NEWSLETTER of the

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

ADVANCED SEA KAYAK CLUB

NEWSLETTER NO.85

MAY 1991

J. J. Ramwell
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NEWPORT
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PO30 5PS

EDITORIAL

We have just returned from the Canoe Exhibition in London. The ASKC stand was busy, made more so by having Frank Goodman with us this year. Frank established a 'Sea Kayaking Clinic' under the auspices of the NORDKAPP TRUST. The Exhibition as a whole seemed less busy than usual and there is currently much discussion about its relocation to the Midlands. I am assured it will be held at Crystal Palace next year.

There is certainly a lot of interest in the NORDKAPP TRUST ANGLESEY SEA SYMPOSIUM scheduled for May 4th to 10th of this year. The programme and application forms are available from any member of the Trust, i.e., myself, Frank Goodman or Nigel Dennis.

Whilst at the Exhibition I had a lengthy discussion with Pete Midwood from Plas-y-Brenin He and I are keen to organise a TRADITIONAL ESKIMO SEA KAYAK BUILDING COURSE to be held at Plas-y, probably during the week following the Anglesey Sea Symposium next year. This week will not be cheap as it will include the cost of food and accommodation at Plas-y-Brenin, materials, tools and workshop, and the cost of flying in a suitable instructor (we have in mind Mr Peterson from Greenland). We believe that there are sufficient paddlers around who would be interested. Certainly the two events following on from each other, viz., the kayak building course and the Symposium will make a journey across from the States and Europe well worth while. If you are seriously interested in this venture do please write and say so. Given that we can find about a dozen candidates we feel we could make a go of this. Write soon.

Whilst talking of Canoe Exhibitions, I am soon to attend the Dutch Canoe Exhibition over the weekend of 23rd/24th March - my first visit.

I recently heard that the book QAJAQ by David Zimmerley has been reprinted and I am having a few sent over from Seattle, U.S.A. A copy, including postage and packing will cost you £12.00 per copy. Nigel Foster launched his new book on Sea Kayaking at the Canoe Exhibition last weekend and I am looking forward to reviewing it in this newsletter very soon. Nigel and Ray Rowe have joined forces to produce a new buoyancy jacket and cag. I was really impressed by the thought that had gone into their design, so much so that I have decided to replace my rather dilapidated buoyancy jacket with one of theirs.

I am rather encouraged by the number of requests I still receive for copies of my book on sea kayaking, 'SEA TOURING'. I am well into re-writing it and will have it ready for February next year.

Our next newsletter will carry a report on the Anglesey Symposium Rather than read about it, be there.

The B.C.U. Sea Touring Committee have produced a pamphlet on 'HOW TO CHOOSE A SEA KAYAK'. Written by Xhris Childs it makes very informative reading You can get a copy from me at £1.20 per copy.

My final 'for sale' items are WHALE and GULL pictures as drawn by KELLY WEAVERLING. I had them available at the Canoe Exhibition and I still have a few left at £1 10 each (state preference if sending for only one picture).

A.S.K.C. SHOP

Ties @ £6.00 each
ASKC Stickers @ 35 pence each
ASKC Letter Headed Paper at 50 pence per ten sheets
6th International Sea Kayaking Symposium Report @ £1.00 each
T-shirts - Small/medium/large/X large @ £5.50 each (in yellow or black)
Sweat-Shirts - Small/medium/large/X large @ £11.50 each (in yellow or black)
Whale Pictures @ £1.10 each
Gull Pictures @ £1.10 each
'QAJAQ' by David Zimmerley @ £12.00
B.C.U. S.T.C. pamphlet 'How to Choose a Sea Kayak' @ £1.20

From: Penny Wells, Editor, PADDLESPORTS, P.O. Box 150759, San Rafael, CA. 94915 3 January 1991

Dear John,

Although we haven't met your involvement in the kayaking world has made you quite familiar to me and I look forward to enjoying correspondence with you.

I think Will Nordby has written you on the subject ot the new magazine, Paddle Sports, which he and I will be editing. We expect the first issue to be available this spring.

Paddle Sports will be devoted to all types of paddle activity - sea kayaking, river kayaking, canoeing (American Indian style that is), sculling, surf skiing, outrigger canoeing, dragon boat racing, and anything else that comes along. We're interested in unusual trips (afternoon through expedition), environmental issues that affect boaters, fitness and training as it pertains to paddling, photography, and new technologies with paddling applications.

We are looking for writers and photographers that might be interested in submitting their work for publication and wonder if you would announce this in the ASKC newsletter.

I am sending, for your perusal, a prototype of the magazine and also a copy of our guidelines for authors and photographers which I hope you will pass on to anyone you feel would be interested,

Thank you in advance for your help and I look forward to eventually meeting you in the flesh.

