

NEWSLETTER of the ADVANCED SEA KAYAK CLUB



Advanced Sea Kayak Club

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



ADVANCED SEA KAYAK CLUB

NEWSLETTER No 99

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John J Ramwell
5 Osprey Ave
The Hoskers
Westhoughton
BOLTON
Lancs
BL5 2SL

Editorial

Our next newsletter will be the 100th edition. At the rate of 6 per year (originally it was 4 a year) we have been going over 17 years. Not bad eh!!

I am grateful for the several contributions to this newsletter - as I've said many times, it is only as good as the material you send in.

So now for your editorial. I am at my desk in my hide-away, sucking at the end of my pen searching for inspiration. I wander back over the years, - as you do at my age - and recollect the many fantastic memories that sea kayaking has left me with. I have it in mind to gather many more yet but I think back to the first Sea Kayak Symposium - at Birmingham University 14 years ago. This was successful enough to be the first of many that continue on to the present time. Early May saw the Nordkap Anglesey Symposium and the BCU Sea Touring Committee are staging theirs at Culshot, Southampton in October, October 2nd and 3rd to be precise. Details from John Sutton at 148 Mudeford, Christchurch, Dorset, BH23 4AY or from Dave Evans at Calshot Activities Centre, The Spit, Calshot, Southampton, Hants.

Returning to my memories for a moment; there were the kayaking holidays I used to organise, based at Gatehouse of Fleet which gave us excellent access to the Kirkcudbright coast and the Solway with its wonderful skies and sunsets. Those of you who joined these 'holidays' will remember the barbeques to which half, (maybe even more!!) of the village population would turn up to on our final evening enough, I'm getting quite nostalgic.

One of the benefits of such a long association with, or interest in sea kayaking is the many friends I have been able to make, which makes the effort I put into producing this newsletter such fun; I feel I am in touch with many who share some of my memories and who have many similar of their own. Help me share some of your memories with our ASKC readership - even a brief contribution would be appreciated.

So what about my book on Sea Kayaking. I have mentioned it before here in the editorial. I am of the opinion that writing a book is easy - getting it published is another matter. It is currently in the hands of Raymond Rowe. Many of you will know Ray and the fantastic contribution he has made to outdoor education, sea kayaking in particular. I am grateful to him for agreeing - albeit under some strong persuasion, to read my book in order to make corrections and suggestions for improvement. I will keep you posted as to progress as several of you have written to enquire as to current stage of production.

If you want to undertake a practical project to improve your local environment, you could be eligible for a grant of up to £750 to help you achieve it. The Shell Better Britain Campaign has a fund of £200,000 to support local voluntary groups and will accept applications up to 30th November 1993. For details and an excellent project planner, the 1993 Guide to a Better Britain, write to Shell, Red House, Hill Lane, Great Barr, Birmingham, B43 6LZ.

Launch of the 1993 Heinz Good Beach Guide was given a flying start with news that Welsh Water was installing primary and secondary treatment at all its outfalls. The Guide gives headline writers a field day; "Top beaches get shock listing", "Beaches sand storm", "North East beaches slammed by Guide", "Legal action possible over Beach Guide", obviously the findings hit some raw nerves

and there were unfounded accusations of inaccuracies in the text. The Guide describes how a third of sea users - wind surfers, swimmers, dinghy sailors and divers - reported eye, ear, nose and throat infections as well as skin rashes, gastro intestinal symptoms and diarrhoea from beaches which had passed the Mandatory Standard. Consequently only beaches which have achieved total compliance with the Mandatory requirements of the EC Directive and 80% with the stricter guide line standards were recommended. This resulted in many being dropped and so the headlines. The Guide demonstrates a situation that is not acceptable. Compliance with the Mandatory Standard of the EC Directive is insufficient, yet this is the level of treatment to which sewage works are aspiring. The Guide is achieving record sales, rated the fifth best selling travel guide now that it also covers European beaches.

Many of you will recall Rebecca Ridgeway kayaking round the Horn with Nigel Dennis and others in 1991/92. Hodder & Stoughton have published her book, "Something Amazing: Cape Wrath to Cape Horn by way of Peru" and available at £16.99. I would appreciate a short review for publication in this newsletter should anyone out there get the chance to read it over the next few months.

I mentioned the Lyme Bay tragedy in my last editorial and I publish a BCU statement within this newsletter. This incident has already led to a re-appraisal of safety of all outdoor activities. The law requires us to exercise due 'duty of care'. Once an accident has occurred a precedent is established, and anyone repeating the actions which led to an established accident, is guilty of negligence. It is therefore vital that we take on board the factors involved. For the present, suffice it to say: "Beware offshore winds with novices on lake or sea".

The Penzance and the Hayle Canoe Club are inviting entries to a 12 mile sea race across Mounts Bay and around St Michaels Mount over the August Bank Holiday, August 28th 1993. Contact Richard Uren, Trescrowan Farm, Bone Valley, Heamore, Penzance, TR0 8UJ. Telephone 0736 51082 for details.

Note that Marinecall and Weathercall dialing codes have been changed from 0898 to 0891.

Expedition Planners Handbook & Directory 1993/94 is available from the Royal Geographical Society, 1 Kensington Gore, London, SW7 2AR at £12.95. With articles by over 40 specialists from the world of science and exploration, this is widely recognised as the best guide to expedition planning. This new edition includes a section on expedition research and identifies scientific priorities in various areas of the world. The planning section covers fundraising, teamwork, insurance and legalities. The directory section contains reference sources, funding bodies and equipment manufacturers and suppliers.

A.S.K.C. SHOP (all prices inc. of post & pack)

Ties @ £6.50 each

ASKC stickers @ 50 pence each

ASKC letter headed paper (A4) @ 50 pence per ten sheets

T shirts - small/medium/large/X large @ £6.00 each (yellow or black)

Sweat shirts - small/medium/large/X large @ £12.00 each (yellow or black)

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ASKC ski hats @ £3.50 each

CAJAO - the book by David Zimmerely @ £12.50 each

SEA KAYAKING by Nigel Foster @ £9.95 each.

That Special Kind of Freedom

BY: Eric B Totty

Where lies the appeal and fascination of sea-kayaking? Is it indefinable or can it be analysed, classified and defined?

Most of us simply enjoy it and give no thought as to the reasons for doing so. That is as it should be for it is the essence of pure enjoyment, an exhilaration, an indulgence, a fulfilment or even an ecstasy.

There are days of tranquility, of calm seas and cloudless skies and the gentlest of sea-breezes, which can be enjoyed in a lazy kind of way, admiring the cliff scenery, exploring sea-caves and skerries, and at the same time taking pleasure in observing the wild life - seals or perhaps whales or basking sharks, but mainly seals in our home waters. The teeming variety of sea birds are a never ceasing delight to watch even though they may tax the memory to name each species accurately. The joy of seeking out and finding a quiet haven with a shingle beach for an unhurried lunch break, and perhaps a siesta to follow, is a luxury indeed. Or maybe a spell of spinning for mackerel or pollack might not come amiss, or even a swim. These are the halcyon days of the uninhibited and unambitious, sun-seeker.

