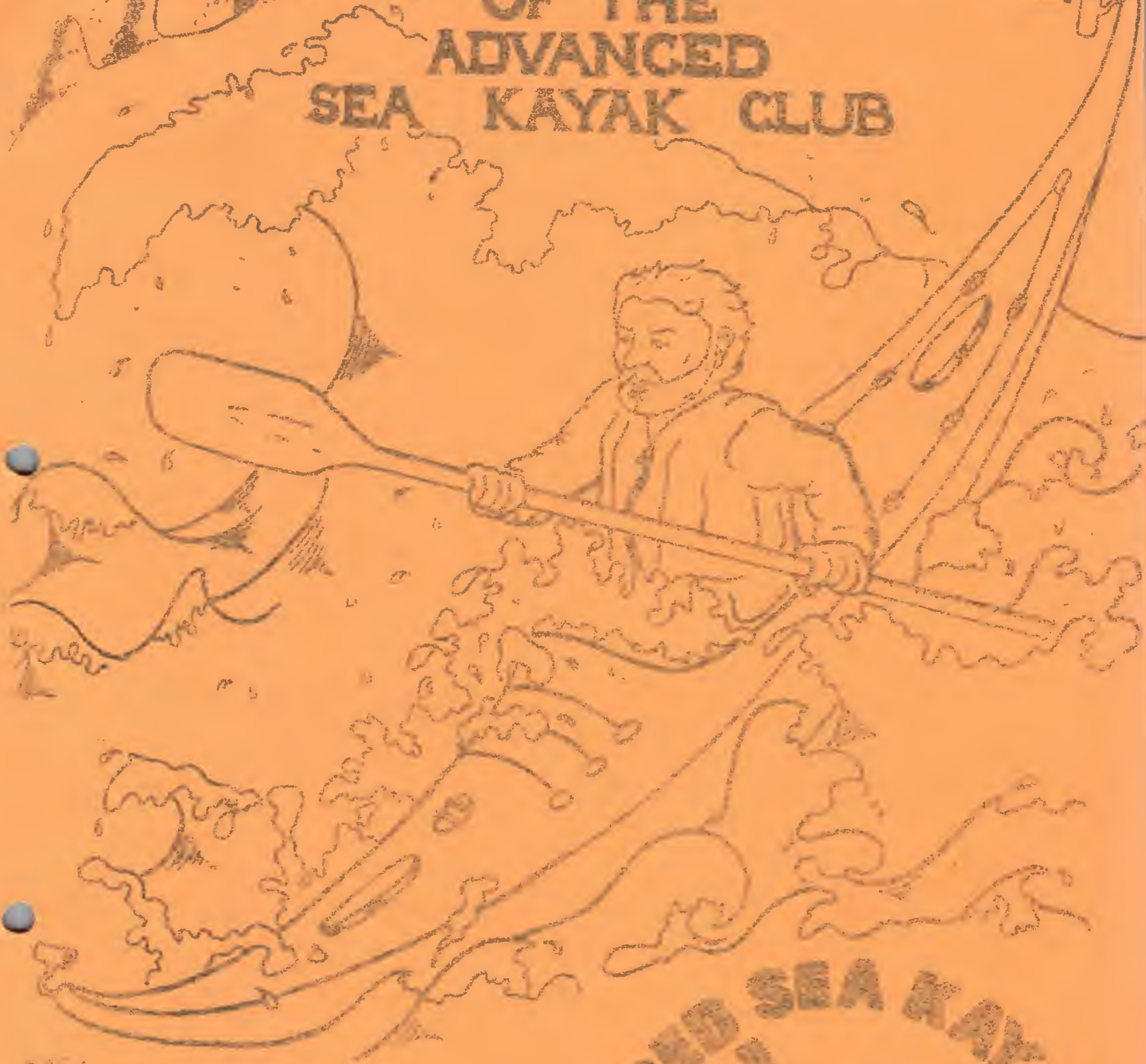


# NEWSLETTER

## OF THE ADVANCED SEA KAYAK CLUB



AIMS:

- promotion of sea canoeing
- organisation
- organisation of events and conferences
- and coaching

SECRETARY:

C. J. Remwell,  
Miller Lane,

10 Wight  
20 SPS



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

ADVANCED SEA KAYAK CLUB

NEWSLETTER NO.70

NOVEMBER 1988

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

EDITORIAL

The next Newsletter you will receive will be that of JANUARY 1989 - so let me be the first to wish you all a HAPPY CHRISTMAS and good paddling in 1989.

Being the beginning of a new year means RENEWAL time again. I have enclosed a form for this purpose and would ask you all to renew early.

I have also enclosed a purchase order for our ASKC SEA KAYAKING CALENDAR 1989. I have had only 50 produced especially for the ASKC by a firm in Nevada, U.S.A. so they will go on a first come basis.

Incidentally the 6th INTERNATIONAL SEA KAYAKING SYMPOSIUM REPORT would make an ideal Christmas present for your wife and/or girl friend so long as you read it prior to wrapping it up.

You may remember that a recent offer of Helly Hanson salopettes by Dave Patrick of P & H went like the proverbial hot cakes. Dave has just written again.

From: Dave Patrick, P & H Co , Station Road, West Hallam, Derbys, DE7 6HB,  
England Tel : 0602 320155

Dear John,

Once more we have an offer of Helly Hanson gear which you may like to look at and offer to members. They are called Fleece Salopettes in navy. Very warm front zip complete with two zipped pockets, price £26 including post and packing. Money refunded in full if not completely satisfied. Sizes available are X-small, small, medium and large.

I also have in stock an order which was cancelled by a firm overseas, i.e.:-

2 Dawntreader ODIN full expedition with pump and VCP rudder price £478.

As above without rudder - price £411.

2 Baidarka Explorer full expedition with pump and rudder price £478.

As above without rudder - price £411.

The above kayaks are brand new and the prices quoted represent a saving of 25% on today's current prices. If any reader is interested please can they write or telephone and we can reserve one for them.

Blue flags fly over 17 beaches

Seventeen Blue Flags will fly over British beaches this year showing that the bathing water reaches EC bathing water quality Directive standards and that the beaches themselves are safe, clean and free from dogs.

'But if the quality of the bathing water was the only criterion for awarding a flag', said Peter Hall, assistant secretary of the Water Authorities

- (iii) The organising of regattas or sailboard competitions beyond the limit fixed in (i) is permitted, subject to the official procedure for nautical events.
- (iv) Under the headings of (ii) and (iii) above, the safety craft (or one of them if there are more than one) shall be equipped with VHF if the proposed passage is further than two nautical miles from shelter, and if the safety craft accompanies more than two sailboards.

Art. 3b - The dispensations of Article 3 above apply also to Sea Kayaks, provided that they conform to the technical requirements laid down by the Maritime Affairs Office.

Art. 4 - Infringements of this ordinance expose their perpetrators to the pains and penalties specified under Art. R.26, para.15, of the Penal Code, and also to those under Art.63 of the Law of 17th December 1926.

Art. 5 - Administrators of the Maritime Affairs Office, Sector Commanders, and Coast Guard Commanders are empowered and charged with the execution of this present Ordinance.