Sincerely,

Panny Wells

No	Date	Wind	Wave ht/ swell	HM COASTGUARD - CANOE INCIDENTS 1990 Location and Scenario	Primary Response
1	12 Jan	SW4	0-1 ft/mod	St Bees, Cumbria - F/V finds upturned canoe which had been abandoned off Lundy Is.	St Bees ILB and Rescue Helo on scene.
2	21 Jan	SSW6	1-2 ft/mod	Hendon Beach, Sunderland - Report of overdue canoeist who was at home safe and well.	Sunderland LB on scene.
3	13 Feb	WSW6	1-2 ft/mod	Worthing, S Coast - 6 canoeists reported to be in difficulty. They were Fire Brigade members practicing for a charity paddle from Lands End to Dover. All safely recovered.	Rescue and Police Helo alerted. Littlehampton ILB, Shoreham LB and Rescue Helo on scene.
4	4 Mar	WSW5	2-4 ft/mod	Tenby, SW Wales - Reported canoeist in difficulty who made it ashore uninjured and unaided.	Tenby ILB proceeded, Rescue Helo on scene.
5	28 Apr	SSW3	1-2 ft/no	Drains Bay, Co Antrim - Capsized canoe reported, canoeist recovered by F/V, Ambulance to hospital.	Police involvement.
6	5 May	N3	1-2 ft/slt	Cloghy Bay, Portaferry - Report of person calling for help, capsized lone canoeist made it ashore.	Portaferry LB launched.
7	5 May	NW3	1-2 ft/slt	Ramsey Sound, St Davids, SW Wales - Swimmer in difficulty, local F/V located capsized canoeist Helo to hospital.	Rescue Helo, F/V on scene, St David's LB launched.
8	7 May	WNW4	2-4 ft/mod	N Stack, Holyhead - Report of canoeists in difficulty, located safe and well by ILB, one had capsized.	Holyhead ILB on scene.
9	7 May	W4	1-2 ft/slt	Carlingford Lough - Report of person in water, capsized canoeist - non-swimmer, no life-jacket jacket, he stood on a small reef until another canoe arrived - taken to hospital, cold and shock.	Kilkeel LB on scene. Pilot and Naval patrol vessel responded.
10	13 May	N3	Calm/no	Whitby, N Yorkshire - One youth drowned and one rescued when hired canoes capsized at a weir.	Whitby ILB, Rescue Helo and CG on scene.
11	26 May	SE5	2-4 ft/slt	Giltar Point, Tenby - CG raised alarm for 2 canoeists in danger. ILB recovered both from the water.	Tenby ILB on scene.
12	28 May	S3	1-2 ft/no	Ardelanish Point, Oban - concern for member of canoe party not arrived. F/V reported sighting.	CG only.
13	9 Jun	N4	1-2 ft/mod	Runswick Bay, Whitby - Single canoeist missing, located by Runswick Rescue Boat.	Whitby ILB alerted. Runswick Rescue Boat on scene.
14	10 Jun	NE2	1-2 ft/mod	Budle Bay to Farne Is - Canoeist possibly in difficulty, Helo checked with leader, all well.	Rescue Helo and Passenger Vessel St Cuthbert on scene. N Sunderland LB alerted.
15	19 Jun	WSW4	0-1 ft/slt	Hengistbury Head, Bournemouth - One canoeist dies, one of a party from Ringwood Canoe Club. He was back marker for group and wasn't missed until found washed ashore.	CG and Ambulance attended.
16	20 Jun	SSW6	2-4 ft/slt	Baggy Point, Barnstaple Bay, N Devon - CG on patrol concerned - surf ski returned safely.	Rescue Helo proceeded.
17	24 Jun	SSE4	0-1 ft/slt	Machrihanish, Mull of Kintyre - Canoeists sighted to be in difficulty, local F/B recovered 4.	Campbeltown LB l'nced. Rescue Helo on scene.
18	24 Jun	S4	2-4 ft/slt	North Pier, Sunderland - Canoeists in difficulty below pier, all 3 gained shore unaided.	Sunderland ILB on scene.
19	1 Jul	W3	1-2 ft/mod	South Beach, Bridlington - 2 canoes in difficulty, 1 had capsized. Recovered safe but cold.	Bridlington ILB and Rescue Helo on scene.
20	7 Jul	SW6	8-13 ft/mod	Ardwell Bay, Mull of Galloway - report of canoe party possibly in difficulty, all safe and well.	CG only
21	13 Jul	ENE5	4-8 ft/mod	Bigbury Bay, S Devon - Canoeist and sailboarder reported in difficulty, rescued by LB.	Salcombe LB on scene.
22	14 Jul	SE3	0-1 ft/slt	Rhyl, N Wales - F/V reports 2 canoeists in difficulty, gained shore unaided after 1 capsizing.	Ryhl ILB proceeded.
23	15 Jul	Calm	0 ft/slt	West Wemyss, Firth of Forth - Report of person in the water from capsized canoe, later, all well.	Kinghorn ILB and Rescue Helo proceeded.
24	19 Jul	SW3	1-2 ft/no	Urquhart Castle, Loch Ness - Vessel reported concern for persons in canoe, on investigation all well.	CG only
25	23 Jul	E4	1-2 ft/slt	Browns Bay, Co Antrim - Report of inflatable canoe in difficulty, father swam out and recovered.	Bangor LB proceeded.
26	24 Jul	Calm	0 ft/no	Loch Etire, Oban - Stranded canoeist reported, assisted ashore by local boat - all well.	Oban LB on scene.
27	27 Jul	SW4	0-1 ft/slt	Mallaig, W Scotland - Yacht assisted injured girl canoeist, landed at Mallaig.	Local Doctor.
28	27 Jul	SSW6	2-4 ft/mod	North Stack, Holyhead - Canoe instructor expressed concern for lone canoeist. LB rescued.	Holyhead LB and ILB plus Rescue Helo and CG teams on scene.
29	1 Aug	SW2	0-1 ft/no	Pwhelli, NW Wales - Boy missing from canoe. Pwhelli ILB located and recovered boy.	Pwhelli ILB on scene.
30	1 Aug	S4	1-2 ft/slt	Portstewart Strand, Co Londonderry - Report of capsized canoe, the 2 occupants gained shore unaided.	Portrush LB on scene.
31	4 Aug	E3	1-2 ft/mod	Mablethorpe, Lincs - Canoe towing inflatable making no headway, ILB escorted safely ashore.	Mablethorpe ILB.
32	5 Aug	NW4	1-2 ft/mod	Porthcawl, S Wales - Canoeist appeared in difficulties, canoe swamped, assisted safely ashore.	Porthcawl ILB.
33	16 Aug	W7	4-8 ft/hvy	Aberporth, W Wales - Rescue canoe went to the aid of 3 persons from an upturned dinghy. The 3 made shore unaided but the rescue ski canoeist was recovered by Rescue Helo after capsizing.	Newquay LB and Rescue Helo proceeded.
34	10 Oct	N5	1-2 ft/no	Newburgh, Nr Aberdeen - 2 canoeists capsized but gained shore unaided.	CG only.
35	21 Oct	E5	1-2 ft/mod	Margate, Kent - Canoeist in difficulty, ILB launched and recovered casualty.	Margate ILB on scene.
36	7 Nov	E3	1-2 ft/slt	Great Orme, Llandudno, N Wales - Capsized canoeist - group self recovery, all well.	Llandudno ILB alerted.

From: F. R. Goodman, 72 Whittingham Road, Mapperley, Nottingham NG3 6BH
Tel.: (0602) 609931

Dear John,

I think Alan Byde was more concerned with being unpleasant than with any real attempt to get at the truth! (His letter, January 1991 issue of ASKC).

I showed it to a couple of youngsters who spotted his mistake in about two seconds, as no doubt most of your readers will have done. Just in case anyone was bamboozled by the flurry of figures, it may be worth pointing out where Alan has gone wrong.

The formula his chip has dealt with is correct, but there is a little more to it than that. In this computer age there is a well known scientific truth which says "Crap in equals crap out", and I'm afraid that it is Alan himself who has misunderstood and substituted the wrong figures into the equation.

Centre of Gravity is a term that indicates, not the actual weight of the boat but the point in space through which the total weight of the boat APPEARS to act. Similarly, the Centre of Buoyancy is the point through which the total buoyancy of the boat seems to thrust upwards. In effect, all the weights and buoyancies contained within the boat are 'averaged out' and these give the two points that are such a useful tool for boat designers.

When a floating boat is at rest the C of G is vertically above or below the C of B When I measure these on a kayak, I find that the C of G is about two inches in front of my stomach (when I hold it in) but within the cockpit area, and certainly above the cockpit rim. The deck in that region is only present at the gunwales and is about six or seven inches above the keel-line.

However, to stay sensibly within the formula, one must treat like with like. Alan has tried to prove his point by measuring to the highest point on the deck of the kayak, usually the water-shedding ridge immediately in front of the cockpit. But the correct way is to average out the height of the deck, just as the weight and buoyancy were averaged out.

I've measured several boats - not always my own designs, and the C of G has always been above the deck. No doubt there may be a few old-fashioned sea boats around where the C of G is low. Barges like the Klepper Arius immediately spring to mind, but this type of craft - difficult or near impossible to roll and thoroughly ponderous, is much closer to a 'normal' ship than a kayak, where it is obvious that the high centre of gravity is a problem to the poorly balanced novice, but a joy to the proficient paddler.

Anyway, it's hardly worth all this .... my previous article was simply making the point that it is very easy to get things wrong, and myths can be perpetuated that fly in the face of what is already known. If these myths become accepted within a risk sport such as sea canoeing, it can be dangerous.

Alan is well known for getting hold of the wrong end of the stick, and then trying to disguise it by lots of supposedly simple science. Maybe it would be better not to publish the pseudo-scientific bits he writes but just publish the personal abuse. I don't like it much but it would be much less damaging to sea canoeists generally!

Yours sincerely, F. R. Goodman

From: Alan Byde 6 February 1991

Dear John,

Thanks for the opportunity to read Frank's letter. There's no gravity without hilarity. Perhaps you would publish my piece on an empirical method for determining centres of gravity? It really doesn't matter but I enjoy flogging dead horses.

"CENTRE OF GRAVITY OF PADDLER EXPERIMENT, 22.10.90

Subject: Alan Byde, 5ft 10½ inches, 200 pounds. Observer, John Byde

Report of an experiment to find (the centre of gravity of) Alan Byde in a paddling position. A safety cockpit was suspended. Two horizontal lines prevented turning. A camera tripod was twenty feet away on a line of sight through the cockpit support and the end of the barn across the road. A plumb line hung in front of the rig in line with the camera. A series of photographs were taken on 35mm colour slides.

The empty cockpit was hung 3 ways and photographed. Three verticals 1, 2 and 3 on the drawing put its CoG precisely at "A". The body in the cockpit was hung 3 ways and photographed. The hands and behind are fixed in relation to the cockpit although the body attitude varies. Three verticals, 4, 5 and 6 on the drawing describe a triangle at "B". The CoG of paddler and cockpit is nearly enough at the centre of that triangle.

Six colour slide images were projected onto a sheet of paper. With the cockpit profile as the reference six verticals were super-imposed on the drawing. Head and body attitudes differ. Number 5 was taken as the average position The distance between "C" and the subject's outline differs between 5 and 6.

The CoG of the empty cockpit (28lbs) is at "A". The CoG of the body and cockpit (228lbs) is at "B". By calculation the CoG of the body (200lbs) was found to be at "C", 1 2" further along a line produced from "A" through "B". The centre outline in position "£" was provided with a horizontal and vertical scale marked off in 12" intervals. The position of the CoG was identified 12.5 inches vertically above base datum and 10.7 inches forward of a vertical drawn through the position of the base of the spine.