But sometimes conditions are unexpectedly arduous. A long haul in the face of worsening conditions can be demanding and formidable, calling for super-human effort and strength of will and determination to overcome the elements and emerge from a somewhat hazardous situation, to try to behave bravely when the heart is faint. And when, at last, sheltered waters are attained the feelings of relief and exhilaration are such that, in retrospect, it has become a day to remember, - a red-letter day.

In between these two extremes are days and conditions which provide pure enjoyment, when the waves are moderate and predictable, when you ride them with the sensation and satisfaction you might experience when riding a thoroughbred horse, when you are at one with the elements and you experience an exhilaration which at root can only be described as that very 'Special Kind of Freedom'.

SENNEN COVE TO THE SCILLIES, 1993

BY: Steve Nelson - Midland Canoe Club

The Team: John Chamberlin, Steve Nelson, Tim Oldrini, Ian Copestake and Chris Cope as Land Support.

Oh hell, not again! Thousands of miles of Atlantic and he wants my bit. 'Go right John, go right!' Bang! Bloody hell! If one of us capsizes now I dread to think what will happen. Dawn's just broken, dull, overcast and miserable, which just about reflects our moods. God what the hell am I doing here?

It seemed like a good idea at the time, although I must admit that when Tim and Ian first suggested canoeing to the Scillies from Land's End I did not say yes straight away. Tim and Ian had done various smaller trips over the years, but my sea canoeing experience was nil. The inclusion of John into the team with his wealth of knowledge of long sea trips tipped the balance for me, as I was sure the four of us would make a good team.

As soon as Dave Patrick of P & H Fibreglass heard we were to attempt the crossing he solved the problem of boats by offering to lend Tim, Ian and myself sea kayaks. John already had his own P & H Iona.

So, the date was set for May Day 1993 and the training began. Up and down the Derwent or Trent or canal, trying to build up stamina and endurance. The thought of sitting in a canoe for nine hours was rather daunting. The weekend of the Donington Grand Prix we were paddling upstream from Swarkestone to Burton on a flooded river Trent. This was our first trip in the borrowed sea kayaks. Dave had lent us two Baidarkas and one Iona. This being the smaller boat, it had to go to the lighter paddler, thus I ended up with the pink Iona. Thanks lads!

The week before the main event, training complete and all plans drawn, all we needed was the weather. Many FAXes and phone calls were exchanged and the decision was made to go for it.

The plan was to drive down to Sennen on Friday and set off at 2400 Friday night, to arrive at St Mary's at approximately 0900 on the Saturday. A night crossing was decided on as the tides were right for a midnight start, the lighthouses should be more visible to help navigate, and if for some reason things went wrong, the emergency services would have all day to find us.

We arrived at Sennen at 1500 and the weather did not look too good. The visibility was poor, but at least the sea was calm. Slowly the viz improved in the late afternoon and after checking the latest weather reports the trip was on. So we packed the boats and set off to the pub (where else) for a meal.

2200 - I phoned the Coast Guard at Falmouth to inform them of our plans and details of the boats and emergency equipment. Initially they weren't too happy, but whilst officially they said they had reservations about the trip, they wished us well and gave us the latest weather. This was for calm seas and patchy fog, with light winds becoming 3-4 in the morning.

2330 - we were all kitted up and on the water in Sennen Cove harbour. After the usual photo-call, taken by Chris, who was to catch the ferry in the morning (sensible lad), we set off for our first waypoint - Longships lighthouse off Land's End. We left Sennen harbour at 2335, twenty-five minutes before our intended start time.

The trip could not have started better. With Longships easily visible, calm sea, moon and stars above, it was really quite tranquil, though we were all too busy concentrating on what we were doing to listen to Tim's jokes, so he soon went quiet which is unusual for him.

As I had the best compass I was to steer the heading of 260m, with the rest of the team checking on their smaller compasses. John decided to paddle next to

me so he could ensure I was keeping the correct heading. So the formation was set which was to last for most of the trip.

2400 and just passing Longships on schedule, a quick stop for photos and then it started, we were about $\frac{1}{2}$ nm away from Longships, when it just vanished in fog. This did not seem to worry John as he just said, "That would have made a good photo." and paddled on. We were now out at night on the open sea going towards a shipping lane in fog! We had planned to take a break after every hour's paddling, so at 0035 we took our first break, rafting up in the fog. I had taken some radio navigation equipment with me which had worked fine down by the beach at Sennen, but now we were out to sea and so low down it did not work. Undeterred we set off, now relying on the compass totally. The wind was now increasing and the sea was getting more choppy. After a quick talk with John we decided to head 270m to combat the leeway caused by the wind.

0100 - John was setting a fair pace, even though in the fog and darkness you never saw the waves until they hit you in the face! Tim and Ian kept lagging behind, which seemed a bit odd as neither had problems in training. Still, I was too busy trying to keep our heading to worry too much. Five minutes later Tim paddled alongside and discreetly asked me to slow down a bit which took me so much by surprise that I wasn't too discreet in my reply. "What's up, can't you keep up?" I think Tim said "Rowlocks!" or some other nautical term, and went back to Ian. It soon became apparent what the problem was, Ian was seasick and chucking with his well known skill. We were now out in the Atlantic at night in fog with one of the team ill, surely it was time to go back? The decision was left to Ian. If it had been me there is no way I could have continued, but Ian is made of sterner stuff and decided to carry on. I, in my usual sympathetic way threatened to kill him if we got halfway there and he had to turn back. So, back to watching the compass and on we paddled to the merry sound of Ian throwing up.

Slowly the fog thinned out to mist. The moon started to shine through and Ian started to feel better. Our track took us across a busy shipping lane and although we saw and heard a few ships we never seemed to come closer than a mile to one.

In the moonlight the sea was amazing, every paddle stroke left a pool of light in the water with sparkling droplets falling off the airborne blade. This was definitely the best part of the trip and we were all in good spirits.

0330 - Our track took us south of Seven Stones Lightship and we saw the light on time and on the expected bearing. The light should now stay visible until the 5-hour position, and with calm seas, the moon and stars above, it all seemed too easy.

Slowly the moon began to wane and our pace began to slow as John started to tire. He had been so worked up about the trip that he had not slept for days, and it was now starting to tell. As the moon disappeared below the horizon it went very dark. John had provided us all with small red lights to clip on to our buoyancy aids. These had been used with great effect on previous night crossings. Tim and Ian thought they knew better and left theirs onshore and relied on their helmet lights - big mistake! Ian's fell off into the sea and Tim's battery went flat. It was now so dark that without a light you could not see the front of your own boat. Fortunately we were well equipped with spare batteries and torches, so we soon had everyone carrying lights again.

John now began to fall asleep! Fear of wandering off heading was enough to keep me awake, but John's lack of sleep was now catching up with him. For the previous hours John had been paddling on my left, but as his concentration began to wander he consistently drifted off to the left, so John now decided to paddle to the right of me and every time he started to go off course he now wandered into me!

So here we are, dawn has finally broken, but instead of seeing the sun and maybe even land, it's just dull and miserable, and to make matters worse the pre-

dicted Force 3 from the NW has arrived. Things are now not so good. Gradually the pace begins to slow. We now have no visual clues as to our position, Seven Stones light has long since disappeared, but should it have been that far north? Have we allowed enough for the wind drift? It is very easy in this situation to convince yourself you're off track when you're not, and an incorrect heading change could have dire consequences. At work I spend much of my time teaching navigation and the importance of sticking to headings and times, so I kept telling myself to practice what I preach, and stuck firmly to 270m.