Given under our hand this 22nd Day of July 1975: LE FRANC

MARINE NATIONALE: Commander-in-Chief, Atlantic Maritime Zone Two, Bureau of  
Civilian Affairs

Notice No 13/75 (as modified by Notice No.11/85, issued 22nd March 1985) regarding the use of beach toys in the inshore waters and harbour areas of Maritime Zone Two.

We, Vice-Admiral LE FRANC, Commander-in-Chief of Atlantic Maritime Zone Two, having regard to

The Royal Ordinance of 14th June 1844 concerning the Marine Services (Harbour Police);

The Law of 17th December 1926 (Disciplinary and Penal Code for the Merchant Navy);

Article 72 of the Decree of 22 April 1927 relating to the organisation of the Marine Militia;

The Law of 30th January 1930 and the Decree of 1st February 1930 governing shipping movements in territorial waters;

Article R.26, para.15, of the Penal Code;

Do hereby issue the following ordinances

Art. 1 - On all shores of Maritime Region Two including all islands and reefs the passage of beach toys whose characteristics and dimensions do not permit of their being registered with the Maritime Affairs Office, is forbidden more than 300 metres from shelter.

This principally concerns canoes, kayaks, small inflatables and other beach toys, no matter what their method of propulsion.

For the purposes of the Notice, the following are considered to constitute shelter: ports, waterside areas of accessible shores, to which the toy can easily be brought, and the persons on board brought to safety

Art 2 - This regulation shall not apply to:

- (i) Passage by unregistered sailing craft, so long as they navigate in flotilla, or with a sailing school under the control of a safety backup approved by the relevant Maritime Authorities: such passages must remain within two nautical miles of shelter.
- (ii) Sailboards and Sea Kayaks, which are regulated by Articles 3 and 3b below.

Art. 3 (i) Sailboards are authorised to navigate not further than one nautical mile from shelter.

- (ii) The use of sailboards is permitted outside the above limit only where there is surveillance by a safety craft, authorised to navigate at the least under category 5 of the safety rules for pleasure vessels of less than 25 metres (82 ft) length and on board of which there shall be at all times two persons. Such sailboards shall be considered to be the equipment of the accompanying safety craft, and as such, shall be under the direct authority of her Master. The safety craft must be of sufficient size as to be able to take on board all the board-sailers, and to bring to shore all the sailboards.

## FRENCH REGULATIONS

NOTICE FROM THE NATIONAL COMMITTEE FOR SAFETY IN PLEASURE BOATING - June 1982

1. Working area: kayakers are permitted to navigate by day only from 300 metres up to one nautical mile from any accessible point on the shore, provided that they satisfy the conditions specified in paragraph 2 below.

Further than one nautical mile navigation is permitted subject to their having made a declaration to the Maritime Authority regarding the points made in paragraph 3 below.

At all times, kayakers must abide by the International Regulations for the Prevention of Collisions at Sea, and also by any local bye-laws concerning navigation and fairways. They should not at any time act so as to hamper professional seamen.

2. Safety regulations to be observed while kayaking between 300 metres and one nautical mile from any accessible point on the shore, and subject to the sea conditions then prevailing.

Sea kayaks must be of rigid construction, thus excluding inflatable kayaks; of length not less than 4 metres (13ft 1.5in.); of width not less than 0.5 metres (1ft 7.7in.); they must be decked and provided with spraydecks capable of keeping water out from the cockpits.

They must be made unsinkable, either by having watertight compartments as part of their construction, or by having airbags well fixed in.

They must be equipped at each end with loops or the equivalent to permit towing.

There must be carried on board either buoyancy aids or life jackets sufficient for each person. Any garment used for this purpose must either be of a pattern approved by the Minister for the Sea, or of a design approved by the FFCK.

3. Navigation more than one nautical mile from any accessible point on shore. Any persons proposing to navigate further than one nautical mile from an accessible point on shore, with a kayak constructed as defined in paragraph 2 above, must first make a declaration to the Maritime Authority who will inform them of the safety precautions considered necessary. They must also lodge with the Authority a dossier containing the following information

The name and canoeing qualifications of each participant;

The proposed timetable and intended route;

A detailed description of any safety precautions (equipment, backup, support both ashore and at sea, etc.);

A declaration that each boat will carry:

a complete change of dry clothing for each person;

some means of baling, either a pump or a scoop;

a cleat so that the boat can tow others;

a compass;

the following means of attracting attention:-

3 red self-igniting flares conforming to the current regulations

1 signalling mirror

1 sound signal (foghorn or whistle)

1 waterproof torch in working order

For the sake of the Pilot Whales, I sincerely hope you will do as Sir Peter requests and that you will join with Care for the Wild in our attempt to stop the whale killers in the Faroes.

Please too, a gift from you today is needed to increase the pressure on the Faroese. There is so much we must do.

\*Our protest against Faroe Seafood U.K. must be expanded!

\*I must find a way to finance another mission back to the Faroe Islands to confront the fishermen and the fish companies

\*Care for the Wild has to increase its international protest against the slaughter by publicising our campaign in the press, on television and in mailings to supporters.

\*And we must bring behind-the-scenes pressure on the fish companies in the U.K. who buy from Faroe Seafood.

So please don't delay. A Pilot Whale slaughter can happen any time. In the past few months hundreds of whales have died!

If you would, please consider sending a letter of protest directly to Faroe Seafood that is now doing a prosperous business in the port of Grimsby.

The address is: Mr Birgin Danielsen (Managing Director)  
Faroe Seafood Ltd.  
Estate Road 5  
South Humberside Industrial Estate  
Grimsby, DN31 2TG

Tell Mr Danielsen that you support the British campaign to force an end to the Pilot Whale slaughter - that all of Britain should stop buying Faroese fish!

Sincerely,

(Sgd.) Daniel J. Morast

Campaign Director

P.S. Please help Care for the Wild with a generous donation today. Please help fund our campaign to stop the slaughter of innocent Pilot Whales.

are now killed, the prosperous Faroese no longer need the meat. And last year, though their freezers were crammed full, they continued with the killing. The whales that didn't need to die rotted.

Traditions die hard. But for the sake of compassion and pity, this one has to be ended without further delay. I hope you agree.

I have been to the Faroes and I can tell you that the Faroese are not going to stop their slaughter of Pilot Whales without a struggle. To them it is very much a sport. In the past it was even a time for dancing and drinking - a festival.

Our team has been working to stop the Pilot Whale kills for the last two years, and to be truthful, we've only just started to succeed. The Prime Minister of the Faroes now knows that he has a problem.

So, with your help, we can make a difference! Care for the Wild has launched a special project to end the Pilot Whale slaughter. With our contacts in the United States and Canada, we have formed an international campaign called the Whale Rescue Project.

You, along with the dedicated Care for the Wild staff (and active volunteers like myself) are now part of a world-wide team of experienced wild-life conservation experts, zoologists, and other scientists, veterinary surgeons, public affairs specialists ... all working together to save the Pilot Whale.

And recently we've accomplished a great deal for these suffering animals.

Representing Care for the Wild I attended the last meeting of the International Whaling Commission. The Faroese authorities were severely criticized for the cruelty of their whale slaughter.

And just days before than, when I was in the Faroe Islands, I had a chance to speak directly to the person responsible for selling Faroese fish products to Britain.

Mr Birgir Danielsen, Managing Director of the Faroe Seafood Company confirmed that international protest over the Faroese Pilot Whale slaughter is hurting their fish exports.