The behind is 3 inches above base datum. The CoG of body is 9.5 inches above the behind. Whether this CoG is above or below deck height depends on the kayak's measurements. A sea kayak foredeck may be 12" above the keel, the seat 2 inches above the keel, so that this body's CoG would be half an inch below the deck of such a kayak."

* *

T H E H I L B R E C A N O E R A C E
In aid of THE ALAN HARWOOD TRUST

18th MAY 1991 Start 1.30 pm; Thurstaton.
Grid Reference SJ231839
Expedition Race : K1 & K2 Under 4 metre race : K1

For details send to: The Hilbre Sea Race, c/o Martin McKettrick,
19, Southcroft Road, Wallasey Village,
WALLASEY, MERSEYSIDE, L45 8QT.

* *

Where is the centre of gravity?

Peter J Carter

The location of the centre of gravity of a kayak is something that can usually be ignored. Provided that the boat has been designed, built and loaded correctly, the boat will be in trim, and controllable laterally and in direction. However, several writers have recently disputed the positions of kayak centres of gravity.

A boat is stable because a righting arm is produced when the boat heels. As one side of the hull moves deeper into the water (the wedge of immersion) the centre of buoyancy moves to that side, setting up the couple. A line drawn vertically through the centre of buoyancy to the vertical axis of the vessel intersects at a point known as the metacentre. (Figure 1) The distance from centre of gravity to the metacentre is the metacentric height (GM) of the vessel, and this distance determines the rolling characteristics. For a sailing vessel, the GM will be large, and the roll period short, less than 10 seconds, while for an ocean liner GM is small, with a long rolling period, greater than 20 seconds.

For a kayak, this is all rather academic, because stability depends not only on metacentric height but on body movements and forces from the paddle.

The CG of larger vessels is located by installing a damped pendulum, moving known weights about, measuring the heel, and calculating. That method is impractical for kayaks, as is the method used for small objects, suspending the object from several points in turn and referring to the vertical. The method used in this investigation was barycentric calculus, devised by A. F. Möbius in the early 19th Century. Simply stated, the position of the centre of gravity is proportional to the weights measured at two (or more) points on the object[1].

Each boat, with a person on board, was first weighed in a normal attitude, and supported by scales at known positions near each end. The calculation gave the CG position aft of the bow. The second weighing was done with boat and paddler lying on one side, supported by a platform (an old desk top) with a vertical bar at one end to locate the lowest point of the hull.

Five boats were used in the experiment: Puffin[2], Nordkapp, Voyager, M81 (an early 80s slalom kayak) and a GyraMax C1. The results, shown in Figure 2, are consistent, except for the longitudinal CG position of the Voyager, through someone's misreading of a scale, and show that for most sea empty boats, the CG position is at about deck level, about 30 cm above the low point of the hull. With whitewater kayaks the CG is at about the same height, but the deck is lower. In the case of the C1 the CG is much higher, although the extra beam tends to compensate for this.

Is the centre of gravity position important? Loading by bow or stern to trim for prevailing conditions is a useful technique, but the effects of overloading, either through poor packing or water ingress, are well known. In normal situations, the vertical position of the CG is unlikely to go outside reasonable limits, in fact normal loading will lower it, making the boat more stable[3].

My thanks to Graham Fowler (Nordkapp), Trevor Rossack, and David Turner (Puffin) for their assistance.

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[1] The calculations in this instance were done by a Logo procedure:

```
TO Barycentre :length :weightA :weightB
OP :length * (:weightA / (:weightA / :weightB))
END
```

[2] The Puffin used, like all Puffins sold in Australia, and the rest of the world for that matter, has no bulkhead. Why Mr Goodman (ASKC Newsletter No 83) continues to state otherwise is difficult to understand. Anyone who doubts should pour a bucket of water into one and see where it goes. The Puffin does not, and should not, have a bulkhead. Fitting one would negate one of the prime safety points of the boat. On another subject, a magistrate deciding that a case is beyond his jurisdiction and a judge throwing out a case are rather different. Before Mr Goodman presumes to tell me my 'informants are taking (me) for a ride', he should check his own ideas against reality.

[3] I have known only one occasion where the CG height caused difficulties. A kayak borrowed at the last minute for an expedition had bulkheads but no forward hatch. With gear in the stem only it was way out of trim, and in an attempt to load the bow a bag of sand was taped to the hatch well. Longitudinal trim was then satisfactory, but laterally the boat was difficult because the CG had been raised so high.

Figure 1 Forces acting on a heeled vessel

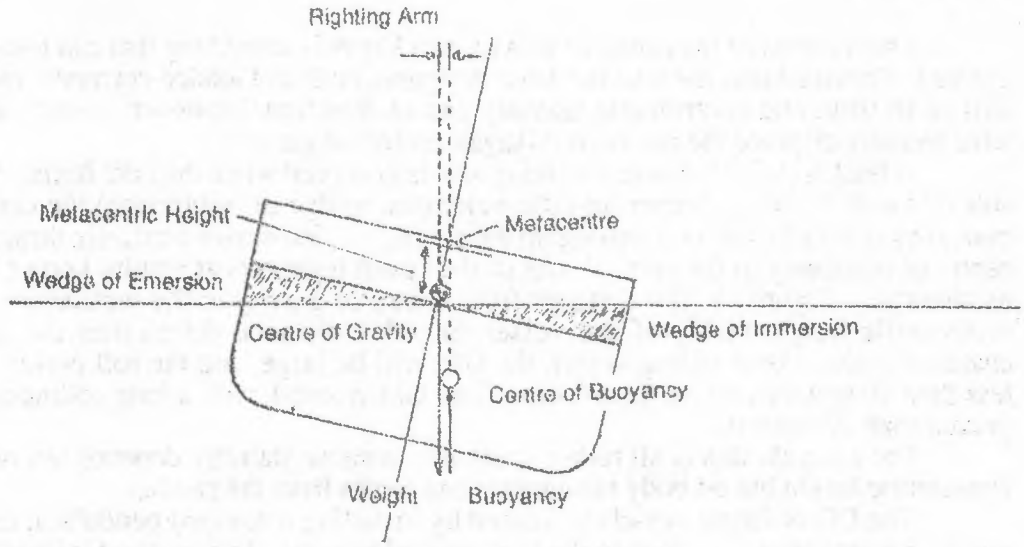
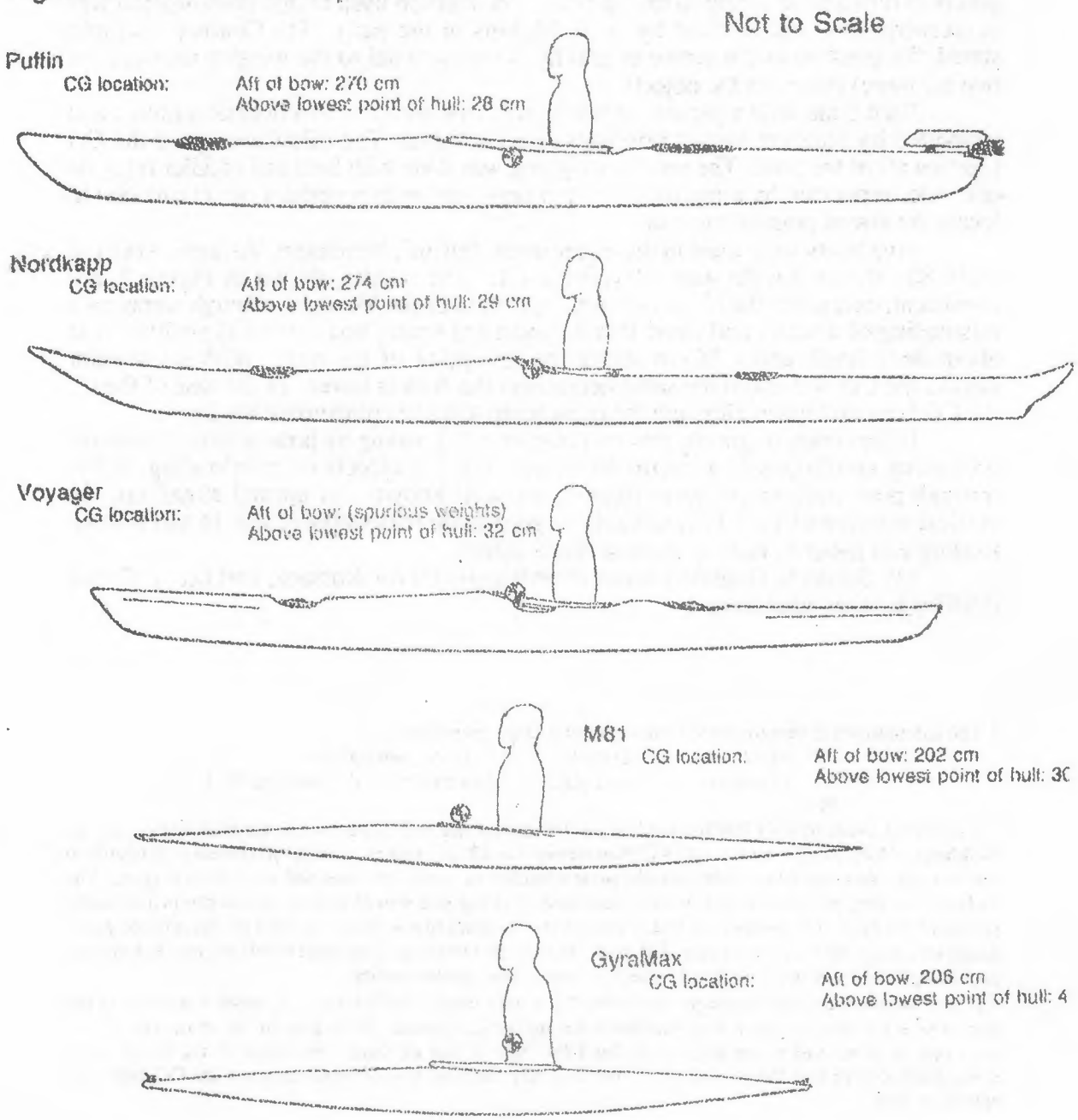