0600 - We have now been in the boats for 6 hrs 25 min and still no sign of land. Morale is definitely a bit low. Although, with the poor visibility I was not really expecting to see land until after seven hours' paddling, the little doubts were now growing into big doubts. "God if we miss its going to be pretty bad out here." "I wonder how long it will take the emergency services to find us?" I had told the coastguard we should be at St Mary's at 0800, and would phone them by 1000. "It's only 0630. Oh hell, it would be three and a half hours before they even think about looking for us."

Ian shouts forward "Try the radio nav again Steve." "**** off!" says I, There's no way I'm letting go of my paddles on this sea. "Stop worrying just keep paddling." Speed is now probably 1.5 kts as we plod along - full of doubts.

Suddenly, it's there in front of us, a yell of, "Land!" goes out, but I'm not sure, "Oh please let it be land!" Yes, there it is looming out of the mist. The time was 0640 and I will never forget that moment. Slowly, the outline became clearer, a large rock, more than an island, but it had to be the Scillies. Now we knew we were going to make it all of a sudden spirits were up and so was our speed. We continued firmly on our heading - now all smiling and very happy. At 0720 we paddled into a rocky bay on a small island called Menawethan for a rest and drink. Four very tired but contented souls. We had made our first landfall $\frac{1}{4}$ nm off our intended track and 25 minutes late - not bad after 22.5nm of dead reckoning, at night, on a P2 compass, and certainly in less than ideal conditions.

All we had to do now was to paddle to St Mary's, find a phone to inform the coastguard and find the campsite. We landed on the beach at 0915. After 9 hours 40 minutes sat down in the boats we all staggered out of the cockpits to stretch our legs. Running towards us were two children and a woman who asked if we were the canoeists from Sennen, to which we answered "Yes". They then congratulated us and welcomed us to the Scillies. Apparently the coastguard had been on Radio Cornwall talking about our trip and had asked people to keep a look out for us. Sally and her children had heard this - thus the welcoming committee which added a nice touch to the trip. Sally pointed me in the right direction to find a phone to call the coastguard. The coastguard was glad to hear we were safe and well, and were quite interested in how the trip had gone.

All that was left now was to find the campsite and somewhere to store the boats. Everyone on the Scillies was very helpful and we soon had the boats established at the local yacht club and all the gear at the campsite.

So, the main event was over. We had paddled approximately 25.5nm in 9 hrs and 40 min., overcome thick fog, managed to miss the shipping, Ian had battled through his sea sickness and John was now finally able to sleep.

Would I do it again? "No way", not in those conditions! The two hours before we saw land were just too worrying for my liking - but there is no way I would have missed the trip. I think we all learned a lot about ourselves and each other and the following few days on the Scillies were brilliant!!

Thanks to: P & H Fibreglass for the boats, Darley Park Tea Rooms for Lucozade and Mars Bars, High Five Nutrition - High Five Pro Carbohydrate Meal, Steve Charlish of Balloon Flights Ltd - VHF Radio and Nav, Andrew Higton, Derby Aero Club - emergency locator beacon, Falmouth Coastguard and all the many helpful and friendly people on the Scillies.

A DAY TRIP TO ILFRACOMBE

By: Peter Lyne, Swansea

As a sea paddler living on the Gower peninsula near to Swansea, I have often gazed across the Bristol Channel when visibility has been good and thought that it would be pleasant to pop over to the North Devon coast. It sometimes seems tantalisingly close. Over the past couple of years, I have planned to do this trip but being a fairly exposed piece of water with the prevailing Atlantic winds and swells funneling into the channel, have perhaps overcautiously put it off until there was the mythical slow moving high pressure system giving a prolonged period of settled and predictable weather. In practice this has either not materialised or if it has, potential paddling companions have been unavailable, or work or family commitments have stymied the project. So, this year I decided to pick a weekend when the tides were reasonably favourable and when I could also twist the arm of at least one fellow paddler to keep me company, preferably with a well trained wife/girlfriend willing to drive round to pick us up, as the prospect of the slog paddling back was a bit daunting, and my own spouse was more than taken up with looking after our four young children.

The weekend of the 19th and 20th of June seemed propitious from a logistic point of view, although one companion with a well trained wife had to drop out because of unexpected family commitments. However, my trusty paddling companion, Roger Geary, living in the same village was free and his noble wife Sheila was happy to drive round. Quite absurd, really, to paddle some 25 miles (22 nautical) with a return trip by road of over 200 miles. The only snag was that the weather was in one of those unsettled moods, with a complex low tracking north east across Britain, a slow moving front off the south coast and a ridge of high pressure doing its best to push in from the Atlantic. From mid-week onwards, I assiduously followed the weather situation and decided that Saturday would be on, with the intention of camping overnight and Sheila coming over to pick us up the next day unless we felt very heroic and prepared to paddle back. A brisk South Westerly was blowing all day Friday, but the departing low was scheduled to give a 3 to 4 north westerly by Saturday morning which would have been reasonable for the crossing. However, Saturday dawned with the westerly still moving the branches around on the trees in the garden. A pre prandial walk to the top of the hill to get a view of the sea state was not very encouraging, with a fairly choppy picture. Despite the 6 am shipping forecast sticking to the original wind speed and direction for Lundy, Marinecall based on Cardiff weather centre gave a less optimistic picture for the Bristol Channel with 4 to 5 South Westerly, which seemed like hard work. The prospect was better for Sunday with the wind backing to north 2 to 3. Hence a decision to put the trip off until the next day.

Sunday morning was bright with hardly any wind early except a whiff of the on-coming northerly and a glassy looking sea. 1030 am saw us paddling out of Port Eynon on a compass track hopefully designed to get us a little west of Ilfracombe so that we could change our heading nearer to the Devon coast to utilise the flood. I anticipated a crossing time of between 6 and 7 hours. A steady pace so that we would have something in reserve for adverse contingencies.

Off Port Eynon Point, conditions became more choppy with a slightly confused beam sea. This was not all that surprising with the Atlantic swell running against the spring tide over the Helwick Sands. Nevertheless after about an hour's paddling, the sea state eased. This was fairly short lived and for the next few hours concentration was the order of the day. After about 2 hours the hazy outline of the Devon coast came reassuringly into view. We had planned a break at this point, but the unpredictable sea state made rafting up likely to be uncomfortable, with some wave sets coming in substantially larger and steeper than others.

The sea state began to settle as the flood tide built up and after 4 hours paddling we rafted and had something to eat and drink. Roger munched into sandwiches, but I can happily exist on chocolate and relish the excuse of hard

exercise to pig myself. The Devon coast was now very clear, but Lundy over to the West seemed even closer and very tempting, but not a practical proposition with the flood tide running at up to 3 knots against us. Also, it would have taken some explaining to Sheila and our respective employers next day.

