found the replicas easy to use because I have not used feathered blades for some years - on the estuary the wind would always snatch at the top blade during the twist no matter where it was blowing from so I came to prefer the simplicity of straight blades. Mind you, I also had trouble with the old tendons but this was partly caused by poor technique, however feathering is not the main point here because some Eskimos feathered their blades, the two things about the replica blades that are completely alien to orthodox thought on the U.K. are first, the efficient way to operate them is with the sliding hand technique; this is what gives the long lever and makes the paddles the correct size for any paddler: both hands are moved upwards at the beginning of each stroke, away from the blade about to be put in the water; the action is pleasant and my early fears that I would not grip the blade comfortably were unnecessary; the constant opening and closing of the hands does the same job of relaxing muscles as pointing the finger and thumb at the top of the conventional racing stroke only it happens twice as often and seems to do twice as much good; second, the blades curve forwards as part of a circle, a bull's horns or embracing arms.

Henrik Kaput was the first European to notice this feature in museums and the first to reject assurances that all such paddles had been badly stored. The amount of curve varies from one specimen to the next, Lars' paddles are moderate in that each blade curves forward 30 mm, or, put it another way, if the paddles are placed face up on a level floor and one end weighted, the other will travel 60 mm above FFL against a conveniently located architrave.

The Continentals have explanations for the extra efficiency of the curving forwards but they are too technical for my poor brain and, I think, assume a lower, less efficient paddling style. Dudley and I suggest that the reason why Greenlanders curved paddles forward is simple and nothing to do with blades twisting in the water, in fact, discussions with the originators (if that was possible), might have been easy: Dudley has always taught: "Reach forward as far as you can, try and get the blade in vertically - a bit nearer the front, stretch for it, get your shoulders and arm in line, really heave backwards, take out early, you will have to think about taking out as soon as you put in, - no, don't let it go pass the hip!" Thus someone capable of learning inserts the blade much further up the boat where it does the most good.

SEA KAYAK SAFETY - A CLOSER LOOK AT NEEDED SKILLS
BY WILL NORDBY

The following article was taken from the American magazine "Canoe". Will Nordby is a frequent contributor to this magazine as well as being a member of the A.S.K.C.

Safe or dangerous? You can't think about one concept without the other. Or can you?

It seems that those who promote sea kayaking tend to favour the safe aspects of the sport while downplaying the hazards. In numerous advertisements clear skies, flat seas and smiling faces are matched with colourful kayaks. Of course the kayaks are "seaworthy", "stable" and "foregiving". The message, apart from buying the specific product is that the kayak will compensate for your lack of skills.

If you ask an experienced sea kayaker what skills he feels are important, he'll most likely answer: paddling technique, seamanship, knowledge of the marine environment, self rescue, commonsense and good judgment. The problem arises when degrees of importance are arbitrarily given to these skills by influential kayakers. To suggest that commonsense is more important than paddling technique, as has been done, is a disservice to the beginner. In reality, each of the above-named skills is EQUALLY important. Like fingers on the hand, they function as a unity. Winston Shaw, veteran wilderness guide, observes "Far too often newcomers have little or no experience in dealing with the always unpredictable and oft times dangerous fickle moods of the sea and, more often than not, evidence a complete lack of proficiency in such things as navigation, paddle technique, weather and tide prediction, and group and self rescue.

Perhaps even more troubling, many seem either unwilling or unable to grasp the importance that a well rounded grounding in such things plays in their ability to survive the inevitable challenge every sea kayaker must eventually cope with."

One of the favourite demonstrations at symposiums are self and group rescues. Usually they are performed quickly and efficiently by hot dog paddlers in favourable conditions. But a few novice kayakers can relate such rescues to the actual sea conditions or circumstances in which the rescue might be used. Nor do they think about the physical conditions of the person having to be rescued. Namely, fatigue, sick, injured or incapacitated. They don't think about the adverse effect cold water has on manual dexterity. Eskimo rolls and inflatable rescue devices are too often perceived as panaceas. Experience shows neither approach is 100 per cent reliable and rather ineffective unless diligently practised.

The deceptive ease of getting started in sea kayaking leads many paddlers into over-estimating their proficiency. As long as they can get by, there is little motivation to improve their skills. Similarly, there is a lack of respect for the dangers of the marine environment. Complacency sets in. That's exactly what happened to me. It took a life threatening capsizing to bring my perceived proficiency in line with the reality of my skills.