Figure 2 Centre of Gravity locations



Motion damping by water in kayak hulls

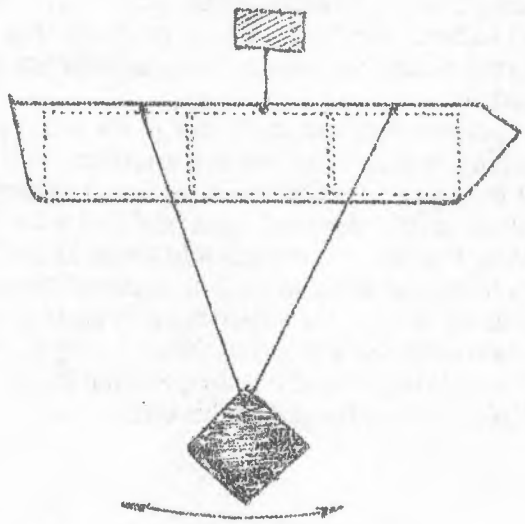
Peter J. Carter

What happens when water enters the hull of a kayak at sea? Some claim that the water will slosh about, reducing the stability of the boat (ie. the effects of free surface), while others suggest that the water, provided that it is adequately restrained, will not diminish, but may actually enhance stability by damping the motions of the craft. The 'feel' of a boat at sea is a subjective matter, and this experiment was devised in an attempt to provide some objective demonstration of the the effects of water moving about in the hull of a kayak.

The experiment was in two parts, firstly at small scale to establish that the testing method worked, and then using actual boats. As it happened, the use of real boats proved to be at the limits of the apparatus used.

The idea was to suspend a kayak at its mid point and to use a weight hung beneath it, pendulum like, to simulate the effects of waves. By either timing or counting the swings until they stopped, with and without water on board, it would be seen whether or not the water had any effects.

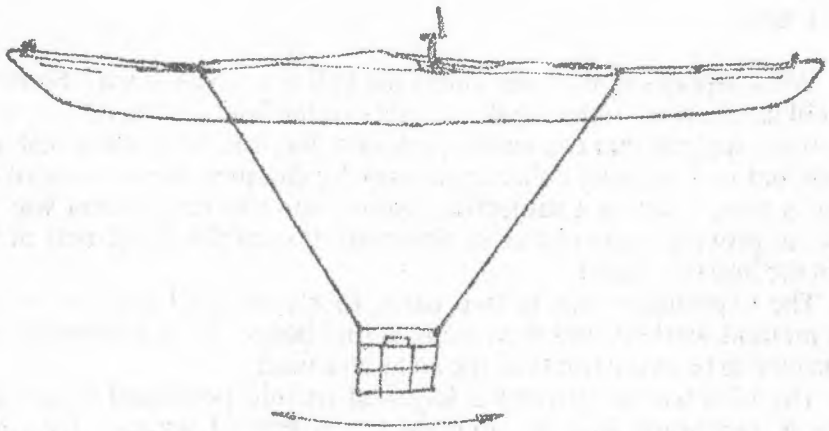
For the preliminary experiment a spare Voyager deck box (37 by 13 by 8 cm) took the place of the kayak, and the internal structure was simulated by three empty 375 g tuna cans. There was no particular reason for choosing these items, they just happened to be at hand (the cans are used for mixing small quantities of resin). Three holes were drilled on each side of the box, 10 cm apart, and it was hung on a string, with a 1 kg dive weight 25 cm beneath it.



With no water, the assembly would swing freely for a considerable period: there is a limit to my patience and I did not count the swings until it stopped. With 500 ml of water in the box, the swings stopped an average of 10. Further experimenting showed that the more water was involved the more rapidly the swinging stopped. Clearly, the water was dissipating energy from the system.

Of course, the ocean does not necessarily have waves of regular period. By lengthening the central string from 2 cm to 20 cm, the box could be made to swing from side to side (ie. yaw), in fact the combined swinging was chaotic, much as one might expect in a real sea. Again, water in the system rapidly damped (10 swings) the motions.

To work with actual kayaks I constructed a small gantry, attached to the wall of a shed. Boats were then hung from this, with a rope through their handrails, with 28 kg of assorted lead about 1.5 m beneath. Without water, the boats had a period of just under 3 seconds, and would swing for some minutes.



Three boats were used, a Voyager 2 (the junior version, 3.75 m long), an early Voyager 1 with bulkheads, and a Voyager 3 with integrated cockpit/confluent hull. All were packed with buoyancy material, mainly inflated wine cask liners. Five litres of water were added to each boat, to the bow compartment of the bulkhead craft. The junior boat's movements were damped out in an average of 27 cycles, the Voyager 3's in 14, and the bulkhead kayak's in 42.

I had hoped to use progressively more water in each boat, and to try the chaotic swings, but the whole apparatus was appearing too precarious and I abandoned the idea. I also abandoned plans to repeat the experiment with a Puffin, a somewhat larger and heavier craft, and without handrails. I have no doubt that the experiment could be made to work with real boats, but much more substantial suspension and heavier weights would be needed.

However, the point is established: water in the hull of a kayak does damp the motions, and the damping is most effective in a confluent hull boat. (A bulkhead craft would be out of trim in any case.) Careful design will enhance the damping, and for maximum effect, and for safety, the boat must be filled with buoyancy and/or bags of gear. I'm not suggesting that we deliberately add water to our boats, there are, after all, weight and speed penalities, but water in the hull need not degrade stability.

The small scale version of the experiment is easy to set up (be careful where you drill holes in kitchen utensils) and shows the damping of both regular and irregular boat motions. There is nothing new about this, Froude knew about it last century and Frahm used the principle in the early part of this one.

R C J Woollven
Yewtree
Little Coxwell
FARINGDON
Oxon
SN7 7LP

Dear John,

29 January 1991

In response to the plea for articles about 'Hints and Tips' you may want to consider including the following 2 ideas:

a. Towline Shock Absorber. Instead of using a piece of thick bungee cord, a small dinghy snubber can be bought from most chandlers. This can be inserted into the towline system at the required point and makes an effective and neat shock absorber. If you carry a long towline that can be used for a Vee tow from 2 boats in emergency, another idea is to include a small snubber made from a trailer cover hold down rubber at the 'own boat' end, so that you do not lose all the shock absorbing effect to the second boat! From experience, it is annoying to lose the effect of a good system because someone else isn't carrying a line! The second snubber is bypassed by chain coiling for ordinary purposes. Diagrams for both these bits are attached.