The high aerial masts above Ilfracombe proved to be a good landmark and it was possible to ease off the heading progressively to acquire a welcome following sea as we approached the pinkish white scar of Ilfracombe glinting in the sun on the hillside as we plugged on towards the Devon coast. The sight of sailing cruisers near to the coast was also reassuring after the feeling of being in the middle of nowhere on our own surrounded by big swells. I had had some fears of being run down by one of the massive bulk ore carriers which go into Port Talbot to feed the steelworks, but had hoped that Sunday would prove to be a quiet day for shipping in the channel. In fact the only vessel encountered was a 5000 ton or so container ship chugging along parallel to the coast a mile behind us as we approached Ilfracombe.

Initially, I thought of paddling into Ilfracombe harbour, but then had second thoughts as I could not remember from a previous visit whether there was a convenient slipway, plus the problem of needing to have a good pee on landing, preferably not under the admiring gaze of dozens of tourists. Hence a slight diversion to Hele Bay on the outskirts of Ilfracombe, enlivened by a choppy little tide race including trying to conduct a coherent conversation with a well meaning cruising yachtsman as to where we had come from and should he pass on the glad tidings to the coastguard.

Hele Bay proved an excellent choice with a convenient ramp at the end of the beach and the road giving direct access. More importantly, the luxury of a public loo was nearby, plus ice cream and a phone box to pass on the news of our arrival to a laconic Swansea coastguard and to coordinate our pickup with Sheila who had taken the opportunity to look up old friends in Ilfracombe. Plus of course to let my long suffering wife know that she would not be able to collect the insurance money this time. The weather by now was brilliantly sunny with the South Wales coast as clear as a bell and even the distant outline of Caldey Island off Tenby visible. The time on the water had been about six and three quarter hours. The trip went to plan and was not an epic, but nevertheless proved a satisfying achievement.

By: Michael Brown, Orchard Hills, Walsall.

The previous year, poor weather had prevented us from circumnavigating Berneray and getting close to the cliffs of the west side of Mingulay. We paddled from Barre to Mingulay in one day stopping for lunch on Pebbay and our passage was assisted by using the tidal currents to our advantage, the details of which are found in the West Coast of Scotland Pilot. (The rates are up to 3-4 knots during springs).

The following day despite the weather (showers, force 3/4 winds) we circumnavigated Berneray and paddling towards Barra Head, the most southerly point in the Outer Hebrides a wave broke over Phil's head causing him to mutter two words which will remain unrepeated! Mingulay, meaning Bird Island was uninhabited in 1948 and has the remains of at least two much older settlements and the archaeological remains, stone walls with enclosures, field clearances for pasture are testimony to what appeared to be a hard working community who were wiped out by a plague in earlier times. The inhabitants lived off the sea, puffins and the derived an income from oil obtained from crushed shearwater chicks taken from the cliffs by men suspended on home made ropes. The island is beautiful, treeless but it abounds in sea birds - puffins, kittiwakes, razorbills etc. and it has at least one eagle. We had the island to ourselves most of the time apart from occasional visitors including a group from Brantree Canoe Club with whom we spent a pleasant evening and cooked fish wrapped in foil on an open fire.

As we started on the circumnavigation of Mingulay in calm conditions and the possible realisation of our dreams our thoughts went back to last year when on the west side of the island by the Red Boy Rock, Helen capsized in conditions of wind force 5 and waves of approximately 12 feet. We could not get within 50 metres of the cliffs due to the clapotis and breaking waves. This time it was a complete contrast as we took the route inside of the Red Boy Rock and into the bay and towards the precipitous cliffs of 230 metres in height which swarm with sea birds. We took the channel between Arnemul and the island, a stretch of water about 200 metres long and 10 metres wide with cliffs on each side about 200 metres high. Frank went through first to pose for the photographers and found himself negotiating waves in the channel like riding a big dipper. The surroundings were awesome and Frank admitted to be able to express in words a description of the surroundings.

We continued paddling along the fault line under a huge archway which opened out at right angles to the sea. As a sea canoeist who enjoys rock hopping or going through a gap the one just described was like climbing Everest to a mountaineer.

In the bay next to Berneray Sound we rested and caught our supper fishing from our canoes. A dream had come true and some would say that prayer affects changes in the weather as the conditions were unusually ideal for us. We were sorry to leave such an enchanting island behind and on the return trip found ourselves stormbound on Sandray for a day due to winds of force 6/7 and heavy showers. It was a day to contemplate God's beautiful creation and goodness to us all.

A TRIP TO COLONSAY - APRIL 1993

By: Dave Powell, Connel, Oban, Argyll

Set off quite late from Dunstaffnage (near Oban), about 10.30 - packed the kayak on the beach. I had planned a very early start to get to Colonsay in one go - quite a long way - but I was sick in the middle of the night - too much beer and cheese!

Paddled off past Kerrera, then on to Inch Island. Pulled in for a break and found the island to be remarkably unspoiled - it has the most wonderful springy grass, mosses and dense wind-sculptured dwarf willows. No tree gobbling animals here at all which is probably why it is so conserved. It has the same aspect as the Garvellachs - tremendous views all up and down the Firth of Lorn, precipitous on the Firth side, sloping and sheltered on the mainland side.

Across to the Garvellachs - the distance from Kerrera-Inch Island - Garvellachs is not much, about 10km each leg, but I made very heavy weather of it in spite of perfect calm conditions - too much beer lately!

Made camp in front of the bothy "Garbh Eilach", with a raging fire made out of furiously burning plastic fish boxes, making pasta and coffee! Tomorrow, Colonsay, about 20km looking at the map.

Sunday 25/4/93

Still on the Garvellachs - have moved to the most westerly island 'Eilach an Naoimh'. The weather today is a strong easterly, too windy, it needs to be just a bit calmer. Walked around this island a bit - it is not as nice as Ince Island - centuries of sheep hill farming have destroyed it. There are no natural springs on the island - the bog pools are brackish and the only reliable source of drinking water is St Columba's well in the historic Celtic compound - if there isn't a dead sheep in it! The weather is blue-grey ominous high cloud, looks like a big change is going to happen.

What have I forgotten on this trip? Food! All I have is pasta, instant coffee, DRY oatcakes, AND THAT'S IT! (well, I did plan to get to Colonsay in one go!) Nearest shop is Scalasaig on Colonsay!!

Monday 26/4/93

I made the move! Set off 11.20, arrived Colonsay 14.50 - 3½ hours, 23.2km. I set off quite late, earlier the wind was still strong easterly, then during the crossing it was very calm and sunny, then as I neared Colonsay it picked up westerly. Landed near the northern tip - Rubh' a' Geodha then paddled on down to Scalasaig. Bought some provisions in the shop and stuffed my face with chocolate and ice cream - first food all day. Paddled on and camped just to the north of Oronsay. Beautiful view of the Paps of Jura from here - this is their best side.

Tuesday 27/4/93

About 9.30 am - awakened by someone outside the tent saying "Good Morning! Special message from British Telecom!". A chap has come to the tent to say that my Mum phoned the Colonsay Hotel with the news that I have a job interview in Aberdeen in two days time! The bush telegraph really does work on Colonsay!