This is very good news indeed, but now we must do even more. Britain still imports millions of pounds worth of fish and fish products from the Faroese whale killers each year. There is no reason why we should buy fish from the blood-stained hands of the Faroese fishermen!

It's the United Kingdom that has taken the lead in ending the slaughter. The U.K. Commissioner to the IWC pressured Denmark to respond to concerns raised about the Pilot Whales. And Members of Parliament have passed an Early Day Motion calling for an end to the slaughter.

At a recent meeting people from Care for the Wild spoke to Sir Peter Scott about the Pilot Whales and he wrote this - it was intended for people like you:

"I am appalled by the cruelty involved in the massive slaughter of Pilot Whales in the Faroe Islands. Please help the effort to bring it to a halt. It will not be easy but we must try."

Sir Peter Scott, 18th July 1985

the time they become aware of the shoreline, it is too late. They are trapped. They are doomed.

On orders from the Whaling Foreman, the men in small wooden boats attack the fear-stricken whales. One by one the defenceless animals are harpooned with metal gaffes. Then thrashing in pain the whales swim frantically among other members of the pod, blood gushing from their wounds, all the while the whale boat being pulled along behind. A sleigh ride for men with knives in their hands!

In most cases the whales are driven close to shore where other "killing teams" await them. Armed with the vicious grappling hooks, they swing their weapons high and yank them down hard into the nearest whale.

Frantic even before these blows, the whales thrash even more furiously. Their high-pitched wails and squeals echo around the bay, drowning out the shouts of the whalers and the cheers from the men, women and children on the shore.

If only the whales would just die, but no. Mortally wounded, they struggle on and on, alive enough to suffer but not to escape.

Sometimes the gaff harpoon pulls free or the whaler only strikes a glancing blow, tearing and ripping the whale's sensitive skin.

Though free from the hooks, the whales will not try to escape. The whalers boast this is because Pilot Whales have a suicidal tendency to "run back to the blood". In truth, these courageous whales are very social, protective animals. We know they will come to the aid of a stricken or injured family member with total disregard for their own safety.

How they suffer! It is a scene straight from Hell.

Hundreds of horribly wounded, terrified whales ... screams and shouts and confusion everywhere . . . torrents of blood spraying and splattering, as men bouncing in boats or stumbling in the water back at the whales ... the sea, a red froth . . . the crowd yelling, spectators lusting for the kill.

But, unbelievably, worse is to come!

Because now the knives are drawn. The men attack the once gentle, graceful marine mammals with a fierce brutality that almost matches the thrashing of the whales now so painfully caught on those horrible iron hooks.

Cutting behind the whale's blowhole, the knives slice deep through the skin blubber and flesh right to the spinal cord. Then, while the whale is still alive, the killers try to stab directly into the whale's backbone in an attempt to sever the spinal nerve.

The sheer cruelty of this act beggars all description. Sometimes it takes two men to do the cutting, the whales thrash in such agony. The process is even slower, less accurate and even more painful for the whales that are pulled near the boats; the churning waves toss the killers to and fro as they try to cut.

The Faroese people have been killing Pilot Whales this way for hundreds of years. In the past, however, the meat was needed for survival. And even so, it was a rare year in which more than 1,000 whales were killed.

But since 1980, an average of 2,500 Pilot Whales have been killed by the Faroese every year. It is a cruel irony indeed that although more whales



From: Care for the Wild, 26 North Street, Horsham, West Sussex, RH12 1 BN  
Tel Horsham (0403) 50557

Imagine picturesque fishing villages, clean and brightly painted homes ... fjords inlets, mountains plunging into the sea ... deep blue water and crystalline sky ... the quiet, wholesome, rewarding life of islanders in the North Atlantic ... in the Faroe Islands.

Now picture the sea as it turns from cobalt blue to crimson red and listen as the cheers of onlooking children are drowned out by the awful high pitched squeals of Pilot Whales that are being butchered alive. For sadistic sport.

Dear Friend,

It's the day of a Pilot Whale slaughter in the Faroe Islands. Virtually the entire local populace turns out to cheer from the sidelines, to share in the excitement of the cruel and tragic deaths of hundreds of hapless whales.

The butchering of the Pilot Whales is a centuries-old tradition in the Faroes, but it is one that can no longer be justified. The Faroese, with their televisions, videos and expensive cars are prosperous and certainly can do without eating their whale-meat delicacy. No, now it is sport ... killing for fun and a free lunch.

I hope that after reading this letter you will feel as I do, that this barbaric slaughter must be stopped! I hope that you will support our emergency campaign to save the Pilot Whales.

But before I tell you more about our plans, let me take you - in your mind's eye - to the Faroes, a group of islands that are a self governing part of Denmark.

Picture a routine August day. Most of the men are off fishing. Some wives have driven into town to run errands. Many others have full-time jobs. Older students are probably working at local fish plants. The younger children are at home watching TV.

A telephone rings and the excitement is immediate.

Caught up in the 'spirit' people drop what they are doing, leave work for the day and rush to the shore to claim good viewing spots. A crowd gathers quickly, listening to radio broadcasts of the location of the whales. And you can't fail to see that many of the men and boys are wearing what appear to be large hunting knives strapped to their belts.

With a flurry of activity, boats of every description now head out from shore. A typical boat might carry the men of a family - an elder, two men in their late thirties and a very young boy, perhaps the grandson being taken along for his first real encounter with these mysterious mammals of the sea. The men wear knives and each keeps, close at hand, a large, ugly, single-pronged grappling hook,

The boats, about forty or more, draw closer and can now be seen to form a tight line. Shouting and throwing rocks ... revving their engines and rending the quiet of the sea with echo sounders ... these 'whalers' herd the sensitive, terrified animals into bays and inlets.

The whales, a pod of about 200, become confused and frightened. The water churns with thrashing tails and panicky, futile attempts to escape. By

"Spade" blade paddles, spoons and "sea" blades, etc., are immediately 100% immersed at the start of a stroke and the resulting rapid pressure build up transmits a mechanical shock to the tensed biceps and shoulder muscles. Positively the worst paddles are unfortunately the most common - stiff plywood blades and alloy shafts! A narrow blade paddle is only immersed at the tip at the beginning of a stroke and the pressure build up is gradual as more of the blade becomes immersed when drawn towards the paddler. Hence the curves in the above graphs.

In order to cushion the shock with spade blades, some are constructed to have a degree of springiness in the shaft. This usually means a lightweight construction. Since the 'springiness' of a narrow blade paddle is entirely in its action through the water it is unnecessary to make the paddle itself springy. A narrow blade paddle has thus the further advantage in that it can be made as robust as materials will allow. Weight is not so important because it is concentrated in the middle of the paddle. My present paddle was Oban's best offering of red pine - I don't attempt Ipswich rescues with it! My next will be of ash or something similar.

Like John Heath, I no longer believe the myth that Eskimo kayakers made narrow bladed paddles because of the limitations of the materials available.

Feathering - To feather or not to feather - Is the proof of the pudding in the eating?

Sea kayaking forms a part of outdoor courses with which I am involved here each year. At the start of the '87 season I "de feathered" our flat blade Ottersports paddles making them parallel. In previous seasons unwanted capsizes had occurred because the blade on the port side had been feathered insufficiently and sliced down instead of planing. When such a stroke coincided with a small beam wave the paddler had no support. Capsizes for this reason had occurred on at least three occasions in our '86 season. Training time on our courses, prior to an expedition, ranges from three or four hours to five or ten minutes.