I'd been introduced to sea kayaking in the early '70s by my brother. He strongly recommended that I seriously work at improving my skills. But once I found I could paddle well enough to go on extended trips, I forgot about his advice. True, I'd encountered some scary rough water situations reminding me that I was at risk, but I had gotten by.

So it was with a fair degree of confidence that I agreed to accompany a friend on a day trip two years ago. He had just gotten interested in sea kayaking and apparently felt safe in my presence because of my experience.

The trip went well until we approached our island destination. My friend, who was following me, asked where we should land. Casually I turned rearward to answer. In doing so I shifted too much weight to starboard. Immediately the kayak rolled to that side. Instinctively, to regain my balance, I thrust out my arm. Wrong! I should have executed a paddle brace. Like a row of dominoes, my perceived skills collapsed into a series of errors. I came out of the kayak, repeatedly failed to re-enter and flooded the bow. (Only stern flotation kept my kayak from sinking.) Additionally I did not have a pump or bailer. My friend became panicky and I drifted away from land. Welcome to reality.

Despite my errors, I did do several things correctly. I wore a buoyancy jacket, had my paddle tied to the kayak, remained calm, conserved energy and maintained a positive attitude. My dilemma was resolved when, 20 minutes later, my friend got the attention of a passing fishing boat.

Following that humbling experience, I realistically became proficient in both paddling and rescue skills - something I should have taken care of at the beginning. Now, with proper training and practice my perceived skills more closely match my actual skills. As safety proponent and fellow kayaker Charles Sutherland notes, "Training has two vital objectives. The most obvious one is to bring one's physical skills up to the level necessary for safe and efficient paddling. The second objective, more subtle and more important, is to bring one's perception of risk in this sport and one's understanding of the marine environment into line with reality".

It wasn't until I met Ted Taylor, expert ocean paddler, that I gained a new perspective on sea kayaking. "You sea kayakers", he scoffed, "have this 'in the boat' mentality that blinds you to the possibility you might be in the water. Most of you do not know how to react in that kind of situation. Hell, if I am knocked off my surf ski and lose it, I'm mentally prepared to swim ashore."

Taylor is right. We paddlers have too much reliance in the 'seaworthy', 'stable' and 'forgiving' sea kayak. As a consequence, our 'in-the-water' skills are inevitably neglected. For whatever reason, we want to believe our 'in-the-boat' skills will carry us through. Yet, unless we develop 'in-the-water' skills, we will continue to widen the gap between our concept of what is safe or dangerous when sea kayaking.

From: K. E. Snape, 123 Abbey View, Garston, Nr. Watford, Herts. WD2 4RZ
Telephone 663001 2nd February 1987

Fellow Paddlers,

* Over the next 12 to 18 months it is my intention to collect together humorous stories with a strong canoeing theme. I then intend to compile a small book very much along the lines of "Worse Things Happen At Sea" (which is available from R.N.L.I. (Trading) and is highly recommended).

My aim is to raise money for the R.N.L.I. and the B.C.U. (The British Canoe Union). The proceeds from sales will be split between these two bodies.

So, if you have ever been given a cheeky wave or have served a mug of hot tea to a lone canoeist in a Force 6 or have any humorous anecdotes then please do drop me a line.

Please do consider this my "Pan" call for your help.

Yours sincerely, Ken Snape

SPECIAL NOTICE SPECIAL NOTICE

THE BRITISH CANOE UNION SEA TOURING COMMITTEE ANNUAL GENERAL MEETING
WILL TAKE PLACE ON SATURDAY 3RD OCTOBER 1987 AT 1930HRS.

VENUE - ANGLESEY SCHOOL OF SEA CANOEING,
TREARRDUR BAU, ANGLESEY, NORTH WALES.

ALL WELCOME

THE A.G.M. WILL COINCIDE WITH A SEA KAYAKING MEET OFF ANGLESEY.

MEET FRIDAY EVENING OF THE 2ND OCTOBER 1987 OR SATURDAY MORNING THE 3RD
AT THE ANGLESEY SCHOOL OF SEA CANOEING.

FULL BOARD - £25.00

SEND NAME & ADDRESS WITH £10.00 DEPOSIT (PAYABLE TO J.RAMWELL) TO CHAIRMAN
SEA TOURING COMMITTEE, 7, MILLER CLOSE, NEWPORT, ISLE OF WIGHT, PO30 5PS
AS SOON AS POSSIBLE TO SECURE YOUR PLACE.