The boat to Oban leaves 11am WEDNESDAY, so with a day in hand I set off to paddle around Colonsay - first around the exposed islet of Oronsay, then up the broken SW coast, a very beautiful stretch with lots of outlying, sheltering Sgiers. The second half of the west coast is exposed seabird cliffs, broken only by the sandy Kiloran Bay. Around to my landfall of yesterday, then the short leg back to Scalasaig, to await the Cal-Mac ferry.

Tomorrow, back to the real world

CANOEISTS AND COASTGUARDS

By: Mike North, H.M. Coastguard District Controller

The tragic canoe trip in Lyme Bay recently focused attention on canoeists and coastguards; although other organisations and individuals are no doubt receiving similar scrutiny. Such unfortunate incidents occur from time to time and invariably cause everybody concerned to look carefully at procedures and guidelines. A consensus on the balance between exciting activity and safety is always difficult to achieve and as in most situations causes criticism from some quarter or another. Nobody likes to be criticised but constructive criticism is healthy; it has the effect of keeping complacency in check. I have no idea what findings will come out of the Lyme Bay tragedy but inevitably there will be lessons to be learnt.

Few people can honestly say that they have never heard of the coastguard but precious few can describe what 'HM Coastguard' is about. The readers of these pages are intelligent and can give a fairly accurate guide to coastguard activities. In essence HM Coastguard are responsible for the co-ordination of civil maritime search and rescue, but I doubt if you know how they operate and what they think of Canoeists

I will come clean, I am a coastguard who occasionally paddles and am the official link between HM Coastguard and the BCU Sea Touring Committee. The purpose of this article is to help you understand the coastguard; a similar article will be written to help coastguards understand canoeists - a challenge I know.

By the time you read this, Coastguard Headquarters will have moved from London to Southampton. Our training centre is located at Highcliffe in Dorset. There are hundreds of coastguard facilities around the coasts of the UK, most are the bases for our rescue teams. These teams of volunteers can be seen on patrol, and turn out to search for and recover people in difficulties along the coastline. At only 21 locations will you find a 24 hour manned rescue centre. These centres are called Maritime Rescue Co-ordination Centres (MRCC) or Maritime Rescue Sub Centres (MRSC). Both are responsible for the response to incidents within their area (known as districts). All distress radio (VHF ch 16) and 999 telephone traffic is routed into one of these 21 district headquarters (MRCC or MRSC). The normal manning level at these stations is 3, though the busiest may have 5. Like the other emergency services most of our activity can be classed as routine; our specialist skills come to the fore when we have a drifting target where search areas have to be calculated, then searched by differing units, all having to achieve a similar quality of search. Lifeboats and SAR helicopters carry out the majority of our responses to seaward incidents. Radio communications are essential to our role as co-ordinators, consequently we have a very comprehensive VHF system using numerous remote radio sites.

All regular coastguards have a maritime background but most have gained their nautical skills on craft considerably larger than canoes. It can be difficult therefore for Coastguards to have a full understanding of canoeists, their equipment and capabilities without explanation by you.

The coastguard cannot cope with every individual paddler, dinghy sailor, windsurfer, sea-angler, yachtsman and power-boater telephoning or radioing in to tell us that they are going out for the day. We would like to hear from those operating as a group or those who are undertaking a passage; also individuals who may be operating in remote or dangerous locations. If you tell us your intentions, what do we do with this information? We log it.

That information can be the difference between life and death should somebody ashore (acting as your Agent) contact us to express their concern for your non-arrival or failure to make contact. We then have information that will help us to make a prompt and effective response. Let us be clear about this; even if you have told the coastguard that you should be back by a certain time, the coastguard DO NOT enquire about your safe return/arrival. You must have some-

body ashore who knows your intentions who is responsible for raising the alarm if they become concerned for your safety. If you think about it, during the summer weekends we simply could not cope with checking to see if everybody had returned or arrived at their destination safely. The person ashore acting as your Agent should have all relevant details; number in party, canoe type and colours, intentions and times, alternative arrangements, whether distress flares/VHF portable radio/distress beacon carried, life-jackets, protective clothing being worn, amount of experience, food and drink carried and if equipped with compass and chart. It is a heavy responsibility being your Agent so select the best person, making sure they know how to contact the coastguard to raise the alarm.

From time to time you may be approached by a coastguard on patrol to ask what your intentions are. We are being friendly and showing interest so please do not be defensive. We can usually offer local advice and the latest weather and tidal information. We may even be so bold as to advise you against putting to sea, something we cannot enforce. Please take such advice or be prepared to explain your experience to cope with the anticipated conditions.

There is another area of potential friction between us. If you or a member/s of your party get into difficulty and rescue resources are despatched to investigate; if immersion or hypothermia is suspected then the chances are that the individuals will be taken to hospital - even if you and they think that they are OK. We do not take chances.

SAR units whether airborne facilities or surface vessels have great difficulty visually searching for persons in the water, the target being so small. Your chances of being located promptly, increase if you are 'high profile', by being able to draw attention to yourself by use of flares or a heliograph mirror for example. If you remain with your canoe then of course that will present a larger target, or if you remain together as a group we will find it easier to spot you. Do not give up if on the first search you are missed; conserve energy and wait for subsequent searches, we will be back!! If on your trip you feel things are not going well and it could turn into a dangerous situation, then raise the alarm earlier rather than later. It does not matter if having raised the alarm you all make shore safely after a 'hairy' experience. All the emergency services are used to 'false alarms with good intent'. Better that than alerting the coastguard when the situation has already deteriorated beyond the point where we could reasonably hope for a totally successful rescue. Believe me, all of us in the SAR would prefer a happy outcome.

Statistically canoeists cause very few problems at sea, which I would like to think is basically because they are a responsible group with quality training and gear. I think that as small craft users, canoeists normally approach their sport with a higher degree of competence than other groups.

One final point. Get to know us, how about arranging for your club to visit the nearest coastguard rescue centre, we are in the telephone book.

FLARES, Should we carry them, and if so, what type?

Taken from May edition of SEA TREK, the magazine of Victorian Sea Kayak Club, Australia.

Written by John Hyndman.

This is a question that often arises whenever sea kayakers meet and compare equipment, and the solutions that individuals within our ranks have come up with are as varied as the types of flares themselves. Some choose not to carry them at all, and indeed, the boating regulations do not require our class of craft to be so equipped. One argument sometimes encountered against carrying flares, is that in our application it's almost impossible to keep them accessible and dry at the same time, thus reducing their reliable shelf-life (3 years) and incurring considerable cost in their continual replacement. This is unquestionably a problem, and they are a relatively expensive item, but I guess the question you must ask yourself is, "What is YOUR life worth?" My view is that if they work, they are pretty cheap insurance and have always included them in my kit of necessities when packing for even a day paddle on the bay.

A recent gathering of paddlers at the Prom again raised some of the above questions and it was interesting to see what some of you others considered to be the solution to a vexing problem. Whilst most agreed that it was worth our while to carry flares, there seemed to be varied opinions as to which type would best serve our needs, so I decided to set myself the assignment of consulting some experts in this field, and these are my findings.

I first consulted Pains-Wessex, manufacturers of pyro-technics including flares of all types, and was given the following run-down on their various lines.