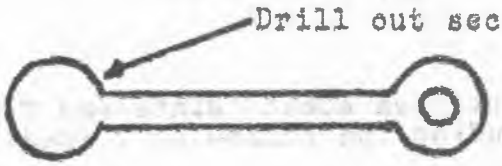
b. Split Paddle Rolling. A recognised idea is to carry a half split on the front deck to ease emergency rolling. Unfortunately, my rolling on a short leverarm is not that good - hence a paddle extension. These are simply made from either a piece of old paddle or, in the case of commercially available splits, by buying an additional half loom. Mine is the length to the neck of the blade on what would be a normal blade, topped off with a Tee piece handle. A further refinement is to angle the Tee piece to the blade so that wrist roll is countered (you can roll the wrist without slicing the blade as a result). The extension is carried fitted, the blade being tucked under the forward cross elastic with the handle secured near the chart elastics by a velcro loop. (Diagrams attached). This works in rough water practice although I have not yet had to use it in anger! Once upright, you can paddle Canadian style until in a position to retrieve the other half split - at which point good balance is an advantage!

These may provoke discussion or other ideas, if nothing else!

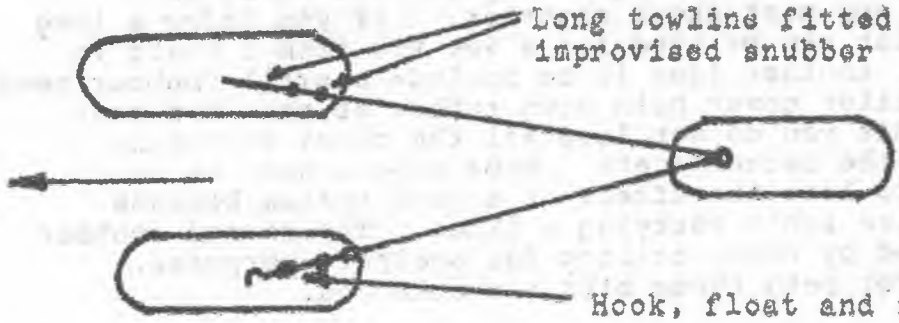
Yours,

Roland

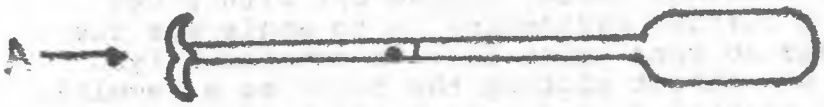
DINGHY SNUBBER
BOUGHT FROM CHANDLERS



IMPROVISED 'SECONDARY' SNUBBER
MADE FROM TRAILER COVER
HOLD DOWN RUBBER

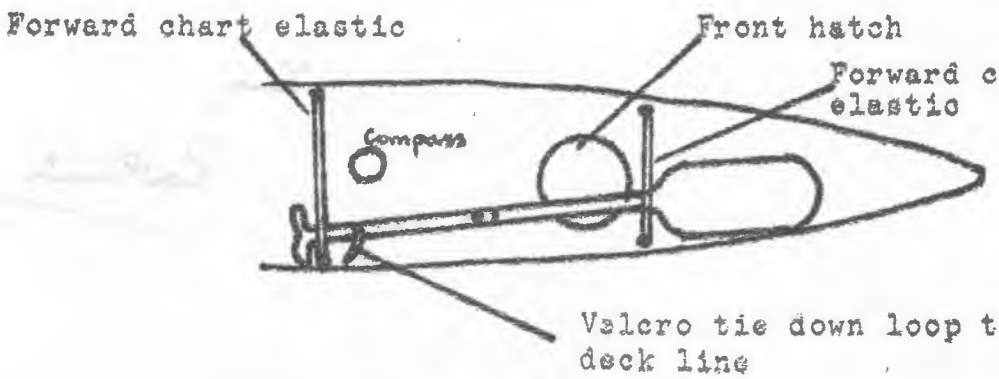


This gives both towing boats a shock absorber



PADDLE EXTENSION

CROSS SECTION FROM 'A' SHOWING ANGLE
TO COUNTER WRIST ROLL



SEA KAYAK CLASSIC, ANGLESEY

Llanbadrig Community Council - A,lwch Town Council

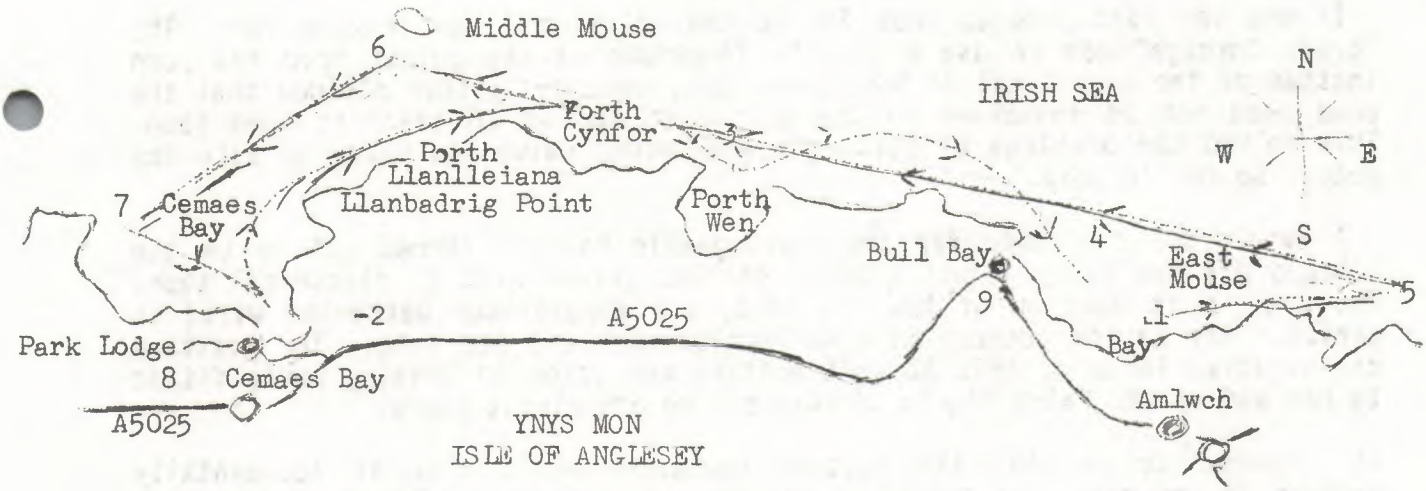
28TH JULY 1991

A sea race for expedition kayaks only, over approximately 12 nautical miles of the north Anglesey coastline and supporting slalom race (must not exceed 14'6"). Cash prizes. Trophies will be awarded.

27TH JULY 1991

OPEN REGATTA FOR SAILING DINGHIES
(Within Cemaes Bay) - JUNIOR SLALOM RACES - WINDSURFING

NOTE: This year CASH PRIZES will also be awarded for first canoe home of each make/design in the main SEA KAYAK CLASSIC RACE.



Race details, entry forms and information pack from:

Irene Williams, Promotion Secretary, Park Lodge, Cemaes Bay, Anglesey, LL67 OHF. Tel (0407) 710 103.

From: John Hyndman, Secretary/Treasurer, Victorian Sea Kayak Club Inc., 154 Waterdale Road, Ivanhoe 3079, Victoria, Australia
31 January 1991

Dear John,

It's great to be receiving your newsletter! Being relatively new at the "Art" of editing and publishing of club newsletters, I am pleased to have yours as a "source of inspiration". Please find enclosed my first couple of efforts and do feel free to reproduce any material you feel other ASKC members may find of interest.

Also, on behalf of V.S.K.C. members I would like to extend a welcome to any paddlers from northern climes who dare to venture this far south. We will make every effort to assist "kindred spirits" in pursuit of their adventures. I believe there are a couple of "Scotties" currently paddling round Tasmania.