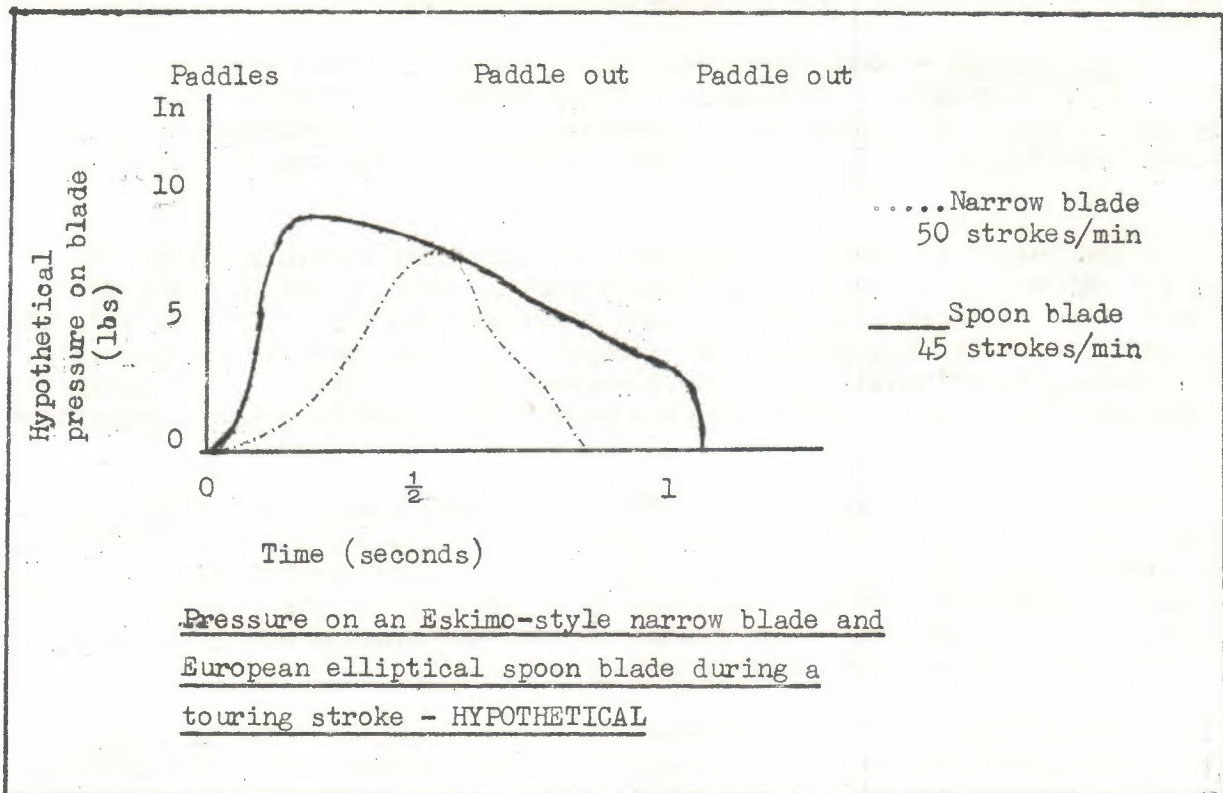
During the '87 season I dealt with 25 complete beginners, 42 novices (some with five minutes experience or one pool session) and five reasonably experienced paddlers. There were no complaints about the parallel paddles, no one had any problems. Several paddlers remarked (unsolicited) that it was easier. On two occasions in beam breezes the groups I was with were seemingly unconcerned. In the past I have found such beam breezes had unsettled inexperienced groups using feathered paddles. This was due to the wind acting on the paddle blade in the air.

A Force 2 headwind for a short period was noticed by one group at the end of an expedition. The wind resistance on the blade in the air was noticeable. Using unfeathered narrow blades I begin to notice forward wind resistance in a Force 4 headwind - the centre of effort of the wind on the blade is closer to my hand. In the case of a spade blade on the end of a shaft the wind resistance is further from the hand and more leverage is involved. Normally I avoid like the plague paddling into a Force 4 or greater headwind but the Greenland stroke, as described in John Heath's article, could always be used in such circumstances.

So here is a challenge for your readers or perhaps some B.C.U. expert - can the feathered paddle be justified for touring apart from its advantage in a strong headwind?

Apologies to the author of this interesting article - I'm afraid I cannot recall who sent it - please remind me and I will credit in next newsletter

Supposing it was possible to measure the pressure on a paddle blade throughout a stroke - the result in graph form would, I think, look something like the following:-



There are three features to note:-

- (1) stroke duration is shorter with narrow blade, i.e., medium stroke rate per minute.
- (2) Maximum pressure during the stroke with the narrow blade is lower than that for the spoon blade.
- (3) Pressure increase at the start of the stroke is more gradual with a narrow blade

The third feature is the most important. It is responsible, I believe, for such comments as that of John Brand's in ASKC Newsletter No.62 in which he says he goes further for less effort and that quite simply Greenland paddles are not so tiring. Another paddler in Canoeing Magazine November 1974 commented that his narrow bladed paddle would push the kayak all day at its touring maximum and was far less fatiguing. Why is this?

The explanation lies in the reasons for muscle fatigue. The main reason is, I believe, mechanical damage (on a microscale) to the muscle tissue. This is cumulative and at the end of a taxing period of exertion is what makes muscles ache, possibly because, in addition the damaged tissue slows blood flow through the muscle. The concept is one I think of under the term "muscle shock".

Mechanical damage will occur more readily when the muscle is under tension - as at the start of a paddle stroke. Imagine bashing a rubber ball with a hammer - nothing much happens except that the ball might bounce away. Freeze the same ball rigid in a liquid gas and it shatters under a hammer blow. So we are not like rubber? Well, what about sleepwalkers or drunks who with muscles relaxed, manage to fall out of windows and the like without hurting themselves?

## Unfeathered Narrow Blades - Some Thoughts

I read John Heath's article on the Narrow Blade with great interest. For the past two years I have been using an Eskimo-style paddle 7 feet long with blades 2 $\frac{7}{8}$ " x 2'9" and have come to certain conclusions.

Zig Zagging - John states that this is due to vortex shedding and occurs at certain speeds. Testing in a water trough can be misleading. It is equivalent to using the paddle for acceleration. When accelerating my paddle certainly does wiggle but it does not seem to wiggle or zig zag when cruising - why?

The reason is that I have learnt to apply just enough pressure for thrust but not enough to create significant vortex shedding and thus zig zag. This takes time to learn - it took me some hours of paddling. Most friends who try my paddle hand it back after a few strokes - they are used to racing-style 'spoon' blades, flat 'spade' blades or so-called "sea" paddles. They apply too much pressure (as I did at first) and the narrow blade paddle wiggles uncomfortably.

There are some similarities between paddling a kayak and pedalling a bicycle. This feeling for the correct amount of pressure is directly equivalent to the cycling condition termed "soupless". The skilled cyclist achieving soupless, applies smoothly just the right amount of pressure on the pedals through each part of their circling. The result is that the minimum energy is expended none is wasted - the cyclist is being energy efficient.