1. Orange Handsmoke Mk3 - For day use, produces orange smoke for 60 seconds, visible for up to 4 kms.
2. Red Handflare Mk2 - Mainly for night use but can be useful to pinpoint position during daylight. Burns 60 secs, at 15,000 candela, visible up to 10 kms on clear, dark night. The above two are available as "Inshore Kit" comprising two of each.
3. Para Red Mk3 Distress Rocket - A parachute suspended red flare which is ejected to 300 metres and burns for 40 secs. at 30,000 candela, visible for 15 kms by day and 40 or more at night.
4. Day/Night Smoke Flare - A compact, waterproof unit that combines orange smoke (18 secs) and red flare (20 secs. at 10,000 candela).
5. Miniflare 3 Kit - A personal distress kit for short range aerial signalling comprising 8 flare cartridges that are fired from a pen-sized launcher and burn for 6 secs at a maximum height of 80 metres with a brightness of 10,000 candela. Visible up to 8 k's in the day and 20 k's at night. Packaged in a pocket-sized pouch with lanyard attachment points. R.R. price \$68.30.

When I explained the conditions under which we operate and the range of locations we are known to frequent, the person from Pains-Wessex I spoke to recommended the Day/Night Flare (no.4) as first preference, despite its relatively high price (roughly the same price per unit as the Inshore Kit), because of its water resistance - they are used by divers down to 50m - and also their compactness.

I next phoned the water police for their views on the field-effectiveness of the various types, and from this discussion came to the conclusion that none of the listed units alone, offers a complete solution. The officer I spoke to suggested the Miniflare 3 Kit to be carried in a waterproof pouch in the pocket of a PFD, as well as a Day/Night or other smoke unit. He also suggested that

in the more remote areas and in extreme conditions, the Para Red Mk3 had distinct advantages, ie altitude and brightness. When questioned on the effectiveness of the Miniflars in strong wind (just the conditions that may cause us problems), he agreed that in a 40 knot wind, the 80 metre max. height could easily shrink to 20 metres and it may be extinguished prematurely, but would still include them to be carried in a personal survival kit. The Water Police and the Army both have them in belt and jacket survival kits made for them by a company called RFD at Cheltenham, or another called Avon that makes and services life rafts. He also stressed the effectiveness of strobes, just as an aside.

So there you have it, for what it's worth! From now on, my own kit will include a Miniflare 3 Kit, in conjunction with an Orange Smoke Mk3 or two (until they expire) and then I'll probably replace with Day/Nights.

From JOHN RAMWELL

My contribution to this subject is to relay my own experiences and, in doing, give a word of caution.

Over my years of kayaking I have used flares 'in anger' three times. Each time I was able to extricate myself from difficulty but without any assistance from flares. On one occasion we actually shot flares almost into the bridge of a passing cargo vessel in what was a busy shipping lane in our North Sea ... without any effect whatsoever.

Until recently I lived on the Isle of Wight just off our south coast. The island is separated from the main land by only a few miles of water and this channel is a popular sailing area. You will have heard of the Cowes Regatta on the Solent. When I first moved to the Island I stayed in a flat on the sea front overlooking the Solent. It was winter but the weather was good. Calm seas and a moon to give good visibility. I was sat by the patio windows enjoying the evening and contemplating my naval as one does when I thought I saw a red flare. I did see a red flare as up went another. I reached for my hand held VHF (never go anywhere without it!!) and radioed the local Coastguard. They soon raised a search and rescue (which I was able to follow on the VHF) and found a sailing boat had lost a member of crew overboard. This member of crew, the skippers wife, was found washed up on the beach some days later. The point of this tale is to point out that despite the coast line along the Solent being heavily populated I was the only one who had reported a distress flare.

Personally I rely on three safety factors when I undertake a serious trip.

1. Carry a VHF radio.
2. Arrange for a third party on shore to raise the alarm if you have not returned within an agreed period.
3. Be prepared. This, of course, covers a wide variety of precautions such as weather forecasts, sound equipment and capability.

I realise, that with the best will in the world, the third point above can not be relied upon to keep you out of the 'clagg'. Then the other two are not totally reliable either.

The BCU Coaching Scheme and National Vocational Qualifications

By John Ramwell

In Britain you will know about NVO's but just a word about them for members abroad. Briefly they are a way of making sense of the massive variety of professional, semi-professional and academic qualifications that exist, by bringing them all into line with a national system of accredited awards by introducing five levels equating to all conceivable levels that currently exist. The spectrum is wide starting from a basic skill that would attract a Unit towards Level 1, to a post graduate degree that would equate to a Level 5.

A first working party has met and this included the British Canoe Union, the Sports Council and the National Coaching foundation. The brief 'To prepare a scheme for endorsement by the National Council for NVO's'

The aim is to run a dual system and it seems there are no obvious barriers to this. The best way of proceeding has still to be determined but should become clear as detailed work progresses. What is certain is that the interest of volunteers will be kept in mind.

There is some difficulty for sport generally in adapting to the NVQ definition of the five levels. Level 1 cannot relate to a person who has unsupervised responsibility and Level 4 relates to management. This means that the BCU four levels of awards may have to fit within Levels 2 and 3 of the NVQ system. This could be confusing and will have to include a means of revalidation for awards, but this does not necessarily mean re-assessment. A system of monitoring logged experience is one possible means of satisfying the requirements in this respect.

The main changes which will affect members of the BCU Coaching Scheme relates to examining others - particularly Grade 2: training and assessing for coaching qualifications. The BCU are going to have to provide formal training for examiners, rather than relying entirely on the present apprenticeship system. Judging from the periodic comments and complaints which are received and the obvious misinterpretations of the examiner grading system which sometimes occurs, this development will be welcomed in many circles, however -

NVO's are not compulsory. There will be no legislation requiring employers to employ only those holding NVO's. It is likely however, that major employers will themselves decide that they require NVO's in due course.

There are no NVO's available at the present time in the Teaching, Coaching and Instructing of Outdoor Education (apart from a pilot scheme being run by the British Horse Society).

PRESS RELEASE

From the British Canoe Union, Adbolton Lane, West Bridgford, Nottingham.

THE TRAGIC DEATHS OF FOUR TEENAGERS ON A CANOEING TRIP

All members of the British Canoe Union would wish to express to the parents of those tragically lost, their deepest and heartfelt sympathy.

The British Canoe Union is the governing body of the sport, recognised through the Sports Council and the Central Council for Physical Recreation. We reflect the collective wisdom of the main practitioners of the pastime, and administer the sport from the selection of Olympic teams, to the provision of a system of qualifications for those introducing others to the activity. There is no other body in England recognised for these purposes.

There is now sufficient information available for some conclusions to be reached as to the cause of this accident.

In view of the official enquiries which are currently being conducted, and the possibility of litigation, it would be improper for the BCU to comment in detail.

However, a statement was broadcast to the effect that spray decks were not worn because of the difficulty of exiting the kayak following a capsize. So far as the British Canoe Union is concerned, it is unheard of for a group to put out to sea in kayaks without wearing spray decks.

The minimum level of qualifications which the BCU regards as suitable for leading journeys on the sea, is its Senior Instructor (Sea) Award.

The BCU has a standard recommendation that those journeying on the sea have a reliable base contact who can alert the Coastguard to the possibility of a group being in difficulties, and be able to supply accurate information concerning numbers and route. Groups should also, as a matter of course, carry a suitable means of attracting attention in case of difficulty.