Will keep in touch. Regard for now,

John

Sea water and batteries don't mix

About a year ago I bought a submersible electric pump with the intention of installing it in my Shoreline kayak. I would like to share the problems that I have wrestled with and the solution that I have come up with.

There are a number of problems to be overcome when installing an electric pump:

1. A waterproof container for the battery.
2. A waterproof switch.
3. Where to site the pump
4. Recharging the battery
5. Fitting a non-return valve.
6. Using the pump to empty other boats.

It was the last problem that led to the solution I was looking for. The "break through" was to use a bicycle innertube as the output from the pump instead of the more usual 1" bore heavy duty tubing. I then decided that the pump need not be installed in the boat but used as an electric hand pump. This solved the problems of fitting a non-return valve and where to site the pump. So far so good.

A waterproof container for the rechargeable battery turned out to be the bottoms off two Fairy liquid (500ml) bottles joined with 2" electrical tape. The battery is made up of two six volt, 2.2 Ampere-hour batteries wired in series. The series connection also incorporates a 5 Amp fuse. The positive and negative leads of this 12 volt battery are taken to binding posts fitted to one end of the Fairy liquid container. We are almost there.

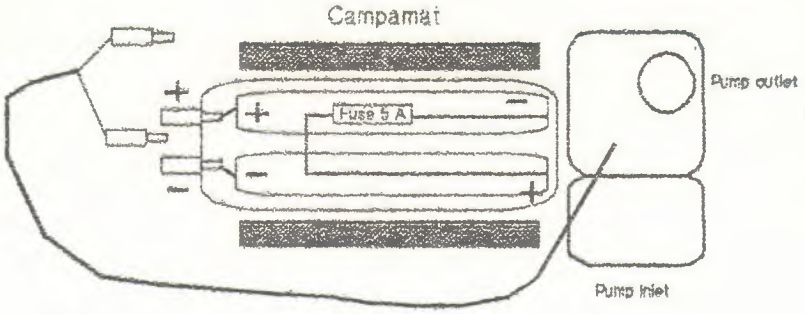
It occurred to me that the battery container would sink if accidentally dropped in the sea. The container was then wrapped in one layer of Campamat. The pump was then fastened on to the end of the battery container opposite to the battery terminals.

Only the switch left. This was solved using a pair of banana plugs, coloured red and black, which are pushed into the binding posts similarly coded to turn the pump on. It can now be dropped into the waterlogged boat or hatch and the inner tube dropped over the side.

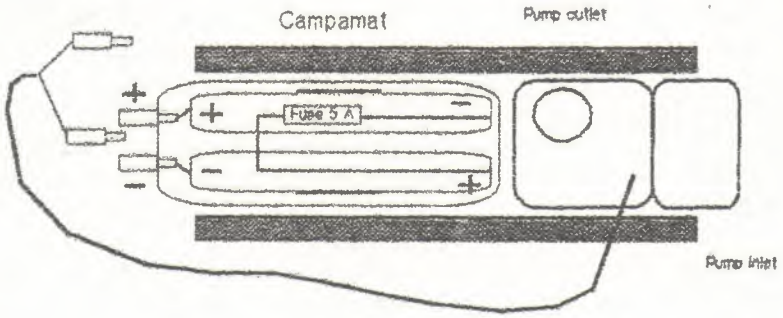
The pump is rated at 450 gallons per hour, drawing 2.5 Amps. It takes approximately six minutes to empty a 45 gallon cockpit. With 2.2 AH capacity the battery should be good for emptying approximately 9 cockpits, before recharging is necessary. The whole thing is about the same size as a flask.

Despite the fact that the battery terminals are not insulated from the sea water it does not appear in practice to discharge the battery significantly. I have carried the pump in a nylon bag on deck on three weekend trips over a period of several weeks and the pump behaves as well now as it did when first tried. It could be carried in a dry sac on deck if you insist.

If you do carry it on deck make sure it is well away from your compass as the pump motor has a strong magnet in it.



The pump is attached to the battery case using tyraps, but tape would do. Alternatively the pump could be on the same axis as the battery container and the Campamat extended down the full length with a hole left for the outlet.



The pump would have to be used in the vertical position to keep the water inlet as low as possible.

The benefits of the electric hand pump are as follows:

1. Boats do not need to be emptied over the deck of another boat. This is particularly useful if the boat is loaded for a camping trip and much kinder on both boats.
2. All that is necessary is to raft up with the victim and wait till their boat is emptied. The victim can climb back into a waterlogged boat and be out of the sea much quicker.
3. It does not require any physical strength to empty a fully loaded boat, allowing anyone to perform the rescue.
4. For solo rescues the pump can sit on the bottom of the boat while sculling for support with both hands. I have still to verify this.
5. If the rescue is performed in adverse weather conditions, you do not have to expend precious energy pumping out.
6. The pump does not occupy valuable space behind the cockpit.

The battery pack can also be used for emergency lighting if a car sidelight bulb has two wires soldered on to it, or to power an emergency flashing beacon, but more of that another time.

Apart from recharging the only maintenance required is to wash the terminals in fresh water to remove any salt, but I must confess to not even doing that.

If anyone would like to discuss it with me feel free to write or call.

Harry Simpson
5, Crosswood Crescent ,
Balerno,
Midlothian
Scotland,
EH14 7LX

Lothian Sea Kayak Club

A Weekend Adventure Crossing Lake Michigan
by Dave Ide

Lake Michigan is a long lake north to south: its fetch exceeds 300 miles. Width varies from 60 to over 100 statute miles, with our route intending to cover 75 miles of open water.

August 3rd 1990 Gerry Brindel, Rich Morgan, Bill Newman and myself, Dave Ide, started our journey from Fairport, Michigan, near the Green Bay, Wisconsin, border. The local commercial fishermen allowed us to launch from their dock and joked about our chances of success in our tiny kayaks.

At 1100 hours we headed our three Nordkapps and one Baidarka Explorer 120° magnetic and started off. The forecast was for south wind 10-20K, waves 1-3' and cloudy with chance of rain.

Our heading allowed for 20° of drift caused by the south wind and beam waves which were a bit higher than forecast. After three hours, at 1400, our adventure began as we lost all sight of land due to poor visibility.

Each hour we changed navigators· watching the compass was exhausting work with the beam waves constantly pushing us off course. We also ate and drank a bit at each shift change.

Around 1700 the wind shifted to a headwind and slowed our progress. In hopes of making a position fix on North or South Fox Island, and with visibility still very poor (one mile or less), we increased our speed and cancelled our breaks.

Rich had been feeling slightly sea-sick since early evening, we all hoped he wouldn't get worse. About 2100 we spotted a freighter northbound and we put out a sea anchor to minimise drift while he took a short break.