This brings me to another conclusion after two years use of a narrow blade. Wide blade paddles, particularly elliptical spoons, are POWER EFFICIENT, narrow blade paddles are ENERGY EFFICIENT. It is energy efficiency which should be of importance to the open water touring paddler. In mechanical systems, such as internal combustion engines, power efficiency does not coincide with energy efficiency. Maximum power, i.e., acceleration, in a car might occur at 5000 r.p.m. while maximum miles per gallon, i.e., energy efficiency, might be achieved at 3000 r.p.m. in a high gear. The same is true of human muscle as bicycle ergonomic tests demonstrate.

In one study it was found that a maximum muscle energy efficiency was achieved at a pedalling rate of about 50 r.p.m. There was a small drop in efficiency each side of this optimum between 33 and 70 pedalling r.p.m. The maximum power developed by cyclists is at a pedalling rate of 80 to 90 r.p.m., i.e., muscle contraction/relaxation cycles per minute.

The same comparison occurs between racing and touring kayakers. My stroking rate in a loaded kayak was 51 per minute while my companion in an identical kayak, equally loaded, was stroking at 45 strokes per minute using a "sea" paddle about six inches longer than my narrow blades. In racing, sprint kayakers stroke anywhere from 60 to 100 strokes per minute. The acceleration then deceleration in between strokes is often very noticeable. In a touring situation this represents wasted energy and could be considerable.

Studies on African women carrying 60 lb loads on their heads revealed that the women expended 20% less energy as compared to European soldiers carrying 60 lb loads as backpacks. One explanation is that the women used the mobility in their bodies, particularly the back, to maintain their loads at a steady elevation. Backpacks resting on hips and shoulders, limit mobility so that the load is raised with a step and lowered between steps - not by much perhaps, only one or two inches. Multiplied by the number of steps on a hiking trip the extra (wasted) energy required would add up to many foot pounds of work in a day. The principle is the same with kayaks propelled on one side then the other by paddle strokes.

said goodbye to him in Punta Arenas, but as he had unwisely purchased an airline ticket with absolutely no flexibility he was given two options which worked out exactly the way it was offered. Also when working out Mr McCormick's arithmetic he seems to forget that travelling to and from the Antarctic is not usually a free trip nor are trips to Paine and Los Glaciares, etc.

I apologize for the length of my response but I feel most of the details are necessary. Two other points he has put in print need clarification. Firstly, that in British Columbia only travel agents register with the Registrar of Travel. We happen to be operators. Secondly, I did not accompany the trip in the end because the boat needed to make room for some backlogged cruise passengers from a previous departure. I elected to send Steve Smith, my expedition assistant, who is much better versed in the natural history of Antarctica and therefore was a much better choice for a resource person, particularly when using a passenger vessel as opposed to kayaks.

I do not take any pleasure in this kind of letter and I have left many things unsaid out of general courtesy, but I felt I had to make an honest response to your publishing of his article as it certainly did little for our image to your readership.

---

From: Eric Totty, Kendal. 14th August 1988

Dear John,

I have been re-reading a translation of Homer's "Ulysses" and his epic voyages and came across this passage:-

"We began to sail up the narrow strait. For on one hand lay Scylla, and on the other mighty Charybdis sucked down the salt sea. When she spewed it forth, she would seethe like a cauldron on a great fire and the flung spray fell like rain on the tops of either cliff. But when she swallowed down the salt sea water, one could see right down into the troubled depths. The rocks echoed with the terrifying roar and the dark sand of the sea bed was exposed to view."

May you never get drawn into such a maelstrom. But that was 3,000 years ago and maybe the seas were wilder in those days!

It is certain that over the centuries there have been changes in the sea bed which have reduced its violence. There still exists broken water and overfalls on the Sicilian side of the Messina Strait which is the accepted location of the "narrow strait". In winter storms these overfalls could, no doubt, present a formidable hazard to an open boat such as the one that Ulysses used.

Arthur Oliver sailed an open Sicilian fishing boat from Palermo to England in 1953 and he reported that he and his crew adopted the Homeric practice: whenever bad weather threatened, they ran their boat up the nearest suitable beach and waited there until conditions had improved.

From: Jim Allan, President, Ecosummer Canada Expeditions, 1516 Duranleau St.,  
Vancouver, B.C. Can V6H 3S4. Telex 04-55551. Tel. (604) 669 7741  
26 August 1988

Re: Article: "Antarctic Day Tripping"  
by Mr Ken McCormick  
Newsletter No. 69, September 1988

This is a short note to set the record straight regarding Mr McCormick's reference to a rather exorbitant kayaking venture. Mr McCormick paints a less than admirable picture of Ecosummer's professionalism and our desire to work to the highest standard of responsibility to our clients. As this is far from the case I feel that I must air our side of the story for your readers.

On any outdoor adventure one is subject to the vagaries of the unpredictable and the more remote and offbeat the itinerary the more measurable these consequences may be. Therefore companies such as ours must do impeccable logistic planning in an attempt to prevent Murphy's Law from prevailing.

Mr McCormick's Antarctic experience was scheduled to depart, after three initial days visiting Torres del Paine Park, by flying to King George Island in the Antarctic where he would join the Chilean Research Vessel, cruise down the Peninsula, be dropped off for ten days kayaking after which the Chilean vessel would pick up the group and return to Chile by crossing the Drake Passage.

The boat we chartered was a first rate ship from the largest and most responsible shipping firm in Chile. Unfortunately prior to Mr McCormick's trip the ship incurred major mechanical problems associated with engine alignment. It was docked for major and initially undetermined amounts of repairs in Punta Arenas (a Chilean town at the southern end of the Americas).

Day by day time went by as the survey and resulting repairs of the ship took place. In the interim Mr McCormick was toured by Ecosummer beyond Paine over into Argentina to Los Glaciares National Park as opposed to having him marking time in Punta Arenas as was done by cruise clients booked on the boat from other companies. When the boat was ready to get underway it was, of course, not at King George Island but in Punta Arenas and because of the previous delays was not able to drop the kayak expedition off and pick it up.

I should mention that it is universal in the adventure tourism industry that clients sign a waiver which absolves an operator of any schedule changes or irregularities; however, I say in the same breath that I am sure every operator tries to be as reasonable as possible in any case of retribution.

In this case because the itinerary had been forced to undergo dramatic changes and the opportunities for kayaking had essentially been eliminated, we offered Mr McCormick a near full refund and he could return home or he could proceed on the trip basically as a ship's passenger. We would take the kayaks and hopefully he could get some day paddling in the Paradise Bay area, which he did. He was told that if he proceeded to the Antarctic he would still receive a refund of between \$1,000-\$2,000 Cdn. as a reflection of decreased expenses on our part. However, due to negotiation with the ship this amount could not be certain. Mr McCormick knew how long it would take to get to the Antarctic and return and that he would likely have 3-4 days maximum in the Antarctic. He had a choice to make and chose to go. He then received a refund of \$1750 Cdn. plus a recent further \$250 Cdn.