A warning concerning the danger of offshore winds (winds blowing from the beach out to sea) has been part of the basic safety recommendations stated by the BCU for the past 30 years. Our advice to instructors states "Due regard must always be paid to the prevailing and forecast conditions, and the greatest caution exercised when even the lightest of offshore breezes is blowing".

Each year literally tens of thousands of young people and others are safely and happily put into canoes through the many Centres, Clubs and freelance instructors, which operate in this field. There has been no serious accident occurring during a 20-year period to groups being introduced to the sport by experienced instructors. Parents, schools and organisations who have understandable concern, therefore, should be reassured, but check that the operator concerned is conforming to the recommendations of the governing bodies involved in the activities being undertaken.

Lives are sadly lost in a number of contexts, not least of which is the daily toll on the way to and from school. A rational and realistic appraisal of the overall situation needs to be undertaken of a particular incident when preventive regulations are envisaged, otherwise a great deal of safe and meaningful activity can be unnecessarily jeopardised to the detriment of society.

TRAGEDY IN LYME BAY

Report to the BCU Council

G C Good - 2 April 1993

Following the news broadcasts of this very sad accident, on Monday 22 March, the telephone lines at the BCU office were engaged non-stop, occupying the Director, Press and Information Officer, and the DofC from 0800 Tuesday until late at night.

Within this DofC was asked to comment on live radio 4 first thing in the morning, and on live TV at lunch time on Tuesday, on Good Morning with Ann and Nick, and two news broadcasts. The Kilroy programme also featured the principle of school visits, on Thursday morning.

The telephone enquiries from the media continued, but with decreasing regularity, throughout the week.

A press statement was issued (an updated version of which is enclosed) in an endeavour to correct and hopefully prevent some of the more uninformed speculation and to respond to statements put out by various parties, including the local lifeboatman and the company owning the centre concerned.

EXPERT WITNESS

Nigel Hingston, South West Regional Sea Touring Representative, was asked initially to investigate locally, report back, and make any statements which may be required.

The BCU was asked directly, however, by the West Dorset Police to provide 'expert witness' for the Coroner's court. In view of the fact that a criminal prosecution was under consideration, and the possibility of litigation by the bereaved parents, it was felt that substantial backing was desirable in order for a 'BCU opinion' to be formulated, as the going could 'become heavy' at some stage.

It was decided, therefore, to convene a panel of experts to visit the police, view the equipment, make such enquiries as were possible, and produce a report.

The panel was convened (names at end) and spent Tuesday 30 March with the police team investigating the accident, in Weymouth. Martin Meling (Chairman of the Sea Touring Committee) acted as spokesman.

Although the staff had not been interviewed, we were able to hear a 'blow by blow' account of the incident gleaned from the survivors, and having viewed the equipment, the panel was unanimous in its view of what should be given as a firm opinion, and Martin Meling subsequently gave this in the form of a Statement to the Police. We attended the station at 0915 until 1630, and Martin then prepared a statement until 2100, after which we drove back to Nottingham!

Most of the statement is straightforward, the opinion being that the trip did constitute a sea journey, and that the group should have been equipped with cags over their wet suits, additional buoyancy in the boats, and with spray decks. The instructors should have both been carrying tow lines, flares, and other items. The students should have been of sufficient paddling ability as to be able to cope with the journey.

It was not our place, nor in some instances within our competence, to suggest where the blame should lie, nor to comment on the delay in call-out of the rescue services, or the possibility of alternate forms of lift or treatment proving more successful. We did comment to the effect that as lifejackets had been issued we would normally expect information to be given to the students with regard to inflation, and the importance of keeping still in the water to preserve body heat.

THE FUTURE

Martin Meling is to produce a report concerning the details of the incident.

The intense media interest led to a question being asked in 'the House'. Apart from all local authorities reviewing their procedures, there is continuing media concern, and various programmes are planned to look at the validity and safety of the 'adventure education' field. The MP for the area, David Jamieson, is concerned at the lack of legislation with regard to the setting up and staffing of private activity centres, but is quite positive, and I am hopeful that enquiries at governmental level will not lead to draconian measures being applied, which would cut across a considerable amount of safe, and unrelated activity.

Meetings are taking place within Sports Council, and I am aware of concern within the Association of Directors of Outdoor Centres, and the National Association for Outdoor Education.

The 'heat' could increase at and following the inquest, as lawyers seek to defend the company, and could attack the BCU's credibility in order to do so. I am confident that the team which has provided unanimous support to Martin, and Martin himself, will be more than adequate in this regard, however.

The panel:

- MARTIN MELING (Chair and Spokesman)
Chairman STC; Senior Instructor (Sea); Second Mate's Certificate.
- SAM COOK
Chief Instructor, Bewerly Park Outdoor Centre; Sea Coach; member of original Nordkapp expedition.
- NIGEL DENNIS
Proprietor, Anglesey School of Sea Canoeing; Senior Instructor (Sea); Auxiliary Coastguard; canoeing leader, Ridgeway 'Cape Horn expedition'.
- FRANCO FERRERO
Head of Canoeing, Sports Council's National Centre for Mountain Activities, Plas y Brenin; Sea Coach; North Sea crossing in an Aleut Double kayak.
- NIGEL HINGSTON
BCU SW Regional Sea Touring Representative; Senior Instructor (Sea).
- HOWARD JEFFS
Valley Canoe Products, designer of the Aleut sea double; BCU Sea Coach.

Servicing:

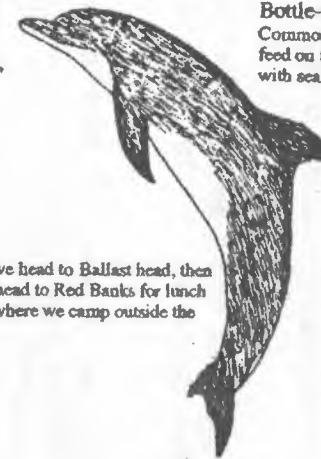
- GEOFF GOOD
BCU Director of Coaching.