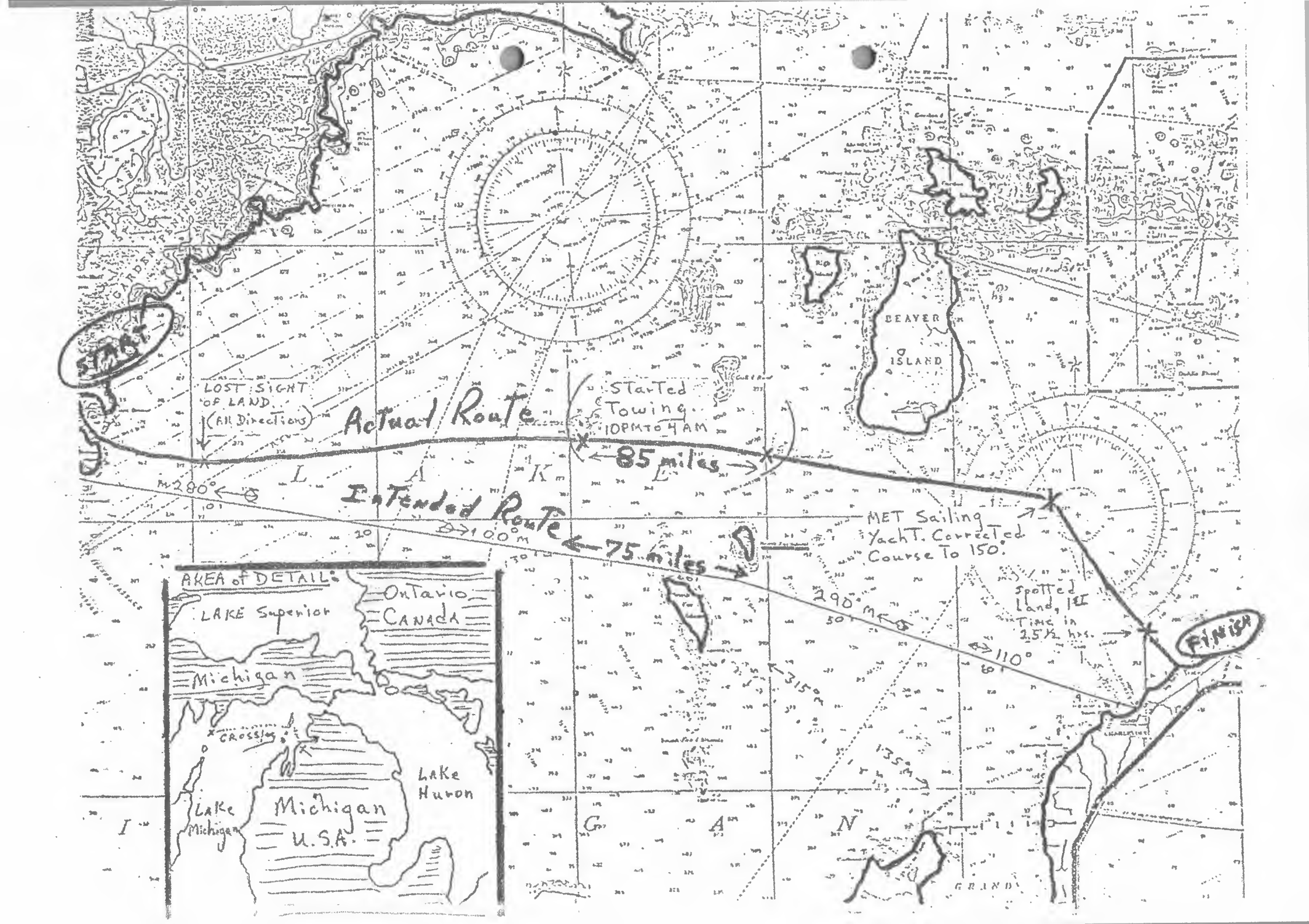
Pushing on we commented that the wind and waves were great for a day paddle but not exactly what we had in mind for this crossing.

By 2200 darkness and cold got us digging out headlamps (red lenses) and more clothes. While rafted together our spirits were low since we hadn't spotted the islands for a position fix, and it didn't seem likely we would see anything at all in the darkness. Worse yet, Rich's sea-sickness became very bad and Gerry decided to join him. Bill was able to paddle but was not feeling 100%.

We discussed our options which were few then decided I would tow both Gerry and Rich as long as I could to maintain some headway and minimize our wind drift, and Bill would hold his own alongside.

Making a slow 1-2 knots we paddled on into the night. Taking a short break each hour we kept this up as a full moon peeked out of the clouds now and then. We were constantly on the lookout for something to fix our position but saw nothing. Gerry and Rich were amazed that I continued to tow them, but I wouldn't have traded places with them for anything. They looked and felt awful after battling sea sickness for h hours.

By 0430 of day two the mood had set and it became increasingly difficult to paddle. It seemed we couldn't quite tell where air met water. The waves had diminished a great deal, so I unhooked the tow and we rafter together to wait for dawn.


LOST SIGHT OF LAND (All Directions)
Actual Route
Started Towing 10PM to 4AM
85 miles
Extended Route
280°
100°
75 miles
MET Sailing Yacht T. Corrected Course To 150°
290° M
110°
315°
135°
Spotted Land, 11
Time in 2.5½ hrs.
FINISH
BEAVER ISLAND
GARDEN
AREA of DETAIL
LAKE Superior
Ontario
CANADA
Michigan
CROSSING
LAKE Huron
LAKE Michigan
Michigan U.S.A.
L A K E
G A N
I

Assessment at 0600, first light, found Gerry and Rich feeling better The lake had become quiet and their sea sickness diminished with the waves. We were all exhausted plus frustrated at not being able to fix our position The constant beam wind had to have caused either excessive wind drift or over-compensation. Not knowing which, we decided on a course due east, sure of the fact there was a shoreline in the grey distance somewhere.

Paddling was becoming more and more difficult as the hours passed. Mind over muscle was all that was keeping us going.

Then suddenly at 1145 we saw a sailing yacht crossing our path! A blast of adrenalin took us racing forward to our first chance to fix our position in over 21 hours. A brief exchange gave us our new bearing (150^{o}), and every sentence from the surprised couple began "You're kidding us, right?". They couldn't believe we had started our journey on the far side and had paddled through the night.

Under way after our encounter we felt our spirits lifted, now knowing our correct course, but after an hour or so they began to fail again. Still we had no choice and just kept paddling. At 1545, "land ho". We could make out the shoreline near Big Rock nuclear plant, its huge dome an unmistakable landmark.

By 1630 we were experimenting with the land mammal act of walking again and not doing too well either.

After $29\frac{1}{2}$ hours on the water, out of sight of land for 25 hours we congratulated each other, drank a couple of beers offered by some people on shore, then packed up to go home and get some sleep.

* *

From: Oleg Guy Fullin; Polar Street 10-47; Provideniya 686910, Magadan Oblast, U.S.S.R.

Dear Mr. Ramwell,
Many thanks for your letter.
We are only beginning to organise our Club. I will send further information about the Club in my next letter.
We are also organising small commercial tourist groups and I now write to tell you about our company.
We have three two seater kayaks and one one seater kayak. We hope that the group will consist of five kayakers with two guides, both of whom will be English speaking. We will provide everything for the expedition including hospitality, accommodation, meals, excursions, visits to museum, enterprises, national villages giving the opportunity to meet with local people and their families.
The distanc involved will be about 85 miles.
This service will cost 199 U.S.A. dollars per day. The organiser of any group will be given a discount of 50%.
Should you be interested we will need to know:-
- How many days you are wishing to stay
- what will be the date of your arrival
- will your group of kayakers be able to cope with bad weather conditions.

I can be contacted for further information in Provideniya by Fax. 2-20-77
2-35-89 (home).

Safe paddling,

Oleg Guyfullin.

* *

From: Evert Pronk, The Netherlands

ISLE OF TEXEL

Some history about the island and the general area. The island is part of a wetland system which stretches out from Holland along West Germany all the way up to the top of Denmark. During its existence the shape has changed many times and in fact it's still changing The position of the sandbanks and waterways is different after every major storm Part of the island is a remnant of the last ice age and clearly visible on a map; this part is called - de Hoge Berg (the high mountain). During severe storms in the past ages parts of the isle were innundated by the sea, parts that previous were concerd on the sea by building small dykes and let the sea fill these patches with sand and mud during every tide rise. The waterway between the Dutch Navy base Den Helder and the island was used by merchant ships especially during the golden age when the canal from Den Helder to Amsterdam was built these ships with their rich cargo could safely get to their home port; before this canal was built they had to go by the dangerous Zuiderzee (now Lake IJeselmeer). Some ships got into trouble trying to cross this dangerous sea during storms and sunk in sight of a safe harbour; diving clubs are keeping a keen eye on every wreck that is exposed after a storm.

Recent storms have given us a good view of what has been happening for ages. Part of wrecks are uncovered and can be seen by anyone who undertakes the trip to the sandbars before sand in washed over them again. Most of the stranded ships have been demolished by the endless motion of the waves; only the ones that sunk instead of stranding are more or less intact but covered by the always shifting sand.

Lets go back to kayaking. A friend and I are regular visitors of a sandbar quite near to our home town. During the summer this tiny island is a picnic place for many who own a boat and tell themselves that the weather is good enough to cross the two miles that are separating the sand isle from the mainland But during the other remaining seasons this place is really desolated and when the tide is in our favour a paddle around it is a small adventure when the sun is setting and you are at the north end of this sand isle watching the few seals that are left after the epidemic of 1989. From your kayak it is just beautiful. Crossing the two miles in gale Force 7 to go there is a somewhat bigger adventure and an overnight stay is like being alone in a desert, especially if you can't find your tentbecause the night is too dark. Paddling around the Isle of Texel of which this sandbank might become a part within a few decennia requires some navigation on forehand.