No operator including ourselves wants an unhappy client. In hindsight it would have been wise to offer Mr McCormick only the first choice and

First to Great Cumbrae Island, thence to Bute and across to Loch Striven. By which time the wind had actually died away, proving again that the only predictable thing about the weather is its unpredictability. Today I made a slip by under measuring the length of the loch, which luckily involved an extra two n. miles paddling. JM found paddling up this loch boring. I agreed that the flat marshy land at its head wasn't particularly picturesque. Visibility had rapidly deteriorated to a thick fog, couldn't recall any mention in the forecast. Still I enjoy foggy conditions. JM's fear of bigger vessels slightly exaggerated. With ears, white lights and white flares we should be O.K. Crossing back to Great Cumbrae from Bute we could hear the ships long before seen, waiting clear of the shipping lanes till they had safely passed by. Better visibility towards Largs though would still be described as poor or very poor. Off the north coast of Great Cumbrae JM shouted "white flares". Sure enough I too saw three white flares fired in succession. Immediately we altered course, though white flares are usually reserved for preventing a collision, someone may none the less have been in difficulty/danger. After a fruitless search, and the close proximity of the shore we reached the conclusion that they'd irresponsibly been fired from the shore. Ah well - a little drama at the end of the trip, plus a respectable 34 n. miles paddled in the day.

Certainly good paddling in Scotland. Arran especially worth a visit and all the people we met were friendly and hospitable. Quite likely I shall return to visit the other islands, perhaps meeting you afloat there too.



1. Great Cumbrae Island
  2. Little Cumbrae
  3. Loch Striven
  4. Loch Long
  5. Holy Island
- ..... Seal sightings

Friday 28 July - Awoke 0550 hours for the shipping forecast - not inspiring - could have had a lie in. Never mind, a couple of hours for catching up with my log book before investigating what the town had to offer. By coincidence JM happened to enquire whether there was any breakfast going at a hotel run by a pleasant gentleman who happened to have paddled wood and canvas canoes in his school days. Which probably explains why we enjoyed a well prepared breakfast with unlimited amounts of coffee for a very reasonable sum. Typical of the hospitality we received for the remainder of our short stay.

Saturday 30 July - Sea still lumpy with surf onto our beach but wind forecast to drop from yesterday's F6 to F3/4. Getting into my kayak I was swamped by a wave before I'd time to pop my spraydecks on. After pumping out I launched and joined JM beyond the surf line. Wind initially moderate to fresh but at least pushing us in the right direction. Mornings paddle fairly uneventful with the welcome distraction of seals. Sun - trapping Catacol Bay, an irresistible spot for lunch. Only a few more miles and we'd completed our circumnavigation of Arran, passing a wreck of a yacht "en route". Followed by a relaxed two hour crossing to the southern tip of Bute assisted by the still remaining moderate westerly wind and following sea. That night we camped on the eastern shore of Bute which would have been pleasant had it not been for the abundance of, not midges, but flies.

Sunday 31 July - Much more like it, a beautiful calm, sunny morning with an absolutely smooth sea. Today's goal the top of Loch Long; weird sensation due to the perfect mirror image of the clouds on the surface of the sea, like paddling upside down on the sky. Resulted in some great photographs.

Stopped at the town of Dunoon. I watched over the kayaks whilst JM went in search of a refreshing glass of shandy. Returned with some welcome sandwiches. Slog up Loch Long, the lower part of which was rather ugly. Passed Coulpport Jetty - shorewards surrounded by high fencing topped by rolls of barbed wire and watched over by remote T.V. cameras, a security guard or two and an attendant Police launch. The top of the Loch a welcome contrast. Landed on an extensive bed of mussels, strange springy sensation underfoot. JM disappeared to book into the campsite whilst I towed her kayak round to a sandy spot nearer our pitches. Later on our way into town in search of a meal, we came across a sign warning of the possibility of food poisoning through consumption of the mussels. Relieved to have left my fishing tackle back at Largs after reading that notice. A week into the trip.

Monday 1 August - A late lie in, setting off at midday, down the Loch against the quite weak ingoing tide in order to benefit from the outgoing tide from Dunoon. Stopped again at this town. An understanding shop keeper kindly allowed us to drip over his shop floor whilst topping up our provisions, much to the amusement of the other shoppers as we milled about in full paddling regalia. From Dunoon headed south bound for Great Cumbrae Island. The attraction of Largs as destination proved greater due to the known availability of refreshing showers.

Tuesday 2 August - JM took a day off whilst I popped over to Bute and lunch in Rothesay. A cool, overcast day, moderate westerly wind. Not a seal to be seen, but at least a few gannets to keep me company. After nearly five hours paddling I returned two minutes ahead of my E.T.A., managing to carry my laden kayak to the car whilst JM snoozed inside. But waking before I could go BOO!

Thursday 4 August - I had hoped to paddle at least 200 miles this trip, 32 n. miles remaining, so we glanced over the charts to identify a suitable destination for a day trip. A grey overcast morning, light to moderate wind. Forecast giving a F6. So we packed our kayaks and would alter our plan as necessary.



of Arran; unfortunately the crossing to Arran unattractive in present conditions, so turned about and headed up the east coast of Bute toward its main town and port, Rothesay. Fairly built up so sought a remoter spot to pitch, which turned out to be at the head of Loch Strivan.

Monday 25 and Tuesday 26 July - Fairly calm as we turned in Sunday night. However I was cruelly awoken at 0300 hours when the poles of my dome tent began to break one after the other. Scotland's worst summer gale in 50 years had arrived. No choice but to get dressed and salvage the remains of my gear in heavy rain. Meanwhile JM slept on soundly in her flimsy looking but long suffering tent which had survived even stronger winds in the Faroes.

Paddling was definitely out. We had a week's supply of food in our kayaks and of course unlimited supplies of "Burn water" from the mountains. A friendly passing farmer out checking his livestock said that if we were in need of anything that we only had to ask anyone we saw.

On Tuesday walked to the nearest town between showers.

Wednesday, 27 July - At last, back on the water. Set off 1000 hours heading up east Kyle (felt like paddling in a lake - except for the larger vessels) in the company of other boats including one of Scotland's famous cargo ships the "Puffer", which was being overtaken by a beautiful example of a wooden fishing vessel. We passed between the low grassy Burnt Islands watched by the resident gulls. Pressing on we stopped just short of Ardlamont Point for the shipping forecast and lunch. Left the decision on the day's destination until we were in the vicinity of Girdle Rock where we could see the conditions which would be encountered for each alternative. Wind had picked up to a good F6. Continuous white horses in the direction of lower Loch Fyne and an uncomfortable lee shore. Elected to cross to Arran, heading on 210M progress was not hindered. The wind was noticeably dropping and by the time we'd drawn into the coast below Millstone Cottage it had virtually died away, shortly to be replaced by bouts of alternating drizzle and rain. Would we get as far as Holy Island? The temperature had dropped dramatically without us really noticing until by 1930 hours we were quite cold. We'd earlier passed attractive bays, which with a fringe of trees and picturesque mountains behind one could imagine looking at a pacific island - if only it wasn't so cool. The next flat grassy area happened to be amongst rough ground bordering a golf course. It was 2000 hours, it would do.

Thursday, 28 July - Awoke to a pleasant surprise - the high tide had flooded "channels" surrounding the tents. So instead of the previous night's portage up the beach we were able to paddle under a low footbridge and out over the beach. An hour or two later we'd reached Holy Island, and an odd scene over Lamlash - a layer of cloud lying on the lower hills but clearer sky over the higher ground. Continued round Arrans' southern coast and by Dippen Head we could see the islat Ailsa Craig despite the mist, with a low cloud hovering over it. Weather still too unsettled for a visit so carried on, stopping for a snack on a beach looking out to the Island of Pladda. For the first and only day of the trip I spotted Shags, a bird which though present in numbers round the Channel Islands seems to be less numerous hereabouts. Later when I happened to bump into a rock we spotted a Curlew amongst a resting flock of Oystercatchers. Each day Gannets were present, always in multiples of two, often passing low overhead and demonstrating their spectacular dives in search of fish.