Kangaroo Island Expedition

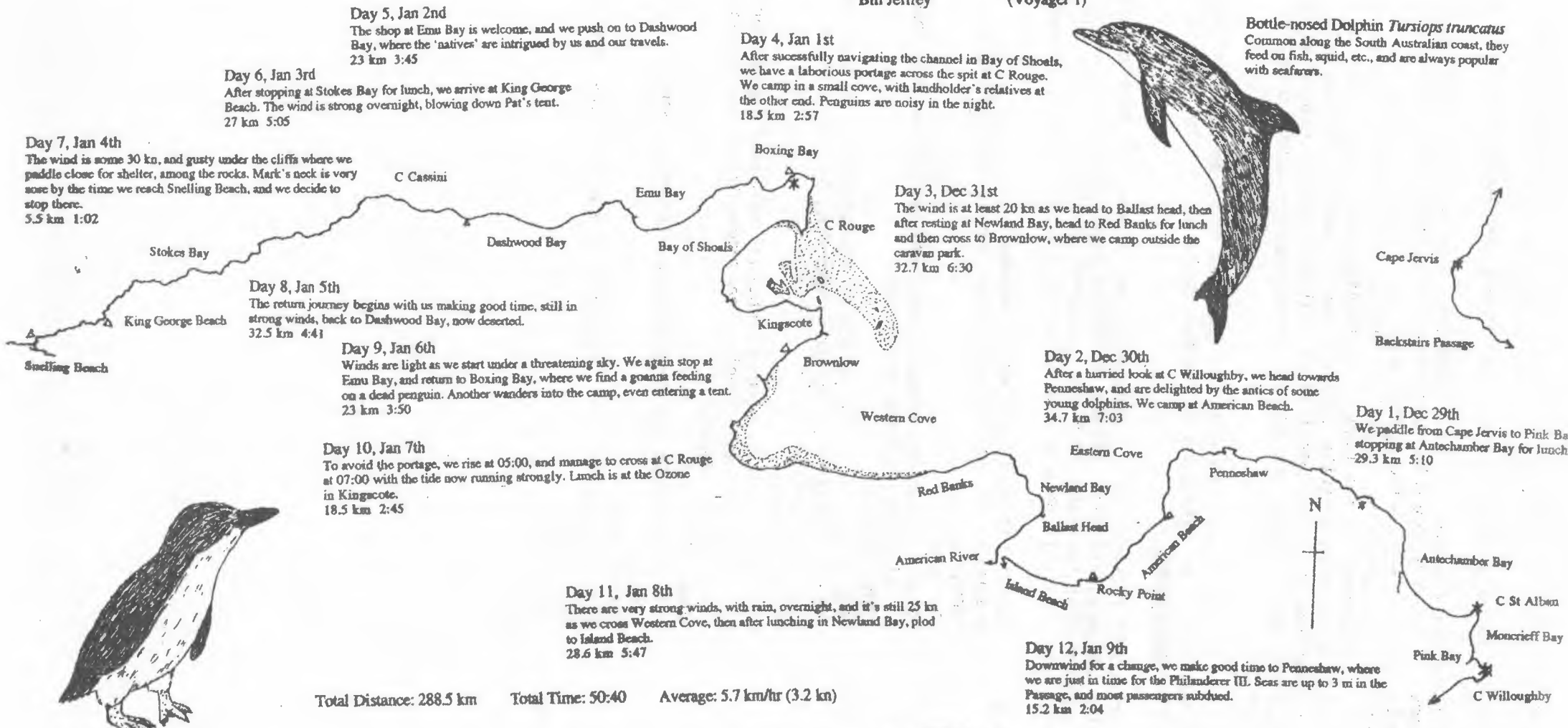
December 29th 1991..January 9th 1992

Participants

Mark Brewster (Nordkapp)
 Peter J Carter (Voyager 3)
 Pat Irvine (Puffin)
 Bill Jeffrey (Voyager 1)



Bottle-nosed Dolphin *Tursiops truncatus*
 Common along the South Australian coast, they feed on fish, squid, etc., and are always popular with seafarers.



Day 7, Jan 4th
 The wind is some 30 kn, and gusty under the cliffs where we paddle close for shelter, among the rocks. Mark's neck is very sore by the time we reach Snelling Beach, and we decide to stop there.
 5.5 km 1:02

Day 6, Jan 3rd
 After stopping at Stokes Bay for lunch, we arrive at King George Beach. The wind is strong overnight, blowing down Pat's tent.
 27 km 5:05

Day 5, Jan 2nd
 The shop at Emu Bay is welcome, and we push on to Dashwood Bay, where the 'natives' are intrigued by us and our travels.
 23 km 3:45

Day 4, Jan 1st
 After successfully navigating the channel in Bay of Shoals, we have a laborious portage across the spit at C Rouge. We camp in a small cove, with landholder's relatives at the other end. Penguins are noisy in the night.
 18.5 km 2:57

Day 3, Dec 31st
 The wind is at least 20 kn as we head to Ballast head, then after resting at Newland Bay, head to Red Banks for lunch and then cross to Brownlow, where we camp outside the caravan park.
 32.7 km 6:30

Day 2, Dec 30th
 After a hurried look at C Willoughby, we head towards Penneshaw, and are delighted by the antics of some young dolphins. We camp at American Beach.
 34.7 km 7:03

Day 1, Dec 29th
 We paddle from Cape Jervis to Pink Bay, stopping at Antechamber Bay for lunch.
 29.3 km 5:10

Day 8, Jan 5th
 The return journey begins with us making good time, still in strong winds, back to Dashwood Bay, now deserted.
 32.5 km 4:41

Day 9, Jan 6th
 Winds are light as we start under a threatening sky. We again stop at Emu Bay, and return to Boxing Bay, where we find a goanna feeding on a dead penguin. Another wanders into the camp, even entering a tent.
 23 km 3:50

Day 10, Jan 7th
 To avoid the portage, we rise at 05:00, and manage to cross at C Rouge at 07:00 with the tide now running strongly. Lunch is at the Ozone in Kingscote.
 18.5 km 2:45

Day 11, Jan 8th
 There are very strong winds, with rain, overnight, and it's still 25 kn as we cross Western Cove, then after lunching in Newland Bay, plod to Island Beach.
 28.6 km 5:47

Day 12, Jan 9th
 Downwind for a change, we make good time to Penneshaw, where we are just in time for the Philanderer III. Seas are up to 3 m in the Passage, and most passengers subdued.
 15.2 km 2:04

Total Distance: 288.5 km Total Time: 50:40 Average: 5.7 km/hr (3.2 kn)



Little Penguin *Eudyptula novaehollandiae*
 These penguins, the only ones to breed in Australia, nest in burrows along the shore. Chicks stay in the burrows while adults spend the day at sea. When the adults return at night their squawking can disturb sea kayakers' sleep.



Goanna *Varanus* sp
 Together with the Black Tiger snake, the largest reptile on the island, these lizards feed on carrion and small animals.



Scottish Canoe Association
Strathclyde West Coaching Panel

presents

THE SCOTTISH SEA KAYAKING SYMPOSIUM

at

THE SCOTTISH NATIONAL SPORTS CENTRE - CUMBRAE - FIRTH OF CLYDE

from Friday 8 - Sunday 10 October 1993

Whether you are a complete beginner to kayaking or an experienced sea or inland paddler you cannot afford to miss the Scottish sea kayaking event of the year. The weekend programme will have events ashore and afloat and will include :-

Boat demonstrations, coaching clinics, trade stands, star testing sessions, Senior Instructor Assessment, day and half-day trips, boat and paddle trials, pool sessions, night paddling and lectures covering a wide range of associated subjects.

Howard N Jeffs, B.C.U. Coach, and author of the best selling book " A Practical Guide to Sea Canoeing " will deliver the main lecture on Saturday on his summer expedition to Greenland.

FAMILIES AND CLUB/SCHOOL GROUPS ARE ESPECIALLY WELCOME.

CHILDRENS PROGRAMME AVAILABLE

You can attend as a non - residential day visitor or camp in the centre grounds or enjoy the luxury of the log cabins with all facilities.

For further details contact Bob Johnston, co-ordinator, at Wellpark, 31 Main St, Coylton, Ayrshire KA6 6JW,

Tel : 0292 - 570331 or Fax 0292 - 571152

