

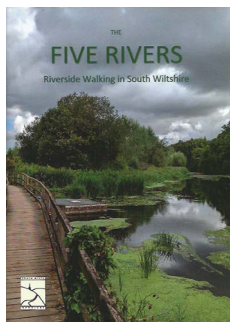
illustrated chapter is titled *Kayak Transportation*, basic stuff but grand illustrations of lifting, carrying and loading kayaks onto vehicles.

At 446 pages, this is now my recommended sea kayaking manual to source. Mind you, it weighs nigh on a kilogram.

Justine advises the download ebook is a PDF but the manual is also available as a print book.

Paul Caffyn

The Five Rivers



South Wiltshire Group of the Ramblers Association

2022

A5

40 pages, paperback

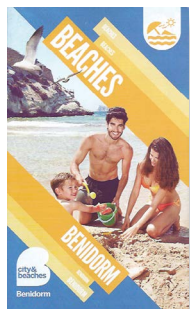
The five rivers are the Nadder, Avon, Bourne, Ebbel and Wylye in the Salisbury area. These frequently feature braiding, often with numerous straight channels running parallel to each other, featuring in the photographs. Most of the text is walking instructions, supported by sections of OS 1:25,000 map although these appear in a

range of sizes.

Introductions include parking and bus services plus places to get food and drink, helped by grid references.

At the end there are nature art notes.

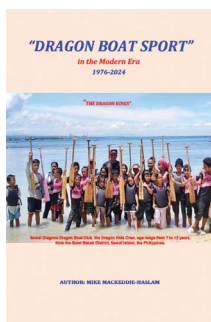
Beaches [Benidorm]



Visit Benidorm

200 x 480mm folding to 200 x 120mm

This leaflet is a brief guide to 7km of coastline around Benidorm with three beaches and two coves. Each has pictures, a description and icons to show the attributes. These icons can exceed 20 to a beach, not all of which appear in the legend. One is for danger flags, which can include warnings of jellyfish presence, potentially can making swimming unsafe.



Mike Haslam has had printed hard copies of *Dragon Boat Racing in the Modern Era* (May, p45). These should be available via the Dragon Sport News Facebook page.

Paper chart U turns

The UK Hydrographic Office were to cease publishing paper charts although they have now extended the cutoff date from 2026 to beyond 2030 after outcry from users and problems with overseas chart bodies who are not just electronic based. Antares are expanding their range of large scale charts based on modern surveys, the list now running to nearly 700 on the west coast of Scotland, but these are for specific locations likely to be of interest to yachtsmen and are only in electronic format. Some of the UKHO charts for this area are still based on 19th century surveys, for which no new surveys are planned. Imray were to extend their range of paper charts to fill the expected gap but have since decided to terminate paper charts after the 2025 season. Even more dramatic, they are prepared to consider offers for the chart business and associated historic name, supplying charts since the mid 18th century.

Ouch!

Moods

Over the years I have found that even just watching the canoe lifeguard championships has reduced anxiety about facing accidents. Some very varied scenarios have been presented (see the last cover) but the reactions of patients have had to be simulated, usually without personal experience. Being an actual patient can throw up some additional factors while removing the competition element of working against the clock. This is offered in the hope that it can perhaps help others.

The European championships series final sprint WWR was held at Llangollen with the Dee at its optimum level. Spectators and rescuers with throwlines stood on the rocks at the Serpent's Tail with the gap full to the top. Rain was falling off and on from one of the winter storms, helping to melt the snow on the sides of the valley. The slate rocks looked slippery but felt quite good when I checked them. The water began slowly to rise further and to turn more muddy so people started to retreat from the water.

After first runs I decided to find a new location for photography. It would only be a question of time before the River Dee was flowing the full width of the channel, certainly by Sunday.

I had stepped over a dry channel in the rocks to get to the riverside. This channel was now flowing. Somebody suggested I pass the camera across first, which saved me several hundred pounds. Trying to keep my feet dry, I was offered a hand and reached for a convenient bush with the other hand. I am not sure whether I jumped or stepped but I misjudged my landing and slipped back into the water.

Early in my canoeing career I had wrecked my ankles in a misadventure following a Worcester Canoe Club party, which I found by sitting on a roadway and feeling for damage. This time I hit the rocks and knew immediately what I had done. The fracture was excruciating.

I fell back into the channel, my shoulders remaining above the water. Others hauled me out with plenty of blood to show. Fortunately, the damage was below the knee but the bone punctured the skin, not good in the polluted water. Somebody produced a large roll of bandage almost out of a pocket and immediately began to wrap my leg.

What surprised me most was the effect of shock. My vision became sufficiently clouded and blurry for me not to recognize any of the people who helped me and I was immediately very weakened. A person under each arm carried me to the foot of the steps but it took me several attempts with rests to get up to the road, during which time I was largely away with the fairies.

A car was brought to drive me to the Chain Bridge Hotel but I was only able to walk with assistance to the first seat, not go a few paces further to somewhere under cover. A further decision was made that I would be taken to Wrexham hospital by car rather than waiting for an ambulance, the days of Llangollen Cottage Hospital being just a memory. I was sufficiently with it to find my car keys and describe my car's location so that the camera could be swapped for clothing and documentation bags.

This time I do have a record. The car crew were Helen Christie (of the family who organized the event and produced some of the top results again) and Louisa Rogers, the mother of one of the rafters, who ensured they kept me talking and did not go to sleep on the slow journey.

Wrexham kept me overnight before taking me by ambulance to Stoke, where bone specialists regularly handle cases from across North Wales. An operation was followed by a week's stay to check on infection from the water, the main concern. I now have enough metalwork to be wary of large magnets. (Whatever happened to Evil Knievel?)

I am still surprised about the significance of shock. It is a matter of regret that I cannot thank personally all those who helped me. We are used to thanking NHS staff including ambulance crews but important speedy first response came from a number of the WWR fraternity. Thank you all.

On about the same day a Lithuanian rafter in Australia in his 60s had become wedged in rocks in a river and had to have his leg amputated to extract him, decidedly ouch!

PS Having unzipping trouser legs meant the hospital didn't need to cut them off.