Slowly cruising up the coast we were able to observe the seals at close quarters, both in the water and hauled up on the rocks. Some pups about too who preferred to swim close into the shore, amongst the maze of rocks. Wind beginning to pick up - from light to westerly moderate. Quite happy to stop at Drumadoon Point. Found a small grassy area just outside the golf course, conveniently just a few minutes walk from the town of Blackwaterfoot.

There are many similarities between the early Eskimo paddler and ourselves today. Preparation is all important. The right gear and the knowledge of how to use it. The Eskimo had to really get this correct. Not doing so courted disaster. From an early age they were taught by their fathers and uncles how to build and how to use kayaks; how to hunt from them and how to survive from them. Today we rely on learning from each other and to this end the British Canoe Union has developed a graduated coaching scheme to take care of beginners and the more advanced kayaker. Fortunately we have been able to gain the respect of other professional sea-farers as well as the coastguards. Our credibility has been achieved by our approach to the sport based on safety coupled with adventure; neither being comfortable 'bed fellows'. Our emphasis has been on safety. We have developed a range of skills and awareness that should ensure that we constantly rely on management rather than luck.

So how adventurous can we be? Does being so safe put a brake on our activities? Certainly not. The catalogue of sea kayaking expeditions grows more impressive year by year. Around Cape Horn; across the North Sea; through the Farne Islands of the north-east coast in a raging storm; around Great Britain, New Zealand and even Australia - all these expeditions and many more have been undertaken in recent years.

I hope I have given you some insight into what sea kayaking is about. No longer will you think that it seems like a lot of effort for little reward. Like all those who "go down to the sea again", it is imperative that due consideration is given to such a meteorology, navigation and seamanship. "In a one seat canoe, you are skipper and crew" - so the song goes, and maybe the scale is small but an advanced sea kayaker needs to know what he is up to just as does the skipper of a large vessel.

---

#### HIGHLANDS AND ISLANDS '88 (OR SEALS AND SUBMARINES)

by D. A. Geyt from Jersey

After paddling in England in January, Wales in April, why not Scotland in the summer. Our summer trip - the reward for the regular paddling through the winter months. Taking the night ferry from our Channel Islands JM and I arrived at Weymouth and after sorting out problems regarding the ferry ticket we were free to drive to Largs.

Ideally I had hoped to round the Mull of Kintyre, visit the Islands of Gigha, Islay, Jura, Oransay, Colonsay and Mull, plus the Gulf of Corryvreckan, then use the Crinan Canal as a short cut to Bute, prior to returning to Largs. However plans had to be modified in view of the unsettled weather (which seems to have "dogged" us this year). Still the area east of Kintyre appeared to be an interesting prospect.

#### Extracts from log

Sunday, 24 July - Launched 12200 hours from Largs marina after a lengthy packing session; car left in the hands of the accommodating marina staff. Hopped over to Great Cumbrae Island passing ferry (from Largs) disgorging day trippers. Off the Island's north coast families of ducks out paddling. On the crossing to the relatively flat Island of Bute we stopped for the yacht "Go Easy" to pass and typical of most crews hereabouts they had time for a wave and hello. Drawing into the coast we turned and headed east and shortly saw the first of many seals (we were unaware as yet of the dreadful fate of the Baltic and North Sea populations), closely followed by something else which would be experienced every day, the rain. Rounded Rubha'n Eun's short lighthouse lying on Bute's south coast To the west the spectacular rugged Island

The world is full of sea kayaking opportunities. I happen to prefer the Arctic and Sub-Arctic where lie the origins of sea kayaking and where there is such an abundance of land and marine wild life. Paddling through a 'Disney world' of ice floes and bergs big as cathedrals with the occasional snort of whales as they surface for air. Paddling right up to the face of tide-water glaciers, risking all as huge slabs of ice thunder from the face into the water below. Seals sleep fitfully on the ice floes, seemingly undisturbed by the loud clap as the glacier calves, only moving with some alacrity as we approach too close for their comfort. Overhead an eagle soars, chased across the top of the cliffs by an angry seagull. If you are really lucky you will see a bear amble lightly down off the glacier to make its way along the beach foraging to feed an empty stomach after a winter of hibernation. In the warmer waters of Prince William Sound, for example, there is a return of the sea otter. Previously hunted out of existence almost by the Russians in the last century, they float on their backs cuddling their young to their breast or breaking open a clam. Great tracts of coast can be covered by the huge blubbery brown bodies of thousands of walrus, carpeting the rocks with a pulsating mass. The inquisitive faces of seals, eyes wide in interest, pop up and down around the kayaks. Such prolific wildlife in such pristine wilderness, and all intimately experienced from the sea kayak. Overhead the skies warn of pending storms, insisting we head for safety; or the clouds scud in beautiful formation across the expanse. The sun gives off its warmth and strength. The wind agitates the water. On a good day it stings the flesh with spray and causes waves that lift and crash the kayak along with a reckless abandon.

There is nothing new about sea kayaking. The Arctic natives used kayaks to hunt seal, whales and walrus. The Eskimo developed the kayak into a finely tuned hunting machine that in expert hands could skid across the sea so straight and silently that no surface target rarely had the opportunity or power to avoid capture.

By about the year 2000 BC the Paleo-Aleuts had made a boat from seal skin and whale bone, which, for its size was already without equal in speed or grace, in weight, simplicity or style, and by the time the Eskimo or Inuit as they prefer to be called, entered the literature of the Western World towards the end of the 16th Century, its design and the techniques of using it were impossible to improve upon.

On its own, this long sleek craft is without a single vertical to justify its length and, beautiful though it is to behold, the boat is cold and dead. But put man and kayak together and something magical occurs. Suddenly the kayak becomes the seated extension of the man and is its dynamic, its soul, its 'raison d'etre'.

What is more, the kayak length is exactly three times the owners height and all the ratios between kayak and man make sound mathematical sense. How do we account for this? Either the Inuit had a flair for mathematics at least equal to that of the Megalithic "astronomers" of Britain and France who were his Stone Age contemporaries, or he was a man of artistic genius, and it seems pretty obvious to me that since he had neither the 'logical' approach nor fingers and toes enough on his body to count in excess of twenty without borrowing another man, the kayak must have been an artist's boat and those mathematically exact proportions based simply on the aesthetic principle that what looked right WAS right.

But the joy he derived from making a kayak was nothing compared to the pure delight he got out of using it; and this explains the appeal that sea kayaking has to modern western citizens who have taken up sea kayaking as a recreational activity.

## SEA KAYAKING - A MODERN DAY ACTIVITY

by John Ramwell

Ever thought of taking a kayak on the sea? No! Well, who can blame you. Such a small craft on such a wide ocean; hardly the place and sounds risky - apart from which, where's the fun? Seems like a lot of effort for little reward; I mean, what is there out there but lots of water. Oceans are made for big ships with bunks to sleep in and decks to walk on.