You can go around Texel either clockwise or anti-clockwise if the weather is good and the tide too; take the outside of the isle, this gives you the opportunity to go back along the more protected inside. The only 'dangerous' parts are the submerged World War II concrete bunkers about 150 metres into the sea. They were built on the dunes as part of the Atlantic wall. If you go ashore for a cup of coffee and wander along a stretch of deserted beach you just might find some old ammunition buried there during the bloody revolt of Georgian (USSR) soldiers previously fighting for the Germans, just be careful. According to Dutch measures there is a strong current (Maximum three to four miles) running along the south-east side of the isle; we made use of this while paddling because it saves a lot of strength. Further north lies a prohibited area, it's a bird and sea flora estuary marked by poles with notices telling you not to go there, so we paddled around.

The north end of the isle is marked by a lighthouse, manned during the day but not at the weekends due to cost reductions. The lighthouse of Den Helder is unmanned and the coastguard watchtower is unmanned since the first of April 1990, also due to the reductions. The area is well populated and one may expect a parachute flare to be spotted in case you should need help. There are two lifeboat stations, one in Den Helder and the other one on Texel near the village of Cocksdorp. The seaway between Texel and the next isle, Vlieland, is famous for its strandings, especially during the old days; nowadays it can still be very dangerous to yachtsmen who are unfamiliar with it; its only a few miles wide but full of sandbars. The current there is very strong and it is impossible to paddle against the tide. On the inside of the isle about a quarter of a mile from the lighthouse to the south there is a nice campsite with a shower and a grocery van coming each morning during the peak season. We camped there in October and had the entire campsite to ourselves. Wild camping is prohibited in our country.

Large parts of the isle's grassland is used for sheep, the grasslands are shared with migrating geese each year coming from Scandinavia. The area on the east side of the isle is a large mud flat, the one that is off limits. During low tide this area is used by thousands of birds to feed. Sandbars nearby are frequently used by grey seals to rest, best is to leave them undisturbed.

If you are not familiar with the byeways stick to the buoys. The dyke on the inside of the isle is difficult to land upon in bad weather. On the west side there are wave breakers stretching out from the beach about every 500 yards. The only harbour town is Dudeschild which has a yachting harbour and some shops in town. 't Horntje is the place where the ferry comes in and is prohibited for all other vessels. The Mokbay is used by the military and part of it is prohibited; this is marked on the map.

The main town is Den Burg almost in the centre of the isle. Den Koogh is a small town on the west side of the isle mainly visited by tourists. There are about eight towns on the isle, most of which are just villages.

On the west side is a large Slufterarea, a sort of swatchway connected with the sea and submerged during very high tides in connection with storms.

A good set of charts is a bit difficult to obtain since the Dutch tourist organisation ANWB, similar to the British AA, sells their chart sets only to members, but if you write or call me I can obtain them for you. Most yachting shops sell this set of charts also.

The next isle I intend to write about is Vlieland.

* *

From: Dr R. Keatinge, 24 Pearman Street, London, SE1 7RB
Tel.: 071-928-8823 evgs., 081-684-6999, ext. 2041 days
18th February 1991

Dear John,

Re.: Future of the ASKC magazine

i've been trying to think about this since your editorial. I have the feeling that a glossy or wordprocessed format isn't going to help a lot, and that some meatier content may be what's required. I've always found the equipment sections more interesting than routine expedition accounts, and the review of the "Ynys" in the latest issue looks like the origin of a good idea Why not organise some equipment reviews? You've got the main thing required, a membership list of people interested in sea kayaking.

How about:

(a) identifying a type of equipment (doesn't have to be a kayak, could be a water bottle, a drysuit, anything really). Ask U.K. manufacturers for lists of equipment, and maybe samples for testing. Also ask them, on a semi-structured questionnaire, for their views on what their equipment is specifically good at and what it's designed to do.

(b) Announce the title of the review in the magazine and ask those members who've used the relevant items for their opinions - preferably, again, on a semi-structured questionnaire which would focus the answers on the manufacturers' claims. Organise some tests, if that's practical - maybe the expeditions that your organise would be a good testing ground.

(c) Draft a review (carefully - maybe the Consumers' Association, who produce Which?, could give a little legal advice) and send it to the manufacturers for short comments.

(d) Print the review and comments.

My only worry is that this would take up too much of your time, but perhaps you could farm the work out - get an interested person to do each review. That way you could have a number going at one time.

(This letter isn't really intended for publication, but feel free to print all or any of it if you like.)

Yours sincerely,

Richard

From: Robert J Hardie, 322 Rayleigh Road, Leigh-on-Sea, Essex SS9 5PU
Tel : 0702 - 611787
18 February 1991

Dear John,

I would be most grateful if you could include this advert in the next newsletter.

I have an Angmaggsalik II for sale. It is fitted with deck fittings/elastics, two VCP hatches and bulkheads. It has a red deck with white hull. Price £200 to include spraydeck.

From: Chris Ellis 7 January 1990

Dear John,

In response to your plea for more articles, this is my modest contribution Rather a mish-mash of ideas I'm afraid, but hopefully of some interest.

Firstly, as regards the Newsletter. Will it really become extinct if it does not explode into a "glossy"? Surely not. I, for one, would be sorry to see it changed, and I am sure that to the majority of the ASKC members it is the contents that count, not the cover. Michael Taylor suggests that there are too many adverts, but compared with most magazines there are very few. Maybe this would be a way of covering some of the costs. I can milk cows and plough fields but I know nothing of printing or publishing.

Back to canoeing. Last years annual west coast trip was, for the first week, the area between Ardnamurchan and South Skye. The original plan was for three of us to paddle from Mallaig to Point of Sleat, then Rhum, Eigg, Muck and Ardnamurchan Point, then via Loch Moidart back to Arisaig to meet up with the fourth member for the second week. However, with the weather being unfriendly when we arrived, we decided to start from Arisaig and do the journey clockwise, hoping that the weather would improve after a couple of days, which it did. One incident occurred which may be of interest. Alan (Weekender) and myself (Iceflow) carry our split paddles on the foredeck, while Anne (Nordkapp) carries hers on the rear deck. While paddling close in to the shore near Loch Moidart the bow of Alan's boat dipped below a rope going from the rocks to a small buoy, presumably a pot marker. With the swell and the waves pushing him from behind, the rope tangled with the splits. Fortunately Anne was close enough to help him extricate himself.

This is a lovely area, a very scenic coastline. We saw otters in Moidart, a shark off Muck and experienced a very scary moment when there was a cliff fall alongside us on Eigg. Unfortunately our change of plan did not leave us time to visit Rhum. There is something about islands that draw us, a feeling of escapism, superb camp sites, worry about will the weather stay fine to let us leave, or even to contemplate our eight gramophone records (I would settle for Sue Lawley). However we had a time schedule to keep as we had to meet Andy in Arisaig which we did by taking the post bus from Mallaig.

The second week the four of us paddled north exploring the sea lochs as far as the top end of Loch Duich and walking the ridges of The Saddle and Ladhar Bheinn. Incidentally, the most seals we saw were in the narrows at Kylerhea and we wondered could it be that they enjoy moving water or was it because the fish are more concentrated there? And we tried to think of all the Kyles that there are - Kylerhea, Kyle of Lochalsh, Kylestrome, Kylie Minogue - spot the odd one out!

But back to the serious stuff. Apart from spare paddles, compass and tow line, other items I carry on the deck are flares and a throw line, but how waterproof are flares? A yacht has a flare locker but a sea kayaker may need them readily to hand. I try to seal mine in plastic pipes and carry them on the rear deck. The throw line is stowed forward of the compass, helping to keep the splits in place and in theory acting as a wave dodger, but one of Sod's Laws says that it throws the spray into the face. However, apart from use as a drying line or extra guy for the tent, a rope could be very useful in the event of a capsize when it is attached to an end toggle and the participants swimming together with the line instead of having to swim with a heavily loaded, swamped kayak. Just an idea, we haven't tried it yet. Thank you John for all you do for ASKC. Regards