I understand your reaction, but come with me on a sea kayaking expedition. Let me tell you what it is to experience the elements first hand, to be at one with our natural environment, to feel the wind and spray on your face, to feel the kayak sway and buck beneath you as you ride the waves. That feeling of exhilaration, of being so close to the world around you as your body swings in rhythm to your paddling. Like an arrow flying from the bow, your slim and streamlined kayak cleaves along effortlessly. Words fail to adequately describe. One feels so uninhibited, so free, so natural.

The sea is irresistible. It has a potent charm that draws us to it. It can lie like a sheet of crystal in calm tranquility with a sky reflected in its bosom; or its billows can roar as they dash, fume and lash in fury on the rocks that dare to stand in the way. Storms and tempests can rage. The sea can be a wild thing, filling one with dread or excitement. Surfing waves, tumbling and crashing overfalls and fast tidal streams rushing through narrow gaps between islands and headlands. Now ask me where is the fun!

It is this double attraction of the natural elements and the combination of skill and effort that is bringing increasing numbers of people to this modern version of a very ancient mode of travel.

I really ought to make the difference between a canoe and a kayak. In its simplest explanation we consider all kayaks to be canoes but not all canoes to be kayaks. Consequently it is often possible to hear kayaks being called canoes. Americans make the distinction more readily than we do in Britain. They accept that canoes refer to the traditional opened decked craft as used by the early Canadian trappers and kayaks have closed in decks with a well defined cockpit.

Kayaking, particularly sea kayaking, is attracting a large number of people from a broad range of society. I noticed that in America the sport was enticing a lot of professional people eager to escape their ever increasing commitments. This is becoming the case in Britain too as we divest ourselves of the trappings of life for the freedom of the sea. Noise, crowds, busy schedules are left behind as we prepare for the off. One can be alone out there in this vast space of sea and air, even when paddling with a group. You have that feeling of discovery, of being the first on the scene. No footpaths or road signs mark the way. No 'Man Friday' footsteps, nothing to show that anyone has travelled your way before. A kayak does not emit exhaust fumes or leave any traces of its passing except for ripples as it cuts through the water and the paddles dip in and out as you pull your way along.

And the places it is possible to reach in such a tiny craft. Remote island and beaches, sea stacks and caves, bird and seal colonies. Around the British Isles we enjoy a stupendous coastline where our northern climate and exposed sea combine to provide a wild exhilaration. The west coast of Ireland and Scotland offers breathtaking coasts, myriads of islands and the whole range of sea conditions from the placid contented waters of protected sea lochs to the wild and exciting Gulf of Corrywrekin or the famous Falls of Laura on the west Scottish coast.

20th July through to about 4th September 1989. The details are going out to many schools across the country in order to attract young people prepared to raise £1,400 through sponsorship and fund raising schemes in order to join this expedition. If you know of any likely candidates then tell them further details are available from:-

Lt. Col. Peter Steer, R.A. (Retd.)  
B.S.E.S.  
at The Royal Geographical Society  
1 Kensington Gore,  
London, SW7 2AR  
(Tel. 01-584-0710)

---

Finally thanks to recent contributors who responded to my plea for material for ASKC.

---

Thanks to John Black from Tonbridge, Kent, for bringing this to our attention.

#### SAFETY FLASH

Being seen can sometimes mean staying alive. Climbers, walkers and sailors all know this. But even in a dark lane coming back from the pub its a good idea to be visible.

Looking like a miniature torch the "Starlight" is a personal Xenon strobe light. It is very light and you can strap it to your arm using a simple velcro strap.

Powered by a small 1.5 v torch battery it emits a powerful flash for up to 28 hours. The initial rate of flashing is one per second but this slows to one per seven seconds as the battery runs down. The manufacturers claim that the light is visible at a range of over a mile, it certainly is bright.

The "Starlight" cost just under £15 and if you cannot find one in the shops you can order direct from R. V. Rutland and Company, Unit D18, Barwell Trading Estate, Leatherhead Road, Chessington, Surrey KT9 2NW.  
Telephone 01 391 0157.

Association this week, 'then there would be at least a couple of hundred flying this summer'.

He was speaking at the presentation of flags to resorts that won them this year. The number involved, 17, was the same as for 1987 but eight winners last year failed to gain a flag this year - in the majority of cases because beaches were not operating dog bans.

A total of 31 beaches were considered this year. Among the winners were Torbay (which took six flags for beaches along its coast) and Bournemouth, which was praised by judges as possessing 'one of the best beaches in the country'.

Brighton failed because of litter left by its visitors, and Bridlington - which took two flags in 1987 - failed because no dog ban was in force.

The Blue Flag Campaign is organised by the Tidy Britain Group whose director general, Professor Graham Ashworth, said an additional six flags could be flying this year but for the fact the Home Office had not given approval to local byelaws banning dogs from beaches during the summer.

Mr Hall, representing the WAA (which sponsors the campaign) said almost 70 per cent of the 360 delegated Euro beaches in England and Wales complied with the EC bathing water quality Directive. He also pointed out that water authorities were spending in the region of £70 million a year to bring the remainder up to standard.

Flag winning beaches were: Ansteys Cove, Blackpool Sands (Devon), Bournemouth, Broadsands, Corbyn, Crinnis, Exmouth, Lee on Solent, Meadfoot, Oddicombe, Paignton, Pembury (Cefn Sidan), Poole, Porthmeor, Sidmouth, Stokes Bay and Weymouth.

---

From: I. R. Cammish, 18 Norman Crescent, Filey, N Yorks, YO14 9AP  
9 August 1988. Tel. (0723) 514569

Dear Sir,

I wondered if any of your members would be interested in the following articles which I have for sale:-

LENDAL SEAMASTER PADDLE, FIBREGLASS BLADES AND SHAFT, AS NEW £25

W.W. TWINSEAL SPRAYDECK , FIT SEA TIGER OR SIMILAR, NEW £15

2 OTTERSPOUT SPRAYDECKS, ONE FIT ICEFLOE AND ONE MUCH LARGER, AS NEW  
£5 EACH

BLACKS VENTILE TUNNEL TENT NEW £75

Yours faithfully,

(Sgd.) I. R. Cammish

---

BRITISH SCHOOLS EXPLORING SOCIETY - NORWAY 1989

This well established Society with strong ties with the RGS as founded by Surgeon Commander G. Murray-Levick, R.N. in 1932 is allowing me to lead a six week sea kayaking expedition to Arctic Norway next summer - from about

THE ADVANCED SEA KAYAK CLUB

AIMS: (1) Promotion of Sea Kayaking; (2) Communication; (3) Organisation of events and symposiums; and (4) Safety and Coaching

APPLICATION TO JOIN/RENEW MEMBERSHIP TO THE A.S.K.C.

(Note that membership runs from January 1st through to the end of the year)

Cost of membership is £5.00 per year for U.K. members and £6.00 per year for all none-U.K. members

NAME..... I enclose the sum of £..... as  
subscription to the A.S.K.C. for the  
ADDRESS.....  
..... year commencing January 19..... and  
..... for items from the ASKC Shop as  
..... detailed below:  
..... Signed.....  
..... Post Code.....

Send to J.J.Ramwell, 7, Miller Close, Newport, <sup>Date</sup> Isle of Wight, PO30 5PS.....  
A.S.K.C. SHOP

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

ALL PRICES INCLUDE  
POST AND PACKAGE